



TWO BELLS

Vol. III

JULY 24, 1922

No. 8

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 Traffic Plan for Right Turns

WARNING CAN AVERT MOST ACCIDENTS AT STEPS

By JOHN C. COLLINS
Supervisor of Safety

There are about one-third more accidents resulting from passengers alighting from moving cars than from boarding moving cars. Also the people alighting are more often injured, some of them very seriously, with broken arms, hips and heads. Conductors, train yourself to anticipate the move and what may happen, so you automatically stop whatever transaction you may be in, as your car slows down to a certain speed, taking a glance at the exit to see if there is anyone who might attempt to get off before the car comes to a stop.



The purpose of taking the glance must ever be in the man's mind or it is of no use. If the party looks as though he could not take care of himself or herself, (the reason I mention women in a general way is that all through her life, a woman generally relies on some one for protection, mother, father, brother, sweetheart or husband), just the instant they make a move as if to step from the floor of the car to the step, warn them to wait until the car stops. Do not wait until they are on the step then try to warn or catch them, for then it is usually too late. The warning in the proper time will prevent the alighting accident.

Warn of Danger

The trained man knows just how and when to give it, unless he trains himself he can never know. You must make the effort. Until you have properly trained yourself, you are liable to have such accidents. But the ability to warn protects us in every case and enables the conductor to get witnesses who heard the warning which the party disregarded.

The time for the warning is as the party approaches the step, and in a

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

Does Your Record Beat This

HERE are the efficiency averages of motormen and conductors of the five divisions. How does your record compare?

	Motormen	Conductors
Div. 1.....	120 %	121 %
Div. 2.....	120 %	121 %
Div. 3.....	121 %	126 ½ %
Div. 4.....	120 ½ %	121 %
Div. 5.....	118 ½ %	128 %

DIV. 3 LEADS IN EFFICIENCY MARKS

Division Three holds the highest average efficiency for trainmen, according to figures from the June Merit System reports. Conductors of Supt. Dye's outfit average 121 per cent and motormen average 126 ½ per cent.

Conductors of Division Five hold the highest average for motormen or conductors at any division, with a rating of 128 per cent. The average for the division as a whole is cut down because Division Five motormen have the lowest average of front-end men in the five car houses with 118 ½ per cent.

Drives In Snow To Reach Lake Tahoe

"Si" Perkins, of the schedule department, has returned from two weeks' vacation spent in the Lake Tahoe country. Part of the way it was necessary to drive through snow piled up four feet deep at the side of the road. Sounds nice and cool.

Big Electrical Machine Moved

A 600 kilowatt motor generator set, which was moved intact from the Soto Street substation to the Ardmore station last December, has been returned to its former home and is now in service, completing the capacity of that station.

The move was made when a transformer was burned out at the Ardmore station following a wind storm and power interruptions. It was thought several days would be consumed in dismantling the machine at the Soto station, moving the parts and reassembling them, but the feat of moving the equipment intact averted the delay. The job attracted considerable attention at the time.

Home Talent and Professionals To Entertain July 29

Conductor F. W. Deuber and Motorman R. C. Lindsey of Division Four will furnish the "home talent" number for the monthly entertainment and dance in Recreation Hall next Saturday evening, March 29. They promise a number that will be funny without being tragic.

Travelogue pictures of Yellowstone National Park, appropriate the vacation season, will be displayed.

A musical act from the professional vaudeville stage will be presented by Kling and Yost. The act is entitled "melosongjazz," so you can draw your own conclusions.

The program will begin at 8 o'clock and the usual dancing will follow.

Transformer Sets Overhauled Quickly

Eighty-two transformers for motor generator sets in substations have been completely overhauled with the oil filtered and the water coils cleaned. The complete job was done in four months and usually spreads over two or three years.

W. Z. Cleveland Back From Honolulu Trip

W. Z. Cleveland, veteran towerman of Ninth and Main streets, is back from his long travels and ready to steer cars through the congested intersection. Cleveland made a trip east and then visited Honolulu. The latter excursion was a happy honeymoon voyage.

New Light System In Div. 1 Car House

A new lighting system has been installed in the Division One car house. The pit lights are a considerable improvement over the former system.

NINTH & MAIN CHOSEN FOR TEST ON MONDAY

An interesting experiment in traffic regulation is to be tried at the junction of Ninth, Spring and Main streets next Monday, Tuesday and Wednesday, between four and six o'clock P.M., and will affect all cars operating through this point.

At present the West Ninth Street cars wait at the corner until the officer opens traffic east and west, then they proceed to make the right hand turn and travel west in Ninth street. The car has to stand while traffic is open north and south and this holds up the Washington, Griffin Avenue and Moneta cars.

A. K. Plummer, director of traffic, proposed the plan of allowing the West Ninth street cars to proceed on the north and south signal as well as the east and west to see what effect it has on clearing the difficult corner of north and south traffic. The test was agreed to by Traffic Officer Donovan, who is stationed at the junction during the evening rush hour and by Capt. McDowell of the police traffic squad.

The present plan of right-hand turns by street cars, which is opposite to the rules governing right-hand turns by autos, was established on recommendation of John L. Butler, when he was in charge of the traffic squad. The theory is that on account of the narrow streets, it is best to let the street cars make the right-hand turn when parallel autos are stopped, as it minimizes the danger of squeezing an auto at the curve.

The proposal of permitting a right-hand turn, regardless of which way the traffic officer has vehicles moving, has been before the Los Angeles Safety Council. It was pointed out

(Continued on Page 2, Col. 2)

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

The Man Who Quarrels Is A Two-way Loser

IT TAKES two to make a quarrel. Therefore, if one declines to participate, there is no one quarrel. It is merely one person opening and closing his mouth quite fast.

When a quarrel between a passenger and a trainman occurs on a car, it is apparent that one or the other was carrying a chip on his shoulder. Perhaps it was both. If either one keeps cool and smiles there is no quarrel and the other appears quite foolish in the eyes of other riders.

If a passenger starts an assortment of loud and unreasonable talk on a trainman, the trainman may do one of two things. He may keep cool and smile courteously and explain quietly if there is any explaining to be done. He may jump into a hot-headed and foolish quarrel with the passenger.

If the trainman jumps into the argument there is an exchange of words, then after a while the passenger leaves the car. The trainman probably never will see him again. The trainman can not have gained anything. He has lost the respect which the majority of fair-minded people hold for one who serves the public. He has lost his own dignity. He has made an enemy for himself and the company. He has no chance to win anything. He loses two ways—to himself and to the company.

The man worth while is he who is big enough to rise above such small tactics and keep his smile and keep his temper.

At The Pocketbook Again

A PROPOSITION termed the "California Water and Power Act," calling for the issuance of \$500,000,000 in bonds, will be on the ballot as proposition No. 19 in the election November 7. The proposal is attracting the interest of working people throughout the state as it proposes some radical moves that savor of Russian sovietism and puts an enormous amount of taxpayers' money in the hands of five political appointees and puts them beyond the control of the people.

Although the bill purports to provide funds to develop water power projects, it contains a boomerang to every community of the state because the board will have power to take away from a city, farming community or water district, its undeveloped water and power resources if they are not developed within two years after notice.

The natural result will be to play the interests of one community against another in a huge political checkers game. It would exert such political servitude as to give the five men on the power board practically unlimited reign as they can not be reached by the people.

The amount proposed is \$140,000,000 more than the total cost of the Panama canal. It would increase the state debt seven times and make it 40 per cent of the bonded debt of all states of the Union. The bonds would be guaranteed by the full credit of the state and constitute a mortgage on every piece of real estate and personal property of people in California.

BEGIN WIRING AT MELROSE STATION

The first of five carloads of new feeder cable for electrical work has arrived. Some of the wire is designated as one million circle mills wire and is the heaviest ever used here. When Vernon and Garvanza automatic substations were started 600,000 circle mills wire was used, but the heaviest material will be used at the Melrose and West Adams automatic substations.

A force of men of the electrical department will begin in a few days to place the control wire at the Melrose station. The exterior of the building is finished but the interior work remains to be done.

NEW RIGHT TURN SCHEME PROPOSED

(Continued from Page 1, Col. 4)

by that body that in a number of cities vehicles making a right-hand turn are allowed to proceed and "filter in" with other traffic as it is necessary to cut one of the two lines of pedestrian travel in making such a turn.

The experiment to be made next week will affect cars southbound on lines M, G, and W particularly and will necessitate men of lines F, B and O on Main street being particularly alert for any confusion among pedestrians and autoists during the test. Supervisors will be stationed at the point to render all possible assistance.

BULLETINS

Issue July 24, 1922

BULETIN NO. 111
Notice to Conductors

The following Transportation Books are reported lost:

No. 4951—issued to W. H. Staten, account Fire Department.

No. 5926—issued to Capt. Arthur W. Dominguez, account Fire Department.

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

BULLETIN NO. 112
Notice to Conductors

Please cancel that part of Bulletin No. 96, pertaining to lost pass No. 6068 belonging to Conductor I. M. Salladay of Division No. 4, as this pass has been found.

BULLETIN NO. 113
Notice to Conductors

The following passes have been lost:

No. 939—issued to J. Langdowsky, laborer, Way and Structures Dept.

No. 1375—issued to A. Burcham, car repairer, Division No. 5.

No. 4007—issued to H. Dinning, Jr., motorman, Division No. 2.

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

P. B. Hill
Supt. of Operation.

Division 4 Scribe Rescued at Beach; Fifty Cents Saved

The good work of two Venice life guards, Alvin Hall and Frank Proctor and Frank Rivas, swimming instructor, saved members of the death benefit branch of the Co-operative Association fifty cents each last Monday.

C. J. Knittle, conductor and scribe of Division Four, was in the water and did not keep proper road space between the breakers. He soon found the heavy waves too much for him. He was washed against the pilings of a small pier between Venice and Del Rey and called for help.

The life guards pulled him out just in time and applied first aid. Knittle did not suffer any bad effects.

Little Stories OF Street Car Life

'Way back in 1891 when the electric cars were started in Los Angeles, a bright looking young man applied for a job. He was employed as a conductor and he made good from the start. It was a new kind of work, but he was willing to learn and courteous to patrons.

The feature of his work that attracted attention was that he was Los Angeles grew from a small town "always on the job."

Time brought big developments. to a large city. The transportation system became one of the leaders of the country and this man who started back in 1891 was still busy as a conductor: still courteous and—"always on the job."

He is not as young as he used to be and he was given a job as flagman at a steam railroad crossing. The work required a man who was always on the job, for it involved the safety of many passengers.

A few days ago a letter was received from a passenger saying:

"One of your flagmen has attracted my attention and gained my admiration. He appears to be a man who

TRAINMEN TO GET ROUTE FOLDERS

A supply of the new route folders will be available at the five divisions Tuesday. A large supply is ordered and a sufficient number will be delivered early in the week to serve each division.

The book is printed on yellow paper, appropriate to the yellow cars and gives in detail the route of every line, the first and last car at terminals, the owl service schedules and times of special accommodation cars that run in the early hours.

It is suggested that every trainman procure a copy of the booklet. A copy will be mailed to any patron of the railway if he will communicate with the Public Relations Department.

ROMANCE

Casually taking a seat on a bench by the seaside, the following conversation was overheard, two young women of L. A. being the principals:

Oh, say, May, did you hear that Grace is to be married next week?

No, is that so, isn't that lovely. Who to?

Why, to a fine young fellow named George—. Have you ever met him?

No. What is his business?

Why he is a L. A. Railway conductor.

A street car conductor! Oh, Lord! Why May, what's the matter with that, haven't you noticed that the car conductors in L. A. are of a very superior type to those of our old town back East?

Why yes. I really have noticed that. There is quite a difference both in their appearance and deportment, in fact, I have had my eye on one particular conductor for some time, but on account of the job, you know.

Yes, but May, you know George had a position supposed to be of a higher grade at a salary of eighteen dollars a week. Whereas on the cars he receives from thirty to thirty-five, and it is a good clean job and, after all, money is not everything, but it helps a whole lot and besides I understand that a man almost has to have a college education now to be a car conductor, besides having a first class reputation of honesty and morals, so I just think Grace is doing fine.

By golly, Helen, I believe that you are right. I never looked at it in that way and I believe I will set my cap for the swell looking conductor that I have had my eye on for some time.

At that moment a gent in the rear started to holler: "Hot Dogs" and the rest of the conversation could not be heard, but enough had been heard to know that the L. A. Railway conductors were certainly getting to have some reputation.

realizes the responsibility of his position, is proud of it and anxious to retain it. If ever an accident should happen at a crossing, I am sure it will not be where he is on guard, or if one should occur, it will not be his fault. He is always on the alert and active while others are often sitting down in a shady corner."

That's a pretty fine record to keep up for more than 30 years. It is men like that who make the backbone of a country. Hats off to L. G. Dahlbrink.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things

(Hand Picked)

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

Los Angeles Railway.

Gentlemen:

While riding on a Hoover car some two weeks ago, I asked the motorman where I got Santa Monica car. He told me just before we came to Jefferson, and when he brought car to stop for crossing, he noticed the P. E. car ready to pull out and he rang his bell till P. E. motorman noticed him and then motioned for him to wait for passenger, and by so doing, saved me a long wait in hot sun.

At that time I did not get his number, but since that I got on his car and am sending you his number, and want you to know I appreciate any kindness shown by any L. A. boys on cars.

Motorman No. 1677.

MRS. P. WALKER,
629 West 83rd Street.

□ □ □

For Condr. D. A. Van Dyke, Div. 1

Los Angeles Railway.

Gentlemen:

As a constant passenger on your cars for the past thirty years, I have met many a gentle and many a rude conductor, but seldom one who showed as much kindness to an old crippled colored woman as did Conductor No. 1890 of the S. P. Station line car 54, this afternoon about 4:45.

Said young man helped her getting a seat and upon leaving lifted the poor invalid to the sidewalk.

All honor to the young employe. Congratulating you in turn upon so efficient a proof of your good will toward the public, I remain,

Respectfully,
JULIUS C. BEHNKE,
220A West 4th St.

□ □ □

Los Angeles Railway.

Gentlemen:

Wish I'd thought of your suggestion in a recent A-z-u-r-i-d-e. reporting helpful instances in which your car men have figured, long ago. I don't see how, as a group, they can give such human and often humorous service when these days the city is just a jam of people, hopping on and off the cars. Even your grouches are few in number in my experience, and there are causes enough for such, goodness knows.

You may well be proud of your car men.

Sincerely,

MRS. C. W. ANDREWS,
10730 Budlong Ave.

□ □ □

Los Angeles Railway.

Gentlemen:

Kindly mail me a copy of "Street Cars" to name and address given below.

Thanking you in advance, and also stating that I consider Los Angeles has the best street railway service of any place in the U. S.

Yours very truly,

THEORA M. JONES,
426 Byrne Bldg.

Division 3 Checker's Champion Wins On The Home Grounds

THE Championship Checkers Contest of 12 games, between Motorman J. W. Spaulding of Division Three and W. O. Reinhart of Division Five, resulted in a victory for the Division Three player.

In the first series of six games, played at Division Five, the score was one game each with four draws. In the second series, played at Division Three, the score was three games for Spaulding and one for Reinhart, and two draws.

Reinhart declares that he will call again.

Evidently there is quite an advantage in playing on the home grounds.

MOST STEP ACCIDENTS HAPPEN AT NIGHT WHEN CAR HAS FEW PASSENGERS

(Continued from Page 1, Col. 1)

general way, as though it was your habit to warn people of the existing danger.

Do not be afraid of the sound of your own voice. You are a conductor. People expect such warning from a Conductor and you do not make yourself conspicuous. You may attract as much attention by being timid as any other way.

The proper observation of the step can easily be drilled into the new man by the line instructor by calling his attention to the fact that there are steps on the car, just doing this a few times is sufficient.

Accidents at Night

Most of the alighting accidents happen while cars are going from the center of the city to the terminal after night, and when there are about fifteen to twenty-five passengers on the car, the easiest time to observe. Once in a while it is an old man, but mostly women who are afraid of the dark street. Their mind is on an imaginary hidden danger. They start to run as they are leaving the car steps, to get as near home as possible while the street car is in sight. The thought of whether the car is moving or not is blotted out by the other thought. Starting to run, though safely clear of the steps, may cause them to fall. Uneven streets, high heels and everything contribute.

Once in a while a woman warned may come back at you with some sarcastic remark, such as, "Don't you think I have sense enough to wait until the car stops." She may think the car has stopped on account of smooth track, as well as the lighting effect. You must expect this some time for we serve all kinds of people. Don't get a chip on your shoulder and answer back the same way. No matter what you think, agree with them, you have no chance in an argument, they are soon gone and you may never meet them again.

Flapper is Flippest

It seems to be the natural inclination for the flare-back to come from the young women, not so often when they have been warned, as when the conductor catches hold of their arm to keep them from getting off a moving car without the evidence that they had such intentions. A girl seldom resents assistance if she needs it, but very few like forced attention.

Conductors on the two-car trains must be very careful in watching themselves. Pulling a switch, their mind must be on what they are doing, for to drop a switch in front of the rear trucks of the first car, or the front trucks of the second car, would necessitate sending both cars to the shop for repairs, beside causing a blockade to the line. Force of habit must not enter here. The conductor on the car who does not pull the switch, should have his mind on the fact that the other man may have to drop the chain or do it accidentally, and be ready to instantly ring the motorman down.

Easy at Curves

The motorman should go slow enough that a stop could be quickly made as well as to give the conductor a chance to board. This man should signal when he catches the car to let the motorman know everything is all right.

The point the conductors on two-car trains must watch more than any other is their special duties in changes for each trip. When on the first car you must wait for a signal from the man on the second car before you give proceed signal. This duty is just the reverse on the next trip, you are on the second car and need to watch the step for boarding passengers more closely than on any other type of car. In fact, you must glance out in the street to see if anyone is near the step before giving signal.

Passengers Run Back

When you stop passengers may all be up near the rear of the first car which is loaded, your car being practically empty, you look out, see no one near your step, give bells and turn away as though everything was all right. These people are liable at any time to start back to board your car, arriving at the step just as the car starts. The car, moving slowly, passes the people. Some of them, even the women, are sure to take a chance to get on and may fall. The man on the rear car must realize his most dangerous time is as the car is about to start, and stay close to the signal bell, ready to give a cancellation bell should a late passenger show up after proceed signal has been given. Conductor on first car must not forget that he is pulling another car. Both men should be more cautious in starting, watching out while rounding curves as the overhang is greater on this type of car and it will hit autos, which the other types would clear.

Each man must be conscious of the other fellow. The motorman can not be expected to see the rear step of the second car after night in the mirror, due to reflection of auto lights, and he can not see the rear car at any time while rounding a curve, but must depend on bell signals from the conductor should anything go wrong.

On the Sick List

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

DIVISION NO. 1

Motormen—T. W. Hartford, 137 S. Hicks St.; E. J. Bare, 446 S. Ditman St.

DIVISION NO. 2

Conductor—J. J. Parr, 947 E. 49th St. Motormen—R. W. Carroll, 621 E. 50th St.; P. A. Clark, 316 E. 55th St.; T. A. Bell, 139 W. 49th St.; O. A. Waggoner, 5208 Wall St.; E. B. Clark, 631 E. 46th St.

DIVISION NO. 3

Conductors—D. R. Jaynes, 2833 Jeffries; S. J. Lockhart, 4302 Drew St.; J. M. Wilson 2612 Idell St.; R. O. Ware, 5131 Monte Vista; A. F. Eckenwiler, 3304 Granada; E. B. Peterson, 341½ W. Ave. 52; W. R. White, 1203 E. 7th St.; J. A. McDonald, 3400½ Roseview.

Motormen—J. G. Brittan, 225 W. Ave. 60; B. A. Witter, 2643 Huron St.; T. W. Kingsbury, 1837 N. Main.

DIVISION NO. 4

Conductors—C. Wearner, 801½ West Pico St.; W. Barney, 1120 West 31st St. Operator—J. E. Balding, 878 East 48th St.

Motormen—S. M. Wales, 1432 Maple

On The Back End

(Contributed)

Conductor Raymond Dean of Division Three spoiled a bright and sunny day recently by a terrible error. He went blithely to work with the wrong cap numbers adorning his scalp. Turribul, turribul and an explanation was necessary.

This is how Ray explained it on a miscellaneous report:

"I was talking with Conductor Abel L. Trout, cap 2464. He had to run to get on his job and took my cap, so I had to wear his."

Fair enough, but see that Mr. Trout does not lose his head next time, Ray.

Another nice Sunday was knocked for a goal when Dan Healy, assistant chief instructor, wound up his trusty flivver and ferried the family to Seal Beach. There he mounted a tent and proceeded to enjoy life. He had been careful to put in seven gallons of gasoline before starting so all was hunky dory.

Some friends called the Heals a little way up the beach. Later Dan returned and made ready to go home. He twisted the tail of his flivver, but nothing happened. That was nothing new for Dan, so he kept it up for a few hours. Toward dusk he looked in the gasoline tank and found some specimen of low animal life had stolen his supply by turning the petcock underneath the tank!

If you have a bit of news,

Send it in;

Or a joke that will amuse,

Send it in;

A story that is true,

An incident that's new,

We want to hear from you—

Send it in.

Never mind about the style,

If the news is worth the while,

It may help or cause a smile,

Send it in.

Motorman R. S. Drew of Division Five was running north on Grand avenue, and as he pulled up to the electric switch at 11th street, threw the switch, stopped, and waited for bells from conductor, a lady who was standing just behind him, reached over and tapped him on the shoulder and said, "Mr. Motorman, please do be careful here, I just saw a piece of the track fly over to one side, and I know something is wrong with it." And Drew took the curve cautiously.

Conductor H. E. Ketchum, Division 4, who puts in his spare time weaving carpets in his own little rug mill, has completed a three-car garage for rental on his lot. Ketchum catchum heap much wampum, me thinks.

Watson bring the needle. Page Constabule Frank Mead, Div. 3, late orderly to General Aguinardo (still late and never orderly) for the general approacheth.

Aye, aye sir, but Frank is in the rear putting a glint on his famous star.

It is well, let his light shine forth that he may enjoy his reunion with the famous gent whose orderly he was and to whom he is indebted for being orderly ever since—yea verily.

Ave.; J. V. O'Hara, 514½ Prospect Pl.; F. A. Barnard, 202 Lake Shore Ter.

DIVISION NO. 5

Conductors—D. E. McLeavy, 5008 Palm St., Lenox; J. C. McHenry, 5537 3rd Ave.

Motormen—R. T. Todd, 514 W. 54th St.; T. L. Stephens, Hawthorne, Calif.

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

And still they come and go; R. Bernstein, he of the obliging disposition and master of the West Pico line, left for a two weeks leave, having been called to active duty with the National Guard.

During the last week the following men left on their vacations: Harry Lozier, A. B. Morse, R. E. Thompson, S. B. Sloan and J. H. Schrader.

Conductor Fink has again decided to try a new brand of automobile and has purchased a Gardner, which he is sporting quite freely.

Division One mourns the loss of one of its most popular motormen in the death of Motorman A. Thurman. Thurman has been a motorman at this division off and on since April 1st, 1920, and was well liked among the boys for his sunny disposition and his willingness to work any old run that happened to come along at any time. Services were held at the Pierce Bros. undertaking establishment Tuesday morning and the body was sent to Texas, his former home.

Conductor W. R. White, formerly of Division One, but who now holds forth at Division Three, has been around visiting with his old friends the last few days. White was injured some time ago while flagging a crossing and is still unable to resume duty.

DIVISION 2

C. L. Christensen

C. L. Christensen, Div. 2 scribe, is taking a few days off, and a change of climate with it, up Fresno way. Will be very glad to see him when he blows in Monday morning.

O. C. Milton and H. Dining are on leave at present, and are occupying their time building houses.

H. F. Henley and G. R. Patterson have gone up to see what the Yosemite valley looks like.

C. W. Darwin, S. J. Bacon, A. L. Bristol and W. T. Vickers went down to Redondo Thursday to get fish for Friday's dinner. Now, gentlemen, please don't forget that we like fish.

J. A. Madigan, our good looking extra clerk, who recently committed matrimony, has lost his certificate three times in four days. It has not shown up since its last escape. Finder please note.

F. W. Godel is away from here temporarily taking the same step—or mis-step, whichever way you look at it. We wish both boys luck.

DIVISION 5

L. W. Burwick

G. R. Pritchett, Floyd Smith, S. W. Porter, R. H. Harriss, E. L. Carlson and W. P. Greaves have started on vacations during the past week.

Clerk A. F. Grant has returned to duty, after a two weeks' vacation.

Conductor P. D. Chamberlain, who took a leave of absence on May 16th to return to South Londonderry, Vermont, on account of illness of relatives, has sent in his resignation, stating that on account of the poor health of his wife's father, he was unable to return to Los Angeles.

"The Life of a Fireman" has appealed to Motorman C. S. Datkin to to such an extent that he has resigned to take up his duties with the L. A. Fire Department. We wish you luck, old man, but hope you

Who's Who



FROM Memphis, Tenn-o-see, home of the military wildcat, his goat mascot Lily, and others made famous by the Saturday Evening Post, came J. A. Godwin. Godwin was chaperoning a street car in the hot and southern city in 1909, when he decided to go west and grow up with the country.

As a result he started on the cars here October 13, 1909, and has been with it ever since. He is a motorman at Division Two, and a mighty good one.

Godwin is not superstitious, but he does not put much faith in good luck pieces. Back in 1916 his car was held up one night at First and Virgil. The bandit did all his business with the conductor and did not bother the motorman. As this stick-up man was going through the cashier, he found a good-luck piece and indulged in appropriate humorous comment. Since then Godwin has steadfastly believed that a good luck piece is a good thing—for the other fellow to carry.

never have an occasion to make a professional call at our house.

B. K. Doman and W. E. Robinson have resigned to take up other work.

L. J. Robinson and A. L. Mann have returned to work after short vacations.

Motorman A. H. Gray, who has been with the L. A. Railway since January 12, 1906, quietly strolled into the office Saturday morning and resigned. Gray has other work which he is taking up. He has the best wishes of his many friends of Division Five.

Conductor H. L. Raines has returned to duty, after being on the sick list for over a month on account of injuries received when he stumbled over a rail in the yard at Division Five.

One conductor of Division Five is a firm believer that a man is all that his name implies. For instance he tells us of his motorman, who "bummed" a cigarette from a passenger at the end of the line, and then after smoking it, asked the passenger if he wouldn't sit up front and smoke so that he might inhale the "second-hand smoke" while running his car. This conductor says he thinks this is why his motorman is named "Steele."

M. M. Sacks has been admitted to the Jewish Relief Sanatorium at Duarte, California. Sacks has been granted an indefinite sick leave and expects to remain in the sanatorium until he has completely recovered from his illness. He asks to be remembered to all the boys, and re-

DIVISION 3

H. A. Russell

Oh, how do you do? Yes, back again and had a glorious time, thank you. Did I look 'em over? I sure did! Did I see much of the mermaids? Oh, yes, as they had very little on besides sunburn. Yes, glad to be back; feel greatly benefited by the change. Thanks to Mr. Fontaine, Two Bells was well looked after during my absence. Div. 1 scribe, in last issue, said he hoped that I would return with a clear conscience. Clear as mud, old top; thanks.

Extra Mot. J. J. Walker has resigned and returned to Dennison, Texas, where he has gone into the grocery business. We received a letter from him lately and he sent his kind regards to all the boys.

Mot. G. O. Reavis has been consulting our chief mathematician, Ray Dean, on how to regain a perfectly good hour of sleep that he lost recently by looking at the clock cross-eyed and appearing on the job one hour ahead of time.

Our genial night clerk, R. W. Reid, hied himself away to the beach on Monday last and what he did to the finny tribe was something fierce. He brought home a sackful. No, not exactly, but a poor little critter tucked away down in the corner of a sugar sack, and will someone please page the humane society.

Condr. Ira Gott, Mot. Jim Moreno (the athlete), and Mot. G. V. Hopkins are wielding a wicked club as special watchman; the job being very strenuous, they have our sympathy.

Sunday sickness has been rather prevalent around here lately. A new cure, to be handed out in generous doses, has arrived. Although hard to take, it is kill or cure.

Extra Office Man Jimmy Brittain has been having a serious time lately. First with the mumps—he got all swelled up over that and then thought he would try a little pneumonia for a change and we nearly lost a perfectly good man. But we are pleased to report that he is now on the way to recovery and expects to be on the job again in a week or so.

It's no use, Scotty; Boston beans and Haggis will not mix, and in attempting to do so the other day these two gents almost raised a bigger tempest in a tea pot than the famous Boston tea party. Fortunately nobody was injured and they are now the best of pals.

Condr. Moreman is satisfied that kindness pays. Recently he loaned Mrs. M. F. Richardson of Culver City five cents to pay her fare, she having left her purse at home. The following day he received a letter of thanks containing 35 cents. Does it pay? I'll say it does.

The following men have just started away on vacation:

J. D. Merrick, 60 days; C. J. Chutz, 60 days; J. O. Adamson, 90 days; B. J. McCracken, 60 days; L. F. Helper, 60 days; H. Huber, 30 days; C. R. Meeds, 60 days; J. Pewitt, 30 days, and F. Oliver to Fire Department for 60 days.

quests that a copy of Two Bells be sent him each week.

Our jovial janitor, Eddie Cruzat, is taking his vacation this week and the next. He asked me to thank his many customers at his shining stand for their patronage, which has made it possible for him to enjoy such a vacation. Says he will be back on the job, after two weeks, full of "wim, wigor, and vitality."

DIVISION 4

C. J. Knittle

"A little frolic now and then is relished by the best of men"—(but Supt. Wimberly is not going to thank me for this). "Wim" hied to the cool pools of Bimini one hot day recently. He thought that the lockers were private so he left his clothes in one of the dressing sections. When he came out they were gone. He explained his predicament to the locker boy, who in turn derided him mercilessly for "being so foolish." A blue streak shot along the side of the pool. Wim was beating it to the office. There, the sweet woman informed his shivering majesty that his duds might be in one of the lockers. A blue streak shot back. Some time later an exhausted locker boy found them in the—(did you say the twenty-eighth locker, Wim?)

—Above prompted by Boyd.

Conductor R. M. Garner is taking a seven day rest. Conductor S. C. Tolin has been granted a thirty-day extension to a former ninety-day leave.

Herman de Jager, bound for Holland, writes from the S. S. New Amsterdam, docked at New York, July 9th. "A fire on board, damaged ship. Shove off delayed for couple days."

Conductor David Gibbs reports that the "Jinx" had him last Tuesday. David works a night run on Adams. A man whose mental organs had evidently back-fired a couple years ago (and never caught up) boarded his car northbound on Hill and bawled him out because he refused to go to Hooper Avenue, via 3rd, Main and 12th Streets.

Two half-stewed male beings boarded on the next trip. At Arlington, Gibbs told them he didn't go any further but they wouldn't get off. Said they wanted "Av'noo twenty-six." On the return trip they got off at Normandie. "D—— conductor thought we didn't know Av'noo twenty-six," opined one.

At Georgia a trainman hopped aboard. He looked at Gibbs, then at Motorman "Nemo" Smith, who was running the car. "I'll bet you fellows can make a quick stop," he gambled. "Think so?" asked Gibbs. "Yes," he replied, "Lots of hot air on both ends." (Gibbs went down for the count.)

D. B. Kohl, Division One: Thanks for the good wishes, old man. Enjoyed the vacation but about my conscience—ah, have a heart. Spent last Sunday at Venice. I think King Neptune has been listening to the marines. He sure "treated me rough."

Introducing New Men

The following men have been assigned to their divisions during the week ending July 15, 1922:

DIVISION NO. 1

Motormen—W. E. Langill, E. S. Perry, A. M. Roulland.
Conductors—H. F. Green, F. Morray, E. M. Davis, W. I. Taylor.

DIVISION NO. 2

Motormen—R. G. Coon, J. E. Nelson, A. A. Gilmore.

DIVISION NO. 3

Motorman—S. O. Harris.
Conductor—J. H. York.

DIVISION NO. 4

Motorman—C. L. Buterbaugh.
Conductor—W. G. House.
Safety Operators—H. Zaffke, W. J. Templeton.

DIVISION NO. 5

Conductors—J. Mahr, R. D. Benner, F. L. Cullen, T. Vansandt.