

TWO BELLS

Vol. III

JULY 3, 1922

No. 5

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

FOURTH SUBSTATION IS ORDERED

KEEP REASON FOR ROUTINE ACTS ALIVE IN MIND

By JOHN C. COLLINS
Supervisor of Safety

Conductors are responsible for collecting fares, issuing transfers, calling streets, and the safety of passengers, boarding or leaving the car. This substitutes the regular work he is called on to perform. From time to time he is required to do other work such as lighting the car, see that it is properly signed, check the load, flag a crossing, pull a switch, or take a crossover, as well as handle situations out of the ordinary, such as accidents, blockades, and replacing the car. His duties are somewhat different from that of the manager of a store instead of selling goods, he is rendering service should produce the greatest joys in life. From the president down, each one worth something in this country serves. The service one delivers is up to man himself. Good, bad or indifferent. With most conductors it is with a few some part is bad, many are indifferent. As to one or two features of their work, not through lack of knowledge, because they do not realize the seriousness of things enough to use their mind to handle situations.

From the Neck Up

A strong back is not as essential to a conductor as a pleasant disposition and an active mind. The way a conductor performs his duties depends a great deal on his frame of mind, whether he thinks about what he is doing or does his work mechanically. He occupies a small space in the center or on the rear platform of a car where most of his business is transacted. As he gets familiar with his position a little thought will enable him to protect his passengers from being jostled from the moving car and guard against most of the accidents.

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

Walks 375 Miles Testing Bonds on Passenger Track

Walking about 375 miles sounds like hot work these days but that is the job two young men in the electrical engineering department are doing. A meter test of all track bonds, welds and joints is being conducted. C. E. Green, son of Night Mechanical Foreman Green, of Division Three and Richard Rees, son of Librarian Burt Rees, are making the tests.

During the summer they will cover every yard of passenger track on the system and this means about 375 miles.

Any article, any hobby, any habit which causes more trouble than it gives pleasure is not worth keeping.

Imagine Shooting Radio Orders To Emergency Truck!

"Radio Engineering Principles" is a new and interesting book in the company library. It is largely devoted to highly technical radio research, but there are three other books in the library dealing with wireless which are excellent for beginners and have been widely read.

In the East, experiments are being made in the use of the radio phone to communicate with terminal points in street railway work. Perhaps many of us will live to see orders flashed to the emergency tower trucks by radio.

"Principles of Scientific Management" applies particularly to shop work, and is now available for readers.

A true story of how a man 60 years old climbed out of a rut and made good with a bang is contained in "Finding Youth," which is from the Atlantic Monthly Press.

L. J. Turley Spends Vacation in Sequoia

L. J. Turley, electrical engineer, is expected back soon from a vacation trip to the Sequoia National Park. With Mrs. Turley, he made the interesting trip by automobile to enjoy the great outdoors. Mr. Turley started on his vacation in plenty of time this summer, as work on the new automatic substations kept him close to his desk through the hot days last year.

Div. 2 Program Draws Large Crowd to Hall

Undeniable proof that Division Two is not wanting when it comes to producing stage talent, was amply displayed at the entertainment given by that hustling clan at Recreation Hall, June 24, when a varied program, ranging from blackface comedians to living statues, delighted a large audience and was unanimously voted a success.

A new feature was injected into the affair with the introduction of the divisional orchestra that generally provided the several varieties of music appropriate for the different turns—and did it well.

Conductor L. S. Phillips and his brother, and Henry L. Settles, son of Cond. W. L. Settles, opened the performance with a novelty tumbling act, in which a carefully arranged strain of comedy was introduced in a professional manner.

Just to demonstrate that a blackface comedian act will still go big, Condr. E. Perkins donned the usual costume and with a liberal smearing of burnt cork, gave the audience a happy twenty minutes.

Motorman Charles Engel entertained with trombone solos with Mrs. Engel at the piano, and added more laurels to the divisional crown.

A male quartet, made up of Motorman F. Seatvitt and R. N. Bolding and Conductors C. E. Palmer and Brother, rendered some pleasing harmony with many unexpected and unique features.

Motorman T. L. Leyva and Switchman Frank Byers won instant popularity with some clever and jazzy singing, and Mot. D. V. Hambly and sister put on a rapid-fire comedy act that ended all too soon.

A series of living statues completed the exceptionally good show. Those participating in the striking and realistic portrayals were Miss Elizabeth Lowery, daughter of Supervisor Lowery; Mot. T. L. Leyva, Mot. J. W. Sharp, Del Lowery, Mrs. Frank Byers, Charles Sharp, son of Mot. J. W. Sharp, and Miss Inez Lowery.

THE LAST QUART

'Tis the last quart of liquor left standing alone;
All its lonely companions have faded and gone.
He saved it for illness, but gloom gathers thick,
He eyes that last bottle and feels pretty sick.

—Kansas City Journal.

NEW BUILDING NEAR HOBART AND ADAMS STREETS

The contract for building the fourth automatic substation is to be awarded in a few days and will mark an important step in a program for improvement of electrical facilities started two years ago.

The new station will be located on Hobart Street, just south of West Adams Street and adjoining the fire station.

A 1000 K. W. converter, manufactured by the General Electric Corporation, will be installed.

Artistic Building

The building has been designed by the drafting department of the Los Angeles Railway, and will be most artistic. It will be of Corinthian type, with the distinctive columns, base and caps in gray terra cotta. The body of the building will be in old rose tapestry brick.

Like the automatic station in Garvanza, and the Melrose station, now under construction near Melrose and Kingsley Drive, the West Adams building will be noise proof. The feeder wires will be placed at the rear of the building. The grounds will be parked with lawn and shrubs.

Fourteen Stations

Completion of the West Adams unit will give four automatic substations on the system. The first one was placed in the company's Vernon yards. With the other stations that require the attention of operators, the company will have 14 substations generating power necessary for street car service.

Bruffett in Charge of No. 1 District

W. H. Snyder, chief district supervisor of district number one, leaves Monday, July 3, on his vacation. With his wife and family he intends to spend two weeks at Santa Barbara. During his absence Supervisor G. W. Bruffett will be in charge of district one.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Scratch To Get The Real Things In Life!

WHEN a chicken in the back yard scratches the earth it has a purpose. The purpose is to uncover some morsel to eat.

The fact that a chicken has to scratch teaches a good lesson. All of us have to scratch and scratch hard with hands and head for whatever comes our way. A successful man never pinned his faith to "lucky stars" that would point out an easy road.

The chicken has a purpose when it scratches. That purpose is fundamental. We have to scratch to get along with the butcher, the grocer, and all the rest.

The chicken succeeds because it has a purpose, and keeps everlastingly at it until it succeeds.

The same idea was firmly implanted in the minds of trainmen during the safety contests. The purpose was to give greater safety. It could only be accomplished by keeping everlastingly at that purpose. A little slackness, then it was that accidents were caused.

Deliver us from the man who goes through the routine of so many hours a day of so-called work without a purpose, whether he be on the cars, in the shops, or in the offices!

Compare with him the other fellow who goes at his work with real purpose—the purpose of doing his work to the best of his ability and of continually increasing his ability in his particular line of work!

When we were kids we all had the idea of being president or a great army general or something else at the top of the pile.

As we encounter the various activities of life, we realize that one does not have to be either president or an army general to be truly great. We realize that it takes a lot of people in different occupations to make up a world, and that it is just as important to have a good street car men as it is to have good statesmen and military leaders. It is indeed a high resolve for a man to say, "I will make myself as proficient as I can in my line. I will make myself one of the top-notchers in this work." Such a man has a real purpose in his work. He gets real pleasure out of his work and realizes the genuine satisfaction of worthwhile accomplishment.

PLAY BALL!

*This world's a diamond, with the bases laid,
And on it Life's great game of ball is played.
The teams are Human Beings versus Fate,
And Time's the umpire, watching by the plate.
We're at the bat. Our purpose o'er and o'er
To wield Ambition's club and try to score,
To try to solve the curves the pitcher throws.
And lam the sphere where not a fielder goes.
Some of us seem to bat with skill immense,
Knocking long homers o'er the deep field fence.*

*Others bunt infield hits, but wildly race,
And beat the ball down to the primal base.
Still others, though they strive their best, no doubt,
Fan wildly at the air, and then—strike out.
Then seek the bench, downcast, with visage drawn,
Crestfallen, shamefaced, blue, ambition gone,
Or rag the umpire, growling like a bear;
"You robber. That decision wasn't fair."
That's not the game. Be not a grouch or quitter.
What though you're not a straight 300 hitter?
You've got another chance. Stand to the plate.
Grab tight you're bat, get braced and calmly wait.
Wait for a good one—let the others rip—
And when it comes—now—lam it hard—and zip—
It's got to go. And so must you, old man,*

*Hike for the base. Keep going—yes, you can
Steal second—good—now, easy—not too gay,
There—get a lead—a hit—now you're away.
Keep on—don't stop—don't lose that dandy stride.
You've got to beat the throw-in—slide now—slide.
Hurrah—you did it—score? Of course you scored;
See—there's your tally marked up on the board.
And now you'll win the game—no doubt at all;
You just can't lose, old man, if you'll Play Ball.*

THE MAIZE.

Talent counts for a great deal in the battle of life, but when it comes to cashing in on something, the best thing in the world to be able to draw on is experience.

A single error denotes only the human side of a man; repeated errors denote carelessness and weakness. It is not the act but the habit that undermines.

BULLETINS

ISSUED JULY 3, 1922

BULLETIN NO. 92
Notice to Conductors

City schools close Friday, June 30th. Do not honor school tickets after that date.

BULLETIN NO. 93
Notice to Conductors

On July 4th, Mail Carriers picnic will be held at Eagle Rock Park. Through service to the Park will be operated. Mail carriers' badges may be honored for transportation to Springdale Drive. Collect 5c from holders of such badges beyond that point. Upon return trip, collect 5c from holders of badges leaving Eagle Rock Park. Collect 10c each way from all other passengers, as provided for by the rules.

BULLETIN NO. 94

The following transportation books are reported lost:
4465, issued to J. C. Velarde, account Fire Department.
4830, issued by G. H. Nonnemaker, account Fire Department.
If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 95
Notice to Conductors

Please cancel Bulletin No. 78 relative to lost pass No. 3803, belonging to J. L. Carnine, Conductor Division No. 4, as this pass has been found.

BULLETIN NO. 96
Notice to Conductors

The following passes are reported lost:
4196, issued to Z. Gascon, motorman Division No. 4.
5053, issued to A. H. Popst, motorman Division No. 5.
5937, issued to R. R. McFall, motorman Division No. 2.
6068, issued to I. M. Salladay, conductor Division No. 4.
6121, issued to J. A. Lavigueur, conductor Division No. 1.
Also Track Badge M-105, issued to C. Martinez, Way and Structures Department.
If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 97
Notice to Trainmen

As soon as Road Space Zone Sign, now located at 5th and Central, is moved, Road Space Zone No. 1 will be extended to the south side of 7th street on Central avenue.

P. B. Hill

Supt. of Operation.

Few men see clearly an issue which involves their own interests. Even the eye responds to the influence of the mind.

On the Sick List

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

DIVISION NO. 1

Conductors—A. C. Stanley, 768 Stanford ave.; H. N. Mullendore, 507 Maple ave.; C. K. Herbert, 4961 Central ave.
Motorman—J. W. Fenicle, 5307 Grandview.

DIVISION NO. 2

Conductors—G. A. Frost, 1024 E. 46th St.; R. L. Tobin, 227½ E. 7th st.; M. E. Shain, 1776 E. Jefferson.
Motormen—R. W. Carroll, 621 E. 50th st.; H. C. Linda, 423 E. 53rd st.

DIVISION NO. 3

Conductor—E. H. Norman, 526 S. Ave. 21.
Motorman—P. M. Leatherbury, 532 E. Ave. 28.

DIVISION NO. 4

Motorman—A. Montrose, 2941 Antietan st., Sawtelle.
Operator—J. E. Balding, 878 E 48th st.

DIVISION NO. 5

Conductors—T. R. Miller, 5356 7th ave.; A. E. Ackerley, Hawthorne; E. Waterhouse, 5415 2nd av.; H. L. Raines, 1015 W. 54th st.; F. R. Earl, 6009 11th ave.

Motorman—W. E. Snell, Inglewood.

When you conclude you are at the end of your troubles, be sure which end it is.

SAFETY SHOWS SAVING IN REPAIRS

Despite an increase in the number of cars in service and tremendous addition to traffic hazard, due to automobiles, the total cost of repairing cars as a result of accidents in the first five months of 1922 was only three per cent more than the cost for the corresponding period of 1921. This increase was less than one thousand dollars. This shows in a definite dollars and cents way one of the big benefits of safety first work.

The total number of accidents of all classes from January 1 to June 1, this year is 6,257. In the same period last year it was 6084, showing that there has been an increase of 173 or 2.8 per cent.

That the total should be kept down so well is considered remarkable, as the number of steps and fenders broken and damaged by accidents in which the responsibility was entirely on motorists advanced heavily. Damage to fenders has increased 45 per cent in the periods mentioned above and steps have experienced 80 per cent more suffering. A part of this increase is due to the fact that the engineering department is following a different system in checking this damage but, nevertheless, there has been a great amount of damage done by auto-striking car steps and fenders.

Skipping Sixth Point Hurts Motors

In connection with care of equipment proper feeding of the controller is important. One of the common errors is skipping the sixth point. The following discussion of this subject is made by R. A. Pierson, chief instructor.

This point is just as essential as any of the others. When feeding the controller properly, on the first point the current passes through four panels of resistance into number one motor, and from number one motor into number two, then to the ground. On the second point you cut out one panel of resistance, third point two, fourth point three, and on the fifth point all resistance has been cut out.

When you feed around to the sixth point, you again come back into resistance with three panels cut in the seventh point, two; eighth point, one; the ninth all resistance again cut out. So you can readily see that when you skip the sixth point that you have failed to bring in the proper resistance, which of course will cause the car to jerk. From a mechanical standpoint, this is one of the worst things we have to contend with at the present time. There is nothing to be gained by this manner of feeding as it only has a tendency to heat motors and cause them to become loggy.

The instructors never pretend to tell the motorman how long he should pause on each point when feeding the controller as conditions vary, but the motorman who feeds his controller so fast that the overhead blows or the wheels spit knows he is feeding too fast. The speed and the movement of the car should indicate to him how fast this should be done.

Introducing New Men

The following men have been assigned to their divisions during the week ending June 24, 1922:

DIVISION NO. 1

Motormen—J. R. Poindexter, C. Raymon, L. Maxam.
Conductors—G. W. Hargrove, R. Humphrey, W. E. Laber.

DIVISION NO. 2

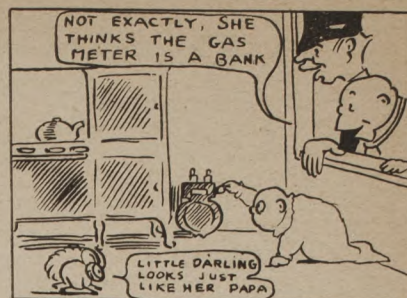
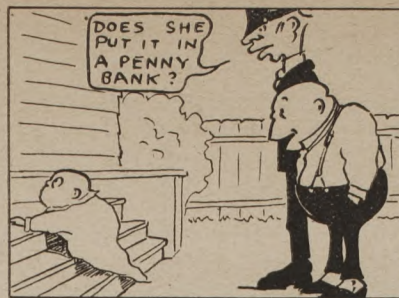
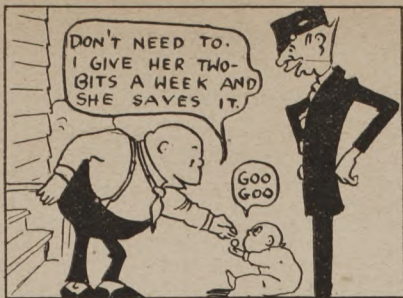
Conductors—I. F. Campbell, H. Evans, S. D. Moore.

DIVISION NO. 4

Conductors—S. A. Smith, G. W. P. linger.
Motormen—W. B. Chapman, T. W. Clair.
Safety Operator—K. W. Kiersey.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things

(Hand Picked)

FOR CONDR. C. M. SELMAN, DIV. 1.

Los Angeles Railway, Gentlemen:

While riding on a West Pico car yesterday afternoon, I was standing on the rear platform when a Western Union messenger with a crippled left arm boarded the car. In making change with the conductor, with his one hand, the messenger dropped a coin which rolled under the outer edge of the car. The messenger was unable to recover the coin and while of the small denomination, one could see that he hated to lose it. His efforts to recover it were apparently unnoticed by the conductor, whose number was 1928, but at his first opportunity he very quietly unlocked the gate, procured the coin and handed it to the messenger.

In one way it was a trifling matter, but to me it meant much more. Knowing how ready the traveling public are to criticize, I feel it my duty to add my little commendation to a kindly act of one of your conductors.

I am,

Very truly yours,
N. W. ZIMMER,
Royal Insurance Co.,
Sawtelle.

FOR MTR. W. FERRIS, DIV. 4.

Los Angeles Railway, Gentlemen:

You doubtless get many letters finding fault with your employes, so it is with pleasure that I write to praise one of them to you.

Yesterday evening your motorman, No. 2199, by a quick piece of head work, kept from maiming or killing an elderly woman, near the postoffice. She had crossed the track and the way seemed clear, but suddenly she stepped back right in front of the car, to avoid a couple of autos.

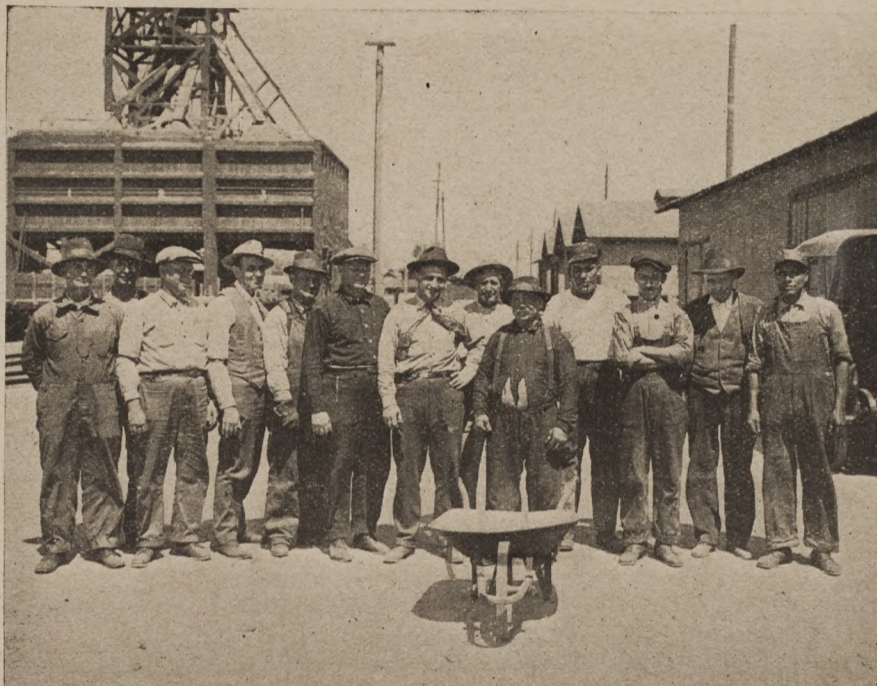
Had 2199 not been right on the job and been quick and clear-headed, that woman could have been terribly hurt; but he acted as quickly as a man could act and succeeded in bringing that car to a quicker stop than I ever witnessed before.

Then I watched him all the way home. At Dayton and Marmion Way, I think it is, where your line almost touches Pasadena Avenue, an ice cream truck came thundering along and deliberately crossed right in front of the car on the turn. Again, had he not been right on the job there would have been a collision, but he was the lookout and stopped in time, so he passed in front with a few inches to spare.

Then again, on Monte Vista, near the Catholic church, where there is at the present time a very dangerous corner leading to a building going up and the view being shut off of the car approaching from the other way, I again noticed how carefully 2199 took that corner.

Yours truly,
CHAS. M. McCROSSAN,
6220 Aldama Place.

Wheelbarrow Helps Baby Walk



WHEN Austin Fleetwood, foreman of the Vernon yards, asked James J. Lavin how his Irish ancestors learned how to walk, Jimmie hiked off for a wheelbarrow. Whether he misunderstood the request for information and got the wheelbarrow by a humorous coincidence, cannot be related, but he at least gave an occasion for

the bunch to rally round and have a picture taken.

Jimmie is the man with the partly white shirt front, standing in the engineer's cabin of the one-wheel chariot and at his right of Fleetwood. Jimmie is still looking for the persons who painted his wheelbarrow yellow last St. Patrick's Day.

STUDY OF POSSIBLE MOVES CAN CUT STEP ACCIDENTS

(Continued from Page 1, Col. 1)

dents where people fall boarding a car.

Defensive Training

In the army men are drilled for years in the art of using the bayonet so they can guard, or parry, keeping themselves protected from the party who is using all his skill, training and intelligence to cause him injury. We cannot devote the same time to train a conductor to protect himself in his little corner, but such training is possible and when he once gets the idea he can train himself with very little effort. Every man should study his own system, realizing the necessity of slight changes in different types of cars, keeping the idea ever before him of protecting himself against accidents.

The average conductor does not give this feature a thought but waits until too late to act. If he makes just a slight study of a counter move for every move the other fellow makes, he soon learns how to protect himself. This may seem hard to do on the start, just as the moves a man makes when handling the rifle. The first time is hard for he is clumsy, the rifle is heavy. With training he soon can handle it with very great speed and ease. The subconscious mind takes care of habits and mechanical moves, so the mind itself will have time to study more serious problems.

Developing Habits

From the time you get out of bed in the morning, have your breakfast and your smoke, your moves are those of habit, even to putting on the left shoe first. Doing a thing the same way many times develops into habits, so you should endeavor to train yourself in the correct habit of doing the thing right from force of habit, so that when once acquired it takes a conscious effort of the will to break it. Most of our habits are loose and to no purpose.

A conductor may be mechanical in his moves. His thoughts should never be allowed to follow a furrow, but to take in the whole field, recognizing the things out of the ordinary, realizing the consequence of a move or act at the time it is about to be made.

Study for Two Weeks

The new man on the rear platform does not do as good work an old man, because he takes too much for granted. Not one in a hundred makes an effort to study how to handle the few dangerous points connected with his station. A new man should be wide awake, quick in action with an interest in a new line of work, but often he lacks self-control. He has too many sticks in the fire. Each one thinks he is as good as the man who has been in the service for years, but their work does not show it.

With proper observation of his posi-

On The Back End

(Contributed)

One night on arriving at College street and North Broadway, we stopped to pick up four passengers, evidently of the Latin race. As they were about to cross from the curb to the car, there was an auto approaching and one of the men evidently thought the auto was not going to stop. He stepped out into the street, shook his fist furiously at the auto and shouted "Shut Up." This caused the passengers on the back end of the car to laugh and the passenger explained by saying, "I was so mad I didn't know what to say and I had to say something. I stopped him anyway didn't I?"

CONDR. W. LANE.

Peeved flapper to conductor: "I'll report you, what's your number?"
Conductor: "Main 2242. Call me after six o'clock when the wife's out."

tion a man can learn how to protect his passengers in two weeks, just as good as an older man on the cars. The old men learned certain things from experience and application which enables them to go from ten to fifteen years without an accident. Is it luck or ability? The young man thinks it is luck, the old man knows it is ability, for they both handle the same kind of passengers. Some men blame their mistakes on the Supreme Being. It is not an act of providence because each man is given the divine spark of intelligence enough to take care of himself if he but use it. All men use it whenever their comfort is interfered with; they twist things around to their personal interest, trying to get away with things they know to be wrong, and know how to remedy if they but half try. It is the way you think or anticipate what is likely to happen, then protecting against it that keeps the conductor's record clear.

No Reason for Acts

We flag a steam railroad crossing to protect the lives of our passengers on our cars. The first time a man flags a crossing he knows the least about flagging one, but his thought is on what he is doing, he feels the responsibility, more than he will after he has flagged several times. He soon loses sight of the reason for flagging, giving the real reason for his going ahead very little thought, as he jumps off the car into the path traveled by autos and trots up to the track, smiling at some joke just exchanged with the motorman. He goes through the motions of observing the rule mechanically, the mind is not there, he is more interested in getting to the right spot to make the necessary moves. From continually flagging a clear crossing he figures it is always clear. His mind says "there is nothing coming" before he has made any observation. On reaching the proper place, he gives a half a signal—that is, his hand starts up mechanically then stops when he sees the danger. The motorman takes the signal, looks to the rear to see if steps are all right, while the conductor is trying to flag him down, for he has seen a train backing to the crossing. Each man will see an engine quicker than he will a box car approaching, because it is in the subconscious mind. He goes out to see an engine, other things may be just as dangerous. The out of the ordinary thing is hardest to recognize for the mind must work, blotting out one picture for another. The motorman, under such conditions, is hard to flag down, once he takes your signal.

Few conductors realize that this part of their work is out of the ordinary, so needs attention out of the ordinary. Do conductors think as they give the go-ahead signal that they are doing so from an entirely different position than is the regular habit—that instead of being back of the motorman, he is in front of him with the rear step unprotected though as dangerous as ever?

Looking 'em Over at the Divisions

DIVISION 1

L. F. Carmack

Conductor Krc was run over while adjusting trolley at the S. P. station, and is at the Golden State Hospital in a very serious condition. He will be glad to receive visitors, as you all know how time drags in hospital routine.

Motorman John Ownby, who was given a three months' leave of absence to try out on the police force, is now back on the cars. Boyle Heights is a pretty tough spot, eh Johnny? Next time try out on the purity squad.

Motorman Colzan, who is now confined to his home, is very ill and will be glad to have his friends call and see him.

Motorman Cullen is going to spend his vacation in San Francisco. He will be gone a month. What is the attraction in S. F.? Tia Juana is wet.

Former Conductor Cardenas was around to visit us this week. He is in the leather goods business and is doing very well.

Mr. Francis Monk, of the Southern California Telephone Company and L. F. Carmack are at present at Redondo Beach spending the week (weak) end.

Motorman Lawson met with an accident this week, and had the misfortune of having his leg broken in several places. He is at present in the Golden State Hospital.

Shorty McKenzie and friends went on a fishing trip Tuesday. The following sea dogs were present: Shorty McKenzie, L. F. Carmack, J. C. Quoid, Duke Loane, G. W. Davis, Clerk Michels, Jack Wayne, C. Tyle, W. L. Price, C. Roach, Tom Fitzgerald, Clerk Roefie, Mr. Speed, ex-Motorman Walsh, chef, steward and waiter from Georgia Street Cafe. A good time was had by all, also large catch of sea bass, and the usual run of fish stories.

Former Motorman Carpenter, who is now a flagman, has now returned from his vacation trip spent in Honolulu. No doubt Mr. Carpenter will be able to give the boys some new ideas on flagging, having observed very closely the famous hula hula dance.

Last week, Roy Ruggles, clerk in the foreman's office, left on a two weeks' hunting and fishing trip up in the mountains north of Fresno. He expects to catch some big ones and no doubt will have some great fish stories to tell when he gets back.

Another one of the old-timers in the person of Chester Hill, switchman of this division, will leave us next week for a little spree. "Chet" hasn't told us where he is going, "but we have our suspicions." Anyway he is acting kind of queer lately—and you can never tell.

DIVISION 2

C. L. Christensen

Motorman W. O. Dowle has returned from a six weeks' vacation, spent at Stratford, Canada.

Conductor G. F. Ditzler, who is motoring to Pennsylvania, stopped over long enough in Peru, Kansas, to write a note, just to let us know that he is having a lovely trip.

Motorman W. S. Tupman, who was on a short leave, has returned to work after spending the last few days of his vacation at Tia Juana, Mexico, where on the q.t. he had a very good time.

Conductor L. F. Van Zile, who has not been in the service long, wants all lights to burn after dark, including the headlight on rear end, according to

Who's Who



CONDUCTOR, motorman, safety car operator and towerman, all in two years. Such is the record of versatility hung up by J. B. Weil of Division Three. When last seen he was a motorman.

Weil started at Division Two as a conductor May 1, 1920, and moved to Division Four with safety car operators. Later he moved to Division Three as a motorman. He has qualified as an extra towerman and has worked on the signals for a time.

He has had considerable experience in railroad work of one kind and another. From 1909 to 1914 he was in clerical work for steam lines and in 1914-15 was on the Mexican border when the militia was ordered there to keep peace.

Shortly after coming to Los Angeles in 1920 he began street car work.

Weil is widely known among Los Angeles Railway folks for his clever stage work. He is a muscular chap and can give some funny demonstrations of strength.

Motorman C. H. Coolman, L. F. came forward in car and informed him that headlight was not burning, so C. H. opens the window to investigate and found it O.K. "Well," explained L. F., "I meant the one on rear end."

Conductor W. M. Hill, who spent his vacation in Texas, visiting relatives, is back on the job again.

Motorman L. H. Adams resigned to go to work for Uncle Sam, carrying mail.

Conductor E. H. Weilacher and Motorman C. R. Schafer resigned to take up other work.

Conductor H. T. Hansen is now "breaking in" in the office, and judging from the way he "steps," he will no doubt, make a good clerk.

Conductor H. M. Vining recently had an argument with a pickpocket while on duty, and although he did not succeed in turning the man over to the police, he did persuade the "dip" to drop a purse containing \$370, which he had lifted from a fellow passenger. The purse was later returned to its rightful owner, who acknowledged his appreciation by sending H. M. the nifty sum of \$30 as reward. "Say, boys, it pays to be on the job."

Motorman E. A. Williams is taking 90 days off, part of which he will spend hunting and fishing in Frazier mountains.

The following men are on leave of absence at the present time: Conductors C. A. Cavin, W. L. Settles, H. C. Peck, and Motormen E. L. Creams and L. D. Marquette.

Conductor E. J. Marceau is taking 90 days off, and will return to Trenton, Mo., on account of his wife's health.

DIVISION 3

H. A. Russell

We seem to be suffering from an epidemic of sickness these days. We have not exactly discovered the technical name for the disease, but we would suggest "The Wobblies," super-induced by the heat wave—but it is not of a lasting nature, one or two days being the limit, even such indefatigable workers as Ray Dean and Harry Taylor being laid low with it. But with their robust constitutions, will, no doubt, conquer the terrible malady.

Motorman L. F. Phillips was on the job at 11th and Hill on Manday, when three bandits attempted to hold up an old gentleman. L. F. would probably have caught one of the ginks, but he pointed a gun at L. F. and he said he thought it was a .38, but looked like 138 to him, so he considered discretion the better part of valor and gave up the chase.

If real estate is not booming in the Eagle Rock Valley district, it is not the fault of the following platform men of this division, who are engaged in that business as a side line: Mot. A. B. Cooper, Mot. L. F. Phillips, Cond. C. E. Vasser, Cond. L. O. Adamson. If you are in the market for anything in this line, see any of these boys and, no doubt, they will make you some money and incidentally some for themselves.

On Saturday your humble servant, "Two Bells" scribe will leave for the magic isle, Catalina, on his vacation, there to stroll through the submarine gardens and the haunts of the mermaids. Although his usual chaperon, Mrs. R., will not be with him, she being at present on a visit to Tacoma. He has promised to let his conscience be his guide, so, no doubt, everything will be quite proper. In the meantime our Stenog., Mr. Fontane, will be at bat for "Two Bells," so please hand in your dope.

Commodore A. B. Cooper is organizing another fishing party, Saturday, July 8. Although the expedition under Commodore Gott was highly successful, Cooper believes that since he has gotten into the real estate he is capable of casting a better line (of bull) than Gott. Well, maybe, Ding Ding. We'll see.

Conductor Harry Taylor was observed at the window surrounded by a bunch of men. It had the appearance of a mock trial. Someone asked what he was charged with, and by the way he was bubbling at the top it looked to us as if he was charged with soda water.

Sir Jarvis Phillips, B. P. (bald pate) is some high faluting conductor. His daughter, Ruth, meets him at the barn every evening with her chauffeur and Oldsmobile, and drive his Royal Highness home in style. "Oh, you Ruth."

DIVISION 5

L. W. Burwick

Henry Hazen has been working as conductor for a long time but since a little incident on his Moneta avenue car last week, he wants a position as either official "time" keeper, or as a Ladies' Information Bureau.

H. M. Bush, E. E. Gribble, and A. L. Murray have added their names to the list of vacationists for June.

Conductor H. J. Pearson is the proudest man around Division Five. On the evening of June 23rd his family had the honor of being hosts to Old Man Stork at the White Memorial Hospital. Mr. Stork left with them for safe keeping an eight and one-half pound boy. And as it is the first in

DIVISION 4

C. J. Knittle

Vacation time is calling over here. Conductors W. H. Smith and J. T. Pickard have arranged to use Harry Tuttle's cabin at Baldy and are taking a seven-day vacation. Conductor R. S. Bliss is taking a twelve-day rest, Motorman F. G. Peden is on ten-day vacation and will "Lincolnette" to Frisco, Yosemite and Mariposa Big Trees. (That sounds more like work. Doughnut?)

Motorman S. H. Duncan is on a thirty-day leave and will combine business and pleasure at San Diego.

Conductor Paul Tromblay is taking thirty days to visit his home town, Chicago, and Motorman W. Doovas is on a ninety-day sick leave.

Motorman Herman deJager has been granted a ninety day leave to visit his parents in Holland. He will also tour England, France, Germany and Switzerland. Any trainman having relatives in any of these countries who wishes Herman to pay them a visit will communicate with him. His address is, Vaartstraat 48 II., Amsterdam, Holland.

Motorman M. B. Boyd, who maintained his right-o'-way as a pedestrian over a speeding auto on Vermont avenue two weeks ago, is coming along nicely and was able to pay us a visit last Wednesday.

The sleepy burg of Belvedere seems to be coming to! Motorman Bob Lindsey reports that an escaped inmate of the sanatorium did a "Jimmie Murphy" through the main streets the other day, clad in a September Morn costume. Operator Tilton, who persuades the Gage street shuttle, reports that the jack rabbits on his line are worse than the autos on Broadway.

Conductor Rossiter and Motorman Angus worked an East Fourth run last Tuesday. At Euclid, on one trip, Rossiter, desiring to leave the car, asked Angus to watch the fare box. When he came back Angus says, "That lady up there got on and handed me a dime. I did not know what to do so I told her to drop it in the box and I gave her a nickel of my own money, now come across." But Rossiter couldn't see it that way and Angus is still waiting for his nickel.

the family. Pearson's pride is easily accounted for. He reports the mother and babe doing nicely.

H. N. English has resigned to continue his work with the police department.

O. S. Nyhart, J. A. Darling R. A. Daugherty, A. A. Gregger, and J. L. Hagins have resigned to accept other employment.

Our prospector, Conductor G. F. Stevens, is back on the job again after spending ninety days moving a mountain looking for yellow ore.

E. V. Gray has resigned to return to Denver, where he is to be married some time next month. Best wishes to old man, but we would have advised you to keep the job. Two may live as cheap as one, but not in Denver.

Olin R. "Swede" Flannery, has returned to duty after a two months' vacation spent in South Dakota and neighboring states. He spent several days visiting relatives in Minneapolis.

A Division Five Motorman advises that a "live wire" from our division set fire to some part of Division One and remarked that if this continued he would have no place to park his car while taking his mid-day siesta.