



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

# Div. 5 Leads New Safety Contest

## SAFE LOADING GIVEN BY REGULAR SYSTEM

BY JOHN C. COLLINS  
Supervisor of Safety

On the car the conductor has but one dangerous place, namely, the step; dangerous when the car is about to start, more dangerous when it is coming to a stop. Both situations are very easy to watch by using the same system. You know when you are about to start and what might happen. Some one may attempt to board or leave the car at that time. The way to train yourself is to be conscious of the fact that you have a step on the car and when about to start, stop all other transactions for a moment to take a glance at that time. The way to train yourself is to be conscious of the fact that you have a step on the car and when about to start, stop all other transactions for a moment to take a glance at that time. The way to train yourself is to be conscious of the fact that you have a step on the car and when about to start, stop all other transactions for a moment to take a glance at that time.



**Look Before Ringing**  
Let the motorman guard against your losing time in giving bells by looking in the mirror. When all are on except two or three men, the motorman may call for your bells with two taps on his gong. On hearing the gong, stop an instant in your collection, take a glance at the step, giving bells at the same time if all is clear. The motorman is then in a position to start on receiving the bells. The conductor continues fare collection, etc., where he left off.

A few may think this is hard to do, especially if the motorman who does not want to help, but calls for the bells at improper times. That is the fault of the individual motorman, not the system. Anything that needs training is hard to do at the start or there would be no need for the training.

(Continued on Page, 2 Cols. 1-2)

----- Hello -----  
Here's Jennie Shand, chief telephone operator of the main office switchboard.



### THE Telephone Girl

*The Telephone Girl sits in her chair  
And listens to voices from everywhere;  
She hears all the gossip; she hears all the news;  
She knows who is happy and who has the blues;  
She knows all our troubles; she knows all our strife;  
She knows every man who is mean to his wife.*

*She knows every time we are out with the boys;  
She hears the excuses each fellow employs.  
If the Telephone Girl would tell all she knows  
It would turn half our friends to bitterest foes.  
She'd start a small wind that would soon be a gale,  
And engulf us in trouble and land us in jail.*

*Now doesn't it set your head in a whirl  
When you think what you owe "The Telephone Girl?"*

—T. P. A. MAGAZINE.

#### SAVING 'EM

A colored lady got on my car on West 11th and asked for a transfer. After receiving it she said, "I don't want to use it, I'm keeping them for souvenirs. I've got more than 200 of 'em."

Evidently she is a steady customer of the L. A. Railway.

CLYDE WELSH,  
Conductor, Division Three.

## Morrison's Men Start Race With a "No Accident" Day

STARTING with a "No Accident" day, Sunday, October 1, trainmen of Division Five, under Supt. Morrison's leadership, took an

### "ShortLine" Cars Serve Eagle Rock Local Passengers

A "short line" service on the Eagle Rock line was established last Monday to serve the morning rush hour travel and according to checks made in the middle of the week, this improvement relieved the regular interurban cars considerably.

The additional cars leave South Verdugo Road at 6:26 A. M., 6:34, 6:42 and 6:54. They operate out of Division Three and run as far as Eleventh and Broadway. This reduces the headway from South Verdugo Road to the downtown district from seven minutes to four minutes.

The fact that the Eagle Rock line serves a large number of local riders as well as the interurban riders living in Eagle Rock City has long presented perplexing conditions. The addition of local "short line" service in the morning is expected to help considerably.

### Five Divisions Trip 25 Miles

A round trip of the five divisions starting and ending at Division Two necessitates 25 miles of travel. The trip is made daily by Conductor Nye and Motorman De Frain, two of the oldest men in point of service, to pick up B. O. fare boxes and registers and deliver repaired fare boxes and registers.

The car pulls out of Division Two daily, except Sunday, at 7:30 A.M. This service was effective last Wednesday.

**The Time of Day I do not tell,  
As some do by the clock;  
Or by the distant chiming bell;  
Set on some steeple rock;  
But by the progress that I see,  
In what I have to do;  
It's either Done o'clock to me,  
Or only Half-past Through.**

—The Buzz Saw.

early lead in the first of the new series of six monthly safety contests and were holding that lead at the middle of the week.

The scoring is different from that used in previous contests and will be by points instead of percentages. The division with the fewest points marked against it will be the winner.

At the mid week Division Five was leading with 10.18. Second honors were held by Division Two, with 19.66, Division Four was third, with 22.01, and Division Three fourth, with 22.14. Division One brought up the rear with 39.90.

#### Makes Good Start

The start made by Division Five was almost duplicated on Monday, when only one Class Three accident was marked up, but Tuesday upset the luck and brought in a Class One accident and six Class Three accidents.

The contest has aroused keen interest and promises good possibilities in accident prevention. It is evident from reports of the first few days that step accidents will play a leading part in contest.

#### How They Happen

There are some that are absolutely unavoidable, but there are some where the conductor or motorman states that he could not help it, whereas it looks that with proper care and alertness, the accident could have been avoided. Not all of these step accidents are up to the conductor, even if they occur on the rear end. Mr. Nervous Motorman is at a busy corner downtown watching the signal. He has the two bells from his conductor, looks in the glass and then at the semaphore and it drops and away he goes and someone comes running and grabs the handle. The motorman fails to take last look in the glass and bingo—another accident.

### Chief Instructor Remembers Vacation

R. A. Pierson, chief instructor, decided to take his vacation before it was time to look up the winter overcoat and is enjoying two week's rest. He has not planned any extensive trips, but will make headquarters at home and take his little auto for a walk along some of the smooth boulevards.



## Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

To place ourselves mentally in the position of our patrons is often difficult—but it's the surest way to acquire the real meaning of the word "Service."  
—Kellygram

### Developing "State Power"

FIVE hundred million dollars for five state politicians to play with. A bill of thirty thousand dollars per year, as the six per cent interest on this amount. Such is the proposition Californians are asked to undertake in the proposed Water and Power Act which will be on the ballot as amendment Number 19, November 7th.

The bond issue is declared by its advocates to be for development of hydro-electric power by the state. The principal power it would produce would be unlimited political power to a board of five men who could swing a club over municipalities by restricting their water rights. The political group trying to put the measure through is using the old campaign camouflaged battle cry of "whack the corporations" and "rah, rah, for dear people" in an effort to divert attention from the radical waste and extravagance proposed.

But the same "dear people" to whom the politicians appeal have been giving some unmistakable indications of disapproval of waste and quietly determining as loyal Californians to block the little game of spending five hundred million dollars, not on projects specifically authorized by the people, but as the board of five men sweetly pleases.

### Fire Prevention Week

THE week of October 9th to 14th is designated as National Fire Prevention week. The campaign is a worthy one and deserves hearty co-operation. Everyone is asked to help by eliminating fire hazards. Generally, this means cleaning up the rubbish that accumulates along the back fence and affords a fine place for a fire, or cleaning up old papers and trash kept inside the house.

The clean-up idea is a good one at any time, but Fire Prevention Week affords an excellent excuse to start work.

### The Smiling Man

After being away for three months from Los Angeles and then coming back, one can see many changes, more buildings, more homes, more everything. But of two things I think we excel in over cities of the northern part of the state are neatness and courtesy. It's great to have a bunch of cheerful men to work with. No one cares for the company of the chronic grouch. A round face will carry you lots farther in the game of life than a long face.

"The face with the smile wins," is a saying that is very true of the street car business, and it applies to all other relations of life. In the daily routine of life with its problems, burdens, and cares, the best lubricant is courtesy and cheerfulness. When you practice cheerfulness you make the paths of those about you easier, and also make your own easier.

A man's position is his best friend. It clothes and feeds his wife and children, pays the rent, supplies them with the wherewithal to develop. So let's keep our record to a 100 per cent on courtesy and cheerfulness. Don't ever think the company does not know. Employers are observing people. That's how they got to be employers.  
L. F. C.

### USE REGULAR SYSTEM FOR PROTECTING STEPS

(Continued from Page 1, Col. 1)

Training makes it very much easier and safe. This system is much easier to follow in No. One zone, than the way most of you do it every day, especially the man who is making an effort to do the right thing.

#### Here's An Actual Case

Let me tell you how one of the best conductors at Division One does, in fact, we have not a more conservative man on the system than he. Here is the way he handled the situation at Seventh and Spring, eastbound, Stephenson avenue car, about 5:00 P.M.

The car stopped and the conductor glanced out. About fifteen people were standing near the rear step and some started to board. He collected three fares, glanced again, then three more fares, and glanced once more. He did this six times, each time his right hand would start toward the bell signal, the sixth time he saw all were on, so gave the bells. The motorman could not use them for the officer was against him. Soon three more passengers arrived and the

conductor gave the cancellation bell. When these people were on he gave two more bells, but the car did not move. Soon the motorman hit the gong two taps as the officer turned, the conductor gave two more bells, and the only two that were needed, the motorman getting them at the only time he could use them.

#### Regular System Best

Under the system I described your car could come to any downtown corner, have cars or autos ahead, make a stop, load or unload as long as you were standing there. You would not be on your nerves for fear of the motorman starting before he received two bells to start. When things start moving ahead so the motorman can start, he gives the regular two taps on the gong. The conductor takes his regular glance at the steps, gives go-ahead signal at the exact time that the motorman is ready to start. This does away with the motorman starting on old signals at a time when some one might be about to leave the car. Each man blames the other for lack of team work. My observation shows the conductors, as a rule, more at fault than the motorman. It is hard to get some conductors to repeat bells after a long wait. There is no reason for it other than the man has the wrong attitude.

## BULLETINS

Issued October 9, 1922

BULLETIN NO. 153  
Notice to Conductors

Conductors in directing passengers to the Ambassador Hotel, will advise them that the most convenient route is via line "N," and conductors on line "N" will call "Ambassador Hotel" when approaching Kenmore eastbound, or Federal street when westbound.

BULLETIN NO. 154  
Notice to Conductors

The following transportation books are in improper hands:

No. 6917—Issued to F. V. McRae, account Fire Department.

No. 6920—Issued to A. P. Hines, account Fire Department.

The above men are no longer with the Fire Department, therefore if these books are presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 155  
Notice to Conductors

The following passes are reported lost:

No. 1638—Issued to Mary T. Munroe, car cleaner, Mechanical Dept.

No. 4024—Issued to R. A. Drake, motorman, Division No. 2.

No. 4795—Issued to M. Mason, motorman, Division No. 2.

No. 5267—Issued to G. H. Slatford, motorman, Division No. 4.

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

*R. B. Hill*  
Supt. of Operation.

### Finds Dime Near Tracks so Sends it To Street Railway

We have safety champions, courtesy champions, champion champions, and now comes the honesty champion.

He comes modestly without revealing his identity and enclosed in a letter a standard size dime cash coin of these United States. Accompanying the money was this letter dated Los Angeles, October 4:

Superintendent,  
Dear Sir:

Enclosed please find ten cents which I found while waiting for street car at crossing on Vernon Avenue at Alameda St. at 7:05 A.M., Tuesday morning.

As the money was laying close to tracks where conductors get off car to see if way is clear from approaching Southern Pacific trains, am led to believe that it was dropped from money container of one of your conductors during the morning.

I am sincerely yours,

A PATRON.

Now if the individual who lost a dime will come forward this matter can be closed. Line up along the wall, gentlemen, and do not crowd.

## IDEAS

In the present search for original ideas to raise the standard of service, the main thought is this:

You are a part—a working part—of this system.

By so thinking you will take an active part in keeping this old world improving, doing your part as it should be done.

The foundation for street car improvement can come from no better source than the trainman who comes in direct contact with the public, rising to meet unexpected situations and complications.

Keep this in mind and see what worth-while ideas you can get out of your work.

H.L.H.

The world owes every man a living, but unfortunately the world has failed to put up any security.—Ex.

## NEW TRAFFIC REGULATION PROPOSED

Plans to relieve traffic conditions which have important bearing on street car operation have been before the city officials recently.

The council has approved an ordinance prohibiting parades in the downtown district except on particular occasions. It is believed that the exceptions to the general no-parade rule will be few and that the expensive traffic tie-ups caused by small parades will be avoided.

#### Propose 90-day Test

The safety committee of the council has under consideration a plan proposed by the Los Angeles Traffic Commission for which a 90-day test is requested. The committee has not made a recommendation to date. The plan provides for marking alternate spaces along the curb of the downtown district for passenger vehicles and commercial delivery vehicles and rigidly enforce a law against second line parking.

It is recognized that commercial vehicles are the worst offenders in the present second line parking, but that space must be provided in blocks where there are no alleys. Another section of the ordinance would make it a punishable offense to drive an auto on the car tracks so as to block a street car. This is aimed at the pest who swings out of the moving line, rushes down the car track and then gets trapped at the safety zone and blocks a street car.

#### Clear Car Tracks

In view of reducing the parking space for passenger vehicles practically one-half, the commission decided that for the desired test period of 90 days, parking should be allowed between four and six o'clock. Sponsors of the plan believe that with arrangements made for sufficient officers to give the street cars a clear route down the tracks, the new plan will speed up traffic, or at least the test will show what corrections are necessary.

### Introducing New Men

The following men were assigned to divisions during the week ending September 20, 1922:

#### DIVISION NO. 1.

Motorman J. P. Carson.  
Conductors—S. J. Singer, C. T. Jones.

#### DIVISION NO. 2.

Motormen—A. R. Brown, R. White.  
Conductors—J. E. Crowe, R. Bray, J. A. Penrod, C. H. Brown.

#### DIVISION NO. 3.

Motormen—L. C. Boggs, J. W. Mullen, M. A. Busjager.  
Conductors—C. C. Beyers, J. H. Free, C. C. Greider, F. D. Collins, H. E. Wilson, W. H. Coburn, M. J. Kingry.

#### DIVISION NO. 4.

Conductors—G. E. Bruce, F. W. Arnold.

#### DIVISION NO. 5.

Motorman A. B. Wilkie.  
Conductors—J. E. Wilkinson, E. V. Gray.

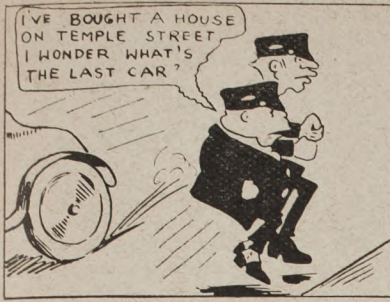
### Garage Foreman on Two Weeks Vacation

C. B. Lindsay, foreman of the garage at Sixteenth and San Pedro streets, is away on a vacation of two weeks. Doyle Rishel is acting foreman and looks after the supervisors' flivver and other cantankerous cars. Lindsay is living at Manhattan Beach during his vacation and making short auto trips.



# Conductor Ding and Motorman Ding Ding

By Rollins



## Bouquets And Things

(Hand Picked)

For Condr. A. W. Lindahl, Div. 5  
For Mtr. J. L. Hoffman, Div. 5

Los Angeles Railway.  
Gentlemen:

August 19 I was coming to town from 114th Street and Vermont. I had forgotten that the cars ran earlier. At 12:58 p.m. I was at 116th street and the car was going as the motorman rang his bell. Instead of using all of his speed he just crawled, so that two young women and myself could get to 114th Street in time. He arrived first but waited for us. He also waited at 94th Street for an elderly man to come half a block.

The conductor had a smile and a joke waiting for him and also for the women and myself.

Hope they will get many merits for these acts of kindness. The conductor's number was 422.

Sincerely,

LOUIS VELZY,  
Box 83, R. F. D. 9,  
Los Angeles, Calif.

□ □ □

For Condr. A. S. Herrick, Div. 2

Los Angeles Railway.  
Gentlemen:

Please allow me to commend Conductor 2080 for an act of kindness and especial courtesy toward an old lady, who could hardly explain her trouble over knowing which route and what transfer needed. She spoke so broken it was difficult for anyone to understand her, but he was kind, patient and careful to set her right.

It was an act worthy of praise.

Yours sincerely,

ROSE E. MARSH,  
322 S. Rita St.,  
Huntington Park.

□ □ □

For Condr. W. J. Millican, Div. 3

Los Angeles Railway.  
Gentlemen:

I wish to add a few words of praise. You have one conductor that knows his job; has a voice and makes use of it; calls all streets and transfer points; gives information asked.

Now to tell who the conductor is—Wednesday, August 23, he was on car No. 918; Thursday, car 905, W. 11th Street. He had a student with him. I want to say, as an old steam road man, the men he turns in will be O. K.

I am, as ever,

A friend of good service,

H. J. ADAMS,  
2675 N. Sichel Street.

□ □ □

For Condr. J. H. Deveaux, Div. 1

Los Angeles Railway.  
Gentlemen:

Several days ago I boarded a Broadway car during the extreme rush hour, having nothing in my purse but a five-dollar bill, which was impossible for your conductor, No. 1146, to change before I reached my destination. The enclosed five cents is that which he lent to me for the purpose of paying my fare.

I wish to call your attention to the courtesy and consideration of Conductor 1146 in doing this act.

Yours very truly,

ISABELLE M. HANBURY,  
Studio of Isabelle M. Hanbury,  
Los Angeles.

□ □ □

For Condr. Wm. Lane, Div. 5

Los Angeles Railway.  
Gentlemen:

You will find enclosed five cents for carfare Conductor 1938 loaned me Tuesday evening, about four o'clock.

Many thanks.

MISS R. SMITH,  
1028 Overton Street.

## COMPLAINT TOTAL DROPS DISCOURTESY CHARGES CONTINUE

A SLIGHT drop in the total complaints shows some cheer in the September report, but the fact that discourtesy complaints increased seven over August, knocks out that ray of light and leaves a summary that is not very thrilling.

August complaints totaled 209 and September complaints were 207. Charges of discourtesy in August numbered 52, but increased to 59 in September. There has been a steady and serious increase in the number of discourtesy complaints made in the past three months as follows: July 40, August 52, September 59.

A decline of six fare and transfer complaints is encouraging as that item has been leading the list. Proper care in handling transfers can prevent a lot of grief.

Complaints charging dangerous operation dropped to two in September. This is the lowest figure in this class for the year and is a good safety indication.

Christmas bonus time is coming. You need those credits for "clear courtesy record" so wear the smile that stops an argument before it starts.

The comparative summary for August and September follows:

	August	September	Gain or Loss
Discourtesy	52	59	+7
Fare and Transfer Trouble	73	67	-6
Starting too soon	17	19	+2
Passing up passengers	11	14	+3
Carrying passengers past stop	11	11	
Dangerous operation	5	2	-3
Short-change	6	5	-1
Miscellaneous	34	30	-4
<b>Total</b>	<b>209</b>	<b>207</b>	<b>-2</b>
Commendations	51	45	-6

## Artists of Music and Boxing Lead Division 3 Entertainment

WITH printed programs, electric letters to indicate the acts, good looking ushers and other Orpheum trimmings, Division Three broke into the vaudeville game enthusiastically September 30, and furnished the entertainment for the monthly dance. The music was delightfully artistic and the boxing was delightfully vicious.

Special credit is due to the orchestra which played popular selections before the acts, between the acts and for the dancing. The musicians have excellent ability. They are: D. L. Bosserman, director; J. E. House, R. Sweet, W. V. Sweet, J. L. Sweet and O. A. Gilmore.

The acts presented were:

Conductor F. C. Mead and Mechanic J. W. Haywood in "Foolish Stuff."

Motorman R. H. Kerr—Classic vocal selections. Conductor C. E. Tyndall at piano.

Conductor Usher and wife—Songs, etc. Misses Verma and Vergia Best—Toe Dancers.

Motorman W. X. Dickert—Cartoonist. Miss Franson—Versatile Entertainer.

Conductors F. C. Mead and G. R. Perdew, Mrs. G. R. Perdew, Miss Perdew—Farce Comedy Act, "Cohen's Pawn Shop."

Miss Searle—"Oriental Dances."

Motorman F. J. Cummins (Knockout Kelly) and R. B. Marquez (Battling Markey)—In a four-round "Boxing Match."

Division Five is the remaining outfit that has not undertaken a program. It is hoped that the men of the sea gulls' roost will get under way with an entertainment soon.

## Popular Writers Books in Library

Three fiction books by popular writers have been added to the library. They are "Tales of Lonely Trails," which recite personal experiences of Zane Gray. The California writer, Peter B. Kyne, has produced another Cappy Ricks story, "Cappy Ricks Retires." Sinclair Lewis, who wrote "Main Street," has a new book, "Babbitt," which is available in the library. "The A. B. C. of Business" is an interesting book that does not get too technical.

### VISITS NATIONAL PARKS

Miss Blanche Melbourne, stenographer of the comptroller's office, has returned from an extended vacation trip to several of the national parks.

## Dynamite Used To Raze Old Building

When the famous old building adjoining Division One, which formerly housed the electrical apparatus for the cable cars of bygone days, failed to yield to picks, sledge hammers and air drills, dynamite was used by the way and structures department in clearing the space. To remove the pillars of the building it was necessary to set off charges of dynamite and then remove the pieces with the twenty-ton hoist that is used at the Vernon yards and in general construction work.

So long as human beings continue to reach up for stars, the world will go ahead.

## On The Back End

(Contributed)

After delightful absence of several months, that dark shadow is again making its appearance on the upper lip of Motorman Kerr, of Division One. Please take good care of it, Kerr, and don't lost it again.

Some people split up their quarters to save space. The Exact Fare people split up theirs to save time.

—O. E. R. News.

E. A. Rickett, who entered the service June 8, 1903, does not believe in 13 being an unlucky number. At one time he was number 13 on the Division Four list, had run 13 on West Adams, was thirteen years in service and wore cap number 13. At present he is No. 1 on the list.

Courtesy is what keeps a woman smiling while a departing guest is holding the screen door open and letting the flies in.—THE BUZZER.

Ed. Cruzant, the jovial janitor of Division Five and proprietor of the division shine stand, wields a wicked brush. Last Sunday he exhibited his dexterity by applying a coat of black polish to the face of Motorman Heinzman. "Heinie" looked as though he was preparing to play the leading part in Uncle Tom's Cabin. And Edward claimed it was an accident!

Very good, Eddie, put a raisin in mine.

Instructor R. D. Starling says do as I say, not as I do.

The other day he boarded a car for home, and in a few minutes found himself sailing away out North Main instead of North Broadway.

He gave her a drink  
From a hip pocket flask,  
Where do you think  
She has gone? But why ask.  
Flowers omitted.

Conductors E. A. Moxley and E. W. Gay, on the Moneta line say they like to have an extra motorman as they get an extra jaunt around Temple Block instead of Second street.

Motorman K. Poppe of the J line, who works out of Division Two, says all motormen should wear moustaches, as it makes them look more distinguished.

When you kiss a girl farewell for ever, do it quickly. If you linger too long she may forgive you and take you back.—MORGAN LESLIE.

## Plummer Regaining His Old Time Pep

A. K. Plummer, director of traffic has written from Murietta Hot Springs that he is getting along fine and expects to be back on the job before long. Al had a breakdown when he started on his vacation, but the rest and treatment at the springs is expected to give him the old-time pep so that he will be able to argue as lustily as ever.



# Looking 'em Over at the Divisions

## DIVISION 1

L. F. Carmack

The many friends of Eston Clayton, known to dozens of trainmen, will be glad to learn that he is progressing very nicely, and is on the road to recovery, from his recent illness. Mr. Clayton was stricken suddenly ill two weeks ago.

Conductor Morse was around this week wearing a big smile that would not come off, the reason being that an eight-pound baby girl decided she would make his home her home too, so you see he has a right to that smile. Mother and baby are doing fine, thank you.

Motorman Worsely, one of the popular men of this division, is a very happy man this week, the reason being that one of his prize English bull dogs has a litter of puppies that expert bull dog men of California concede to be one of the best prize litters born in California this year. Mr. Worsely is one of the most ardent bull dog fanciers in the state of California.

Does courtesy pay? Ask Conductor Lee Akins.

Everyone is getting ready for the holiday rush, and remember it is along about this time of year that everyone needs to be up on his toes. Pep, courtesy and a smile and be sure and don't lose your temper and you will come out on top handling the Thanksgiving and Christmas crowds.

Former Motorman Simmans is coming back on the cars. Mr. Simmans will be remembered by many of the old timers of six or eight years ago. Welcome back Simmans, old chap, everyone will be glad to see you.

Motorman Bowen was around showing young Bowen, Jr., who was announced several weeks ago. According to his mother it will not be long at his present rate before he will be winding up a controller on a car and fighting his way through traffic. Takes after his dad, you know, who is a popular man of this division.

## DIVISION 2

C. L. Christensen

R. White, who resigned about a year ago, has been re-employed, and is now looking upwards from the bottom of the extra list, on the motormen's side.

Conductor L. Smith thought he would try out as a motorman, but a few days convinced him the rear end was the best.

Conductor S. C. Scott took off a few days recently and was quietly married to Miss M. A. Heyn, Sept. 29th, a few days' honeymoon was spent at nearby beaches, and the young couple are happily settling down in their home at 870 East 50th street.

Division Two congratulates the newlyweds.

Conductor A. C. Hansler has returned to work, after some time spent in the mountains, where he went to recuperate from an attack of the flu.

Motorman Wm. Harris is taking a short vacation to rest up.

Conductor H. A. Hansen is taking a couple of weeks off to harvest the crop on his ranch in the San Diego mountains.

It's a poor way to make both ends meet by burning the candle at both ends.—Ex.

## Who's Who



WITH a tape measure around his neck to see that no customer complains about the trousers not fitting well under the arms, we offer this picture of Clayton C. Beers as he looks when squinting at the sun. To see him at other times, look in at room 225 and there you will find him presiding over the uniform department.

"Curley" has been in charge of the uniform service since the Los Angeles Railway started its own department, shortly after entering the new building. He is a hard worker and is giving trainmen genuine service. Handling the official garb for some 2200 men is no soft snap and the co-operation of the trainmen is necessary. If a uniform is not satisfactory, bring it in and it will be made satisfactory, says "Curley."

Beers is a strong advocate of the neatness and economy that can be produced by reasonable care of clothes.

## On the Sick List

The following men have gone on sick leave recently:

### DIVISION NO. 1

Conductors—C. L. Wiley, 211 N. Hollenbeck; R. L. Crayton, 5404 Latham St.; M. M. Pierce, 446 Downey Ave.; N. A. Lucas, 744 Ventura Ave.

Motormen—C. F. Alpaugh, 1133 Diamond Ave.; T. W. Hartford, 137 S. Hicks St.; R. N. Jones, 715 Merchant St.

### DIVISION NO. 2

Conductors—H. S. Evans, 207 E. 55th St.; W. S. Culver, R. F. D. No. 1, Redondo Beach; S. F. Sutherland, 853 N. Hicks St.; B. E. Allen, 303 E. 52nd St.

Motormen—P. C. Pederson, 6930 Parmelee; E. Clark, San Louis and Lincoln Sts.; F. Irvine, 227 W. 74th St.

### DIVISION NO. 3

Conductor—F. B. Love, 5731 Monte Vista.

Motormen—C. R. Meador, 2613 Jeffries; W. L. Alcorn, 2065 Dayton Ave.

### DIVISION NO. 4

Conductors—P. Tromblay, 1350 Delond St.; A. McKinzie, 907 E. 7th St.; W. L. Price, 1130 Trenton St.

Motorman—G. A. Allen, 1413 Girard St. Operators—K. W. Kiersey, Georgia Hotel; E. F. Mojonier, 2019 S. Wilmot St.; T. M. Fitzgerald, 1217½ West Pico.

### DIVISION NO. 5

Conductors—H. E. Chester, 218 Eucalyptus Ave.; G. Lake, 832½ W. 84th St.; E. Waterhouse, Mesa Hotel; H. C. Stewart, 1301 W. 51st St.; F. Clavin, 5403 6th Ave.; F. D. Croff, Terminal Hotel; H. D. Webster, 5012 1st Ave.; A. E. Ackerly, 11743 Ramona Ave.

"Mamma," asked the little boy who was puzzled about evolution, "am I descended from monkeys?"

"I don't know, dear," replied his mother, "I never knew any of your father's people."

## DIVISION 3

H. A. Russell

The largest crowd on record was present at Recreation Hall last September 30, to testify to the popularity of Division Three and to enjoy our entertainment, and if you were not there, you certainly missed a good thing. Space will not allow for praise for each particular feature, as all were good and the thanks of the entire division are due and are hereby rendered to all those that participated in making the entertainment a huge success. The writer was always aware that he was a handsome guy, but after seeing Artist Dickert's sketch, is now absolutely certain of it.

That indefatigable worker, our general cash receiver, Victor McAdams, after 13 days' vacation, resting his hand and feet, through a lapse of memory and an extreme desire for labor, arrived back on the job, just one day ahead of time. This certainly shows ambition, but we noticed that Mac beat it for home again for another day of perfect rest.

Mot. P. B. Bledsoe has obtained the agency for a line of metal polish for auto trimmings, etc., and reports big business. He claims that it will polish anything, even ivory domes. Jarvis please take notice.

You have, no doubt, heard of Cohen's Pawn Shop, so have I. Good night. Oh you Frank! How cru-ell.

Cond. Chester Pence, who left us about three weeks ago, never to return, is now with us again, sitting pretty at the bottom of the extra list. All right, Chester, old kid, it's a sad story, but they all do it, and we are glad to see you back.

The switchmen are all swelled up over the fact that they are to have a new shanty, but this time of solid brick construction, which will be more in harmony with its beautiful surroundings and standing of Division Three.

Last issue of "Two Bells" said safety contest off with a bang. Yes. Bang! Bang! If you should ask me, we had more accidents the first day. Sunday, than we ever had on a Sunday before. How come? The Lord only knows, and several responsibilities, too, whether you thought it didn't start until Monday or that it was just a case of rotten luck, I don't know, but "them's the facts." Oh, well, a bad beginning means a good ending. Maybe the other fellows are up against it too. So just tend to your knitting and do the best you can there will be no doubt as to the final outcome.

Cond. Van Keuren says, "Russ, got a good bughouse fable for you. I took a big load south on Hooper today and nary a colored passenger, or maybe I've just got so all fired color blind by seeing so much of dem colored folks, that I've just can't distinguish 'em."

A post card, received from Cond. Chaplin Smith from Goshen, Ind., states that he has had a wonderful trip so far and expects to reach his destination in Pennsylvania in a few days. He also states that the Gasoline Route is the only way.

## DIVISION 5

L. W. Burwick

Well, men, we made a good start in the new Safety Contest, having no accidents the first day, and only two on the second day of the contest. If we can just keep up this record, we should have no trouble in winning the pennant. Mr. Morrison is watching this contest very closely and is expecting every man to do his best in preventing accidents.

Motorman A. L. Murray, who has been on the sick list for over a month, has recovered sufficiently to return to work.

A lady boarded a car in charge of Conductor Beverley and Motorman Golish of Division Five. As she

## DIVISION 4

E. H. Ellis

We understand that Mr. Travis, the Mutual insurance agent, made the remark that he was wearing a perfectly good straw hat (out of season) when he visited all the divisions, but when he came to Division Four, he got out the old felt. In order to satisfy our curiosity, our utility man, T. H. Speed, made a special trip to Division Five, but Travis had on the felt. We understand Speed was going to get the straw for a souvenir.

H. De Jager has returned from an extended visit to his old home in Holland. One dollar of our money buys so many marks in German money that they thought he was a millionaire when he visited Germany.

T. W. St. Clair, M. A. Grigsby and S. W. Cooper are breaking in as switchmen, under the instruction of C. A. Bryant. They are getting along fine. If you boys don't find your car exactly where it is marked up to be, don't try to start anything but just remember you were new at this game yourself not so long ago.

Give the boys a chance.

W. A. Driggs has postponed his vacation twice. He expects to start tomorrow, but as we go to print, we are not sure (reason)—B. B. Boyd is building a house in Beverly Hills. T. H. Speed is one of his assistants.

Herbert Newman, our janitor, is taking his vacation and is fixing up his home for his future wife.

Our editor, C. J. Knittle, will be back on the job by the next issue, so we will probably have a little more news.

dropped her fare in the box, she asked Beverley, "Isn't that Motorman Golish up on the front end of the car?" "Yes," Beverley replied, "Golish is my motorman." "I thought it was," she remarked, "I can always recognize him even when his back is toward me, for I can tell him by his ears."

Motorman H. M. Bush is very seriously ill at the Clara Barton Hospital, room 305, and has made an earnest request that his friends pay him a little visit to help him pass away the time. Those of you who have been sick can understand just how monotonous a sick bed is, so drop down for a few minutes and cheer your old friend along.

Motorman P. D. Probert and Conductor O. R. Evans were working a Moneta avenue tripper last Wednesday. They were due to pull out of the car house at 7:49 A.M., but both reported early and ran their cars out at 6:49, just one hour ahead of time. Probert said it was a great feeling, as he pulled back into the barn to wait for his time.

M. E. Bowen and S. N. Cupp are taking a week off to rest up and try their luck at fishing.

Conductors H. R. Johnson and R. H. Bains have resigned to accept other employment.

W. J. Cox, M. D. Smith, D. Craig, W. F. Hembd and W. J. Loudy have returned from their vacations.

Carl Gordon, shop foreman of Division Five car house, has returned from a two weeks' vacation spent in hunting the elusive deer. Carl was the only one in the party who was lucky enough to get any game. He proved his ability as a marksman by bagging two large bucks, and to top it off he went out last Sunday and killed about three dozen rabbits.