



BIG TRACK WORK ORDERED

SAFETY FLAG MAKES NEW HOME AT DIV. 5

Division Five has picked out a nice comfortable spot for the big "Premier Safety Division" flag and Division Three has parted company with what looked like a permanent fixture.

Supt. Morrison and his fellows made a good sweep in the October safety contest, which is the first of the series of six to be staged through the winter and spring months. Division Five ended with the fewest marks recorded against it, a score of 272.30.

Division Two made a commendable showing and finished second with 283.03. In doing this Division Two cut down a 21 point lead held by Division Five to nine points. Division Three finished with 288.78 which was within striking distance of second place. Division Four was fourth with 303.04, and Division One fifth with 330.31.

The November contest will be the second of the series and started November 1st.

No formality marked the transfer of the pennant and none will be conducted each month. At the end of the six months, the division with the best record for the period will hold the flag through the summer months and will receive the honor with due ceremonial.

SAND DRIER BUILT AT VERNON YARDS

A new sand drier is being constructed at the Vernon yards. The equipment will consist of a revolving drum, like a cement mixer, with an oil flame blast through the center to take out the moisture. The drier will be able to handle from 25 to 50 tons of sand a day. A new sand house is to be built also which will hold approximately 75 tons of sand.

Heretofore sand has been dried by the sun during summer and stored for use of cars in the rainy winter months. With the increased number of cars and miles of track, this plan has not given a sufficient supply so the new equipment is being installed.

Farmer From Farmerville Plows Into New Work

TALK about taking them off the farm, here is one that runs true to form and is reported by the employment department:

The new man starts out with the rustic name of Husk, Frank Wallace Husk, to be exact. He gave his former address as Farmerville, Texas, and present location as Fruit street, Santa Ana, which is still more appropriate.

Frank's record of previous employment starts in 1916 when he was a farmer and runs up to 1922, still a farmer. Two of the gentlemen he gave as references are farmers of Farmerville. b'gosh. For the past few months, he has been in the P. E. shops at Santa Ana, so will start with a good knowledge of the equipment and should be a valuable man.

It has not been decided yet whether he will fit in best on the Huntington Park line or the Inglewood. He starts to work in a few days and should be a dandy man to chase the cows out of the Baldwin curve private right of way.

Two Colonels, a Major and Captain Back new Operator

Two colonels, a major, a captain and a sergeant sponsored Arthur R. Johnson, a captain of the U. S. Marine corps, who entered service of the Los Angeles Railway a few days ago as a safety operator at Division Four.

Johnson carried in his pocket service papers showing his record in the Marine corps from a start as stable sergeant in 1910, to captain and expert diver in 1922. He is 28 years old and married.

L. C. Morton Works At Main Office

L. C. Morton, who was a clerk at Division One, and recently went on a great out-doors trip through Wyoming for his health, is now at the main offices, assisting in handling the office mail and other matters.

Division Safety Committees to Be Named Next Week

APPOINTMENT of the safety committees of the five divisions is expected to be made next week. Tentative suggestions are in hand for the membership of the organizations and for activities to be undertaken.

The plan of having the trainmen active in safety work through their own committees was one of the ideas brought home by delegates who attended the national convention of the American Electric Railway Association. Many street railways systems have division safety committees and derive considerable benefit.

With the work of the safety bureau in good shape, it is expected that safety committees here can do much toward accident prevention.

Mill Foundation at South Park Finished

The foundation for the new carpentry mill at the South Park shops has been completed and the laying of track has been started. The mill is at the east end of the building, which is 440 feet long. In all, there will be 18 tracks in the building and each track will be capable of holding two cars. All wood work done at South Park will be handled in the new building.

R. E. Emerson Visits Son In Bay City

R. E. Emerson, storekeeper at the Sixteenth and San Pedro street yards, returned recently from a pleasant ten-day stay in San Francisco with his son. Mr. Emerson is feeling fine after his vacation and dashes off requisitions with "wim, wigor and witality."

Don't Use 32 & Maple Phone; It Isn't There

One of our Irish friends says, "Do not use the emergency telephone at Thirty-second and Maple any more because it isn't there."

The telephone is now at Twenty-ninth street and Griffith avenue, on the west side of the street from the cross-over. Trainmen and supervisors are asked to remember the change.

The greatest of faults, I should say, to be conscious of none. —Carlyle.

DOUBLE RAIL ON TEMPLE LINE TO BE LAID

The biggest track construction job involving intricate special work which has been ordered since the re-routing of lines in 1920, will be started soon at the Temple Block and Plaza.

Another construction of importance is the doubletracking of a part of Temple street line west of Park View.

Temple Block and the Plaza form the neck of the bottle through which all traffic entering and leaving the north end of the business district moves. In addition to installing new special work, the tracks will be moved to the true center of the street. The tracks are now west of the center line, due to widening of the street several years ago.

Spring street, between First street and Temple Block has been reconstructed recently and the first unit of the new work will be to install new tracks and ties for the loop from Spring to Main street. The second unit will be the special work where Spring street track joins the Main street track north of the present safety zone. With the moving of the track to the true center line, the safety zones will have to be rebuilt.

The third unit of special work will be the cross-over at the Plaza.

The job will be handled at night with the two derricks and a large force of men.

The work to be started soon on the Temple street line, will give double track along the present single track portion from Park View to Fountain and Virgil. Only the short distance at the terminal from Fountain and Virgil to Fountain and Edgement will be left single track. The present single track will be reconstructed so that the entire line will be in excellent condition.

Nina Martin Back In Claim Department

Miss Nina Martin, stenographer of the claim department, who left several weeks ago for a rest and a trip to the East, has returned to the claims office. The main office folks are mighty glad to see her again.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Courtesy Always Wins

THE GRADUAL reduction of the number of discourtesy complaints shown by the latest report is good, and November should see a further reduction.

After all, a man who loses his head loses in every way. He may never again see the passenger with whom he quarrels so he has nothing to gain there. Other passengers on the car have no respect for a man who loses his head and will not help him. If he is cheerful and smiling he can get the co-operation of practically every passenger.

Courtesy wins every way. Discourtesy loses every way. Be a winner. Be courteous.

Vote For California

TUESDAY is election day and brings a duty to every registered voter. Men and measures affecting the people of city and state are to be passed upon.

Of the thirty state initiative and referendum measures, principal interest is centered in No. 19, the so-called water and power act which proposes a \$500,000,000 bond issue for the development of hydroelectric power.

The outstanding question in this issue is: Would you place half a billion dollars at the disposal of a board of five political appointees, who would not be required to have any knowledge of electrical development and who would not be answerable to any one?

The proposal would multiply the state debt of California six times. The bonds would present to the taxpayers a bill of \$30,000,000 interest per year.

The people of the state have authority over electrical development at present through duly constituted regulatory bodies which can sanction or forbid any projects and fix prices. Yet now comes this proposition which would virtually junk the regulatory process and give to five men, political appointees and not elected men, \$500,000,000 to play with and spend in any way and anywhere they wish with no one in authority to whom they would be answerable.

The sponsors of the plan who are working on the possibilities of building up a political machine to wield a vicious club over communities call it "progressive" to create a half billion dollar uncontrolled grab bag for which the state would be mortgaged.

May the intelligent voters protect this state from any such "progressive" tactics as this.

Police, Fire Protection

THE POLICE and fire department ask your vote in favor of proposition 8A, to place the city pension system for these two branches of service in the city charter and remove it from possible political juggling at the city hall. The firemen and policemen are engaged in serving the entire public, as are street railway men. The service is alike in many respects but the fire and police work is easily the most hazardous of public service. Those engaged in it deserve protection for themselves and dependents.

The fire department asks approval of proposition 18A, authorizing bonds for the purchase of additional fire equipment. Los Angeles is a rapidly growing city and must have fire equipment suitable for a large city.

On the Sick List

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

DIVISION NO. 1

Conductors—N. A. Lucas, 744 Ventura Ave.; L. M. Hills, 1010 E. 40th St.; O. Arguello, 2628 E. 4th St.

Motorman M. M. Spence, 1774 W. 37th Place.

DIVISION NO. 2

Conductors—E. L. Bach, 5212 S. Wall St.; H. M. Vining, 116 W. 45th St.; C. E. Hill, 331 W. 50th St.; L. C. Welch, 348 E. 52nd St.

Motormen—J. T. Gibbons, 214 E. 52nd St.; C. E. Greenlea, 137 E. 59th Place; J. Waddell, 515 E. 64th St.

DIVISION NO. 3

Conductor J. G. Liles, 2951 Partridge Ave.

Motorman L. M. Covington, 259 Rangel St., Eagle Rock City.

DIVISION NO. 4

Conductors—W. Sambus, 2010 W. 48th St.; T. W. Laughlin, 748 Ottawa St.

Motormen—V. R. McGregor, 1516 Georgia St.; A. M. Motrese, 2941 Antietain St., Sawtelle.

Operators—E. J. Wilcox, 111½ N. Hill

St.; F. Kane, 507 W. Adams St.; H. A. Cornwell, 352 E. 84th St.

DIVISION NO. 5

Conductors—T. T. Leech, 429 W. 79th St.; F. R. Earl, 6009 11th Ave.; O. S. Briley, 11540 Freeman Ave.; B. E. Harris, 3914 Wadsworth Ave.

Motormen—B. J. Tiemeyer, 5323 4th Ave.; C. N. Stowe, 620 W. 82nd St.; H. T. Smith, 2319½ W. 64th St.; F. G. Mohr, 848 W. 36th Pl.; M. Perlin, 7921 San Pedro; L. M. Erickson, 5117 1st Ave.

Stork Returns To Duties at Division 2

Division Two had almost arrived at the conclusion that old John Stork had left for good, as no news had been received of his whereabouts for some time, when last Tuesday afternoon Conductor E. L. Slagley walked into the office passing the cigars around to everybody, and announced in a proud manner, "It is a girl, and a fine looking girl too."

Both mother and baby are doing fine. We congratulate E. L.

BULLETINS

Issued November 6, 1922

BULLETIN NO. 174

Effective November 1, 1922, a new style of Mail Carriers' Badges, oval in shape, and with an eagle with outstretched wings above the oval, and bearing the name of the local post office "Los Angeles, California" will be put into use.

When worn by Mail Carriers on duty honor Badges numbered from 1 to 799, inclusive, from the first car in A. M. until 7 o'clock P. M.

Honor badges from 1000 to 1099, inclusive, at all hours of the day or night. These badges replace those worn by letter carriers and collectors.

No change is made in the badges worn by special delivery boys.

See photo in case at your division.

BULLETIN NO. 175

Notice to Trainmen

Effective Wednesday, November 1, 1922, the tower at the Plaza will be in operation from 6: A. M. until 12:30 A. M. of the following morning.

All motormen and Safety Car Operators will be governed accordingly.

BULLETIN NO. 176

Notice to Conductors

The following passes are reported lost: 4020, issued to A. J. Doty, conductor, Division Five.

5301, issued to W. E. Smith, conductor, Division Three.

6589, issued to J. R. Street, conductor, Division One.

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

BULLETIN NO. 177

Notice to Conductors

Please cancel that part of Bulletin No. 158, pertaining to lost pass No. 3126, belonging to Mrs. Van Amburg, as this pass has been found.

R. B. Hill
Supt. of Operation.

A. K. Threatens To Return Soon

A. K. Plummer, director of traffic, who has been sick for about two months, threatens to be back on the job within 30 days and step right into the Christmas rush traffic. Whether this will be a healthy thing to do after his illness is another question, but Al's threat is a healthy indication of his fighting spirit.

Someone must have been feeding him black tobacco for his black pipe.

The whole gang will rally round and give him three lusty cheers and a two-bit cigar when he strides up to his desk because playing invalid is no sport for a man like Al.

LITTLE DELAY CAUSED BY HALLOWE'EN

Hallowe'en was rather a quiet evening this year and little trouble was encountered on the lines.

A gang, near Seventh and Mateo, threatened ugly work for a time when three auto trailers were placed on Mateo street tracks at different points and necessitated two trips by the emergency wagon. The rowdies delayed cars for a few minutes, but were dispersed without doing any serious damage.

Ed. Yonkin, of the instruction department, came upon a small, lone youngster about to put some grease on the Inglewood tracks near Slau-son. He stole up quietly on the youngster until his big shadow covered the operations. Then the mischievous one looked up and ran for parts unknown, with the speed that only a thorough scare can produce.

Two New Men Join Supervisors Staff

Two more trainmen have been added to the staff of extra supervisors. They are breaking in at the emergency telephone board and learning the details of outside traffic work. The new men are Motorman M. C. McLemore of Division Three and Motorman W. C. Calloway of Division Five.

Little Stories OF Street Car Life

Like the wise monkey of the fables who got the cat to pull the chestnuts out of the fire and save himself from the coals, an enterprising conductor paved the way for an offending auto-ist to say "good morning judge" and reach for his pocketbook without becoming an active party to the proceedings. The conductor is J. J. Bloom of Division Two.

Bloom was on a two-car train which had been routed through Fourth street to make up time. Between Broadway and Spring was an auto parked in the second line and blocking the car. After a little delay, the conductor went to the corner and invited a police officer to look over the situation.

Now the police records are not overflowing with "pinches" made for second line parking, due to local affairs which the police do not control, but under the conditions there was only one thing for the officer to do, so after scratching his head, he got in the auto, started the engine and drove to the police station.

Traffic was cleared up nicely and an excited autoist who rushed to police headquarters to report his car stolen had a little explaining to do.

And now the story is just half told, for the resourceful conductor turned the same trick under the same conditions a second time in a week.

Conductor L. C. Smith.
Safety Operators—W. J. Irwin, G. Carter, L. B. Jones.

DIVISION NO. 5

Motormen—L. W. Fredeen, P. J. Francka, R. W. Hamilton, A. L. Horton, O. S. Garrison.

Conductors—H. Richards, G. B. Carson, J. S. Wilsan, S. SLOAN, W. D. Slaughter, F. L. Borders.

Introducing New Men

The following men have been assigned to their divisions during the week ending October 28 1922:

DIVISION NO. 1

Motormen—H. H. Glass, A. W. Madden, J. R. Street.

Conductors—A. Light, W. J. Wright, W. L. Emblen, W. H. Fisher, W. L. Sullivan, H. W. Osborne.

DIVISION NO. 2

Motormen—W. J. Bradford, W. C. Hodgdon, J. S. Phillips, C. E. Butler, L. Rogers, F. Fox, A. Lowe.

Conductors—R. B. Duckworth, W. R. Kitson, D. F. Holland, J. Laing, H. H. Dougan, R. D. Crowder.

DIVISION NO. 3

Motormen—P. H. Hawkins, F. E. Wilson, O. R. McCrorey, G. V. Zimmerman, A. H. Tanguay, J. F. Wilson.

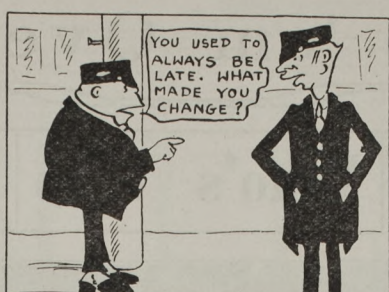
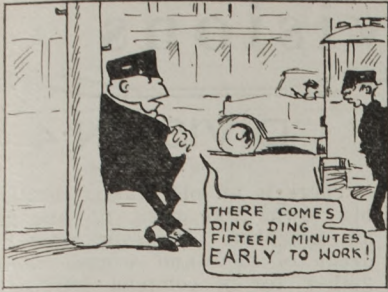
Conductors—G. A. Haight, H. Harkens, O. A. Dewitt, G. L. Faulkner, M. E. Swarts, S. O. Williams.

DIVISION NO. 4

Motormen—D. C. Coogan, A. A. Bradley, L. H. McGivney, L. E. Richardson, W. McDougall.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

For Condr. H. E. Shultz, Div. 2
Los Angeles Railway.
Gentlemen:
Just a word of commendation for Conductor No. 2154, of the West Jefferson line. His cheerful "good morning" helps a person start the day right. His willingness to give information in a gentlemanly manner is appreciated.
Yours truly,
CHARLES W. ROSE
3015-8th Avenue.

For Condr. A. McKenzie, Div. 4
For J. Wayne, Div. 4
Los Angeles Railway.
Gentlemen:
As I am always ready to register a kick, it seems only fair to make known my approval, so I wish to commend Conductor No. 2296, and Motorman No. 271, of the Dalton Avenue line, as being one of the most accommodating, courteous and genial crews I ride with during the day. Their genial smile of welcome in the morning seems to start the day right.
Very truly yours,
WILLIAM E. MAGOON,
1726 W. 45th Street.

For Condr. M. F. Hurst, Div. 1
For Mtr. G. D. Hunsaker Div. 1
Los Angeles Railway.
Gentlemen:
Am sending letter expressing my appreciation of the courtesy of Conductor No. 478 and Motorman No. 2429, both on line R, run 35.
Have taken the morning car on this run for the 16 months they have been on the run. Would say, their solicitude concerning the accommodation and welfare of the patrons of this line, as well as their genial and gracious manner toward all, is commendable.
I know at least a dozen people who always go in on this car, and every one realizes it is a misfortune that we soon lose them. It surely makes a vast difference to people who go out in public service what kind of treatment they receive the first thing in the morning, and the promptness and certainty of good car service.
Sincerely yours,
MRS. KATHERINE NELSON,
1256 Downey Rd.

For Condr. A. W. Rogers, Div. 2
Los Angeles Railway.
Gentlemen:
It gives me pleasure to recite this little act of honesty recently displayed by one of your conductors, No. 1208, who was working on a University car about 3 or 4 weeks ago.
A friend and I had been to a show downtown and were returning home. We boarded a car that had the wrong sign displayed on it, so when we arrived at 33rd and Western Avenue, we were given a transfer and asked to take the next car, which we did.
My friend, earlier in the evening had made out a check payable to cash for five dollars. The check and the transfer were yellow. My friend gave the conductor the check instead of the transfer, so shortly after the conductor came to us and asked us if we knew anything about "this" displaying the check.
I call this honesty, as this check could have been cashed and no questions asked.
We both wish to commend the conductor, and wish to compliment you for having a man of this caliber in your employ.
Respectfully,
WARREN M. STILSON,
Detective Bureau,
Police Headquarters.

First Kid—"We got a new baby last night."
Second Kid—"Who brought it?"
First Kid—"Doctor Hanna."
Second Kid—"That's all right, we take from him, too."

OCTOBER COMPLAINT REPORT ENCOURAGING

Total "Brickbats" and Discourtesy Charges Lower Than In Previous Month

A SMALL but steady decline in the number of complaints received in the past three months and a reduction in the number of discourtesy complaints, makes the October summary look encouraging.
A total of 201 assorted brickbats came to the complaint department personally conducted or by mail or telephone, in October. The bouquets counted up to 28. This is below the average number of commendation letters received and is the lowest in this column since May. August was the record month in which 62 letters praising men and service were received.

The October report shows a splendid reduction of 13 in the number of transfer and fare complaints. Starting too soon dropped nine but passing up passengers increased eight over the previous month.
Renewed effort is needed to keep up the good cause of reducing the complaint scores. Traffic is increasing and will increase right up to Christmas. Smile and show them you are big enough man not to let petty annoyances upset your good disposition. Above all be courteous ALWAYS.

The detail complaint score follows:

Classification	September	October	Loss or Gain
Discourtesy	59	54	- 5
Fare and Transfer Trouble	67	54	-13
Starting Too Soon	19	10	- 9
Passing Up Passengers	14	22	+ 8
Carrying Passengers Past Stop	11	19	+ 8
Dangerous Operation	2	3	+ 1
Short-change	5	7	+ 2
Miscellaneous	30	32	+ 2
Complaints	207	201	- 6
Commendations	45	28	-17

— THE BOSS —



The Boss Wondering if You Will Make Good

You may think the Boss is pretty near all-powerful. But he isn't. He's as helpless in the hands of Time and Events as you are. Especially is he helpless as to you. Don't think that the Boss can make you or break you.
He can't...
He cannot keep a poor man up or a good man down.
He can pile titles and salary on top of a man, but if the man is weak the result will be only a grease spot.
On the other hand, the Boss may drape overalls and a ten-a-week salary around a fellow, and put him at work cleaning cuspidor, but if the chap has brains and guts he will get the Old Man's job sooner or later, or some other job just as good.
The thing for the worker to do is to work to satisfy not the Boss but himself. Let him ask himself each night, "Have I delivered the goods today? How do I stack up? Have I accomplished anything? Is the cause in which I am engaged any further ahead by reason of my thought or effort? Have I earned my salt today, and a little more? Has the Boss made a profit out of this day's work of mine?"
The man who has the courage to ask himself these questions, and then to honestly answer them as well, need not have to keep one eye on the Boss.
—Earnshaw House-Organ.

Three-fourths of the mistakes a man makes are made because he does not really know the things he thinks he knows.—James Bryce.

Though neither is a pugilist
The sight makes one turn pale—
The dentist and manicurist
Fighting "tooth and nail."

On The Back End (Contributed)

"It's a cru-ell cold world," remarked Boynton, No. 1 of the mechanical department at Divison Three, when he took about two draws on his gift "seegar" and the cigar went heavenwards in a burst of sparks, backed by an ounce of T.N.T.

Never say D.I.E. until November 7, Then Do It Early.

Conductor E. A. Allen of Division Two, who says he hasn't done anything but rest the last three months is back on his job again at Division Two, after what he calls a well spent vacation. Evidently one CAN take a vacation without making it the hardest two weeks of the year.

Foreman Allen: "Does the barber charge you full price for your hair cut?"

Supt. "Shorty" Morrison: "Worse than that. He considers it such a joke that he adds an amusement tax."

Division Two conductor — "Mr. Dickey, can I get off next week, I intend to get married?"

Foreman T. Y.—"You have just had two weeks' vacation, why didn't you get married then?"

Conductor—"I didn't want to spoil it."

Motorman A. P. Williams was riding on a Vernon Avenue car and noticed that the motorman was making some very rough stops. He walked up to the front end and asked what was wrong. The motorman said, "Well, the air on Vernon Avenue is so bad that it just comes through in lumps."

IN MEMORIUM

Oh Death where is thy sting? As the sun was sinking in the west on Wednesday afternoon the workmen engaged in wrecking the shanty of the switchmen at Division 3, made the gruesome find of the remains of a dozen perfectly dead soldiers, and by a strange coincidence, all the departed were endowed with the same name, each were labeled Bud Weiser. The sight brought tears to the eyes of the strong men. It brought visions to them of the pre-Volstead period. They gently gathered the remains and tenderly turned them over to the rags, bottles, sacks man, and with heavy hearts and many a sigh, proceeded with their work of erecting a monument over the spot, to be known as the Switchman's Shanty. And let it be known to all that the present occupants of the old Shanty, are all teetotalers, and so the mystery deepens.

"Do you go to Hellenback?" inquired a prospective passenger of Conductor W. R. Price. "No," he replied, "we go to Rowan 'n back." "Well don't you go to Hellenback, too?" repeated the p.p. "No, sir," replied Price again, "if we went there, we couldn't get back." (The prospect consults notation on paper slip.) "Oh! I made a mistake, conductor," he exclaimed, "it's Hollenbeck I want."
(And the prospect became a sale.)

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

Attempting to return to work before quite able to do so, and in his weakened condition, due to being wounded by a burglar about three weeks ago, Larry Carmack, chief scribe for Two Bells from Division No. One and one of the most popular men of the entire system suffered a relapse and is at present confined to his home under the care of a physician. It will be some time before Larry will be seen again.

Motorman T. N. Short is enjoying a week's vacation at Murrieta Hot Springs.

We are glad that Hollowe'en comes but once a year, but at that it wasn't so bad. Out side of a few wagons, old stoves, barrels, and a little grease on the tracks all went well.

Word has been received from the Burke Twins who are at present up in Seattle on a business and pleasure trip. They report the weather as being a little chilly and say they sure will be glad to get back in sunny California once again.

"Papa" Buras is now a regular conductor which pleases him very much, as he now says he will be able to get baby some shoes and etc.

Dusty Reed and "Fat" Hersh are considering forming a corporation for the sole purpose of making soap box speeches and spreading the well known bull.

Motorman C. Culver has been given a three months leave to take up vocational training offered to ex-service men by the government.

We are pleased to hear that Conductor C. K. Herbert, who is at present in the Olive View Sanatorium, at San Fernando, is improving rapidly.

L. W. Sweeney, who is in charge of the loaders from the different divisions, has purchased a Hupmobile, and has her all dolled up. We must say it is some boat.

Conductor Wulf, who is a bear for work, has been laid up for a few days with a cold but is now back on the job.

DIVISION 2

C. L. Christensen

Conductor E. F. Thompson, who has had about three months off to visit friends and relatives in Florida, started with his family on the return trip to California, when his children took suddenly ill while on the train in Georgia. Arriving at Savannah, the family decided to leave the train and returned to Key West, Florida, where they will stay until they are well enough to stand the long journey to California.

Motorman B. M. Ihrig is back on his Hooper Ave. run again, after touring almost every state from Kansas to the Pacific and from the international line of Mexico to the Canadian border. After all that travel, B. M. says: "No place like Los Angeles."

Motorman H. T. Sanders, who broke his right leg about two months ago, when stepping off his car at Mesa Drive, left the hospital recently and is now slowly improving at his home at 4216 Wall street, where he will welcome any of the boys, who have got a few minutes' time, to drop in to see him.

Conductor S. E. Merriweather is

Who's Who



BORN, Yes.

The first essential of a Who's Who being disposed of, we can proceed to introduce with due formality Roy C. Ruggles, the smiling clerk of Division One. And that is not intended as a slam at any other division clerks but just complimentary to our guest of this issue.

Roy started in the street car game in 1909, grabbing nickels and has been with it ever since. In January, 1920, he was made an extra clerk of Division One and the following month went on the regular list.

DIVISION 5

L. W. Burwick

Conductor M. Bixler has taken a thirty-day leave to visit his father who is very ill.

Motorman J. I. Mullins is building a home at Hawthorne. One day last week a truck loaded with bath tubs turned over in front of his car and "Jim" got off his car to view the wreckage and one of his passengers accused him of trying to load one of the tubs on his car to take home with him.

F. E. Burghart, Geo. Lake and W. J. Loudy, have resigned to accept other employment.

Conductor C. B. Lamb, who has been on a leave, visiting his mother in Montana, mailed in his resignation, so that he can remain at home with his mother, who is in ill health.

R. B. Reinert, who has been on the sick list for the past two months, has been given a flagging job until his health will allow him to return to train service.

Motorman H. M. Bush is rapidly recovering from his illness and expects to be back on the job in about two weeks.

Every man should keep a fair-sized cemetery in which to bury the faults of his friends.

—Beecher.

taking a couple of weeks off to rest.

Motorman J. G. Adair, who has been harvesting his apple crop on his ranch in Yucaipa Valley the last two months, is back winding the controller on his San Pedro street run. J. G. advised us not to purchase any apple ranches, as he thinks there is more profit in buying oil leases. Well, Division Two trainmen are interested in both, so we will wait and see.

DIVISION 3

H. A. Russell

Well, the pennant race is over for the first spasm, and we landed in third place, which is to be regretted, but we congratulate Division Five boys on their victory. No doubt, the Seagull Egg diet was quite a factor, but as the gulls are now on the molt, eggs from now on will be scarce, so maybe we will do better in the next spasm. Well we landed in third place as per usual. Division Three in the centre of everything worth while.

Mots. H. H. Baxter and C. M. Nelson have been appointed to regular positions as towermen.

It is reported that Mot. Bill Milican is at present training for a four-round fistic encounter, but punches of the metallic variety will be barred, as Bill has recently discovered that they are hard on the map.

Mot. S. H. Critchell is not in the least swelled up over the fact that quite a number of letters from passengers have been received lately commending him for his habit of calling all streets and transfer points. This is a small matter in itself and requires very little effort on a motorman's part, but is greatly appreciated by the traveling public, and would be a good habit for other motormen to cultivate.

Our Worthy Stenog. Fontane has had a fence built around his position in the office. Whether this is to keep Fontane in or Buttinskis out, is the question. Anyhow, it adds an air of exclusiveness to the position.

Cond. C. M. Smtih, who resigned several months ago, is now back again, breaking in on the front end. Just history repeating itself. They will come back.

Cond. G. O. Hall, going west on Washington, passenger boarded car asked for transfer to Western. Hall gave him the transfer, expecting that passenger would transfer north at Vermont, but at Western ave. the passenger got ready to alight, and not seeing any tracks on Western, proceeded to bawl Hall out for not advising him of the fact when he asked for transfer. Such is life.

Mot. Gus Pierce has resigned and is now engaged in the restaurant business.

The division clock threw up its hands the other day, refused to function, the result of intestinal trouble. Con. Bert Jones, who is learning the watchmakers trade as a sideline, removed its innards and prescribed a good dose of oil, and the old ticker ticks merrily on its way.

Cond. Wm. Elliott, number two on the list, has taken 60 days off to settle up his affairs, then he expects to visit his old home in England, after a 40-year absence. William is one of the kind that has saved his money and has been very fortunate in his investments and feels that he can now afford to take things easy and enjoy the rest that he has earned. Cond. F. E. Clark is asking 30 days off for rest, likewise Cond. J. Farchard and Mot. A. A. Cash is spending 15 days on his ranch.

Cond. Frank Leon, our sometime, maybe lawyer, always has a golden smile. Just at present it is a little bit brighter. Dame rumor tells us that something important is about to happen in his young sweet life and a Miss Van will cut quite a figure in this important event. Frank is a foxy gent and don't say much, but there has been a leak somewhere.

DIVISION 4

C. J. Knittle

There is an old maxim that in the big towns like ours, no one knows his neighbor. However where hundreds of men and women work together for a common purpose, for high ideals, for life, liberty and the pursuit of happiness, one's knowledge of his fellow men become quite intimate. But alas, not so over here. We thought we knew the more prominent men of our outfit, their marital and financial standing, their fancies, whims, and faults. No, no, dear reader, we must go back to the old gag: We do not know our neighbor—because—a colored lady car cleaner came to our uncolored yardmaster, Barden, a few days ago with a lovin' smile and a parcel she had found and said, "here daddy. Take this."

Conductor C. L. Penberthy has been granted a ninety-day leave to go back east.

In a recent issue of Two Bells a trainman stated that were it not for the honesty of the proportionate few, conductors would become disgusted with the public. Conductor Rossiter says it's the daily comedy that puts the joy in life, and tells this one on himself and a Temple street patron. "Your transfer is not good, mister." "Vy I jooost god it." "No, this is nine hours old." "Vell, its no fault of mine, (snappily) I vont pay again." "Then I must ask you to get off." "I vont do it!" "I am sorry, mister, but in that case I will have to use force." (The Hebrew weakening.) But surely dot transfer is good. I jooost god off that Brooklyn car." "This is a Temple car transfer, mister." "Vait! (searches pockets and finds a yellow transfer in vest pocket.) Oh, meester conductor, I'm so sorry. I gave you the wrong one. Excuse me. I beg your pardon." And Rossiter put a giggle in his sleeve.

Conductor G. C. Watson, who is on a sixty-day leave to build a double bungalow, has been granted an eleven-day extension.

Brevity, the soul of wit, is sometime indispensable hence like a Japanese school boy, we narrate.

Few weeks ago Motorman Speed buy flivver. Hon. Speed and flivver become friendly like ham and eggs. Last Saturday unscrupulous person stick "For Sale \$85" sign on flivver. Numerous pedestrians storm Speed to buy. Last Monday hon. insurance man, Travis, come 'round wearing straw hat, carrying felt hat in bag. (Expects to get straw smashed.) Hon. Motorman Heaton do smashing. In meantime Hon. Speed hide felt hat. Hon. Travis goes home bare-headed. That evening Hon. Speed's flivver stolen from in front of restaurant at Pico and Georgia. Speed says, "Hon. Travis knows." Hon. Travis wearing angel face say, "Bunk!"—Thassall.

Appreciation

I would like to express my appreciation of the sympathy extended to me at the loss of my dear wife, from the men of the L. A. Ry., and also to Mr. C. Freeman, H. Burke, B. Suter, and Geo. Preston, who very kindly acted as pallbearers at the funeral.

MOT. FRANK PRESTON.

We admire pure grit, but not in our spinach.