



New "E" and "M" Schedules

ELECTRIC RY. HEADS MEET IN L. A.

Operating department officials and publicity men of electric railways throughout California met in Los Angeles Friday and Saturday to discuss matters of general interest. The meetings were held under the auspices of the California Electric Railway Association, the officials present being members of the superintendents' and the publicity committees.

The meeting opened Friday morning with organization and business. R. R. Smith, assistant superintendent of operation of the Los Angeles Railway was asked to talk on the company merit and bonus system, which has attracted the attention of street railway executives throughout the country.

A large part of the discussion was devoted to accident prevention and situations being encountered by the general increase in street traffic.

Many of the officials visited the Pacific Electric shops at Torrance and the Los Angeles Railway main shops.

ANOTHER 10 CARS LEAVE FACTORY

Twenty-five of the 50 new cars have been delivered at the South Park shops where the air brake and electrical equipment is to be installed. Another 10 cars are on the way from the east.

All the new cars are type "H" construction, and will be equipped for operation in single units and trains.

Motorman Unhurt In 150 Foot Auto Fall

We almost lost a perfectly good motorman the other day in the person of Simon Range. His "flivver" got gay and took a nose dive over an embankment and dropped 150 feet, turning over 'steen times or more before reaching the bottom and that ain't all. Simon was in it. Beside a severe shaking-up and several punctures in his head, he found that he was still in the ring and after a couple of days rest was back on the job again.

"Two-Bit" Tickets For Exposition

HERE'S a chance to see the Monroe Doctrine Centennial Exposition at Exposition Park for only twenty-five cents!

The regular gate price is fifty cents, but the company has procured a number of tickets which will be sold to employes only for "two-bits". The tickets may be purchased at the division car house offices and through heads of departments.

The twenty-five cent tickets are good for general admission and carry the same privileges as the regular fifty-cent tickets.

ALL BUT 46 WIN COURTESY CREDITS

The improved record for courtesy made in June is indicated by the fact that only 46 out of approximately 2500 trainmen missed the extra credits given for clear courtesy record during the month of June. In the short month of February this figure was 45, but all other months of 1923 have been higher.

Keeping the courtesy record clear is an easy way to build up a substantial merit system record which can be converted into cash when the Christmas bonus is paid.

*If you were busy being kind,
Before you knew it you would find
You'd soon forget to think 'twas true
That someone was unkind to you.*

*If you were busy being glad
And cheering people who are sad,
Although your heart might ache a bit,
You'd soon forget to notice it.*

ON AUTO VACATION

J. E. Brown of the general manager's office is on an automobile trip with relatives that will take him to Crater Lake, Oregon, and other scenic points of the Northwest.

Son—I guess there'll never be a substitute for gasoline.

Father (seriously)—There is and always has been.—And father glanced at the feet of his son.—California Pelican.

Cars Operated Increase 103 During Year

There were 103 more cars in service on an average business day last month than in June, 1922. This indicates the continued increase in service being given by the company to meet increase in population. On June 15th last, there were 919 cars in operation. On the corresponding day in June last year, 816 cars were in maximum service.

The car mileage figure in June, 1922 was 2,426,207. In June, 1923 the cars made a total of 2,655,731 car miles. This is an increase of 229,524 car miles.

STREET BOOK AND RULE BOOK JOINED

Orders have been issued for the publication of a new edition of the rule book. While there is no outstanding change in the rules imminent, an important feature of the new book will be the listing of cross streets with the names of important buildings on every line.

The information about streets and buildings will fill a long felt want and will be of great assistance to new men in learning to call the streets.

15 Barn Tracks at Div. 3 Lengthened

Fifteen tracks in the Division Three car house have been lengthened to provide storage space for additional cars. This move was made necessary by the recent redistribution of cars which taxed the capacity of the car house.

The tracks have been extended varying lengths. Considerable grading was necessary in the job which was completed last Monday.

AT MAMMOTH LAKE

L. J. Turley, electrical engineer, is away on two weeks' vacation, which he is spending at Mammoth Lake.

A teacher was conducting a lesson in history.

"Tommy Jones," she said, "What was there about George Washington which distinguished him from all other famous Americans?"

"He didn't lie," was the prompt answer.

RUNS ADDED BY REVISED SERVICE

New schedules on lines "M" and "E" will be put in effect next Wednesday, July 18. They increase the number of full runs on both lines and benefit men of Division Three and Five.

Line "M" has at present 70 full runs with 65 single trippers. The new schedule provides 90 full runs with 54 single trippers.

Increased Pay Time

The average pay time is increased from 9 hours and 46 minutes to 9:54.

The increase does not change the headway on line "M" but will provide more running time in the morning and evening rush periods. It will place 110 cars in maximum service on the line, an increase of nine.

The new "E" line schedule affects Divisions Three and Five. At Division Three there will be 22 full runs instead of the former 18, and 28 morning and afternoon trippers in place of the former 35.

Div. 5 Given 23 Runs

At Division Five there will be 23 full "E" line runs in place of the former 17 with 5 trippers in place of the former 13.

On line "E" during the mid-day and night, all service will run through to terminals, as at present, but on a more frequent headway. In the morning and evening rush periods when the more frequent service is to be given than is at present, approximately half the service will be turned back at West View on the north end and Arbor Vitae on the south.

Balance Loads

In order to balance the loads on the short and long line cars the through cars will carry a shorter headway than the cars going to Arbor Vitae and West View.

The night service will be improved by giving a 15-minute through-line headway in place of the present 20-minute service.

Crown Hill Double Tracking Completed

Double tracking on the Crown Hill Line has been completed. The second track has been installed on Edgeware from Belleyue to the terminal at Kensington Road, a distance of half a mile.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Individual Service

IN DISCUSSING traffic problems, Mr. Ong, in his story for Two Bells refers to the various classes of passengers who make up the million people who ride Los Angeles Railway cars in a busy day.

The habits of riders have to be taken into consideration to a considerable degree, but in a general way the entire job is providing for mass transportation.

There is, nevertheless, a distinct need for individual service in the street railway business. Some passengers expect much more for their nickel than others. An office man three minutes late in the morning, wants a ride immediately and is not greatly concerned whether he gets a seat or has to stand on a crowded car. He knows the line and if he has to transfer he knows the transfer points and rules because he follows the same path day in and day out.

The fellow who expects taxicab service on street car fare represents another of the scores of classes of passengers.

We have the housewife, who goes shopping in the mid-day or afternoon; the stranger in town who is unfamiliar with the lines; the elderly man or woman who needs help boarding and alighting. All these classes of passengers must be served in providing for mass transportation running up to a million people a day.

The schedule men take into consideration various classes of riders as far as possible, but the motorman, conductor or safety car operator who comes in direct contact with people of these various classes must carry the spirit of individual service beyond the point possible for the schedule maker.

When an elderly passenger hesitates at the entrance or exit, the trainman must be on the job to help promptly so that the car is not unnecessarily delayed. When a stranger asks information, the trainman should give it accurately and promptly in a way that will help the passenger, not shut him up. This will avoid delay due to blocking the rear end of the car.

Individual service is necessary on the street cars in a great many cases. Giving this service satisfactorily makes satisfied customers, it prevents delay and contributes effectively to the co-operation that must exist between train crews, schedule makers, supervisors and all others involved in the operation of cars.

Record Number Expected to Share In Next Bonus

THERE were 276 more regular trainmen in service at the five divisions May 30 last, than on the corresponding date one year ago. This indicates that more men will participate in the 1923 Christmas bonus than in any previous year. Under the rules of the company, a trainman must be in service six months to participate in the bonus. May 31 is therefore the dead-line for participation in the 1923 bonus as the records close November 30.

The number of men employed at the five divisions has increased materially during the past year, due to the increased service being given the public. On July 7 there were 2470 qualified trainmen in service and 107 students breaking in.

In connection with the merit system, it is significant that 586 trainmen failed to receive the extra credits awarded for clear safety record during June. This is the highest figure this year and indicates a tightening up of discipline in offences involving safety.

The offences for which the majority of demerits were assessed in June are as follows:

- 1.—Running ahead of time.
- 2.—Starting cars too soon.
- 3.—Dangerous speed.
- 4.—Doubling at electric switches.
- 5.—Violating road space.

Responsibility rests upon the shoulders of every trainman involved in serving nearly one million passengers a day. No safety precautions can be overlooked, and every effort must be

made to promote the safety of passengers. The majority of motormen receive credits for clear safety records. The big need for every motorman is to keep out of accidents. It is not a question of whether the pedestrian or the autoist was careless that counts. The question of responsibility is secondary to the questions "was someone hurt?" "Was some property damaged?" and "was service for several hundred passengers disrupted?" The trainman's job is accident prevention, that is, keeping out of all accidents as far as humanly possible and not merely keeping out of those which may be attributed to his carelessness.

Home Made Cure for Spring Fever Fails

The other day Conductor J. Carlin, one of the Sea Gull fledglings, had a shine at Division One. The day was warm and Carlin had a touch of spring fever and wasn't anxious to pull a run. Finally the clerk called his run, but Carlin "sat tight," but "lady luck" wasn't with him for one of the other Gulls, who was "next up" wasn't crazy for work either and hollered, "Hey, Shorty, there he is over there." So Carlin pulled a run. After this, Carlin, avoid "embarrassing moments."

Fifty—Is the pleasure of the next dance to be mine?

Twenty—Yes, all of it.—California Pelican.

BULLETINS

Issued July 16, 1923

BULLETIN NO. 124
Notice to Trainmen

The dropping of fenders by trainmen is not only causing damage to chains and fenders themselves, but in some cases windows have been broken on the car from this cause.

Such careless handling of fenders must be discontinued at once.

BULLETIN NO. 125
Notice to Trainmen

Toilet privileges have been provided in the rear of the telephone station at 4361 Van Ness Avenue, and are now available for the use of trainmen. Entrance to same is through a gate in the rear fence.

BULLETIN NO. 126
Notice to Conductors

The following passes are reported lost: 501 issued to Lois Coleman, Secy. to Manager of Transportation.

3096 issued to Mrs. Maria Armendariz, wife of L. Armendariz, Oiler, Way & Structures Dept.

3386 issued to Mike Renna, Carpenter, Mechanical Dept.

6065 issued to R. C. Braine, Conductor, Division 2.

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

BULLETIN NO. 127
Notice to Conductors

Pass No. 6634, issued to W. R. Stephenson, Conductor, Division No. 5, reported as lost in Bulletin No. 118, has been recovered.

P. B. Hill

Trainmen Study War in Camps of National Guard

It looks like street cars will replace the famous army mule in the next war, judging by the trainmen who are attending the National Guard Camps. Four of the five divisions have men on leave learning the arts of war with rifles and dice.

Among the men now away are: Conductors A. Steffang of Division Two, H. P. Webb of Division Five, Conductor Cumpston and Conductor Lattimore of Division Three, and Conductor C. J. Knittle of Division Four.

New Machine Makes Markers for Poles

C. H. Campbell, of the engineering department, who looks after the company's interests in use of joint poles with other public utilities, has added a suspicious looking machine to his office. From a distance it looks like standard equipment for counterfeiting quarters, but in reality it is an embossing machine for numbering metal plates to be attached to poles for identification.

All things come to the other fellow if you will only sit down and wait.

Has Idea for Porter Service on Trains

Conductor F. Adams came rushing into the division the other day with a big, bright idea. "Say," he said, "why don't you give all the conductors on the 54th Street line little stools like the Pullman porters use so they can place them for passengers to board cars while the paving is going on." So we sent him out to look for the stools, but he hasn't got back yet.

QUICK WATCH INSPECTION REPORTS

The checking of watch inspection reports, which has been done in San Francisco, resulting in considerable delay, will be done in Los Angeles hereafter. This means that the reports will be available within two days after the end of a calendar month. It will give accurate information about the men who fail to have their time pieces inspected, as ordered by the rules.

The reports will be checked in the instruction department and demerits will be given for continued negligence.

NEW TRACK WORK PUT UNDER WAY

Work has started on the 48th Street track between Gramercy and Van Ness where the tracks will be put closer together on account of new street work. The center poles will be taken out and the grade changed.

Reconstruction of Olive Street between Fifth and Sixth Streets has been completed.

On Merrill Street from South Park to Central Avenue the grade of the track is to be lowered and three intersections will be paved.

On the Sick List

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

DIVISION NO. 1

Conductor—E. S. Wright, 207 N. Chicago St.

Motormen—C. Coover, 906 S. Bronson St.; C. W. Pons, 653 Central Ave.

DIVISION NO. 2

Conductors—H. L. Hansen, 5257 So. Main St.; C. C. Shaw, 5859 Towne Ave.; G. A. Stowell, 999 E. 34th St.

Motormen—J. A. Godwin, 437 E. 52nd St.; J. Waddell, 515 E. 64th St.; C. E. Greenlea, 137 E. 59th Pl.; A. L. Swasey, 482 E. 46th St.

DIVISION NO. 3

Conductors—F. C. Mead, 3227 E. 3rd St.; H. N. Richardson, 2907 N. Ave. 36; A. Blish, 856 Waldren Ave.; Z. S. Longuevan, 815 Vic. Sqr.; Whittier; R. W. McDonald, 3107 Estara; G. C. Muse, 6129 York Blvd.; R. Dean, 211 E. Ave. 28; S. A. Graves, 2911 E. Ave. 38; B. M. Chilson, 2928 Idell St.

Motormen—G. M. Williams, 2826 Mass Ave.; R. J. Stark, 3176 Estara; S. Rangel, 635 Spruce St.; N. D. Daggert, 2811 Huron St.; rear; W. H. Gill, 3201 Fletcher Dr.; J. Corsen, 2927 Jeffries; J. J. Brannick, 3512 Arroyo Seco; J. R. Hollander, 138 E. Ave. 37; W. H. Smith, 430 So. Gate; C. E. Zimmerman, 3319 Pepper Ave.; R. I. Foster, 3219 N. Griffin Ave.

DIVISION NO. 4

Conductors—F. Shuster, 2709 West Jefferson; D. A. Mitchell, 915 Kern Ave.; B. E. Murchinson, 636 Tula Rosa Dr.

Motormen—J. W. Faulkner, 452 East 42nd St.; M. J. Mesquit, 3236 East 3rd St.; H. Drake, 1956 Norwood St.

Operators—I. R. Tilton, 2680 Santa Aneta; H. Rendell, 5623 Lexington Ave.

DIVISION NO. 5

Conductors—T. A. Shackelford, 820 Gale St.; Inglewood; A. W. Hall, 830 West 61st St.

Motormen—C. N. Stowe, 620 West 82nd St.; D. J. Clontz, 1746 West 37th Dr.; A. L. Felthausen, 5345 First Ave.

"Where is that girl whose picture used to stand on your desk?"

"Oh, I've got the original now."—Penn. State Froth.

She—The Nerve! That man actually asked me how much father was worth.

He—How uncalled for. And what answer did you give him?—Washington and Jefferson Wag-Jag.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things

(Hand Picked)

For Condr. J. E. Erwin, Div. 3
Los Angeles Railway,
Gentlemen:

I am sure you would like to know about your very unusual conductor number 172 on B car going north this morning.

This conductor believes that every week is "Courtesy Week," and if there were a few more like him we wouldn't need to set aside a week for courtesy. On his car this morning there was an old colored lady, almost helpless, who wanted to get off at the busy corner of First and Main. He stopped the car and regardless of the honking automobiles he lifted her down from the car and carried her to the sidewalk, then he returned and got her two canes and carried them over to her. We went on our way feeling a little more generous towards conductors in general through this act of one of them.

Sincerely,

MRS. W. W. MERRIAM,
R. 2, Box 784,
Inglewood, Calif.

□ □ □

For L. A. Barnes, Div. 3

Los Angeles Railway,
Gentlemen:

Conductor No. 284 on your Garvanza line, surely needs promotion, if courtesy and thoughtfulness of your passengers counts. He no doubt had a good mother.

One of your many patrons,

H. E. SEYMOUR,
Hotel Trinity,
City.

□ □ □

For Condr. E. L. Smith, Div. 1

Los Angeles Railway,
Gentlemen:

I take great pleasure in this opportunity of expressing my appreciation of the helping hand your conductors lend. I can't get around as I used to and such help means a lot to me.

Conductor 1608 is a gentleman who makes extra efforts of this nature, and has done so many times, for which I am very grateful indeed.

Yours truly,

MRS. RENEY DEFFENBAUGH,
4937 Aldama St.,
City.

□ □ □

For Condr. A. McKenzie, Div. 4

Los Angeles Railway,
Gentlemen:

Eight years ago I was thrown down on the grating of one of your cars, and since that time I have been greatly disabled and when alone am much at the mercy of the conductors. It is absolutely necessary for me to board at the exit opening for two reasons, first: it is not so wide which makes it easier for me to pull myself up and grasp the railing and so obtain a footing on the platform. Second: For the safety of myself and passengers.

Now, I wish to call your attention to Conductor No. 2296 on the West 9th Street line. His courtesy and attention is greatly appreciated, it being so unusual.

Sincerely,

MRS. J. B. WARE,
2831 San Marino St.,
City.

□ □ □

For Condr. H. W. Corneth, Div. 3

Los Angeles Railway,
Gentlemen:

Please let me call your attention to an act or two of extreme kindness and graciousness on the part of Conductor No. 522. It has been my custom to use a West Adams car to where I am employed. Twice my attention has been attracted by his deeds of kindness toward elderly passengers (one by holding the car for a feeble man to cross the street, at the same time assuring him there was no needless hurry), at another time inconveniencing himself during waiting time to assist a mother with two small children.

Respectfully,

NELLIE YOUNG,
836 So. Burlington,
City.

SERVICE MUST APPEAL TO ALL PASSENGERS

Fitting Schedules to Traffic Demands Without Waste to Company, is Engineer's Job

Consulting Transportation Engineer who is directing L. A. Railway survey.



"THE sole revenue of a railway utility," is derived from the sale of transportation service. Service is an intangible commodity. The customer has nothing to show for it when the transaction is completed except a change in location. He may not even remember anything about the transaction, particularly if

it has been satisfactory.

Satisfactory or adequate street railway service involves several things: Cars enough to carry the passengers, cars that come frequently enough to serve a reasonable convenience, cars that run with regularity, and cars that run with speed, not recklessly, but fast enough to satisfy you that you are going somewhere.

What Makes the Rush

Let us see what is involved in the various features making up adequate service. First there is the problem of providing cars enough to handle the passengers. You come to work during the morning rush, and you go home during the evening rush. A whole lot of other people do the same thing. That's what makes the rush.

We cannot control the time that people travel but we must meet their traffic demands to the best of our ability.

My observation is that people want to reach their destination with as little delay as possible, particularly in the rush hour. In the morning they steal another forty winks, dress in a hurry, grab a bite to eat and rush for a car.

Run for First Car

They want the very first car, too, for it is a case of hurry or be late. The second car, right behind, holds no attraction. They must have the first car. Just watch this some morning and you will satisfy yourself that in the rush hour, especially, the average passenger is not after a seat but after a ride on the first car.

This is one answer for the man who says he should not have to pay a fare

if he does not get a seat. Fortunately you do not hear much of this sort of talk any more. Then, too, just bear in mind what an awful congestion there would be on the downtown streets if we tried to run half again as many cars from 7:00 to 9:00 in the morning, or from 4:30 to 6:30 in the afternoon. Have a look at the streets about a quarter after five; there wouldn't be room for the street cars; there wouldn't be room for the automobiles; there would be more delay than ever and the people would not get home as soon as they do now. It's a fact.

Off-Peak Problems

During the off-peak hours the travel on many lines is so light that it becomes a question of not how many cars must run to handle the passengers, but how infrequently can they be scheduled and still serve a reasonable convenience. The distance of the territory from the business section of the city, or from some other traffic center, the proximity of other lines and perhaps the density of population in the territory served, are some of the factors having a bearing on the required frequency of cars to serve a reasonable convenience.

Then, too, adequate service must be regular service. Cars must come at regular intervals. In other words, cars must be on time, neither late nor ahead of time. Even a minute makes a difference. If the first car is one minute ahead of time, and the second car is one minute late, and you have just missed the first car, it means you must wait two minutes longer than the schedule maker intended you to wait. Not only that but the second car has a bigger load than its share because it followed a time interval two minutes longer than the schedule maker intended.

It seems particularly hard to convince old motormen of the disastrous effects on the service in running a minute or two ahead of time.

SAFETY FIRST

The fourth element mentioned as being a factor in adequate service was speed—"cars that run with speed, not recklessly, but fast enough to satisfy you that you are going somewhere." Safety first, of course, but up to a certain reasonable limit it cannot be said that accidents increase with speed.

Perhaps there is nothing so exasperating to the passenger on board a car as for the motorman to drag along the line at a lazy, easy going rate of speed or to stop along the line and take time for drinks, giving the impression that the drinks are more important than getting over the road. This is the kind of slack in the schedules that we have been taking out. We are trying to provide a service that will take our patrons somewhere.

On The Back End

(Contributed)

The other morning a group of wandering Division Five Sea Gulls decided a cold plunge at Bimini Baths would feel fine. Arriving at Bimini they checked all their valuables in a bunch and started for the pool. Motorman Joe Orcutt, however, backed out when he saw the water and decided to play the side lines. After awhile, tiring of watching the other Gulls disporting themselves he started for home. Boarding a "V" car he reached for his pass, but his hand came out empty, as his pass was still with his money and watch in the Bimini check room. He made the mistake of trying to argue with the conductor, who evidently thought he was some new kind of a "dead beat" and put him off. Result was Joe had to walk back to Bimini and wait around until the others were ready to check out.

* * *

Conductor J. E. Lewellyn has returned to work at Division Two, after a month's absence, the second this year. The first vacation he had, he secured a wife, so during the second, we take it for granted, he secured a home. Wonder what the next vacation will bring, J. E.?

* * *

WHEN "WOP" MEETS "WOP"

Conductor Gasparro, "the wop," whose motorman is the other "wop," Kelly Cimmino, had the misfortune the other day to have his nose broken by still another "wop." It seems that Gasp went to an auto to get the name from the license certificate, which he got, but also a wallop on the nose. Kelly came to his assistance and returned the wallop with interest. Gasparro has been off duty ever since and the other wop will tell it to the judge pronto.

* * *

NOTICE Div. 4:—

If any of youse big long legged grease smearin' half-baked mechanics which is picken on me just because I are a little sawed-off excuse for a fellow, will meet me on my own battle ground, IN THE PITS, I'll lick the day lights out o' ya, cause doggone it, I can run in the pits, and you can't. Nuff Sed.

(signed)

Shorty Welsh, Able Mechanic.

* * *

A lady boarded Conductor C. E. Harris' car at 9th and sat down in a front seat. In a few minutes she came back and said she wanted a transfer as she was going through to the end of the line. Harris said, "this car goes through." She said, "but there is a sign by the motorman that says 'Take next Car'" and still they say people do not believe in signs.

EIGHT TRAFFIC DEPARTMENT PROMOTIONS ANNOUNCED

IN RECOGNITION of his efficient service, Supervisor G. W. Bruffett has been appointed night district chief supervisor. He will have charge of all supervisors on night work.

Seven trainmen have been promoted to the rank of temporary supervisors. Under the present system, when a trainman is selected for work in the

traffic department he is made a temporary supervisor for 90 days at an established pay, and if at the end of 90 days he is qualified to continue the work, he is made a regular supervisor at higher pay.

The trainmen who have been appointed temporary supervisors recently are: Conductors B. A. Luse, O. G. Mc-

Dermith, P. J. Bolsby and Motormen A. W. Chamberlain and O. D. Sutton, all of Division Three; Operator H. M. Farr of Division Four and Conductor W. A. Price of Division Five.

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

A little correction is necessary in regard to the article appearing in last week's issue of Two Bells about Conductor Slattery: Skipper Slattery says: "There was no confusion on my part. The confusion was in Pilot house, someone was not watching the compass and the result was that the skipper did not get a safe and sane stop at the south end side of 5th and Spring. So he showed his authority and called for and got a safe and sane stop, on the north side of Spring street. Seamen and other subordinates must always remember that the skipper is in command of the ship."

News has slipped out that Motorman Spence has taken unto himself a wife. Yes, sir, they were married some time ago but we did not catch on until Spence came up to the window and asked for a Death Benefit card for his wife to sign. We did miss the cigars, however.

A fishing party, consisting of Clerk Corson, Register Clerk Noteman and Conductor MacPherson, was held at Redondo Beach last week. The result was, Mac got sick and had to leave, Corson overslept on the P. M. shift and Noteman got a good sunburn. Fish? Yeh, a good fish story.

One of the local wholesale Grocer Firms sent a letter to one of its customers, requesting a settlement of a bill of goods, they received this reply:

"For the following reasons I am unable to send you a check: I have been held up, held down, sandbagged, walked on and flattened out and squeezed, first by the United States Government for Federal Tax, Excess Profits Tax, Liberty Loan Bonds, Thrift Stamps, Capital Stock Tax, Merchants' License and Auto Tax, and by every Society and Organization that the inventive mind of man can think of to extract what I may or may not have.

I have been solicited by the Society of John the Baptist, the D. A. R., Welfare Relief, Navy League, Red Cross, Black Cross, Double Cross, Children's Home, Dorcas Society, Y. M. C. A., Y. W. C. A., Boy Scouts, Jewish Relief and every Hospital in town, then on top of it all came the Associated Charities and the Salvation Army.

The Government has so governed my business that I don't know who owns it, I am inspected and commanded so I don't know who I am, where I am, or why I am here. All that I know is that I am supposed to be an inexhaustible supply of money for every known need, desire or hope of the human race. And because I will not sell all I have and go out and beg, borrow or steal money to give them, I have been cussed, discussed, boycotted, talked to, talked about, lied to, lied about, held up, hung up, robbed and nearly ruined.

And the only reason I am clinging to life is to see what in the Hell is coming next!
C. N. McN.

DIVISION 2

C. L. Christensen

Conductor W. H. Sherman is back to work, having made a trip to Ventura to transact some business.

Motorman F. McQuish has secured a few days leave to visit friends and relatives in Fresno, Cal.

Mr. A. Herrick, Conductor A. S. Herrick's father, passed away after a short illness at the family home in Bell, Cal.

Conductor L. C. Welsh has returned to work after a visit of several days at San Bernardino and Redlands.

Motorman J. A. Defty has secured a month's leave of absence, and he intends to do nothing but rest during that time.

Conductor A. G. Richards is working A. M. trippers, taking the balance of the day off to accomplish some carpentering and painting at home.

Conductor W. B. Seehorn is back on the job after a week's rest.

Conductor M. H. Gilliland has secured a three months' leave of absence for the purpose of giving a city fireman's job a fair trial.

Conductors R. E. Hunn and G. E. Smith who resigned a few months ago

Who's Who



INTRODUCING R. C. (Bob) Lindsey, for the fifth time "Bucking the Board", which entitles him to the extra list championship.

Since 1910, after nearly a year in the company shops on 54th St., Bob has jumped from one platform to the other, with a year on the Birney's to balance things a bit. Two years were spent at Division 2 as conductor; six years at Div. 3 as motorman, and since 1919 Bob has been motorman, operator, and at present is conductor at Div. 4.

In former years when company picnics were held at Redondo, Bob always shook a wicked hoof, helping win the Y. M. C. A. relay cup for Div. 3, and always won the quarter mile dash. He ran his last race in the fast time of 49 1-5 seconds, which is mighty close to the record.

He is a native son of Los Angeles and is at present publicity manager for Division Four, seeing that the Georgia street men are prominently mentioned in the Two Bells news columns.

Bob's dad was a horse car driver in the "way back" days of Los Angeles, and is believed to have piloted the first two-mule car in Los Angeles.

have decided to give their old job another trial. So now they are looking upwards from the bottom of the extra list again, and just wishing they had remained.

DIVISION 5

E. C. Tyler

Supt. C. A. Morrison and I drove up to Duarte last Sunday to see Conductor M. M. Sacks, who is confined in the J. C. R. A. Sanatorium at that place. We found Sacks much improved and "raring" to be back on the job. He wished to be remembered to all the boys and urges them to write or pay him a visit, as it's mighty lonesome, besides being "all fired" hot at Duarte.
E. C. TYLER.

Motorman "Big Jim" Anderson has been granted a sixty-day leave of absence for a much needed rest. Jim says, "I've been working too hard and besides I've got a new system to reduce I want to try."

Conductor L. K. White has been granted a 90-days leave of absence on account of his health and expects to leave at once for Lima, Montana. We all wish for his early recovery and hope he will be able to return at an earlier date.

Last Sunday Motorman A. P. Williams and Conductor L. K. White decided to try out the new "flivver," so they picked up their families and started out. Reaching Chatsworth Lake about noon, they stopped and spread the "feed" on the lake shore.

DIVISION 3

H. A. Russell

Have any of you noticed Conductor G. C. Muse going around with that peculiar look in his eye, characteristic of a very much in love young man? If not, you have missed it, for it is there alright, and if we do not miss our guess, the big affair will come off even before the issue of this paper. We do not know the young lady's name, but she hails from Ave 45. More particulars next week.

Our busy stenographer, A. E. Fountain is enjoying a two weeks' vacation. Motorman S. H. Deane is batting for him during his absence.

Conductor Percy C. Stibbins, the sheik of the Adams line, had the misfortune to lose his bill-fold containing, among other things, a ten dollar bill. Percy says keep the \$10 but please return the book.

Conductor D. R. Jaynes and J. E. Edwin for the past three days have been enjoying the indoor sport of bucking the list, the wages of sin, and henceforth, with both hands raised, declare never again will they miss-out.

It was the intention to send our friend J. W. Allen east to act as referee at the Firpo-Willard fight, but after a try-out in the Phillip-Carter fracas, it was decided that as a referee he was the bunk, but at that, seeing that our cuspidors are of the 20-pound iron variety and not of rubber, the old boy used good judgment and proved that decretion is the better part of valor by not getting too close to the contestants in the aforesaid fracas.

Conductor H. M. Manning, he of the firm jaw, cares very little for such a petty thing as a bullet. After ejecting a young Mexican for refusal to pay fare, the Mex took three shots at him. One bullet going through his cheek into his jaw. Manning chased him three blocks into the arms of a cop. At the hospital the "doc" picked the bullet out as you would a sliver, and Manning was working next day as per usual. The "Mex" will tell it to the judge next week.

Ex-Conductor Bill Bailey, now of the intelligence department, stationed at Santa Fe crossing, has the fishing bug. He tells us that he contemplates an extensive fishing trip shortly, and promises fish stories that will put Ira Gott to shame.

Senor Jules Moreno, our one time conductor known as the athlete, was in to see us. He is now road representative for the Kahn-Beck Company and reports business good.

Cool breezes and contentment—BUT—spoiled by a thoughtless special "cop," who insisted upon giving them a tag for trespassing. Now they are both wondering whether their pay checks cover their fine.

Two more of our old friends are back naving decided that the Sea Gull's roost is a pretty good place to park after all. They are Motorman F. G. Mohr and Motorman J. S. (Jimmie) Jones.

Conductor L. B. Fowler is puzzled and has been inquiring all over the division for some one to tell him where the little circle went to, off the In trip, "M" transfers on July 4th.

Motorman H. A. Miller says, "Some, gosh blamed fool sat on my air cushion all the way into town the other morning and then when he got off punctured it with a pin, and I had to go and have it vulcanized."

Cheer up, H. A., only after this keep your cushion where it belongs.

Motorman J. I. Mullins has resigned to accept another position. We all

DIVISION 4

Bob Lindsey

Our estimable clerk, David E. Croushorn is leaving us to enter the county jail. No, not that way, but as turnkey. We hope he will like his new position, and wish him all the success in the world. If I had the nerve I might add that little pun about, Birds of a feather flock together, but of course I won't say it.

Private Brooks, U. S. M. C., our register clerk, is on a ten-days vacation, and his work is being done by Conductor Snow, that cold-blooded fellow. Come to think of it, Snow had a very painful accident last Sunday night out at Delaware when he fell backwards while closing a transom, and the rear part of his head came in contact with the seat. For several minutes Snow listened to the birdies sing, and was revived by Motorman O'Hara.

Operator Vejar, the boy who shakes a wicked hoof, is the original hard-luck guy. Here is the menu for last fourth of July. Wife fixes nice big lunch for their outing. He could not get off. First trip meets a taxi head-on. Second trip his leader goes off the track at Edgeware, and he has a double head way to Belmont. Coming back he jumps the track. Finally reaching Edgeware again finds his leader still off track, and takes another trip with a double headway. This trip has an argument with a hard guy, who invites him off the car to do battle. No fight, (guy too big.) Going back to Edgeware he jumps the track again at First and Hill. That's all he had time to tell me.

Py golly, ve haf to laff, dot Flying Dutchman vot iss Hoiman DeJager is da best yet, yah no foolink. Last week DeJager pulled a little stunt out at Wilton and Pico, and was reprimanded by the supervisor on the beat. (Herman didn't see him before.) Later in the day he was called in to see the supt., and before Mr. Wimberly could say anything, Herman rattled off. "By golly, I know vat you want to see me about alretty, Mr. Vimberly, you know I don't see dot supervisor, and ve was in a hurry, so I don't change my handles ven I back offer dot crossing."

The boss studied Herman a minute, smiled, and replied. "Well, I'm sorry to disappoint you, Herman, but this is the first I knew about this matter, I wished to see you about something entirely different," etc.

I'll bet Herman said, "I be dampt" a million times that afternoon.

I was working Pico last Sunday and at Eleventh Street and Broadway a man boarded my car, handing me an ordinary Pico transfer. I asked him how he got it, and he explained that he presumed the car leading me was going to the barn, as the conductor had put him off with the remark to take the next car. As I knew that there was no pull-ins on Sunday morning, I caught Conductor Buckman at Delaware before he left there, and asked him why he had put the man off at Eleventh with an ordinary transfer, which was not acceptable to me as proper fare. He explained that he had a man wishing to go to Valencia and Eleventh on the car, and arriving at Eleventh saw an "L" car following, so put the man off, telling him to take the next car. Near the end of the line he discovered he had put the wrong man off. Then I knew why the fellow got so sore when I asked him to explain why he expected to get off one car and board the next with a transfer of the same line.

wish "Jimmie" the best of luck in his new venture.

Conductor C. A. Tompkins has also resigned, and is leaving at once for the east.