



TWO BELLS

Vol. III

SEPTEMBER 18, 1922

No. 16

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

Blockade Reports to Win Credits

DAILY SCORES TO BE GIVEN IN SAFETY CONTEST

BY JOHN C. COLLINS
Supervisor of Safety

Daily scores will be maintained at the five divisions as soon as the new safety contests start October 1. The score charts used in previous contests will be used so that every trainman will know the standing of his own and other divisions.

A word of encouragement each day from the division superintendent or the foreman, helps. Too much pressure, too much anxiety, may have an ill effect. With every man operating his car, with the average in his favor, then let come what may, you are ready.

You men who do not have accidents, do not change from the scheme you now use.

Watch Danger Points

You men who have accidents, every so often in regular cycles, make up your mind to increase the time between them, until you realize it can be done. Then you will never permit luck to control your accidents, you will control them. Keep the air set to the emergency position at terminals, while changing handles, or when away from the car.

Track intersections are dangerous, for that reason, we make a full stop before crossing them. Electric switches are dangerous, so are curves. Learn to stop at the proper place, do not wait until you hit a car at these places, then watch out. Don't tell yourself, "I won't let that happen again." Do what we tell you to do, then all will be well.

All Have Responsibilities

The drivers of vehicles as well as motormen, have a great responsibility, to so run their vehicles or cars that

(Continued on Page 2, Col. 4)

Miles of School Children Buy Ticket Books

SCHOOL children; miles of 'em; moved through the ticket office following the opening of school, September 11. About one-sixth of the tickets issued were in exchange for books used last term or during summer school.

The exchanging of books is one of the things that tends to slow up workers in the ticket office because the number of old tickets has to be counted and a corresponding number of new tickets issued in a book.

Between four and six P. M. the line of school children extended from the ticket office to Eleventh Street, but moved without any great delay.

Vacation Season Is Nearing Close

J. B. Hayner, superintendent of employment, has been vacationing in San Francisco and other northern points, making the trip by auto. During his absence A. Ginns, efficiency statistician, has been acting as superintendent of employment.

R. R. Smith, assistant superintendent of operation, leaves this week to spend two weeks at his cabin on Mt. Baldy.

When Al Plummer takes two weeks off it will be time to declare the vacation season officially closed.

CUPID PICKS ON AUDITING DEPT.

Dan Cupid, the young son-of-a-gun who made the bow and arrow and summer underwear famous, has been picking on the auditing department at the main offices.

Following the week-end holiday and a trip to San Diego, Miss Myrtle Green, one of the popular stenographers, returned as Mrs. J. L. Denny, to break the news and finish up work. Mr. Denny is a civil engineer of Huntington Beach and they will make their home there.

Miss Jane A. Crowell, of the tabulating department left Saturday and will be married soon, but all the details are being kept secret.

In neither case were cigars passed around. It isn't done that way, Oscar.

Londraville Made District Traffic Chief

SUPERVISOR LEO LONDRAVILLE has been appointed an acting chief district supervisor. In his new capacity Leo will be head of the supervisors during the night hours after W. H. Synder and C. C. Roush, chiefs of Districts One and Two respectively,

have gone home for a little sleep. During the afternoon rush he will be chief supervisor of the downtown district.

Leo has made rapid progress in the service of the company. Starting May 7, 1920 as a motorman at Division Two, he was soon picked as an extra dispatcher. In October 1920 he was made an outside supervisor, stationed in the downtown district. He has shown marked ability in keeping traffic moving smoothly and in straightening out blockades that tangle up the service.

The appointment is made as a temporary measure to meet the increased traffic which comes with every fall season and reaches the peak in the Christmas holiday season. On the day before Christmas last year nearly one million passengers rode on the cars in 24 hours and it is believed that traffic December 24, next, will hit the top mark.



Leo Londraville

Cars To Get New Circuit Breakers

Sixty new circuit breakers have been ordered and will be placed on cars that have been giving particular breaker trouble. The new breaker is manufactured by the General Electric corporation and although it is somewhat of an experiment, the equipment has proved highly satisfactory. The new breaker is smaller than the present overhead. It is less explosive and takes care of grounds or short circuits in motors or controller better than the older type. This greatly reduces the possibility of injury to passengers on the front end by a flash.

One of the new type breakers has been tried on car 1101 on "E" line and an extensive test was made on car 817.

PLAN AIMS TO PREVENT LENGTHY DELAYS

As a result of the August contest for the best suggestions for improving service, ten credits will be given to the first man reporting a traffic blockade or trolley break which would cause a serious delay on the line.

This suggestion came from Conductor V. Impusene of Division One, and wins the first prize of \$7.50.

Delay in receiving reports of blockades have caused great inconvenience at times. An immediate report is essential as every minute the report is delayed multiplies the traffic tangle and lengthens the time necessary to straighten out the trouble. There have been many blockades due to various causes and the first trainman to telephone the emergency supervisor was on the fifth or sixth car.

Expected to Help.

It is believed by operating department officials that Conductor Impusene's suggestion will give the necessary stimulus to assure prompt reports.

The new cause for credits is effective September 18. The credits will go to the first trainman reporting.

Second prize of \$5 goes to Conductor G. F. Stevens, of Division Five, who suggested a plan for betterment of the loading and unloading conditions at First and Vermont on line "V." The conditions at present existing at this point are very bad, and steps will be taken as soon as possible toward making some improvement.

Breaker Changed.

Third prize of \$2.50 goes to Motorman G. H. Slatford of Division Four, who suggested the moving of a line circuit breaker at Fourth and Soto, in order to better operating conditions and contribute to the saving of power. His suggestion has already been acted upon by the engineering department.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Working for a Safe System

WITH the new series of safety contests drawing near, interest is developing in the plan and many pledges to win have been heard. Naturally every trainman wants his division to win and will do his best in accident prevention to see that the flag "Premier Safety Division" flies from the flag pole of his division.

The competitive spirit between the five divisions is a good thing. It gives zest to a worthy work, namely accident prevention.

But in the competition between divisions, no one must lose sight of the fact that we are more interested in the success of the Los Angeles Railway as a whole than in the success of one division. If one division should have a fine safety record and the record of the other four were poor, it would be a sad state of affairs. The glory of the one division would be dimmed by the failure of the four.

It is well to take hold of this thought, "I am a Los Angeles Railway man. I'm a safety man. I'm going to do my dead level best for the good name of the Los Angeles Railway."

If every trainman worked with this thought, the division honors would take care of themselves.

A Picked Man for a Job

A GOOD percentage of the men and women who really *think* recognize the duties, responsibilities and problems of a street car man. It is always apparent that a good percentage give little or no regard for safety or other features of public transportation, but it is encouraging to note the following comment from Chester Rowell, a prominent California editor and a member of the State Railroad Commission, which appeared in the San Francisco Bulletin:

"The motorman on the street car is a picked man. His job may require only ordinary intelligence, but he must have more than ordinary self-control and attentiveness. Even with these selected qualifications he is put under exceptional regulations to protect them. Even before prohibition he had to be a total abstainer, on and off duty.

"He must attend strictly to business and not talk to passengers. All responsibilities, except the car's motion, are taken off his shoulders by the conductor. Nothing less than this exceptional protection of the selected qualifications of a picked man is regarded as adequate for safety.

"The automobile driver is anybody who can get a car. He or she may be old or young, rattle-headed or attentive, responsible or careless. He may flirt with a giggling girl at his side, or fling smart-Aleck jokes at the passengers in the rear. He may gaze at the scenery instead of the road. He may drink all he likes, provided he cannot be proved outright 'drunk.' And he guides a machine swifter, more erratic, less controllable and more dangerous than a street car. He needs more qualifications than the motorman, and he frequently has less.

"No wonder life has become a hazardous occupation."

TWO NEW TRACK JOBS UNDER WAY

Following the completion of track reconstruction on North Main street from the river to Mission Road and on West Thirty-ninth street from Vermont to Western, two new jobs have been started by the track department.

On Florence avenue, between Pacific Boulevard and Seville, the track will be reconstructed and the surface paved.

At Manchester and Vermont the grade has to be lowered two and one-half feet to conform with the new grade of Manchester street, which is being paved by the city.

BATEMAN A SUPERVISOR.

Conductor C. H. Bateman of Division Four is breaking in as an extra supervisor, learning the mysteries of the emergency telephone board and what makes all the wheels go around.

TEST ALL METERS IN SUBSTATIONS

The semi-annual test of sub-station meters is being conducted at the laboratory of the Southern California Edison Company. Twelve meters are to be tested. The instruments for the new Melrose and West Adams automatic stations are added to the list of those formerly inspected.

The delicate task will take a month and a half. H. H. Peterson of the electrical department is in charge of the company's end of the work.

EASY TO CATCH

While the whooping cough is baneful
And the mumps are really painful,
And the "flu" germs mighty active all the while,
It's a cheerful compensation—
We regard it with elation—
There is nothing so contagious as a smile.

—Exchange.

BULLETINS

Issued September 18, 1922.

BULLETIN NO. 142.
Notice to Trainmen.

Toilet located at the West Adams and Glen Airy Terminal has been removed. Until further notice it will be necessary for trainmen to make use of the toilet located at West Adams and Montclair.

BULLETIN NO. 143.
Notice to Conductors.

Rule No. 46, paragraph "E" on page 15 of the Operating Rules provides that two children under 5 years of age may be carried free when accompanied by a competent person paying fare.

Full fare must be collected from all children over 5 years of age by conductors operating on local or city lines or from children within the 5-cent limit on interurban lines.

BULLETIN NO. 144.
Notice to Conductors.

Duplex tickets No. 130,823 to No. 130,850 inclusive, have been lost. If presented for transportation, take up, obtain names and address of party offering same, and make report to this office.

BULLETIN NO. 145.
Notice to Conductors.

Transportation Book No. 6162 issued to Charles R. Campbell, account Fire Department, has been lost. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 146.
Notice to Conductors.

Please cancel that part of Bulletin No. 140 pertaining to lost pass No. 2542, issued to Myrtle A. Musselwhite, also pass No. 4295, belonging to D. V. Hambly, Motorman, Division No. 2, as these passes have been found.

Notice to Conductors.

The following passes are reported lost: 1749, issued to Amanda Smith, car cleaner, mechanical department.

1869, issued to Daniel Hunsaker, watchman, Division 4.

5655, issued to D. J. Zigrang, conductor, Division 4.

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

P. B. Hill
Supt. of Operation.

Circus Elephant Remembers Friend Made 28 Years Ago

The circuses having been and gone, a little free, though truthful publicity may be given without anyone suspecting that the editor received any passes.

Twenty-eight years ago, when R. R. Smith, assistant superintendent of operation, was a steam line engineer, he was assigned for six continuous weeks hauling the Cole Bros. circus train. Among the animals was Old Joe, an elephant widely known among show men and now a feature of the combined Ringling Bros. and Barnum and Bailey shows.

The elephant was used for pushing circus wagons into place and did the work of about 14 men. "Dick" Smith got well acquainted with the animal during the six weeks through the medium of numerous sacks of peanuts.

An elephant has a wonderful memory and a surprising demonstration was given last Wednesday night when Dick went to the circus. Before the main show, he was looking over the animals and came across Old Joe. The big fellow recognized Dick immediately, flapped his ears and pushed out to the end of his chain. He put his trunk around Mr. Smith, took his handkerchief and keys out of his coat pockets and felt all his other pockets for peanuts.

The last time Mr. Smith had seen Old Joe was four years ago when the show was in Los Angeles. They had a great visit while others wondered what it was all about.

DIV. 3 WILL GIVE SHOW SEPT. 30

With typical Division Three enthusiasm, plans have been whipped into shape for the presentation of a division show at the monthly dance in Recreation Hall, Saturday evening, September 30.

Motorman H. W. Gilmore, who is in charge of arrangements, promises musical features of top grade. A six-piece orchestra has been recruited and regular rehearsals have been held. The musicians are gaining such fame that they have played for several dances lately and are in demand for many future engagements. The organization is officially known as the Division Three, L. A. Railway Orchestra. D. L. Bosserman, who has had five years' professional experience, directs the music.

The vaudeville program will have eight numbers with varied entertainments.

DAILY SCORES IN SAFETY ORDERED

(Continued from Page 1, Col. 1)

they do not collide with other vehicles, or pedestrians. The pedestrians likewise, must exercise at least ordinary caution while on the street. They are protected while crossing at the proper place, showing good judgment and are consequently safe. Always be suspicious of the Jay-Walkers, for they are deficient in mind, that is the reason they are Jay-Walkers. They know not what they do, or the chances they take.

Get Witnesses

Always try to convince your passengers who witness an accident, that you need their help, their evidence, so justice may be done, from a safety point if from no other. Accidents are sure to happen in spite of the best efforts, most of them you are not to blame for, but never neglect to protect yourself. We go over every accident, and check responsibility, regardless of the man, or type of accident. The more witnesses you obtain the better and more detailed your report, the more certain are we to check it up correct.

Work to Win

Start to win, operate your car to win, every day, every week, and every month. Fight to win, then if you lose, the other fellow will know that he was in a fight.

No one can tell what suffering your effort has already saved, how many people, men, women, and children, your care and good judgment protected from injury, nor the property damage saved by your quick action. You will get no thanks for what you do, but you will have the satisfaction of doing something worth while.

STRATEGY

Three Scotchmen went to church, each clutching tightly the penny he intended to contribute when the plate was passed. Consternation reigned when the minister announced that this particular Sunday an effort was to be made to raise the mortgage, and asked every member of the congregation to make a substantial offering.

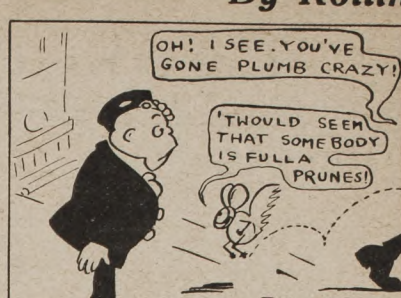
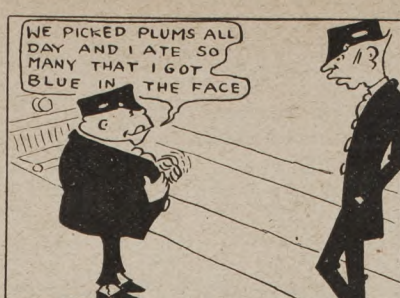
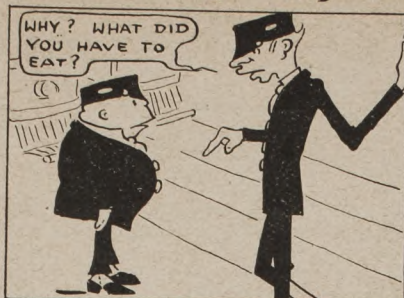
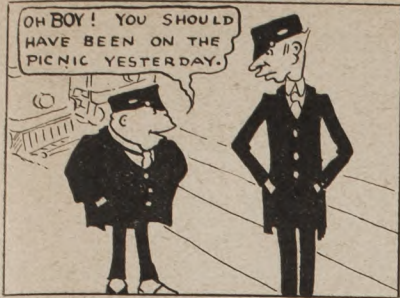
During the prayer the Scots held a whispered consultation as to the solution of their dilemma, and reached a satisfaction decision.

One fainted and the other two carried him out.

—The American Legion Weekly.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

Discontented Cows Cussed RED SIGNAL FLAG A FAILURE

On The Back End (Contributed)

For Conductor W. H. Engle, Division 2 Los Angeles Railway, Gentlemen,

I had occasion to ride on a Huntington Park car a few days ago, the car was crowded and an aged negro got on at 9th street. The conductor placed his stool in a safe place and had the old man sit down the rest of the way to the city. The conductor's number was 2462.

J. B. Gill,

5611-A Pacific Blvd. Huntington Park.

□ □ □

For Conductor F. A. Keersmaekers, Division 5.

Los Angeles Railway, Gentlemen,

No doubt your company receives many complaints regarding discourtesy shown passengers by your employes, but I wish to express appreciation for a courtesy shown by Conductor No. 2396, of the University line, who, when my little boy's hat was blown off, stopped the car and ran back half a block for it.

Respectfully yours,

Mrs. I. N. Rodgers, 937 West 56th street

□ □ □

For Motorman A. D. Kinsey, Division 4. Los Angeles Railway, Gentlemen,

I wish to bring to your attention the gentlemanly and courteous way that your motorman, No. 1103, on the West Adams line, treats the passengers on his car. I have ridden on his car many times and I feel that if there is any way you reward your employes for faithful and courteous service to your patrons, your motorman, No. 1103, certainly should receive that reward.

Very respectfully,

Mrs. Rose Chambers, 1037 1/2 West 16th street.

□ □ □

For Conductor C. Q. Hewitt, Division 1. Los Angeles Railway, Gentlemen,

Here is something worth reporting to you:

Ninth Street car No. 203, Conductor No. 1706, going east, about 9:30 today, comfortably filled, stopped, middle aged, large lady with two bundles too large for any man to handle, scrambled on car, apologized to conductor, and he graciously submitted to "freight" load.

At next stop lady dropped one bundle to street and conductor 1706 got off and recovered bundle, and with a smile placed both bundles at safe position.

Now, all this was done quickly and in a gentlemanly way. Two ladies took advantage of this condition and slipped into car without dropping fare in box, and separated in crowd inside car. Conductor went in hunted them out and collected fare from each.

Yours truly,

John W. Luter, Los Angeles Athletic Club.

□ □ □

For Conductor R. F. Ridell, Division 3. Los Angeles Railway, Gentlemen,

I am a visitor here from Toronto, Canada, and have read the little publication called "A-z-u-r-i-d-e" and think it is very fine.

Would like to bring Conductor No. 2306 on West 11th and Lincoln car line to your attention. I have, during my stay, traveled twice on his car and have found him to be most courteous and obliging in answering questions made by myself and others, re. directions, etc. These qualities have been lacking in others that I have dealt with, which no doubt accentuates the good impression he has made on me.

Yours very truly,

Frank N. Hazlewood, 50 Summerhill Gardens, Toronto, Canada.

IF those discontented cows that live near Baldwin Curve, on the Inglewood line, don't stop interfering with a lot of high class yellow street cars, they are liable to be canned and have the spot marked with red carnations. The animals are old offenders and amble into the private right of way quite often, making it necessary for the motorman or conductor to warn, threaten or plead to get them off the track and make way for the customers.

Last Thursday morning the refreshment committee of the herd assembled on the right of way to search for green feed. Perhaps they knew an instruction car was due through there Thurs-

day but reports came in thick and fast to the emergency board from delayed crews.

Elmer Tower received the first 20 reports then sent for Al Plummer. Al detailed Charlie Freer, veteran motorman of Division Three, and at present working in the offices, to go to the scene. Charlie is to be a flag man and started off with the usual assortment of flags in which red was the predominating color.

Some time later Charlie reported on the emergency telephone as follows:

"Say, how do you expect me to do any flagging here, these are mostly gentlemen cows."

GOOD WORK DURING HEAVY TRAFFIC BRINGS PRAISE

By A. K. PLUMMER
Director of Traffic.

The past three weeks have been very heavy from the traffic standpoint. The Industrial Exposition at Exposition Park lasted from August 26 to September 9. Then we had two circuses in town. Building and street work downtown has interfered seriously.

To give some idea of the crowds handled at the Industrial Exposition, it is worthy to note that 143 cars, mostly on the University and Vernon and Vermont lines, were called upon for extra trips to the park or for break-up trips. These 143 cars were used on the Thirty-ninth street side of the park. On the Santa Barbara side, approximately the same number of cars was required for extra trips.

This is in addition to extras operated during the day and night direct to the park.

In every case the crews were ready and willing to work the extra trip or half trip necessary to maintain service. Reports from those connected with the company and from outsiders indicate that car service during the exposition was very good and credit for this goes to the trainmen for their cooperation.

I want to express my personal thanks and I am sure I speak for every official in the operating department in saying "thank you." It is another demonstration of the spirit of L. A. Railway men.

"PLEASE CALL YOUR STREET" TO BE PUT ON ALL CARS

Here's good news!

All cars are to be equipped with signs reading "Please Call Your Street."

This matter has been under consideration for a considerable time and numerous suggestions along the line have been received.

On the double end cars that have folding doors with glass, the sign will be placed on the upper right hand glass. On center entrance cars the signs will be on the top glass of both exit doors. On P.A.Y.E. No. 1 cars the sign will be printed on a card and attached to the grill work beside the exit gates.

On the Sick List

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

DIVISION NO. 1.

Conductor M. M. Pierce, 446 Downey Ave.

Motorman J. P. Robinson, 201 Colina Street.

DIVISION NO. 2.

Motormen E. L. Creans, 5829 So. Olive St., L. P. McLaughlin, 1327 E. 42nd St., H. T. Sanders, 4216 So. Wall St. F. T. Miles, 327 W. 23rd St.

DIVISION NO. 3.

Conductors—B. Jones, Apt. 51, Metro-pole, H. Tupper, 2620 Ganahl St., R. L.

Smith, 635 Romulo, J. O. Murray, 603 1/2 E. 7th St., D. C. Farran, 2644 Roseview.

Motormen—L. F. McGinty, 5153 Hayens Ave., M. L. Hersom, 514 W. Ave 29, G. E. Hendry, 5641 Aldame, W. X. DeWitt, 485 W. Ave. 43, I. D. Mann, 4848 York Blvd., J. B. Weil, 3203 Andrita St., J. Corson, 2927 Jeffries, C. E. Watts, 3824 N. Broadway, E. M. Eaheart, 2615 Merced.

DIVISION NO. 4.

Conductor J. G. Schroeder, 228 E. 32nd St.

Motormen—C. F. Kirkland, 1339 South Union Ave., C. Gilbert, 911 Diamond St.

Operators—H. A. Cornwell, 352 E. 84th St., K. G. Madsen, 700 E. Manchester, O. O. Reed, 843 S. Maple Ave.

DIVISION NO. 5.

Conductor T. J. Trabue, 812 W. 54th St. Motorman F. G. Mohr, 848 W. 36th

Good-bye, straw hat, your work is done;

You've been a faithful friend. You've guarded me from the heat and sun,

But now your labors end.

A pile of rubbish, soft and nice, Will get you—such is fate.

You sure were worth your purchase price—

A dollar thirty-eight.

* * *

Several postcards received from Glen Chapman, motorman de luxe, of Division Three, who is now en route on his honeymoon, report that the couple are having a lovely time. Glen is having no trouble at all with his auto and drives it most of the time with one hand.

* * *

Extra Clerk E. C. Tyler, of Division Five, proved himself an expert typist when he typed about half a page full of words before he noticed he had failed to put any paper in the machine. Evidently he was too busy trying to find the keys to bother about the other detail.

* * *

Observing a passenger with the unlighted butt of a cigar in his fingers, the street-car conductor requested him to put it out.

"It is out, you chump," responded the passenger.

"Pardon me," resumed the conductor, "if I have failed to make myself clear. The conditions to which I had reference was not one of mere temporary non-combustion, but of elimination; the eradication, I might say, of the physical presence of your nicotine-laden remnant, this process followed necessarily by cessation of the odor now permeating an atmosphere already somewhat deficient, I fear, in the essential element of ozone. I'm a humble conductor, and my aim is to please, but you, big porcine stiff, you throw that cigar through the door, or I'll throw you and it both out. See?"

"Excuse me, professor," replied the passenger meekly, and the incident was closed.—EXPRESS GAZETTE.

* * *

A woman telephoned the complaint department saying she would like to know why her transfer was refused. She was absolutely tired of paying ten cents to get home. She stated she boarded a Hoover car at 11 A. M. going south at Eighth and Main; got off at 12th and Main, bought some groceries and had her lunch, then boarded a Hooper car at noon, presented her transfer and the conductor refused. She said she called his attention to the statement that the transfer was good until 3 P. M., but still he insisted on her paying fare.

Wa Hoo!

* * *

Opportunity knocks, but it does not guarantee to wake a man out of a sound sleep.

* * *

"What is it," asked the teacher, "that binds us up and makes us better than we are by nature?"

"Corsets, sir," piped the wise little girl of eight.—CASE EAGLE.

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

Supt. Williams was among those leaving on vacations last week. During his absence his place will be filled by Foreman J. B. Lair.

Motorman J. F. Haerberle, who was pretty well up on the extra list, sent in his resignation last week. He left for White Horse Pike, New Jersey, and liked it so well that he decided to stay.

One of our well known nickle grabbers stationed on the rear end of a W. Sixth car was complaining of loss of memory the other day. When asked about the cause for such mental disturbance he told us that a good looking girl was smiling at him for a whole trip the other day and he went and forgot to get her telephone number. How about this O. B. W.? We all think it is loss of nerve.

Our Janitor Mr. Rafferty, while crossing the street last week was knocked down and rolled over a few times by an auto. He got up looking the worst for wear but still able to utter a little blue smoke for the benefit of the driver who hit him. Outside of getting his face skinned and his leg hurt and feeling hurt he was alright.

You wouldn't think anybody would kick about going to the circus but some of the fellows around here say they don't care much about going especially when you are about to pull into the barn and a "Super" grabs you and sends you down there for a couple of hours. Of course, you don't get to go into the tent but you get the pleasure of hauling the people home that have been there and you get to hear them talk about it, so why kick.

DIVISION 2

C. L. Christensen

Motorman A. E. Russel is taking four months off to go back to the plains of Tennessee, where he will visit his mother on their ranch.

Among others taking their vacation at this time are: W. T. Vickers, R. A. Drake, R. Van Soest, J. G. Adair and J. Kudler.

Conductor I. P. Stoner received a telegram informing him of the serious illness of his father, at Santa Cruz, California. Stone left at once for the northern city.

Motorman J. M. Stine and W. W. Kopley have resigned to engage in other work. S. C. McKinney also decided to try something else, so he turned in his outfit.

C. J. Clark, of the office force, has returned from his vacation and everybody is now settling down to work for another year.

For Condr. W. G. House, Div. 4.

Los Angeles Railway,
Gentlemen:

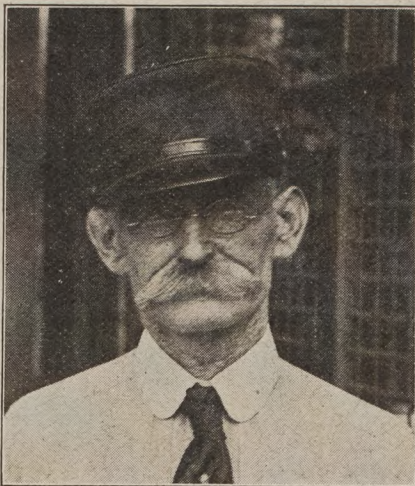
"Service" is the motto of the age in which we are living, and for that reason perhaps, there are many acts of kindly service that pass by unnoticed every minute of our daily existence.

Tuesday evening about 9:15 p. m., on the Pico Street car line, I noticed Conductor 770 perform acts of service that made him stand out distinctly as being different from the usual run of conductors. I saw him get out of the car to assist a crippled girl to alight, and he repeatedly informed individuals in the car of their destination, called out the streets in a clear voice, and by other acts showed an intelligent, active interest in his work.

Yours truly,

O. C. RICHARDSON,
1525 So. Vermont.

Who's Who



THERE are some motormen who will dash into the division at 4:48 o'clock to take out their 4:49 run and there are others who will show up at 2:49 to be sure of being on deck at 4:49. W. D. "Dad" Everett belongs to the latter school and has held to the habit more or less for 22 years. When Dad Everett misses out, Shorty Bryant will be a husky six-footer.

It was August 27, 1900, that Dad went to work at Division One, about one week after he had landed in Los Angeles from the East. He had been a motorman, conductor and electrician in street railway service at Chicago, so by this time he feels he is really getting experienced.

Dad has one of the best efficiency records of the division. He is a hard worker and a firm advocate of the Safety First cause. He works on line "S."

DIVISION 5

L. W. Burwick

Conductor A. R. Graves left Saturday for a two-week's vacation to be spent in San Diego.

R. W. Hodgson, S. W. Porter, L. O. Larson, F. P. Walker, E. Farral, C. A. Malcom, P. F. Flynn and L. T. Campbell have returned from their vacations.

The call of the "Flappers" downtown has proved too much for Cash Receiver, "Stonewall" Carrigan, who has volunteered to act as riding loader on two car trains during the evening rush period. Mothers will please note and try to keep their daughters at home.

Since Supt. Morrison has returned from his vacation he has proved that it helped him considerably for he has had the trees around the office trimmed and the weeds cut.

Whacha gonna do when you have a date to take your sweetheart to the circus and then learn that you can't get off of your night run? Just do as Conductor T. J. Dessert did on Wednesday evening—work.

Conductor E. L. Raines will be admitted to the California Hospital this week and will undergo an operation on Friday. Raines is still suffering from his accident in the yards at Division Five several months ago.

Foreman J. W. Allen is back from his vacation and is again concentrating his efforts in trying to fill Division Five's group of trippers. J. W. is looking fine and says he feels great in knowing that he missed most of the shake-up.

DIVISION 3

H. A. Russell

Well, the maybe-the-last-and-final shake-up is over and everyone got just the run he wanted. Some took a run because it got away from the L. A. High School just before it was out; some because they got by Cudahy's just before closing time and some because they missed the Baker Iron Works' bunch by a hair. Most of the old timers stayed with the runs they had. Charlie Alridge and Jim Millican took a run on the Eagle Stone because Carl Judd was honery enough to bump Millican. Armstrong has not said a word so guess he's satisfied. The no Sunday time runs seemed quite popular and went like hot cakes. The requests for six-day runs started off very quietly, only about six early crews registering for same, but the late crews went right after them with the result that in all there were about 40 crews that want one day off a week besides the no-Sunday runs. According to this, if the six-day runs had been put to a vote they would have lost out by a large margin.

If you do not know how it feels to be in love just interview Pearl Haywood, of the Mechanical Department. The old boy has been acting kind of strange lately and we understand that is his trouble. This foxy guy on or about September 20, will lead to the altar Miss Gilbert, and there forsake their single blessedness for a happy married life which we trust will not be marred with other troubles than little ones.

Motorman J. W. Spaulding says that he is still itching for another series of checker games, in the meantime he is checking his conductor up every night to see that he gets the five minutes overtime.

We are sure that this is one time that George Perdew will be able to see a circus with out going under the tent as we would imagine that the large number of posters on his home fence were good for a pass or two.

We regret to report that the Jaquish-Dean twins are still in delicate health, but between the two of them they manage to work about every so often.

Motorman Slim Barrett and Motorman Fat Chapman, of course, have again taken the Adams owl. Not for the hours or the money, but for the sake of the physical exercise that they get every A. M. juggling the transfer cases and the money on the money-car. What is good for the goose is good for the gander, but which is which. I don't know.

Motorman Pearl Gates is another one of those foxy gents, he having gone, went, and got married last Saturday without asking our permission, advice and everything. The young lady, we believe, arrived from the East on that day. She is now close to Pearly Gates and in Sunny California, all of which augers for a long and happy life, which it is our supreme wish that they shall enjoy.

Condr. Frank Oliver has a peculiar look in his eyes these days, a look that forecasts a probable change in his status as a bachelor, as we understand that things are getting very serious and gawd knows what's likely to happen. But it's all right, Frank, old top, faint heart never won fair lady. Never mind the other fellows, they're jealous that's all. But be sure and put us next when the affair is about to happen.

P. S. Have just heard that it has happened today. More next week.

DIVISION 4

C. J. Knittle

We will all probably be glad to start in on our new runs tomorrow, according to current gossip. The most anxious trainman over here is Conductor Sayers, who claims he has chosen a dern sight better run than he had. Sayers has been working Temple. He is going to work West First. We hear a good one on him 'tother day. He and his motorman were trying to make up some lost time on a westbound trip. As they neared Bixel Street a lady got up and stepped over to the exit door. They stopped at the street and Sayers opened the door. The lady gazed out leisurely but did not step down. "Do you want off?" asked Sayers. "Oh no," answered the lady, "I'm going farther out to visit a friend. I just wanted to see if the ice man had been to my house yet."

Motorman C. J. Jackson is taking a fourteen-day rest.

Motorman G. Jensen is on a seven-day leave to build a house.

Gadzooks! Is this division obsessed with that ghashly influence, Black Magic? Maybe not, but last Tuesday morning our Bohemian friend, Conductor Knourek, showed up minus the vanity which adorned his upper lip. A short time later Conductor Pete England ambled in wearing what looked exactly like the "wooley black" which formerly protected the nasal exhaust of Herr Knourek.

We believe Motorman Votaw would make a good Temple Street Supervisor. While "taking it easy" at the Hoover Street terminal a lady got on and asked him if his car went ahead of the next one. Promptly and without any expression of deep thought he told her it did.

Conductor Joe Federbush of the W. 11th, can't answer questions that quickly but it does not take him long to find out. On one of his trips a few days ago he was starting up at Gramercy. A lady passenger asked him if he "stopped at the next stop." In the flash of a second Joe had consulted his street book, rule book and city guide and smilingly replied that he did.

Conductor Coltrin worked an East 4th run last Saturday. Everything had gone lovely. They had even made their pull-in trip from Manchester in record time and they pictured themselves reaching home before they were due in the barn. It was a glorious feeling—but a few minutes after arriving, the unexpected happened. The clerk wanted to know why they pulled in. Coltrin ran over to the schedule chart. *Ye gods!—they should have been relieved at Ninth and Main.*

Introducing New Men

The following men have been assigned to their divisions during the week ending Sept. 9.

DIVISION NO. 2.

Conductor E. Marshall.
Motormen—M. L. Larson, H. Gravitt.

DIVISION NO. 3.

Conductor T. D. Hall.
Motormen—S. C. Utz, C. L. Owen, W. H. Smith.

DIVISION NO. 4.

Conductor R. L. Telford.

DIVISION NO. 5.

Conductors—W. Richard, S. L. Limes.
Motorman H. A. Reeves.

With all the new-fangled what-nots and the patent time-savers thinking still has to be done in the good old-fashioned way.