



TWO BELLS

Vol. III

AUGUST 21, 1922

No. 12

A Herald of Good Cheer and Cooperation Published by and for Employees of the Los Angeles Railway

Edited by J. G. JEFFERY, Director of Public Relations

New Cars Due In October

FULL STOP IS NECESSARY TO PROTECT YOURSELF

By JOHN C. COLLINS
Supervisor of Safety

Several times I have been asked, "Why is it necessary to wait until the car stops to give bells, if a passenger has safely boarded or one has safely alighted before stopping?"

No other passengers are concerned. It looks at first glance that there is no necessity for stopping, and no reason why bells could not be given safely, but as we examine it more closely we may find a reason, and a very important one. One reason is to prevent people from breaking their hips, as a great many do who fall from steps.

You must consider each passenger stop, a flag station, a place at which to stop to pick up or discharge passengers. If your car makes a full stop, autos must make a full stop, which permits your passenger to get off with a safe passage to the curb. This is the right way with the rights of all concerned protected. The next time a passenger steps off the moving car before it reaches its stopping station, he is hit by an auto. The passenger is at fault, car stopped at the proper place where passenger should have alighted, the auto did not have to stop, as the car was moving when it passed. Had the car stopped and the man got off and was hit, the driver of the machine would be to blame for not stopping and could be held liable. The driver will try to prove the car did not stop.

Make Actual Stop

If a passenger gets off the moving car at the proper place, is hit or falls and can prove the car did not stop, we are liable, the driver of a vehicle is only too glad to shift the blame to the company every time he can. You must be able to prove that the car did not stop at the proper

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SAFETY OPERATORS REDUCE RESPONSIBILITY RATIO

THE safety car operators are doing excellent work in accident reduction, according to a survey of figures compiled by the safety bureau for the first six months of 1922.

From January 1 to April 1, there were 3755 accidents in which safety cars were involved. Responsibility rested with the operator in nine per cent of these accidents.

In the three months period, from April 15 to July 15, 3793 accidents involving safety cars were reported. Although this is a slight increase in the total number, it is offset by the fact that in only eight per cent of the accidents were the operators responsible.

Reduction in percentage of responsibility is the constant aim of the safety bureau and indicates effective work by the operators.

MORE TRAINS WILL BE IN OPERATION BY XMAS

Delivery on the first consignment of new 1200 type cars, is expected to begin early in October, and will be followed by strenuous work at the main shops to equip them by Christmas.

Fifty of these cars are ordered and will duplicate those now in service as two-car trains on the M line. The electrical and air brake equipment is scheduled to be delivered at the main shops next month and will be installed by the company. The car bodies and trucks are to come from St. Louis.

The cars will be equipped for operation singly or in two-car trains. No decision has been reached as to what lines will get the new cars.

New Library Books Interest Readers

Three interesting books have been added to the library and are recommended by Librarian Burt Rees. "With the Flowers and Trees in California" is written by Charles Francis Saunders and tells of the flowers that adorned the missions in the days of the padres, the peculiar trees and shrubs of the desert and the monarchs of the Sierras. The book is not technical and greatly appeals to nature lovers.

"The Grey Riders" is a story of the New York state troopers by Frederick Van De Water. It contains many humorous, heroic and pathetic incidents of this picturesque peace force.

"The Three Godfathers," by the popular Peter B. Kyne, ran in the Saturday Post recently and is now available in book form.

Just think when you are vexed and tired,
And perhaps almost unmanned;
The backslider wouldn't slide
If he had a little sand.

Do You Remember: ?

When Division No. 2 was built out in the country near Los Angeles?

When Motorman Dodds licked Jimmy Burns on the front end of his car?

When R. D. Starling was on the police force?

When P. C. McNaughton (Mack) was grabbing nickels on the rear end of a car?

When Conductor Frank Christy broke you in on the Depot line, with 100 fares to collect and 100 transfers to issue, all within six blocks?

When A. C. Stover ran a hash joint down on East Fifth St.?

When you drew your pay in script during the 1907 panic?

When Jim Hardin drove a horse car back in '87?

When Conductor Louie Parker ran

a barber shop over on West 23rd Street and Hoover?

When Charlie Merrill invented the sliding trolley catcher?

When Cal Vassar weighed only 98 pounds?

When Yard Master Walker was going with the girls?

When Sam Thomas was hailed "OIL KING" at Division No. 3?

How you felt when your pay was increased from 24c to 30c per hour, after five years' service?

When Jarvis Phillips first lost his nice head of hair?

When John Collins broke in as motorman?

Compiled by W. H. Saults, conductor, of Division Three in the old days, and now in the furniture business at Centralia, Wash.

Reading Study Guides Provided

The American Library Association, a national organization of librarians, is issuing pamphlets suggesting books along particular lines of study. These pamphlets are received at the company library and are on file. Readers interested in a particular line are invited to look over the books of various courses suggested as many of them are on the shelves.

Two recent pamphlets contain suggestions of books on accounting and journalism.

"Our new minister is just wonderful. He brings home to you things that you never saw before."

"Tut! I've got a laundryman who does the very same thing."

J. C. Woods Made Extra Supervisor

Motorman J. C. Woods, of Division Three has been made an extra supervisor, having taken the instruction course and learned the tricks of the emergency supervisors' job on the telephone switchboard. Wood started in service November 4, 1920, and has made good progress in his work.

On one occasion a Scotch minister knocked at the door of a house where a husband and wife were quarreling.

When admitted, he inquired: "What' the head of the house?"

The woman quietly replied: "Sit yersel' doon, mon: sit yersel' doon. We're just trying to settle that noo."

Don't be satisfied with less than your best.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Under False Colors

EVER since the birth of the American nation, the movement to keep away from autocratic control in government has been in the forefront. It was to get away from such autocratic control that this nation was started.

The movement has taken various forms in the United States and in other parts of the world. Obviously it is impossible for such a number of people as comprise the state of California to meet together, debate and pass on every item of legislation. Therefore government by representatives, whose powers and duties are specified, is logical procedure.

The Russians thought they were getting away from autocratic control when they established the soviets, but the world knows that the result has been autocratic rule which has made that unhappy country worse than it was before.

In California we have a unique example of attempt to enthrone an autocratic control of politics under a clever camouflage. The scheme is contained in the proposal to bond the state for \$500,000,000 under the so-called Water and Power Act. The propaganda of the politicians and socialist element sponsoring the plan is replete with glib phrases such as "Power at Cost," "Save California for the People" and the like.

Cheap electrical power is, no doubt, a thing to be desired. The Los Angeles Railway is a big user of electrical power and would rejoice as much as anyone over cheap power, because, when properly handled, this power is the life blood of western industry.

But the plan of the proponents for producing cheap power has a large sized nigger in the woodpile.

The act, which will be on the ballot, November 7, in addition to proposing a mortgage on the state of \$140,000,000 more than was required to build the Panama canal, would set up a commission of five men with supreme authority in using this money. They could spend it for projects that suited their fancy, in or out of California, regardless of their worth. The board would be appointive by the governor and remain in office at his pleasure. The board could not be reached by the people, who are called upon to bear the \$500,000,000 mortgage.

The board would be given authority by the Water and Power Act to draw money from the state treasury, without consent of the legislature or governor, any amount of money to meet defaults in principal and interest on the \$500,000,000. After this money is taken from the treasury, the act compels the return of it and provides that the people must be taxed to make up the loss.

In addition to these raids on the treasury, the board would be allowed to issue more bonds, in addition to the \$500,000,000 to meet shortages in principal and interest on the half billion dollars, thus permitting the most dangerous form of wildcat financing and pyramiding of the state debt.

The whole proposition does not ring true, or anywhere near it. Its earmarks of political intrigue to give excessive political power are too apparent. The type of politicians favoring the act is argument against it because it would set up a political stronghold capable of influencing communities with a club at the expense of half a billion dollars on the taxpayers and posterity.

It is out of line with American ideals. It is the kind of thing Californians should stop in its tracks.

Thousands for Words

A MERCHANT, telegraphing some information in reply to a buyer's request, will write "PLEASE give this your immediate consideration," or "PLEASE let us know," etc.

A merchant would not last long who declined to say "THANK YOU" when his establishment was patronized. Thousands of dollars are spent on

these words every year because they produce results.

On a street car it costs a conductor nothing but a little effort to say "PLEASE move forward in the car folks." When they comply, it takes even less effort to say "THANK YOU." You have several thousand dollars worth of business at your command by using these words in a courteous way.

Los Angeles Railway.
Gentlemen:

I take this occasion to express my appreciation of the excellent service your company is giving us, and the further fact that accidents are less frequent than in former years.

Your kind attention will greatly oblige.

Yours respectfully,

O. L. GRIDLEY,
1736 So. Hobart Blvd.

Employees To Attend Veterans Convention

Several employees of the company in various departments have made arrangements to attend the convention of the United Spanish-American War Veterans which will be held in Los Angeles, August 21 to 25. The sessions will be devoted to matters of particular interest to veterans and lively entertainment will be provided the delegates.

BULLETINS

Issued August 21, 1922

BULLETIN NO. 126
Notice to Conductors

Effective at once, police officers wearing the old style six-point stars, will be provided with a temporary transportation card, the number of which will correspond with that of the star worn by the police officer. Honor such transportation cards for passage. Note list of such numbers which is posted at your division.

BULLETIN NO. 127
Notice to Conductors

The following passes and track badge have been lost:

No. 310—Issued to Miss Helen Montgomery, comptometer operator, Auditing Department.

No. 1109—Issued to J. H. Kelly, truck driver, Line Department.

No. 1897—Issued to Geo. J. Kreplin, repairer, Mechanical Department.

No. 5086 Issued to D. A. Randolph, conductor, Division No. 1.

Track Badge M-121, Mechanical Department.

If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 128
Notice to Conductors

Transportation Book No. 6016, issued to Ernest O. Smith, account Fire Department, has been lost. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 129
Notice to Trainmen

Complaints are still being received regarding noise made at and near terminals by turning of seats, dropping of fenders, loud talking, and unnecessary ringing of gongs, especially during the night hours.

This must be discontinued at once at all terminals, or turnback points.

BULLETIN NO. 130.
NOTICE TO CONDUCTORS.

Summer schools close Friday, August 18, 1922. Until further notice, do not honor school tickets after that date.

P. B. Hill
Supt. of Operation.

Well, Well!!

DO WE APPRECIATE THEM?

The people of the Hoover street car line have for the greater part of the past year, not only had bad street car service, but they have had to contend with some very disrespectful street car men, but for the last few months there have been on the Hoover street line men that are without reproach, they are kind and attentive to the ladies and children, and it would be a great credit to the company if they could equip their whole system with men like those of the Hoover street line at the present time.

The Messenger representative was on a car recently when a party wanted to know where to get off to reach some particular number, the man in charge did not know, but he made it his business to find out for the party seeking the information. There have been many deeds of kindness on the part of different trainmen recently that was something unusual for this section of the L. A. Railway system and they are appreciated, for one gentleman recently remarked to the editor, "Say, the trainmen of the Hoover line are deserving of a write-up. I have lived out here several years and I have never had the pleasure of riding with a nicer bunch of trainmen than we have at the present time." Keep it up, boys, we are with you.

—The Southwest Messenger.

VACATION IN NORTH

Guy Wheelock, superintendent of schedules, intends to leave the latter part of the month to spend two weeks' vacation in San Francisco and other points in the northern part of the state.

NEW TRUCK IN LINE DEPT. TO HANDLE POLES

A husky new five-ton White truck has been purchased for the line department, and is being equipped in the main shops at Fifty-fourth street and South Park. With the truck will be a big trailer, capable of handling the largest poles in line work.

On the truck will be a mast and boom with all equipment for lifting poles and placing them in position with the maximum speed. This is a new feature in the service of the company and will add to the efficiency of the line department.

George Miller Is Again Instructor

George F. Miller has returned to his old love, the instruction department. George spent a year and a half showing new men what to do and what not to do, but when the "turn over" in the employment department hit a low mark, and there was not enough work to keep everyone busy, he was taken under the wing of A. K. Plummer, director of traffic, and became a supervisor.

HOUSES FOR SALE

Two houses, constructed by the Los Angeles Railway Land Company, are offered for sale.

One at No. 649 Avenue 28.

One at 3435 Merced St.

Both within close walking distance of Division No. 3 car house.

Also a property at No. 11822 Creville Ave. (Sausel St.), Hawthorne, consisting of approximately one-half acre of ground and a five-room house, the house being an upright box. Key to this place may be obtained at room No. 1025, Los Angeles Railway Building.

Information will be furnished at the same office on request of any employe.

Advance payment is not required, but it is to the advantage of the purchaser to make as large an initial payment as possible, so as to reduce the interest charges.

On the Sick List

The following is a list of men who have gone on sick leave recently:

DIVISION NO. 1

Conductors—C. W. Austin, 1157 Delphi st.; C. C. Lee, 966 S. San Pedro; C. A. Phillips, Hillvale place, Belvedere; E. C. Campbell, 1802 S. Union st.

Motormen—W. D. Pringle, 468 S. Savannah; G. W. Holton, 763 San Julian; F. H. Fox, 711 W. 3rd st.; E. S. Perry, 834 S. Flower st.

DIVISION NO. 2

Conductor—S. F. Sutherland, 89th st.; H. P. Chaffee, R. F. D. No. 12, Box 746; J. H. Allday, 5848 Denver ave.

DIVISION NO. 3

Conductor—E. H. Norman, 526 S. Ave. 21.

Motormen—M. L. Hersom, 514 E. Ave. 29; H. O. Boutwell, 1787 Albion st.; H. McConaha, 2930 Jeffries.

DIVISION NO. 4

Conductors—P. E. O'Bannon, 1604 W. Pico st.; E. T. Smith, 2411 W. Jefferson st.

Motormen—J. B. Selby, 1204 Winfield st.; W. Sloane, 3332 E. 3rd st.

Safety Operators—T. M. Fitzgerald, 1217½ West Pico; J. C. Cave, 2513 West Ave. 33; H. G. Bryde, 940½ W. 12th st.; A. L. Hartman, 1236 E. 58th st.

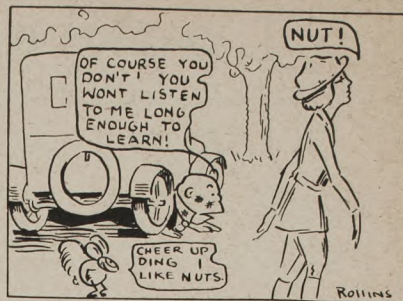
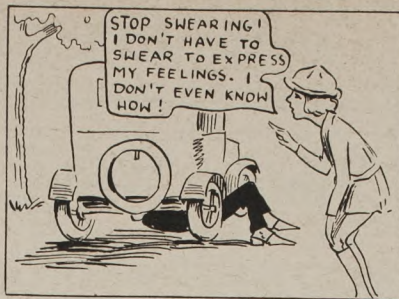
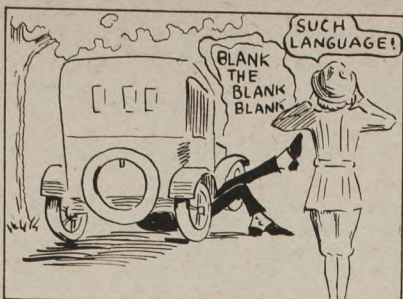
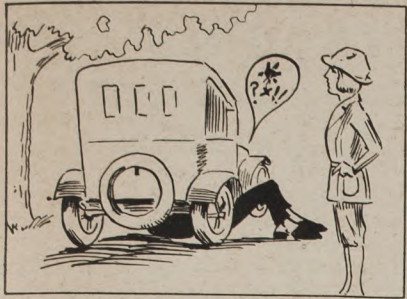
DIVISION NO. 5

Conductor—E. F. Page, 11854 Venneta ave.

Motorman—M. Perlin, 7921 San Pedro st.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

For Mtr. G. C. Vaughn, Div. 5

Los Angeles Railway.
Gentlemen:

Would like to congratulate you on having men in your employ like Motorman 1937.

Today saw him undoubtedly save a woman's life at Florence Avenue and Vermont, at about 3:10 p.m. He showed wonderful caution and presence of mind, otherwise the woman would have been killed, and it would have been all her own fault.

Knowing of your merit system, I think this man deserves some special commendation.

Very truly yours,

P. PETERSEN.
8620 Menlo St.

I also saw the above occurrence, and wish to say I think this motorman deserves some credits.

MOTORMAN E. A. HILTY, No. 133,
Div. 5.

8624 Menlo St.

□ □ □

For Condr. A. A. Deaner, Div. 1

For Mtr. R. N. Jones, Div. 1

Los Angeles Railway.
Gentlemen:

Just a note of appreciation of the courtesy given me by two of your conductors. My business keeps me traveling considerably on your cars and I found these two conductors today exceptionally thoughtful in directing me to my destinations.

Their numbers were 324 (Pico car) and 2217 ("S" car).

Very truly yours,

G. A. BEER.
636 West Adams St.

Notes: Mtr. Jones, 2217, was working as a conductor.

□ □ □

Los Angeles Railway.
Gentlemen:

Will you kindly send me one of your new route books as offered in your July "A-z-u-r-i-d-e."

I appreciate our good car service, considering the rapid growth of our population, but we shall all be glad when our line, York Boulevard, can have larger cars, or more frequent service, as our cars are always crowded.

Our conductors and motormen are very considerate and polite and help my husband on and off cars, as he is lame.

Respectfully,

MRS. W. M. REED.
1441 West Avenue 48.

□ □ □

Los Angeles Railway.
Gentlemen:

The service at present is a great improvement over what it used to be, when I remember having to wait for more than twenty minutes for a car on South Main line.

H. H. HAWKENSEN.
Box 926, Station C.

Get Witnesses!

1. Obtain their names and addresses at once! Don't hesitate!!
2. Secure those who had a good view of accident—and gather all other names and addresses possible.
3. Don't be afraid to ask for witnesses—have confidence in yourself. Be courteous, yet persistent and firm.

REMEMBER that the question of your negligence often depends on the statements of disinterested witnesses.

IF YOU WERE BOSS WOULD YOU EMPLOY YOURSELF?

(Continued from Page 1, Col. 1)

place and that the driver or passenger was negligent.

Suppose a passenger boards the moving car safely at or near a stopping station, bells are given, then he stumbles, falling off the car, through a window, or does one of the many things that happen during the year. The fact that you have to give a signal to stop your motorman, proves he did not intend to stop for that particular passenger. It was necessary that he catch your car on the run or get left. When the car slows down to almost a stop at a station where a passenger is about to board or alight, the full stop should be made each time to protect yourself.

Passengers claim a car carried them by their stop; that they were not familiar with that section of the street, and stumble on account of a hole in the pavement, or when stepping on the curb. Such things need explaining. A passenger leaving a car in the middle of the block, a place other than regular stop must be very careful in doing so. Women should be warned of approaching danger when it is noticed by the conductor.

Bars Still Dangerous

Having the barrier up or gates open between the tracks is very dangerous. Some people are in the habit of getting in the corner and leaning against the side, force of habit, is liable to be disastrous to them, should the bars be up. This happens quite often when the curtain is pulled down to the floor, motorman or conductor neglecting to put down the bar, making it a much more dangerous condition, and the habitual bar leaner is sure to lean once too often. Leaning against a bar was dangerous even before Volstead's time.

Every feature is fully protected when the man in charge of the back end anticipates the consequence of a move at the time the move is made. Even to the turning on of the lights, to see that the headlight is doing duty on the front end, instead of worrying the man who follows you.

Chance Taker Loses

For a while a man may get by safely though neglecting some of the small things connected with street car work, but each time he is taking a chance,

consequently is in the losing class. The man who makes the stop does not take the chance, so can not be checked with responsibility.

Some men say you have got to take a chance or you would not get any place. The rules guide you in the chances we are willing to take. You might say the man who is cautious, never taking a chance, is a coward. This is a point one could argue on for some time, it depends on what is to be gained or lost by taking the chance. It takes courage as well as caution to run a street car. To take unnecessary chances with your own life is foolish, with that of another is criminal. When a man is doing a thing right and something happens, he has the satisfaction of knowing he was attending to business, so he can not blame himself, nor can others blame him, though someone suffers because they were not attending to business.

Always on the Alert

A motorman has so much work to do all the time whether any one is riding or not. He is on his nerves most all the time, looking for the unexpected moves in the street.

The conductor has more physical and mental work than the motorman; also more time for relaxation. He works at high pressure two or three trips coming in or going through town. After fares are collected, going towards the terminal he has little to do except the unloading which is easily watched. The motorman is at high pressure all the time unless he studies the system and applies it. Conductors usually make their own work hard or disagreeable, when he has the finest chance of anyone connected with street car work to be agreeable, making friends for himself as well as for the company.

If I Were Boss!

As you make a personal study of your work and of yourself, ask yourself this question: "Have I as much confidence in myself as my superintendent has? Would I hire myself to do the work the way I am doing it, if I was responsible for the safety, courtesy and success of this enterprise?" I think a few would have to admit if they were boss, they would not have themselves on the job.

Feel each day as though you were the owner of the car you operate.

As you think back; places where you have worked before, have you ever noticed how seldom the boss is sick. He is always on the job, and in a great many cases, putting in more hours than the men. The boss does not have time to get sick, his mind is occupied with work. He may be slightly indisposed, but his work soon occupies his mind so thoroughly that the thought of how he feels is blotted out. The spirit of something accomplished, to build, to make things better, and safer. The good boss endeavors to build. In the course of building it sometimes is necessary to tear down or remove some obstruction which might make the building unsafe.

Take An Interest

I have heard the remark made a few

On The Back End (Contributed)

Sayings of Dan Healy:

"Why that boy is so green he makes a cucumber look pink."

* * *

A report came to Division Three that a certain trainman had beaten his wife up yesterday morning. A thorough investigation disclosed the fact that the motorman in question got up just two hours before his wife and had the coffee boiling and breakfast all ready. Wasn't that nice?

* * *

PHILOSOPHY

If we are here to help others, what are the others here for?

* * *

A fellow, riding a street car, noticed a girl who had declined his love because she couldn't understand him. He offered her his seat to see where he stood.

* * *

Mr. Utellem Ferguson:
Dear George:

Why were the tracks on Stephenson Avenue put in the center of the street?

L. B. D.

Answer. To run the cars over—

* * *

A stranger in town boarded a West Adams car and told Conductor J. M. Wilson he wanted to go to "Swimaround" street—or at least that was what it sounded like to him. Wilson suggested "Cimarron" street and at that point the customer looked around and commented:

"Don't see much to swim around, but walking looks good. Guess I'll try it."

* * *

A foreigner, evidently representing one of those numerous small and unwashed nations, that injected a troubling element into the world peace negotiations, boarded a Brooklyn car and proceeded to tell the conductor all about transportation problems in his native country and in his native tongue. The fare box cashier gave a good imitation of a man being interested, but at the conclusion of the discourse, shrugged his shoulders with that air which means damfino. This almost stopped the customer, but he had a bright idea. He took a pencil and paper from his pocket and wrote out the story, still in native language, then handed it to the conductor with a smile of achievement.

times about men working for this company, to this effect—"Joe Doe seems to think this company could not get along or run without him." Were I the owner of any company, nothing would please me better than to have every man on the job feel just that way about it, feel that he was part of the game, and not a small part, that things depended on him just as much as on any other man connected with it. Wanting the credit when due him, taking the blame cheerfully when he made a mistake.

As you go along each day do not lose sight of what you are endeavoring to accomplish. To handle people with safety, courtesy and dispatch, keeping the main safety idea first in the mind, thus protecting other people from making mistakes. To anticipate the consequence of a move at the time the move is about to be made, taking the necessary precaution to safeguard each angle as it opens up, so the work becomes a pleasure, and at the end of the day the wife will welcome home an entirely different human being.

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

Noticed in this week's "Two Bells" that the second cash award in the Monthly Service Ideas Contest was won by Motorman N. Robinson of this division. Last month the first prize was won by a conductor from this division, which goes to show that Division 1 is always there when it comes to contests, etc. The boys are all making up their minds right now that Division 1 is going to win the coming safety contest, which starts in October, so you may expect to hear from us again soon.

Canary Motorman Asbury, (sometimes known as the Canary King) has raised these birds just as a hobby for the last 16 years. This year he raised 48 fine birds. He is always glad to have any one call to see them and he will tell you how it is done. He has a few that he will dispose of at reasonable prices.

Conductor R. A. Smith came in tonight and reported a fishing trip in the deep waters out from Santa Monica. Said he caught a good bunch, including a five-pound shark. He also caught a good sunburn, which makes his skin match his hair beautifully.

Word has been received from Bill Matthews, who is enjoying a two weeks' vacation over at Catalina. He says, running a street car is alright, but "This is the life."

Motormen M. Scherer and W. L. Campbell left this week on their vacations. It is reported that Campbell will not return alone. Well, such things do happen sometimes, you know.

DIVISION 2

C. L. Christensen

A letter, just received from Motorman R. W. Grisham, states he is enjoying himself very much on his eastern trip, at the present, in Kansas City.

Conductor J. G. Frantz has returned from a trip to Eureka, Cal., where he was visiting friends and relatives.

Motorman P. A. Clark, who has been sick for several weeks, is back on the job.

Conductor M. Taylor is taking a couple of weeks off, going to take a real rest, at Big Bear Lake.

Conductor E. A. Schoenbaum, who was recently run down by an automobile, at 30th and San Pedro streets while flagging a railroad crossing, is slowly improving at his home from a badly bruised leg.

Conductor E. H. Weilbacker, who resigned about two months ago, is back, "bucking the board."

Conductors C. W. Darwin, S. J. Bacon and W. T. Vickers, took a day off to go deep sea fishing off Redondo, but came back empty-handed, no luck at all.

Foreman T. Y. Dickey and Conductor E. A. Moxley have returned from their hunting trip to Frazier mountains, where a couple of big deer lost their lives, whether by accident, or by a well aimed shot, we are unable to say.

Motorman A. C. Campbell, working as extra supervisor, laid off long enough last Wednesday, August 16, 1922, to make a trip to Huntington Park, where he married Miss G. La Velle.

Division Two extends congratulations and best wishes to Mr. and Mrs. Campbell.

Who's Who



THIS week we present one of the familiar characters of the mechanical department, Andrew J. Chambers, foreman car painter, who has been decorating rolling stock for the past twenty years.

Andy migrated from the Blue Ridge mountains of old Maryland some forty years ago, serving for a time as car painter for the U. P. R. R. at Omaha; S. P. R. R. at Sacramento, and Pacific Electric Company, entering the service of the L. A. Railway, June, 1903, when the shops were located at 6th and Central Avenue, with a service of sixty-eight cars, and has remained faithfully in the service until it is now over nine hundred.

During the past six months his health has been very poor; he is now confined in a sanitarium near Long Beach, where we learn he is rapidly regaining his good health.

DIVISION 5

L. W. Burwick

Prospects for a division show are getting better and Conductor G. J. Armstrong has asked me to call for volunteers for an orchestra for Division Five. He has considerable material already, but wishes a few more before giving an entertainment.

Supt. Morrison is away on his vacation this week, enjoying himself (we presume) at Murietta Hot Springs. Foreman J. W. Allen is at the helm during his absence.

"It's a boy," exclaimed Motorman W. H. Enlow, as he reported for his run Tuesday morning. "Born Monday, August 14th, and weighed seven pounds and ten ounces." Wife and son are getting along fine, he says.

Cupid seems to be running Mr. Stork a close second at Division Five. During the past week the "Bachelors Club" have lost two members, Conductors John Hart and L. F. Kramer, who have taken unto themselves a wife, (each).

W. E. Chilcoat, M. Knudson, A. J. Maryhew, M. E. Tobin, and Homer Conklin have started their vacations during the past week.

E. L. Knopp has secured a ninety-day leave to try out on the police force.

J. L. Grossnickle, John Hart and J. W. Nestor have returned to work after short vacations.

M. M. Sacks, who is on sick leave, taking treatments at the Jewish Tuberculosis Sanitarium at Duarte, paid us a short visit last week. He has one day per month to return home so expects to keep in touch with the "gang" here.

DIVISION 3

H. A. Russell

The recent shake-up on the Eagle Rock line passed off quietly and everyone—even Armstrong—got just the run he wanted, and the new schedule seems to be working out smoothly.

Listen! Harry Beals, instructing student, now, son, you just do everything as I tell you, not as I do; for instance don't go to work with a straw hat on, as it is against the rules and embarrassing, as I recently discovered.

Motorman Armstrong, all out of breath, reported auto parked in rear of barn with all lights out. Chief Ira Gott investigated and found therein two bandits. No, not exactly, but two lovers. Were they armed? I'll say *she* was, both arms around her, and he pouring sweet nothings into her dear little ear. Now, Ira, don't spring anything like this again. You were young once yourself.

Conductor Jaquish is a twin, but his twin brother having left him, he has adopted Conductor Ray Dean and they are now all the same as the Siamese twins. They have the same ailments at the same time, anything from an ingrown toe nail to an ingrown hair, and being so closely connected, it is impossible for one to work without the other, so there you are. Some pair.

Conductor E. C. Bradley was observed limping around the other day, the result of the headlight falling on his foot. Some feat (feet) and the headlight not being light, hence the limp.

Conductor E. Brown (Swede) is building himself a home on Jeffries avenue. Ed. says that paying rent is just like pouring your money into a rat hole, and we agree with him.

Switchman Charlie Merrill has just returned from Hermosa, where he was building himself a summer home, the same overlooking the great Pacific, and to be known as the Chateau Frontenac.

Our genial foreman, Dan Hanley, has returned from his vacation, sunburned and peeling, and has settled down for another twelve months of a continual round of pleasure. "Pretty soft I'll say."

Conductor E. L. Jandro hied himself to Santa Monica last Sunday, to get an eyefull, and being a foxy old bachelor, he could not absorb enough in one day so made it two. He reports all mermaids running strictly to form and the forms were certainly bewitching to himself at least.

Motorman Merle Hersom, number 4 on the list, is suffering from a nervous breakdown. As he says, you can't keep a good man down, he expects to be on the job again shortly. He is at present staying at the home of his brother in Eagle Rock.

The old bird stock, after his visit to Nevada, has returned and Saturday last arrived at the home of Conductor F. C. McKibben and left therein a bunch of loveliness in the form of a beautiful baby girl. This makes four in this family. We are pleased to report mother and child doing fine.

If it had not been for Constable Frank Mead's wonderful agility the other day as he stepped off his car to flag a crossing, we would have had a hospital case to report. Agility, you get that don't you?

DIVISION 4

C. J. Knittle

Motorman G. S. Mattern, Jr., went down town on a recent afternoon to have a dentist clean his teeth, but he thinks he got into the wrong place 'cause he had to take off his shirt and lay on his stomach while the doctor rubbed his vertebrae and jumped on his back, but never looked in his mouth.

Did any of you wonder why Supt. Wimberly looked so seedy the other morning? He had rode the Masonic goat the night before, and we guess it was some task. Eh, Hi?

"Curtain! Curtain!" No, gentle folks, the scene was not laid backstage at the Hippodrome. It was Clerk Croushorn bidding Trainman Curtin to shine forth last Sunday morning. "Curtin isn't up yet," yelled someone. "Alright, I'll put it down on the missout sheet," replied Croushorn.

Last Thursday morning Conductor E. C. Croughan's West 11th car pulled up at 10th and Vermont and Supervisor Bill Flannery told them to wait a couple of minutes because the next crosstown car would have a load of summer school students. Croughan didn't like the idea of waiting. Bill explained very reasonably why these carloads of students should not be compelled to wait for the car there when the service would not be interrupted by holding the W. 11th cars. The crosstown car arrived and the students amounted to two 66x66 colored women. Ha Ha. Croughan stuffed his handkerchief in his mouth. Bill beat it behind a palm tree to wait for his dignity to return.

Conductor C. Snodgrass brought in a baby carriage, last Thursday evening, which had been left on his car. Now he is searching for a good-looking, unencumbered damsel. Conductor Bryant wonders if he expects to push her around in it. (Ignorant thing!)

Last Monday night Motorman W. Ferris was returning from San Diego in his "Xylophone 4." Between Capistrano and Santa Ana he was stalled by irreparable tire trouble. He hailed several passing autos, but they speeded up, thinking him a bandit. Six hours later, in the cold gray dawn, a kind old farmer in a rickety old fivver, picked him up and took him to Santa Ana.

Conductor Duke Lowen has returned from a nine-day leave. Duke spent five days at Catalina and two at Redondo, fishing, and brought back sixty pounds of bass. He is discouraged. (Gee whiz, Duke, if I stretched an outline from here to China with triple hooks a foot apart all along the line and caught a half dozen sardines, I'd go nuts over my good luck.)

"Abie" Budne, once upon a time famous as Temple street's champion nickle bandit, has been re-employed to Division 1.

"Packy" McFarland, who has worked the back end for thirty years here, proves that he is still young in spirit by buying a Chevrolet and taking a nine-day leave to learn the inside dope. "Packy" says we won't need to expect a fifty-cent assessment in the Co-operative Association on his account. (We believe you, Packy. Here's luck.)

Conductor Jack Milburn's Hoover street car was southbound on Main. After passing Washington he yelled, "21!" "Were you calling my age?" asked a jolly and good-looking lady of about thirty-five summers, as she arose to get off. "No," replied the equally jolly Jack, "but if you wait a little, I will. We go to 116th st."