



TWO BELLS

Vol. III

AUGUST 28, 1922

No. 13

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

Safety Contest to Start Oct. 1

New Type of Car is Introduced

1151 REBUILT TO SEAT 56 PATRONS

A new type of car has been introduced to the 999 other passenger coaches of the Los Angeles Railway and is making friends in all circles. The car is Number 1151, running out of Division Two on the M line, and is a reconstructed magnetic-brake type car that once operated on the West First Street line.

Originally the car was 35 feet and five inches long, seating 34 passengers. It used four motor equipment.

Seats 56 Passengers

In the reconstruction the car was cut in the center and the enclosed section was lengthened to 48 feet with a seating capacity of 56 passengers. New air brakes were installed and the car was made into regular two-motor equipment.

The reconstruction plan followed on car 1151 is different from that used in improving some of the old standard cars. With the latter, the ends were lengthened, giving larger loading platforms and additional seats in the open sections. In the plan followed on 1151, the enclosed section was lengthened.

Cross Seats Used

The open and closed sections are equipped with cross seats and each seat has a window, as on the safety cars and the 1200 type cars, which are operated in two-car trains. Signal bell buttons are placed between windows. The enclosed section has roof ventilators.

The car is apparently popular with passengers and trainmen. It was designed and put in service to determine if the type is practical and if the approval is general other cars may be reconstructed into this model.

"WHO'S WHO" IN LIBRARY

The 1922-1923 edition of "Who's Who" has been received by the company library and is available for use. The book is known throughout the world as an authority on the history of prominent men and women.

EFFICIENCY RATINGS SHOW GOOD INCREASE

CONTINUED improvement is shown in monthly efficiency averages, according to the report for July.

Division Three and Five have an even break for top honors in total average efficiency of motormen and conductors. Division Three conductors average 128½ per cent and the motormen rate at 124 per cent. At Division Five the fare box cashiers have 129 per cent and the front end men have 123½ per cent.

Division Five motormen made the

greatest improvement over the previous month. The rating for June was 118½ per cent. Raising this average five points was a worthy deed and brought honor to the seagulls' roost.

The averages for July are as follows:

	Motormen		Conductors	
Division One	123	%	124	%
Division Two	122	%	124	%
Division Three	124	%	128½	%
Division Four	123½	%	124	%
Division Five	123½	%	129	%

RAILWAY HAS EXHIBIT AT INDUSTRIAL EXPOSITION

THE Los Angeles Railway has prepared an interesting exhibit for the California Pageant of Progress and Industrial Exposition in Exposition Park.

The extensive display will be open from August 26 to September 9, and is expected to attract large crowds. All the varied industries of the Southland are represented.

One of the interesting features of the company exhibit is a cross section of a piece of track showing the actual construction with paving, trilby

rail, ties, ballast, tile drain, down to the dirt. Posters on the walls illustrate different facts about street car service of interest to patrons.

Grant Clear, of the instruction department, who is one of the best informed men on affairs of the company, is at the booth to explain the exhibits and to answer questions. He is assisted by C. H. Wolfe of Division Three, who is long on making friends in more ways than one.

Employees of all departments are invited to visit the booth.

Monthly Dance on Saturday Evening

The regular monthly dance will be held in the regular way at Recreation Hall with a regular orchestra generating regular dance music Saturday evening, soon after the ink dries on this edition of Two Bells. Some good entertainment will precede the dancing. Summer dances make the punch bowls popular, and an extra supply will be available.

BRIDGE SPAN SHORTENED

Repairing of the west span of the Macy street bridge has been completed. The span has been shortened from 155 feet to 97 feet greatly strengthening the structure.

Special Signs for Exposition Cars

Special cars running to the California Pageant of Progress at Exposition Park, August 26 to September 9, will be marked with dash signs reading "Direct to Exposition Park." Paper sheets, the sign of the metal dash sign will be pasted over the regular metal sheets for this purpose.

DIV. FIVE ROOF FIXED

The roof of the Division Five car house has been repaired so that the mechanics will not have to borrow umbrellas before going to work.

It isn't enough to be doing something. You must actually get something done.

SIX MATCHES WILL LAST A MONTH EACH

By JOHN C. COLLINS
Supervisor of Safety

September 30 ends the six month vacation from accident contests. October 1, we shall start a series of six safety contests or games. Each game to be played during the calendar month. These contests will be conducted on a responsibility basis, because we feel that produces the greatest results, making a more interesting game, as it eliminates all element of luck.

This gives each division a chance to hold the pennant for one month. At the end of the season we will average up for all the contests. The division with the lowest average of responsibility for the six months, will hold the pennant during vacation time.



Consistant playing produces results. There is no game played where there is so much at stake, no game where there is so great a need for a cool head, and self-control.

The life and well-being of many people depend on your plays. One mis-play on your part may cause untold suffering, and great expenditure of money. The golf player is careful of himself, is careful of each play that he makes. He uses his head, planning, thinking, and doing.

It's Up to You

You must enter this series of games with a clear mind, and with the firm determination to win, personally, so that your division may win the side on which you are one of the players. You will get no great credit, for it is all in the day's work, and as yet, people are not alive to the efforts made to conserve and protect the human being.

Every man should take an interest in the contest, the spirit of rivalry should exist the same as in a football, or baseball game. Get the co-

(Continued on Page, 3 Cols. 2-3)

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Win Your Safety Contest

RAVIN' to go!

That is the spirit to put behind the coming series of safety contests because they are going to be spirited races from start to finish. The majority of trainmen remember the former safety contests and know the rivalry they developed, although some of them lasted ten weeks.

The coming contests will last a month each. They will start with pep and move with snap. To win a safety contest of four weeks a division must be up on its toes from the first moment.

Your spirit will reflect the division spirit. The big "Premier Safety Division" flag will fly over the division whose men made the greatest effort to save the greatest thing they have to protect—human life.

Courtesy As A Business

IT IS undoubtedly unethical to treat a virtue from a business standpoint, and the man who first said, "Be courteous—it pays," was indeed a commercialist, who cultivated good habits, not in the interest of goodness itself, but as a gilt-edged investment. But ethical or unethical, *he had the right idea*, and a smile, a word of good cheer, a friendly hand clasp, will get you more than a frown, a clammy, loose-fingered grip, or a sneer, regardless of whether you are selling ships or safety pins.

Human nature is much the same the world round; human hearts are susceptible to the contagion of good nature without respect to color, creed, clothes, climate, or country. Familiarity may breed contempt, but it is safer to gamble on the results of that extreme over the methods of the man whose cold reserve is repulsive, and whose spiritless handshake is as feelingless as an iron pump handle.

From a standpoint of logic, the individual who cultivates a courteous manner, an affable approach and a likable personality purely for what there is in it as a business proposition, is guilty of undiluted hypocrisy. But we are only treating the subject of courtesy in this short article from a business standpoint, in which the end almost justifies the means—a dollars and cents proposition without camouflage.

That man is indeed fortunate who is courteous from his inner self, but, commercially speaking, with ethics as a secondary consideration, if you can't be polite, considerate and gentlemanly from your soul, *it will at least pay you in the business world* to cultivate these habits on the surface. If you can't be courteous as a matter of principle, you will at least profit if you are courteous as a matter of policy.

The salesman with an honest heart and a legitimate line of goods, but handicapped by a poor personality, and crude manners, will always lose out to the bunco artist who peddles gold bricks and phoney stocks if the latter is gifted with a suave, courteous tongue and an affable smile.

"Speed Up."

Instruction Dept. Bunches Vacations

The instruction department is very busy at present taking vacations.

Dan Healy, assistant chief instructor, is rounding out two weeks at Mt. Baldy and other points of interest.

Ed. Yonkin started for quiet places to hunt deer and catch trout.

O. T. Elrod completes the roll call by reporting from California Hot Springs, Tulare county.

And Bob Pierson, chief instructor, is getting thinner every day, being everything from office boy to boss, right behind the old desk.

I hate my woolen underwear!

I'm mad enough to bawl!

It itches here, it itches there!

The darn thing seems to crawl!

And when I start to scratch somewhere,
That ain't the place at all!

The Aristocrat (returning to school)
"My ancestors come over with William the Conqueror."

The New Girl—"That's nothing. My father came over on the same boat with Mary Pickford."

Fare Boxes Clear of Junk Array

The array of junk, ranging from peanuts to Chinese money, that graced the fare boxes at one time, has practically disappeared. The men who handle fare box repairs at the main shops, report that the boxes usually are clean and that mechanical trouble resulting from slugs and odd sized money being dropped in, has fallen off considerably.

This indicates that conductors are keeping a closer watch on the money boxes.

Mr. Knittle, scribe of Division Four, seems to think that the little poem appearing under my name a few weeks ago, was a little too immodest, (for Division Four men), and then replies with a ditty that really does make us old worldly gentlemen blush with shame. Since you are so quick to notice these kind of poems, Knittle, perhaps you read this one in a L. A. paper last Sunday:

"In days of old
They covered up their knees.
When janes were cold,
But nowadays
They find it pays
To stay in s'ple and freeze.

BULLETINS

Issued August 28, 1922

BULLETIN NO. 131

Arbitrary stop on Private Right of Way

in curve north of Santa Barbara has been discontinued, and a slow sign installed at this point.

An arbitrary stop sign has been installed at the junction of Private Right of Way and Grand Avenue south bound. Trainmen will govern themselves accordingly.

BULLETIN NO. 132

Effective September 1st, 1922.

Conductors and Safety Car Operators will place their punch mark in the left hand margin of Mileage cards on a line opposite the name of conductor. Please note sample at your division.

BULLETIN NO. 133

Conductors operating Line "E" trains which pull in to Divisions No. 1 or No. 4, may turn their transfer and ticket envelopes over to the foreman at those divisions, who will forward same to the Transfer Bureau, in special packages.

These transfer and ticket envelopes must not be deposited in the usual receptacles at Divisions No. 1 and No. 4.

BULLETIN NO. 134

Pass No. 1039, issued to Ralph M. Welch, Substation Operator, has been lost.

Pass No. 2002, belonging to Edith Anderson, Car Cleaner, has been lost.

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

BULLETIN NO. 135

Notice to Trainmen

There will be a Camp Meeting held in the vicinity of 57th and Vermont from August 29 to September 12, inclusive.

During the continuance of this meeting, northbound cars will make stop for passengers at 57th and Vermont.

BULLETIN NO. 136

Notice to Conductors

Fireman's Pass Book No. 6220, issued to C. V. Brink, has been reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

P. B. Hill

Supt. of Operation.

Help! Those Twins Are Loading Cars At Same Corner

It is bad enough to have those Burke twins working at the same division or even as conductors on the same line, but when they showed up at Seventh and Broadway as loaders, it was a terrible jolt to the public.

Danny and John are as busy as the one-armed wheelbarrow operator at the point of heavy traffic. One helps to load cars west bound and the other handles the east bound service.

A stranger in town asked about the Western Avenue cars and Danny directed him to the opposite corner. Arriving there he saw John and exclaimed: "What the what not? Did you follow me over from the other corner?"

"No," beamed John, "are you coming or going?"

"Darned if I know, but I want to get to Western Avenue somehow," said the perplexed customer.

Chas. Resmaw Put in Charge of Bridges

Charles Resmaw has been appointed superintendent of bridges and buildings under B. H. Eaton, engineer of ways and structures. Mr. Resmaw is a new man with the company, but he has been engaged in bridge and general construction work for a long time and is well familiar with the Los Angeles Railway properties. He stepped into a big job with the construction of the new mill at South Park shops and is making friends fast.

DIVISIONS TO HAVE EVEN SHARE OF TRIPPERS

A rearrangement of the trippers—morning and evening rush hours—is to be made, so that each division will have the number of trippers proportionate to the number of regular runs. The schedule department is working out the changes and they will be placed in effect soon. The rearrangement does not reduce the number of trippers, but it is felt that even distribution will meet with the approval of division officials and trainmen.

As an example, Division One has 18 per cent of the total number of early runs of the system. That division will get 18 per cent of the morning trippers. There are a total of 107 such trippers at all divisions and Division One's allotment will be 20. At present it has only 16.

Division One has 18 per cent of all late runs and therefore will get 18 per cent of the late trippers, which means 24 instead of 25 as at present.

The change will affect Division Five more than any other. Supt. Morrison at present has 35 morning trippers which is 41 per cent of the total. This will be cut down to 22 morning trippers, or 21 per cent of the total number, because Division Five has 21 per cent of the regular early runs. In the evening Division Five has almost half the trippers. 47 per cent to be exact, and this will be changed to 23 instead of the present 33. The heavy number of trippers has been quite a problem at Division Five lately and on numerous occasions some of them have been held in on account of having no crews.

The date of the change will be announced later.

No change will be made on the safety car list.

Porters on The Street Cars!

John Turvey, of Division Five, who has taken in quite a few nickels since he started in 1914, tells a good story on himself and swears that it is true.

John had a student and was teaching him all the tricks of the trade. A woman with a couple of awkward bundles attempted to get on the car and John went to her assistance, lifting her and the bundles to the platform.

The good woman puffed her thanks and said, "I have heard a lot about the courtesy of the men here but it is the first time I ever saw street cars that had porters!"

Two Bells:

I am sending in a letter to thank the Los Angeles Railway, for the pass I just received.

It is something one must have before they can really appreciate.

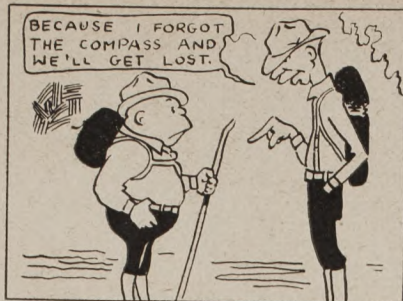
I, for one, can say I am glad my husband works for the Los Angeles Railway.

Yours truly,

MRS. G. C. BEMIS.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

For Condr. C. F. Wood, Div. 3.

Los Angeles Railway, Gentlemen:

Thursday, July 27, about 6 P. M., got a transfer from Main Street line to the 11th Street line. While waiting for car to come along, went into a store to make a purchase, putting my transfer in my pocket.

When I got on car, handed, as I thought, transfer to conductor, No. 2326, and walked to the front of car. The conductor came up, as I thought, to ask me for fare again, but instead he told me that I had given him a dollar bill and he offered me change for same. I told him I had given him a transfer but found transfer in my coat pocket.

Well, I think this conductor is worthy of a word of commendation for his honesty. What do you think?

Respectfully yours,

A. E. PETERS,
510 1/2 E. 5th St.

For Condr. G. L. Rosen, Div. 2

Los Angeles Railway, Gentlemen:

I want to commend Conductor 2180, on car 688, at 7:20 P. M., Saturday evening, July 29, 1922, for his thoughtfulness in helping a lady on the car (not a young lady). This happened at 7th and Hill. Such boys should be patted on the back.

Yours truly,

F. H. CARD,
950 So. Broadway.

For Condr. I. M. Salladay, Div. 4

Los Angeles Railway, Gentlemen:

Just a word of commendation. I have found your conductors uniformly courteous. The other day I noticed one in particular. In a short run of perhaps twenty minutes he did some half dozen courteous acts. He seated an old lady and then when she left the car he stepped to the ground and lifted her off as carefully as if she were his mother.

When the car filled he offered his own stool to a lady. He directed strangers carefully. All of this he did in a manner that indicated that it was all in the day's work.

His number was 1248.

Sincerely,
EMMA A. DODSON,
330 So. Grand Ave.

For Mtr. J. W. Nestor, Div. 5

For J. J. Brannick, Div. 3

Los Angeles Railway, Gentlemen:

Just a line of favorable comment on the action of a couple of the boys this A. M. Give 'em some good marks.

Motorman 1677, Hoover and East 4th Street line, stopped at 61st Street on "In trip" about 100 feet from regular stop, to allow a very fat old lady to make the car.

Motorman 57, Hawthorne-Eagle Rock City line, waited a short time on "Out" trip at Jefferson and Main for two ladies with two children, each, and conductor on same car helped them on.

Sincerely,

H. G. GILLETTE,
674 W. 62nd Street.

For Condr. J. G. Schroeder, Div. 4

Los Angeles Railway, Gentlemen:

We wish to bring to your notice one J. G. Schroeder, No. 1680, conductor. We think he is the most obliging of all on the Pico line. He does not start the car until everybody is on the car safely, and is the most pleasant of any. He always has a smile and a joke for all.

Kindly push him along as fast as you can. He is worth it.

Yours truly,

MR. AND MRS. A. CLARK,
2972 W. Pico St.

Issued August 28, 1922

NEW MILL IS STARTED AT SOUTH PARK SHOPS

WORK has started on an important addition to the main shops that will provide improved facilities for the carpentry section and give one of the best equipped mills in the city.

The new structure will be 433 feet long and 94 feet wide, built of brick and with steel columns. Extension of the transfer table for moving cars under repair, has been made the length of the new mill. A large part of the excavation has been made and the cement bases have been poured.

The building is on the south side of Fifty-fourth street, opposite the pres-

ent paint shop. At the east end of the building there will be a basement 133 feet long. Three thousand cubic yards of earth will be moved in this excavation. A total of 5000 cubic yards of earth will be moved in the entire job. The basement will house the motors to operate the mill equipment. A considerable supply of new equipment is planned to make the shop thoroughly up to the minute.

The mill will have 21 tracks, capable of holding 42 cars, so that extensive repair and reconstruction may be handled.

RESPONSIBILITY RATIO TO DECIDE SAFETY RACES

(Continued from Page 1, Col. 4)

operative spirit, so each man feels that he is part of the game. He should feel that he belongs to the gang, group, or division. When all are working together, the group spirit must unconsciously prevail. It must be encouraged by the superintendent. He should never accept failure from the men, or admit defeat to himself.

Get the Spirit

Enthusiasm should exist in the contest, the start, the steady playing, the ninth-inning rally of the division behind, the object being not only to win, but the far greater satisfaction of knowing that you play the game safely all the time.

Aim high, the higher you aim, the higher you go. Clear your mind for a 100 per cent clear safety record. Strive for it. Play for it. The result may not satisfy you, but you are sure to satisfy the man who is watching from the side line, for he knows what you are capable of doing. With a high purpose, you are sure to do better than he expected you to do.

The division superintendent must have confidence in the motorman. If he has confidence in him, there should be no question of this confidence being justified. It should be so sure, that you do not have to talk about it.

Team work on the part of crews counts for a great deal, but in this game everything depends on the individual. Run your own car, let the man ahead run his car and pay no attention to the man behind you. Operate your car so the average is in your favor all the time. Every man with the average in his favor keeps down the average total number of accidents during the day.

Heaviest Days

Days before and after a holiday, are the most dangerous to us, Saturday and Monday are always heavy accident days. Make them safe. Never for one moment admit you are beaten, do not recognize such a thing as failure, just attend to business every day, finishing the trip you are on, after that one is finished, then tackle the next one.

The purpose of every man at each division should be to win, reporting every accident he may have had, and every accident he might witness. Blind cases must necessarily be dealt with severely. There is no reason why you should not report all accidents, no matter how slight.

Responsibility is checked without knowing who the man is who had the accident, or to what division he belongs all findings are based on the same gen-

eral scheme, with no variation, so is fair to all.

Witnesses Help You

Our judgment may be at fault at times. This is because the crew do not make out an accurate or intelligent report. If you are to blame for the accident, you know it, if not, you know it just the same. Describe how it happened, get witnesses to prove that it happened that way. The greatest punishment you can mete out a man who caused you to have an accident, is to fix things so he will have to pay the damages. Help one another to place the blame where it belongs.

There are millions of combinations to confront you every day. Master and pass them safely. We shall see the day this winter when we handle over a million people. That day, make a million friends, do not be the one to mar what might have been a perfect day. Do not allow yourself to become over-anxious, and thereby get into trouble, because you are on your nerves. Take things easy, taking advantage of conditions when you can, falling in with the movement of things when congested. The more congestion there is, the more things there are to hit, but owing to the congestion, your movement is necessarily slowed up. If your purpose is right, and Safety always is the purpose, you will have no trouble. If you think luck controls your accident, you will have many, because as long as you think you are going to have them, you will have them.

When you get the right viewpoint, and figure that it makes no difference what the other fellow does, he can't make you have an accident. Then he cannot do it.

Introducing New Men

New men, week ending Aug. 12:

DIVISION NO. 1

Motormen—W. V. Nicholson, E. H. Sterrett.

Conductors—McCunn, L. F. Hines, G. F. Armistead.

DIVISION NO. 2

Conductors—E. H. Weilbacher, D. E. Paulsen, R. J. Lund.

DIVISION NO. 5

Conductors—L. S. Moore, J. L. White, F. H. Duncan, C. W. Manning, H. L. Jones.

DIVISION NO. 3

Motorman—C. G. Percival.

DIVISION NO. 4

Safety Operators—R. R. Hunter, E. J. Wilcox.

DIVISION NO. 5

Conductors—V. M. Muckenthaler, E. Mave, S. B. Aindorff, G. H. Benfield, H. H. Yepsen.

On The Back End

(Contributed)

Tuesday being election day, no liquor will be sold in saloons.

* * *

Condr. Shorty Gingrich wants to know if a football coach has four wheels. Somebody told him that Rex Beach was not a pleasure resort.

* * *

Athlete Jules Moreno of Division Three recently changed to the front end on account of sore feet, and now he can not sit down. What the old boy is going to do we know not, but he might get a job as a floater.

* * *

The cigars were furnished this week by Condr. J. T. Burns of Division Five, proud father of an eleven-pound daughter born August 19. Congratulations, Jake, and thanks for the smokes.

* * *

Here's the latest thing in miss-out alibis:

A Division Two conductor tried to tell T. Y. Dickey that he boarded a Maple Avenue car, but did not notice that it was west bound instead of east until he heard the conductor call out "Westlake Park." Wottachance, wottachance.

* * *

A collision occurred recently between a street car and an automobile. The owner of the machine was a Hebrew and in talking over the right and wrong of the collision, the Hebrew remarked to the proprietor of the garage, "Vell, what was the matter with the motorman, there was a stop sign there and why didn't he stop before he hit me?"

On the Sick List

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

DIVISION NO. 1.

Conductor A. C. Stanley, 768 Stanford Street.

Motormen—C. W. Holton, 763 San Julian St.; G. A. Williams, 448 Breed St.

DIVISION NO. 2.

Motormen—A. E. McLaughlin, 323 W. 89th St.; H. P. Chaffee, R.F.D. 12, Box 746; J. H. Allday, 5858 Denver Ave.; E. W. Lyon, 1227 E. 34th St.; F. J. Julian, 796 East Vernon.

Conductor E. A. Schoenbaum, 181 East 47th Place.

DIVISION NO. 3.

Conductors—E. B. Peterson, 341 1/2 W. Avenue 52; E. H. Norman, 526 S. Avenue 21; M. Dimmick, 826 N. Bunkerhill.

Motormen—C. H. Owen, 572 W. Avenue 26; E. C. Harmon, 515 N. Avenue 22.

DIVISION NO. 4.

Conductors—W. S. Shields, 1035 West 23rd.

Motorman J. B. Selby, 1204 Winfield st. Operators—T. M. Fitzgerald, 1217 1/2 W. Pico; H. G. Bryde, 940 1/2 W. 12th St.; F. Kane, 507 W. Adams.

DIVISION NO. 5.

Motormen—C. N. Stowe, 620 W. 82nd St.; P. D. Probert, 719 W. 55th St.

Conductor H. L. Raines, 1015 W. 54th St.

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

Just got back from a week's visit to Catalina, and want to report having some time. The swimming and the fishing is great, although I didn't have much luck with the fish, as they didn't seem to want to bite.

Motorman T. C. Jones has returned from Kansas, where he has been on a ninety-day leave. He says it was not his intention to show up his native state by bringing back a sample of the kind of fruit they raise in Kansas, but we have to admit it was some fruit. A few apples about the size of pumpkins and some peaches that were fine.

Con. R. Bernstein, who held forth on the West Pico line, has resigned to try his activities elsewhere.

Motorman R. N. Jones has been called to Arizona on account of his wife being seriously ill there.

Recipe for Kiss Cake: Take 1 armful of pretty girls, 1 lovely face, 2 laughing brown or blue eyes, 2 rosy cheeks and 2 lips like strawberries. Mix well together and press 2 lips. The result will be astonishing. (Courtesy of Con. Head.)

Motorman E. W. Knapp leaves this week on his vacation to be spent at the various beaches.

Motorman E. J. Bare, who has been with the company for some time has resigned to try other work.

DIVISION 2

C. L. Christensen

Conductors M. E. Shain and R. L. Wartman have taken a month off to try out a position with the Los Angeles Police Department, we wish both of them success.

Conductor H. T. Hansen is working as Register Clerk in the absence of J. Ferman, who is laying off on account of sickness.

Conductor F. E. Bach, who resigned a couple of weeks ago is now in Kansas City, enjoying himself, according to word just received from him.

The following trainmen are on leave at the present time: Conductors G. A. Frost, R. J. Leonard, S. T. Nichols, C. E. Fallin, W. S. Cramer, M. R. Gregory, M. Taylor, P. C. Briggs, G. A. Stowell, and B. Merrill and Motormen J. E. Crawford, R. R. Harrow, O. C. Milton, S. M. Bambilere, D. D. Cellers, J. H. Mills, T. A. Brewer and Switchman Ed. Forsythe.

Motorman J. W. Sharp is putting in his time flagging somewhere at a busy crossing.

Motorman J. H. Allday is quarantined at his home, at 5848 Denver Ave.

DIVISION 5

L. W. Burwick

J. C. Hankins and G. F. Stevens have started their vacations during the past week. Stevens has secured a 60-day leave on account of poor health.

H. M. Guthrie, A. J. Maryhew, J. L. Steele, H. Gorton and R. B. Warner have returned from vacations.

The many friends of Motorman P. G. Atwood, of Division Five, grieve with him over the loss of his son who was killed in an explosion last Saturday afternoon.

The name of Conductor A. Borman goes down on the list of "Hard Luck Favorites." While visiting friends at San Gabriel on his vacation he was unfortunate enough to lose nearly all of his personal belongings in a fire which destroyed their home. His loss

Who's Who



FULLER BISHOP spent four of the younger years of his life in the navy, learning how to run the heavily armored craft so when the safety cars arrived as the first steel cars on the Los Angeles Railway, Bishop made for them. He has been piloting safety cars for many moons now and is one of the leading citizens of Division Four.

After serving on the Atlantic ocean, Bishop started across the country by jumps. Each jump brought him a little nearer to Southern California. Just prior to his arrival in Los Angeles, he was a conductor in Arizona. He started with the Los Angeles Railway, October 10, 1920, as a motorman at Division One and transferred as a Birney operator June 26, 1921.

consisted of his clothes, watch, pass, and \$80.00 in cash. As a result he cut short his vacation and returned to work a week sooner than he had intended.

If the statement, that a good conductor is continually thinking of his job, is true, then Frank Calvin must be 100 per cent efficient. One day last week Frank visited the barber shop across the street from Division Five and fell asleep while having his face scarpd. During his little nap he probably imagined he was taking a trip to Hawthorne for he started calling streets and crossings. He failed to reach the end of the line, however, for the barber awoke him just as he called Lenox.

H. L. Mast, while working the Grand Avenue Owl one night last week, noticed that a lady passenger rode to one terminal and then paid her fare and rode back to the other terminal, and then started back again. Thinking that maybe she had become lost or was not in her right mind, he asked her where she wanted to go. She replied, "Oh, don't worry about me, I didn't have enough money to stay in a hotel tonight and I thought it would be better to pay 20c car fare and ride a car all night."

F. F. Menerich has been appointed as instructor to instruct conductors on the Eagle Rock & Hawthorne line in the new hat checking system. The suggestion of this system won first prize for H. L. Raines, of this division, for the month of July.

DIVISION 3

H. A. Russell

Here comes the bride. Well not exactly but here comes the cash, or to be exact here comes A. Cash, at the head of the procession, and the old boy had a swamper too. A student conductor just finishing up on the front end. "Oh, well", Cash says, "I was at the head anyway, so I should bible."

Motorman M. A. Snow has returned with the cooler weather, he having been off on sick leave for a couple of months. He is now breaking in on the back end. M. A. was conductor in the East before coming here and has come to the conclusion that nickel grabbing has auto dodging beaten to a frazzle.

Motorman Emile Gardner, better known as Roy, has escaped again, this time from the globe trotting feature of his young sweet life. For the past three months he has been travelling through the middle west, but has now come back to God's country.

Barnum's feature scout will certainly overlook a good bet if he fails to sign up Jim Gorham for the crack acrobatic feature. The stunt that Jim pulled off at the Cypress Union Pacific crossing the other day when, with a hop, skip and a jump he managed to land on the hindermost part of his anatomy and thereby with one swipe cleaned up all the black oil put there for dust laying purposes, was a scream and would bring down the big tent.

Dad Angel, our Angelic Janitor, has returned from his vacation rested and satisfied, as he felt that heaven is the place of Angels, he started that way by the Mt. Wilson trail. He was seduced into doing this by foxy Ted Harrison, his son-in-law, but at that the old boy reached the summit, but St. Peter, never having heard of him, he returned after a couple of days rest, and never having been off dry land he took the Catalina trip and had the time of his young sweet life.

Conductor Jim Millican is nursing a very sore finger these days, caused by an obnoxious red wood splinter under the nail, said splinter having ben removed Jim will endeavor to avoid same in future.

They say that you cannot stump Geo. Ferguson with a question. All right, here goes: "When is the big shake-up coming off?" Now George, take your time.

Conductor R. L. Smith's baby has the whooping cough, so to celebrate the event, R. L. is himself whooping it up, he having contracted same of the baby. Come on out of it, R. L. and grow up.

A conductor on the "W" line (we will not mention names but he was a ladies' man, so you can make a good guess), had a lady friend on the car who was anxious to grind the money out of the fare box to see how it worked and after grinding out about three dollars, very cleverly dumped it back into the box to try it over again. Very tough on the ladies' man, but wasn't it clevah.

Conductor Ira Gott, after a strenuous two months as special watchman and his nerves all shot to pieces, will take a two weeks' rest at Radford Camp, and with his patent fish pole and his wife will take out his grudge on the elusive trout.

The following trainmen have started or about to start on their vacations: Conductor C. W. Smith, with his Chaplin moustache and Valentino whiskers, will motor to Pennsylvania for a period of 90 days. H. C. Albertson, of the Rocky Ford Kennells, will

DIVISION 4

C. J. Knittle

Conductors A. MacKenzie and Pete England spent Tuesday fishing at Redondo and returned with sixty bass and ten yellowtail.

Janitor Herb came to work last Monday morning with a very pronounced limp. Foreman Boyd looked him over and asked him what was the matter. "Sore feet," replied Herb. "Sore feet? How come?" inquired Mr. Boyd. "Ah got in an 'argument' wib mah sweetie last night," explained Herb, "an she done biffed me ovah mah head wib a club when ah was standing on de hard pavement."

Supervisor "Bill" Flannery is on a vacation. (We were wondering what was wrong out in the Wilshire district.) We are also minus a few smiles down here at the division. They are on vacation: Motormen J. E. Dodge and V. R. McGregor; Conductors H. E. Beckwith, J. P. Rossiter, A. L. Layton, H. E. Earl, H. F. Hames, E. F. Hedtke and G. F. Memmers.

Carrying a baby's rattle is a common custom with travelling mothers. But according to Conductor W. R. Price, some mothers are forgetful. So he carries one while on duty, as a first aid treatment for squawking infants. (Very nice, you say?) But a man who did not know what a fine fellow W. R. is, boarded his car a few days ago and handed him a dollar. Price gave him nine dimes and two nickels. The passenger went into a rage over the "chicken feed" and re-christened him with some very nasty names. Price listened calmly and then asked the gentleman's permission to say a word, "Go ahead," he muttered. Price pulled out the rattle and shook it gleefully at him as he begged, "smile!"

Was riding a Hawthorne car from Eagle Rock City last Saturday. At North Verdugo Road a lady with a large bulldog asked the conductor if she could take the dog on. The conductor replied that it would be alright if she held it in her lap. She paid her fare and he rung it up. Then she walked over in the corner and commanded the dog to lie down. "I said you would have to hold it in your lap," repeated the conductor. "Yes, I know," answered the lady, "I've got a lap to hold the dog in but I can't use it if I can't sit down."

(The conductor hadn't noticed that he had a seated load.)

Last Sunday morning Operator R. J. Teal, the Gage Shuttle man noticed a naked three year old boy wandering at Brooklyn and Aowan. Teal knew that the child belonged to the lady who runs the lunch room nearby and in the way of a practical joke, as well as kindness, he picked the little fellow up and started in. A moment later he came hurriedly out, blushing warmly and beat it quickly from the terminal. Two young ladies, eating breakfast in the lunch room, had given him a heartless, "ha, ha."

visit his old home in the East for 60 days. W. E. Smith to Hutchinson, Kansas, for 60 days and M. D. Brown to Kansas, and Illinois for 90 days. Now these are ~~not~~ all conductors, funny aint it. Well to be poor or a motorman, but at that we expect to make a very interesting announcement in next issue in regard to that foxy guy, Motorman Glen Chapman, he of the eagle eye, who is about to make that awful leap for better or for worse into the sea of matrimony. He has set a girl for the wife, the house all set, the money for the license and the ring and the Studebaker special ready for the trip, and the 30th is already the date and then Glen your days of single blessedness and freedom will be over. Oh, well, its worth it.