

# TWO BELLS

Vol. III

SEPTEMBER 4, 1922

No. 14

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

## CHOICE OF RUNS SEPT. 6

### IN CHARGE OF EXPOSITION PARK BOOTH

Persons seeking a lengthy explanation of the exhibit are accommodated by C. H. Wolfe, but if they want it short, Grant Clear tells them.



### THOUSANDS SEE EXHIBIT AT PARK

Thousands of street car riders have gained some new ideas about the extent of Los Angeles Railway service from the company's exhibit in the Pageant of Progress, at Exposition Park. The big trade show closes September 9.

The cross section of street car track showing everything from the dirt and tile drain to the surface paving has attracted great attention. A chart gives such information as the number of spikes used in a mile of track, the weight of ballast and the cost of the work.

Pictures of traffic blockades arising from causes beyond the control of the railway illustrate "Why Your Car Was Late." The history of street cars from mule car to two-car trains is illustrated on a poster strip twenty feet long.

#### EXTRA CARS TO PARK

The extra service given Lincoln Park on Sundays will be operated next Monday, Labor day, as the holiday will bring a large crowd to the popular park, according to A. K. Plummer, director of traffic.

### GLEN CHAPMAN ON AUTO HONEYMOON

At 9:30 P. M., Wednesday, the fates wrote finis to the erstwhile single blessedness of that foxy old boy, Glen R. Chapman, motorman extraordinary of Division Three, the Rev. Dr. Hayward tying the knot that bound him to Miss Florence Margaret Hulbert for the rest of their young sweet lives. The ceremony took place at the Nurses Haven, 1028 South Hope street. We have not yet had the pleasure of meeting the young lady, but knowing Glen's good judgment, we are quite sure that she is just all right.

After the wedding supper, the couple received the congratulations of their friends and left the following morning in their Studebaker for Carlton, Oregon, the home of the bride. They expect to be away about 60 days, when they will return to their home on Dayton avenue.

We join with all the rest in wishing them a long life and a happy one and may their troubles be nothing larger than little ones.

*Human nature shows to better advantage at a dog fight than at a prayer meeting.*

### "DAY OFF A WEEK" PLAN UP TO EACH TRAINMAN

**T**HE general choice of runs will be started next Wednesday, September 6, and will be effective, Sunday, September 17.

At the time of the choice, every trainman will notify the division clerks whether he wants a six-day run or a seven-day run.

Detailed rules governing the general choice of runs will be posted at divisions when this edition of Two Bells is distributed.

Announcement of the general choice has been awaited for some time and interest has centered on the subject of six and seven-day runs. Under the plan announced in the detailed rules posted at divisions, any man who wishes to have one day off in seven may do so.

Thirty per cent of the regular runs have no Sunday time, but obviously it is impossible to have Sunday as the day off for all trainmen who desire a six-day run. Until the choice has been conducted and the number of men desiring one day off a week is known, the day of the week to be allowed off in each run can not be stated.

#### On Extra Board

As an illustration: a trainman picks a run on line "M" pulling out at 5:30 A. M. He tells the clerk that he prefers to work on the six-day plan so as to have one day off a week. If his seniority entitles him to the 5:30 A. M. run, he will get it and be notified later what day he will be off. If his day off happens to be Tuesday the 5:30 A. M. run will be marked upon the extra board for that day.

It is possible that regular runs may be built later out of days off on regular runs. As an illustration: suppose the trainman with the 5:30 A. M. "M" line run is off Tuesday; the trainman with the 5:40 A. M. run is off Wednesday, and so forth through the week. A run built out of this "off day" time would start a different hour each day but in the total would give a well-balanced run with approximately the same working time and spread each day. However, this is merely a possibility that has been discussed and at the start all the "off day" time will be put on the extra board.

#### No Change in Runs

The general choice is not making any difference in the number of runs on each line. The only change in this respect is in distributing the number of trippers, or short rush-hour runs evenly among the five divisions.

The general choice will be made on the safety car list as well as on the list of two-man car runs. Trainmen are urged to study the rules and schedules carefully and to ask questions of the division clerks and superintendents or at the main offices if additional information is needed.

### Affectionate Dog Disrupts Line

**B**EING popular is all very well until it gets excessive, and then its a darn nuisance, in the opinion of Operator J. C. Blackman.

Last Thursday, when the southerner was operating his car on the East Jefferson line, a stray dog took a great liking to Blackman and followed his car for three round trips. At every stop the dog would hop in the car and try to caress the pilot and then passengers waited while Blackman put the dog back on the street.

After the three round trips, Blackman telephoned the emergency board and asked that the Humane Animal Commission be notified, but rather than have some child's pet taken away, Jim Bodley sent Supervisor Pierce out to tie the dog up and give Blackman a chance to work in peace.

### Machinery For Substations Here

The building of the Melrose substation near Melrose and Kingsley Drive is completed and construction of the West Adams station is progressing satisfactorily.

The first electrical equipment for the Melrose station has arrived. The rotary converter is installed and the transformer is at the Sixteenth street quarters drying out before being filled with oil and installed.

#### RAMSEY A SUPERVISOR

Motorman M. W. Ramsey of Division One has qualified as an extra supervisor.

*"Do you take this woman for better or for worse?" began the parson. "If it's all the same to you," said the inexperienced bridegroom, nervously, "I'll take her for better."—Legion Weekly.*

## Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

### Stop Means A Full Stop

IT IS getting pretty late in the year to run up demerits that can be avoided by properly following the rules. That Christmas bonus is too good a thing to spoil by carelessness and if you are one of the men who has an eye on a double bonus check or one of the other top prizes remember the story of the miniature adding machine—little things count.

One of the recent sources of demerits that can be avoided easily is in car operation at arbitrary stop points. Arbitrary stop points are clearly marked on the wires and every motorman knows these points on his run before he finishes his instruction period. These points are at steam line and electric railways crossings and at dangerous grades.

From several persons not connected with the railway, reports were received indicating carelessness at several arbitrary stop points. This resulted in a check being made and the placing of demerits against those showing recklessness.

Special conditions prevail at downtown corners where loaders handle traffic, as has been explained in previous issues but at all other points strict obedience of the arbitrary stop rule is essential. Remember stop means a complete stop.

### Two Men and a Smile

Two men there live in every town,  
With lives as like as nuts of brown;  
But the one wears a smile, the other a frown  
For the one looks up and the other one down.

The one that looks up is a merry chap  
With a hearty hello and a friendly slap,  
While his neighbor, Grouch, across the way,  
Has seldom a friendly word to say.

The things they see are just the same,  
But the one will praise, the other one blame.  
A rose bush for one had flowers grand,  
For the other but thorns that prick his hand.

If happens to rain, why, Grouch will say,  
"Tis a beastly, nasty, stormy day,"  
While Smiles will laugh as the drops come down;  
"Twill lay the dust on the way to town."

They work side by side, and when night comes along,  
Smiles starts for his home with a snatch of a song,  
Happy in knowing his day's work is through;  
Grouch only thinks of the chores yet to do.

And thus through life they go along,  
Grouch with a grunt, Smiles with a song;  
One always happy, the other one blue;  
And now, dear friend, which one are you?

—Emil Carl Aurin.

### Care of Uniform Brings Credits

Motorman B. T. Hazer, of Division One, has been piling up a neat credit sheet on the Merit System records by neat appearance. Hazer has been working the front end for eight months but his uniform looks almost like new. He works hard but demonstrates that it pays in, several ways, to take care of a uniform.

#### NEW BOOK INTERESTING

A book of interest to every working man, regardless of his class of work, has been ordered by the library. The book is "The Iron Puddler," and describes the life of James J. Davis, secretary of labor, and one of the leaders in President Harding's cabinet.

Mr. Davis started life as a steel worker. The story of his rise to his present position is highly interesting. Mr. Davis has been national head of the Loyal Order of Moose.

### Terrible Hunting Stories Hatching

Some terrible deer hunting and trout fishing stories are hatching far up in the northern part of the state where three eminent citizens of the Vernon yard are vacationing. The team is composed of Austin Fleetwood, foreman of the yard, Charlie Plumer, derrick man and Frank Griffith, switch repairer. They plan to crowd a lot of action into two weeks in the open.

Sam, on board the transport, had just been issued his first pair of hob-nail shoes.

"One thing suah," he ruminated, "If Ah falls overboard Ah suttinly will go down at 'tenshun."

#### CONRAD TRAVELING

Charles Conrad, of the claim department is in Hannibal, Missouri, visiting at the old family home. At the start of his vacation he left for the East and expects to cover several miles of railroad before returning to his desk.

## BULLETINS

Issued September 4, 1922

BULLETIN NO. 137

The following passes have been reported lost:

Pass No. 8057—issued to Mame Hazen, wife of W. P. Hazen, Mechanic.

Pass No. 2036—issued to Raymond Uruty, Carpenter, Mechanical Dept.

Pass No. 6153—issued to A. W. Hickson, Safety Operator.

Pass No. 4523—issued to Carl V. Judd, Conductor Division 3.

BULLETIN NO. 138

(Effective Aug. 30th, 1922)

The name of the firm of watch inspectors, formerly the P. J. Flaherty Company, at 631 South Main Street, has been changed to the V. A. Corrigan Company, at the same address.

*P. B. Hill*  
Supt. of Operation.

### Goats Stolen From Tom Kingsbury; he Sniffs for Clews

Some low down cuss has got Tom Kingsbury's goat sure enough. In fact, the miscreant just about closed out the ranch and left Tom goatless.

At any time of day, the veteran Division Three motorman can be seen with his nose in the air, not that he is haughty, but he swears he can distinguish his pets from all others by their odor.

A rose by any other name would smell just as sweet!

### Eagan Acting Head of Schedule Room

Charlie Eagan is acting superintendent of schedules during the absence of Guy Wheelock, superintendent, who is vacationing in San Francisco and other northern points.

### "Jess" Parks Leaves Claim Department

J. A. Parks, claim adjuster and popularly known as "The Swede," resigned from the claim department August 26, after six years service. He has taken up similar work with the International Idemnity Company.

Mr. Parks was presented with a handsome leather brief case by members of the department. The presentation was made by C. M. McRoberts, general claim agent, in the famous "few and well chosen words." Mr. Parks replied with equally well chosen words even if they were fewer.

### New Genius Presides at Div. 5 Restaurant

Clarence Markle, formerly chef of the Harvey house on the Santa Fe system, at San Diego, is the new house manager of the company's restaurant, The Blue Goose, at Division Five. He succeeds W. M. Martin, who has resigned.

Mr. Markle is an excellent cook and has made many friends at the division.

#### AS I PASS YOU BY

I prize my friends, respect my foes,  
To show good will I always try;  
That's why, in all my wanderings,  
I always speak when I pass by.

A smile is cheap, yet brings good cheer;  
A kind word spoken ne'er can die;  
I'd show true courtesy to all—  
That's why I smile as I pass by.

—E. M. S.

## INSTRUCTION PROCEDURE CHANGED

A change in the instruction system has been made by R. A. Pierson, chief instructor, and is effective September 1. Hereafter new men when they have qualified in the general instruction and are capable of working one line of a division, will learn the remaining lines of the divisions under a line instructor assigned by the instruction department instead of one assigned by the division office.

This change does not contemplate any shifting of present line instructors, but centralizes the work and will enable the instruction department to keep in closer touch with students at all times.

After the first instruction and a man is qualified on one line, the division may give him runs on that line for a week or ten days or even two weeks if necessary as soon thereafter as he can be spared, he will return to the instruction department and will be assigned to line instructors on the other lines.

The former system resulted in considerable confusion at times and it is believed that the change will correct this feature.

### On the Sick List

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

#### DIVISION ONE

Conductors—C. C. Lee, 966 S. San Pedro; A. C. Stanley, 768 Stanford ave.; J. J. Gilmore, 6765 Miramonte Ave.

Motormen—C. F. Alpaugh, 1133 Diamond av.; E. H. Coltzan, 1941 E. 3rd St.; E. H. Nay, 1159 Mariana St.

#### DIVISION TWO

Motormen—J. H. Allday, 5348 Denver Ave.; H. T. Horton, 1190 E. 45th St.; W. H. Gill, 3291 Fletcher Dr.; R. G. Coon, 141 W. 61th St.

Conductors—C. E. Hill, 331 W. 50th St.; W. S. Culver, R. F. D. No. 1, Box 338, Redondo Beach.

#### DIVISION THREE

Conductors—M. Dimmick, 826 N. Bunkerhill; P. H. Powers, 2817 Huron; J. W. Neal, 511 E. Ave. 28; J. C. McKas-won, 124 E. Buckhorn; G. E. Hendry, 5641 Aldame St.; R. L. Smith, 636 Romulo.

#### DIVISION FOUR

Operators—F. Kane, 507 W. Adams; H. A. Cornwell, 352 E. 84th St.; W. M. Ward, 1667 1-2 Girard St.

Conductors—L. Johnson, 119 Colina St.; D. W. Gibbs, 940 1-2 W. Pico; G. W. Irvine, 2539 E. 2nd St.

Motorman—C. F. Kirkland, 1359 S. Union Av.

#### DIVISION FIVE

Motormen—A. L. Murray, 11458 Acacia St.; R. T. Todd, 5451 4th Av.

Conductors—F. L. Cullen, 1129 W. 7th St.; A. W. Hall, 830 W. 61st St.

Boss (to Riley, who has had his hand blown off in an explosion): "Tis a terrible accident ye do be havin', Riley."

Riley: "Yis, but it moight have been worse—I moight have had me week's pay in me hand."—Victor A. Trundy.

For Mtr. R. E. Burrow, Div. 1  
Los Angeles Railway,  
Gentlemen,

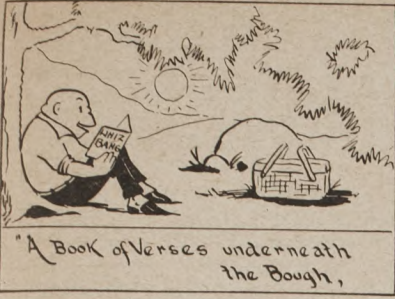
I desire to call your attention to the excellent work Motorman No. 583, on eastbound San Pedro car, displayed in averting what might have been a serious accident with an automobile at 7th and Main about 9:30 P. M. this date.

The auto dashed in front of the street car without the slightest warning of approach, careening to avert a collision, but without the quick action of the motorman stopping his car within a few inches of the auto, serious results would have happened.

Yours very truly,  
T. G. Shelford,  
341 East 64th St.

# Conductor Ding and Motorman Ding Ding

By Rollins



"A Book of Verses underneath the Bough,



A Loaf of Bread a Jug of Wine -



- and Thou seated beside me in the Wilderness -



Oh Wilderness here Paradise now." *Apologies to Omar.*

## Bouquets And Things (Hand Picked)

For Condr. J. C. Klasson, Div. 4 Los Angeles Railway, Gentlemen,  
I wish to call your attention to one of your employes, Conductor No. 2650, on the W car line. I noted his courtesy as soon as I entered the car, but was particularly attracted when an elderly lady, with a large bundle, was about to alight. He immediately offered to assist her and from his manner, one would have assumed that she was the one conferring the favor.

Other courtesies of the same nature marked him on the whole trip downtown. Sincerely,  
Ejner Christiansen,  
848 West 18th Street.

For Condr. C. H. Deane, Div. 3 Los Angeles Railway, Gentlemen,  
On three separate occasions it has been my pleasure to observe a certain employe of your system render most exceptional courtesies. On two occasions to aged women, and once to a gentleman.

To one of the ladies in question he gave information that was foreign to the street railway. The other lady he helped on the car, then climbed down and put her children on the car, as well as her grip.

To the gentleman, he showed his adaptness to his work by explaining to him the workings of the L. A. Railway and proved to a point of commendation that the company he worked for was unequalled and therefore the best.

Trusting this will bring to your attention the value of such a man as he is, and help prove to you that your conductors are loyal employes, I beg to remain,  
Yours truly,  
Harold H. Clark  
Progresso,  
Republic of Panama,  
Providence of Chiriqui.

Conductor's cap number 948. on car marked "E" out of Santa Barbara to Hawthorne.

For Condr. W. C. Sanders, Div. 5 Los Angeles Railway, Gentlemen,

From time to time you send me your able little paper. I always feel grateful and as you told me always to let you know anything I saw of interest to this paper, I might advise:

On the Moneta-Manchester division is a nice old man, always so polite, always so sunny and cordial. He is little and thin and getting on in years, and I have called him Sunny Jim to myself. Yesterday I found out a real big thing about him to tell you. It was at 6:10, his car north-bound at 7th and Spring stopped to let us off. About four of us. One was a boy about 12 years old, a most dreadful cripple, both little legs in braces and he with crutches. Your conductor simply picked the boy in arms and carried him to the pavement, right in the wild clatter of 6:10 traffic, landed him safe on the pavement and made a grand dash back to his car before any of us could tell him just how splendid we all felt he had acted.

I told two others as we stood there to do as I am doing, write to you, and you will pass it on to Conductor 568, that we all saw and admired it.

Cordially,  
Corinne Frances Mathews,  
339 West 75th St.

For Condr. J. P. Martin, Div. 3 Los Angeles Railway, Gentlemen,

Just a word to say that the courtesy and attention given passengers, especially myself, by Conductor 312 (I do not know his name) on the Eagle Rock-Inglewood line, is highly appreciated and often of real value in more ways than one.

As a rule the L. A. Railway conductors and motormen I encounter are pleasant and obliging, but some stand out above the others.

Yours sincerely,  
G. S. Goshorn,  
211 No. Lucust Street,  
Inglewood.

# STRAIGHT AIR WINS IN CLOSE STOPPING TEST

BY R. A. PIERSON  
Chief Instructor



RECENTLY I wrote an article for Two Bells entitled, "Best Method To Stop Car." At the close of this article I invited anyone not agreeing with my views on the subject to make it known, and we would make arrangements whereby tests would be made to prove our claim, or be shown where we were in error. I found one motorman who did not seem to agree with the Instruction Department, and he wrote me stating his views. The only thing that surprised me was that we did not receive more such letters.

On Friday, August 18, we made some tests with car No. 344, on Second Avenue, between 48th and 54th Streets, which showed the following results:

	AIR	AIR AND REVERSE	ADVANTAGE
1st	94 ft., 5 inches	93 ft., 10 inches	Air and Reverse 7 inches
2nd	95 ft., 3 inches	96 ft., 3 inches	Air 12 inches
3rd	96 ft., 2 inches	96 ft., 10 inches	Air 8 inches
4th	98 ft., 2 inches	97 ft., 7 inches	Air and Reverse 7 inches

You will note that the air and reverse was best in two cases, and the air alone was best in the other two cases. In other words, it was a tie when you compare the number of stops that were made, so it becomes necessary, in order to find the best results in the case, to compare all eight stops as a whole. In doing so, you will note that the best stop of these two methods, the air and the reverse, was best by seven inches. The second best stop, with air alone, was best by twelve inches; in the third the air was best by 8 inches; and the fourth, the air and reverse was best by seven inches.

This makes a total of fourteen inches where air and reverse was best, and a total of twenty inches where air was best, giving the air alone only a margin of six inches.

### ALL STOPS CLOSE

In many tests held by the Instruction Department, I have never seen a time when all stops were as nearly uniform as in this case, as you will note that in all eight stops there was only a variation of 4 feet and 4 inches, while usually we will find a variation of from two to ten feet where a like number of stops have been made. The best stop made in the above tests was made by the motorman who disagreed with us, and after mak-

ing just one stop, he refused to make any more, unless we compelled him to do so, which was not fair to himself nor the Instruction Department. He should have made all the stops that were made with air and reverse, but he declined to do this.

### RESTS ON HONORS

The motorman's action in this case reminded me of one time when I was out with some boys hunting, and we found a squirrel in the top of a large tree. I took a shot at it with a revolver, and down came the squirrel. They gave me credit for being a wonderful shot with the revolver, but I assure you I was glad there were no more squirrels to shoot at. In the case of the above tests, the motorman should have made all stops made with air and reverse to prove his claim. These tests were made by running car 600 feet, at which point an explosive was placed on the track as signal for motorman to stop. Practically all of our previous tests by which we make our claim, were made with car equipped with speedometer, in which case we knew the exact speed of the car at each stop.

In making tests under the conditions in which this one was made, there is a possibility of attaining a different speed on different stops. While this test was close, and the best stop that was made, was made by air and reverse, I am still of the opinion that under normal conditions, such as level track, good rails and brakes, that the air is the most reliable, and should be depended upon in making stops.

## AT THE WORD OF COMMAND

IT WAS half a mile from the main street of a little North Carolina town to the railway station. A belated traveler had ten minutes left in which to make the train. He hailed an old colored man who was dozing on the seat of his "express wagon," to which was attached an aged and decrepit horse.

"Old man, if you will get me to the depot in time to catch the train, I will give you a dollar."

"Boss, I shore would like to have dat dollah, but 'tain't no ways possible. Dis 'ere hawse is an old army hawse, an—"

"Old Cavalry horse, is he?" said the traveler. "Well, maybe we can make it after all. I used to belong to the cavalry myself."

He jumped into the wagon, took the reins, pulled the old relic up sharply, and said "Attention!" Instantly the horse stiffened up, and stood eagerly. "Charge!" yelled the ex-cavalryman. With a grunting plunge the horse tore down the street, and in less time than it takes to write was approaching the station.

"Halt!" called the traveler. The horse stopped, and was almost instantly asleep again.

The next day at about the same hour the same thing happened again. "Yessir, yessir, I shore kin git you to dat depot in time. Jus' watch me!" With his passenger beside him, the old man yelled, "Tenshun." The ancient veteran clicked his four heels together like a new born rookie.

"Charge!" and they were off. Nearing the station, a dubious look came over the face of the dusky driver. "Boss," he said, "you done hab to fall out behind. I done forgot the stoppin' word."

Tommie—"Grandma, if I was invited out to dinner some place, should I eat pie with a fork?"

Grandma—"Yes, indeed, Tommie."

Tommie—"You haven't got a piece of pie around the house that I could practice on, have you, Grandma?"—  
The Lightning Line.

## On The Back End (Contributed)

Conductor Joe Federbush of Division Four sends in the following note: "If any of the boys want to look at a good goat, see me."

Are you in the goat business, Joe, or are you kidding yourself?

Red, the diminutive cashier of Division Three, being a young married man, etc., seems to be striking up a great friendship with recent proud dads of the division. Great work, Red, maybe we may receive a cigar in exchange for the many you have bummed.

Conductor Chester Pence has resigned and will take a rest, as he says this thing of working between meals gets his goat.

A passenger standing behind the motorman said "Let me off at Cimarron street. Last night the motorman carried me by and said that he never could tell at night when he came to Cimarron. I wonder why he doesn't get something to go by."

Second Passenger: "He's got Cimarron to go by. Good bye."

Motorman "Shorty" Hague, Div. 5, missed out a few mornings ago and gave us a new excuse. Said he had started from home in plenty of time, but that he met Motorman H. L. Mast on the street and had to walk around him and was late for that reason. Mast is just a little fellow and probably won't be able to understand how he was in any way responsible for "Shorty's" miss-out.

A woman boarded a Vernon line car and asked Conductor Haynie:

"Do you go to Forty-first street?"

"Forty-first and what, ma'am?" asked the back-end man. We cross over Forty-first and Vermont, if that is what you want, or I can transfer you to any car you wish." Then he got the amazing reply:

"I have forgotten where we transferred, but you ought to know where I want to go. It is by that church house." Explicit, eh wot?

"What time have you got?" asked a fair lady to the conductor of a Huntington Park car.

"Ten forty-five, ma'am."

"Oh my, the Maywood bus leaves at eleven-fifteen, couldn't you tell your motorman to go a little slower so I won't have to wait for the bus too long?"

You tell 'em air brake, I can't controller!

The Salvation Army lass had approached a group of young sports standing on a corner and one of them, as she held out her tambourine, took a nickel from his pocket and said, freshly:

"If I give you this nickel, will you say a prayer for me this evening when your pretty head touches the pillow."

"I'll say it now," she replied, and as he dropped in his nickel she lifted her face and said—

"O Lord, make this young man's heart as soft as his head."

# Looking 'em Over at the Divisions

## DIVISION 1

D. B. Kohl

Conductor A. W. McBain left this week for an extended trip through the East, touching such points as Washington, New York and Chicago. He expects to be gone about sixty days. He says he will drop in and tell President Harding hello when he goes to Washington.

Conductor H. Fink has left the Maple Owl and is now trying out a run on Stephenson Avenue. Says he has worked the Owl so long that he can hardly see in the daytime any more.

Motorman A. J. Koltenbaugh is taking a few days off, repairing and painting his house.

Conductor M. M. Pierce, one of the old-timers here, was struck by an auto while crossing the street in front of the barn Wednesday night and was knocked unconscious by the blow. He was rushed to the Receiving Hospital and later was taken to the Golden State Hospital. Thursday he was reported as having gained consciousness and was resting easy.

Richard Priestley has decided that after all, there is nothing that can beat a Ford when it comes to getting there and then back again. So he has disposed of his Oakland and bought a Ford coupe.

J. F. Haeberle is taking 30 days off for his vacation. Ben Rosenthal and H. H. Hennings are also on the vacation list.

Conductor L. E. Adkins came up from the beach, where he is spending his vacation, to tell us about the good time he is having, going swimming, getting sunburned, etc.

Stranger, just arrived in town: "Say, conductor, what car do I take to get to Western and Santa Barbara?" Conductor to stranger: "Take the 39th-University car. One hour later conductor on this car noticed stranger on the same corner, so he asked him if he had changed his mind about going. "Oh, no," replied the stranger, "only 26th University cars have gone by and I am waiting for the 39th, as you told me."

## DIVISION 2

C. L. Christensen

Supt. P. V. Mann is at present on his vacation, leaving Mr. T. Y. Dickey in charge of the ship. By the way, anyone knowing the whereabouts of a perfectly good sack of potatoes, kindly communicate with T. Y. D.

Mot. H. L. Clayton's wife is recovering at the Angelus Hospital after an operation for appendicitis.

Mot. J. A. Defty has returned after a month of motoring through Yosemite Valley, and says he feels like a new man.

Conductor A. C. Walinder, who resigned recently, has joined the U. S. Navy.

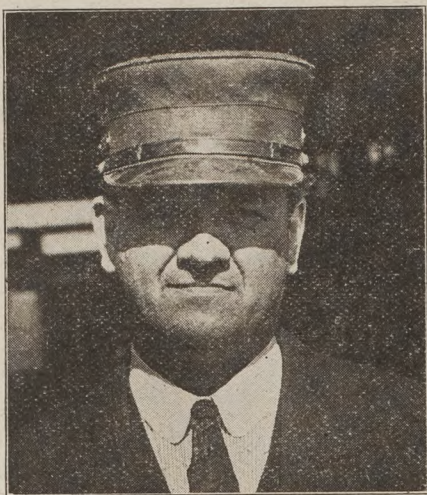
Mot. T. A. Bell left Aug. 30 for a trip to St. Louis.

Mot. J. A. Defty returned after a few pleasant days at Catalina.

The following men are away on their vacations: R. L. Tobin, L. G. Twin, J. W. Bond, F. V. Dennee, A. A. Johnson, D. M. Wood, U. S. Cupp, E. C. Hickey, W. A. Pilcher and A. T. Munn.

Mot. M. Mason is now in the main-

## Who's Who



**MOTORMAN R. F. Miller**, of Division Two, has a good sense of proportion. Being about as big as the side of a bungalow, he operates a two-car train on the Grand and Moneta line. With six feet two inches height and 235 pounds of dignity he matches up with the big equipment in fine shape.

Miller started on the Los Angeles Railway a little more than two years ago. He is quite a veteran in street car work as he was with the United Railways, in St. Louis, as far back as 1903. He has taken a fling in business of one kind and another but decides that street railway life is a pretty good thing and is enjoying life at the South Park bailiwick.

*Lost wealth may be replaced by industry, lost knowledge by study, lost health by temperance or medicine; but lost time is gone forever.*

## Introducing New Men

The following men have been assigned to their divisions the two weeks ending Aug. 26, 1922:

### DIVISION ONE

Motormen—Ray Moon, W. E. Flower, J. E. Jolly, C. A. Lane.  
Conductors—R. R. Rahner, A. Budne.

### DIVISION TWO

Motormen—H. L. Conine, J. Hoy.  
Conductors—E. G. Hopper, J. B. Dennis.

### DIVISION THREE

Motormen—W. X. Dickert, J. D. Davis.  
Conductors—C. H. Pendell, T. L. Miller, W. F. Stark, K. Meyers, J. Chabreck, G. O. Hall, O. A. Dewitt, C. Welsh.

### DIVISION FOUR

Motorman—G. F. McLaughlin.  
Safety Operators—S. W. Cooper, F. H. Donovan, C. G. Macdonald.  
Conductor—D. R. Good.

### DIVISION FIVE

Motorman—W. F. Kelley.  
Conductors—H. R. Gleason, H. R. Burton, J. M. Burton, V. W. Fleming, R. E. Allenbaugh, G. C. Anstine, C. A. Thompkins, R. P. Redden, T. M. Maxham, G. Lake, L. W. McChandless, F. Ross.

*At the present terrific rate of divorce cases we shall soon need a new reference book—"Who's Whose."—London Opinion.*

*A hot temper requires cool treatment.*

tenance of way department on a work train.

Mot. W. L. Cole, after motoring 1500 miles about the country, has returned to pilot the Maple Owl once more.

## DIVISION 3

H. A. Russell

To all ye Kings of Safety I say, just about 30 days from date, the safety contest will be on and, of course, it is up to you to retain your grip on the pennant, and the only way this can be done, is to get into your old form and stay with it. The other divisions are going right after you. Although it seems impossible to me, it would be too bad to have to take down that old flag and hand it over to some other division. It must not happen. All you have to do is to keep your eyes peeled and take no unnecessary chances. Look out for that auto on track in front of you on Spring street, as he tries to pull over to let you by and some keen-eyed passenger says all right, she'll clear, and bingo she doesn't, and off goes your step. All the time that you hoped to save by getting by is lost picking up the pieces and another responsibility registered against you. This is only one of the many pitfalls, but it's a good one to watch.

"Dr." C. M. Nelson, chiropractor, motorman and towerman, is adding a mustache to his list of wonderful attainments, for who shall dare say that that a mustache is not an attainment, as soup strainer or cootie roost, but don't worry C. M., it's coming pretty.

Another one of those joyful fishing trips was pulled off last Saturday. As usual the principal enjoyment being seasickness and getting about 10 cents worth of fish, at a cost of about ten dollars, not to say anything about the sunburn and the kicks of those trainmen who wanted to get off that day for some useful purpose. We agree with Dan when he says these fishing parties are the bunk.

Six feet eight inches of Motorman Charley Wolfe, along with our two by four friend Grant Clear, are holding down the info end of the L. A. Ry. exhibit at the fair. Charley is a Wolfe on absorbing dope and long on his stock of data and we'll grant that Grant is short, but always Clear. So between the two of 'em, they fill the bill.

Mr. Dye is in receipt of letters for Mot. Tom Fletcher and Cond. O. G. Thompson, both of these gents being off on account of poor health. They report having gained a few pounds and expect to be back on the job as spry as ever before long.

Extra Register Man Charley Owens is off on account of weak back brought on by the ferocious task of lifting register cards off the cars. Regular Register Man Miller, says he don't care if he never comes back, as this thing of working seven night a week is lovely and a joy forever. Yes, yes!

## DIVISION 5

L. W. Burwick

Motorman Homer Conklin has just returned from a three weeks' vacation spent in the Big Creek country. Reports a dandy trip and plenty of luck with the elusive trout. He was accompanied by his sister and brother-in-law.

Superintendent Morrison is back from his vacation looking fine and full of pep. C. A. spent his vacation at Murietta Hot Springs again this year.

Conductors V. E. Lloyd, G. E. Moore, P. F. Flynn, and F. P. Walker and Motormen W. J. Cox, W. O. Seaberry, L. O. Larson and C. A. Malcolm, have started on their vacations during the past week.

L. L. Boatman and A. J. Spohn are to start this week on a three months' outing in the northern Rockies, fishing

## DIVISION 4

C. J. Knittle

The list of vacations has reached the limit now and Supt. Wimberly is doing some tall figuring to let the boys lay off who really find it necessary. Those who got by at the last minute are Conductor B. E. Murchison, 30 days; Motorman A. D. Kinsey, 60 days, and Conductor F. H. Cavanaugh, 10 days. As it is customary for all good captains to be the last to leave the ship, Mr. Wimberly will take his vacation this month, after the shake-up.

Oh, shake-up, sweet shake-up. How we welcome you. Never have you received such a warm reception.

Was riding an East First car not long ago. As the car was approaching a stop a man passenger came rushing to the front end in a terrible hurry and wanted off right away quick. The motorman, taken unawares, jerked the gate open and the man fell down the steps. A couple days later the motorman showed me a check for twenty-five demerits. "There," said he, "don't courtesy pay?"

*Yes, so does safety!*

Conductor Frank Deuber was either feeling very good, or else very bad, when he penned the following note last Monday. "Knittle:—I am getting sick of reading your stuff in Two Bells. Always writing about the same bunch of fellows. Why don't you get outside of that 'clique' and tell something about the other three hundred and seventy-five.—Frank Deuber."

Dear Frank:

If you'll do something wise,

Or a dern fool stunt,

Or anything else

That will make 'em grunt,

Or break your neck,

Or get hit with a brick,

We'll make you a member of the "clique."

Motorman Howe and Conductor Duke Lowen share an apartment at 11th and Georgia. Howe is a family man without a family. Day after election, Duke showed up in pretty bad shape. It may have happened at the polls, but Duke claims he came in late the night before and nearly strangled himself over some clothes lines which Howe had rigged up to dry his weekly wash.

Bryant, the midget, is quite swelled up of late. He was abducted to the Pageant of Progress last Monday and there "forced" to pose in the company's exhibit while the cameraman recorded the event.

and big game hunting. Both are in poor health and expect to regain some of their lost health by living close to nature and getting plenty of exercise.

A. A. Sprung, M. J. Manley, J. S. Jones and O. R. Flannery have resigned to take up other work. E. L. Raines has resigned to return to his home in Huntington, West Virginia.

M. Knudson, T. W. Spurgeon, M. E. Tobin and W. C. Burnett have returned from their vacations and are again working their respective runs.

Foreman J. W. Allen left Sunday for a two weeks' trip to the mountains. We wish you a pleasant vacation, Mr. Allen.

Conductor H. J. Holler has been appointed to special duty with the traffic department as loader.

We, of Division Five, are anxiously awaiting the renewal of the Safety Contests for we hope to be able to fly "Mr. Dye's flag" from our flag pole at least part of the winter.