

HORSE SENSE CAN HANDLE 120 HORSE POWER

BY JOHN C. COLLINS
Supervisor of Safety

Just a few words to the new man. When you assume the duties of a trainman—you take upon yourself certain responsibilities. As a student you should forget about what you have been, and keep an open mind to learn all you can from your instructor, endeavoring to follow his advice as closely as you are



capable. If a conductor, realize you are being trained to intelligently meet people of all kinds who should be handled quickly, safely and with courtesy. Each person pays for the same thing, so is entitled to as good service as any other.

Horse Sense and Horse Power

If a motorman, it makes no difference what your previous occupation may have been. You are a student now, being trained to pilot a street car safely through the auto traffic on our streets. A car weighing 20 tons or more having a force of 120 horse-power is placed in his hands. This weight is capable of traveling at a terrific speed, but not of its own accord. Horse sense in direct proportion is required to handle horse-power. The fact that you have driven horses doesn't necessarily mean that you have horse sense enough to drive a car, for a horse is a good observer, has 100 per cent horse sense and, if given a chance, will keep away from danger. With them it is "safety first."

Be Right from the Start

There are two ways to learn a thing, the right way and the wrong way. One is no more difficult than the other. If you learn it right, you will always do it right. It is just as easy to acquire the habit of doing it wrong and when this habit is once formed, it is hard work to break away from, so of the two, endeavor to cultivate the correct habit.

There are thousands of men who make good on the cars, and there are many others who do not possess the intelligence necessary for safe operation. Until you are able to operate a car safely you must admit that any other man capable of doing this possesses

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SERVICE ON SIXTH AND SEVENTH STREETS WILL BE REARRANGED

Conductor Given \$50 Reward for Finding \$545

CONDUCTOR W. E. Weymouth of Division Five received \$50 reward for finding and turning into the Lost and Found Department, a purse containing \$545 a few days ago.

The owner of the money boarded an "M" car at Eleventh and Broadway intent upon buying a second hand automobile. At 16th street and Grand avenue, he found a large sized worry on his hands sooner than he had expected.

Jumping off the car, he notified the Lost and Found Department. Conductor Weymouth found the missing money and turned it in. This is the biggest sum in actual cash that has been found by a trainman for several months.

Read, study, think safety—its worth it.

R. B. HILL TALKS TO SUPERVISORS

A meeting of night supervisors was held last Thursday morning in the instruction department lecture room, and was followed by a meeting of the day men.

R. B. Hill, superintendent of operation, was present at both meetings and discussed with the supervisors various points connected with their work.

Opportunity drags no man from his easy chair.

Vacation Time Calls Main Office Folks

S. C. Haygood of the auditing department and his wife are on a vacation of two weeks in which they intend to drive to Portland, Ore., and back.

Catalina has attracted Joe Finn of the transportation department offices, but friend wife is along to look after him. Miss Lois Coleman, secretary to Mr. Anderson, manager of transportation, is at the same resort. Just a coincidence, we assure you.

If you worry about your work, it will make you less capable.

HARDING PARADE TO AVOID DELAY

When President Warren G. Harding arrives in Los Angeles next Thursday morning, he will be escorted through the downtown streets by a detachment of police officers and members of the reception committee riding in automobiles. The short parade will move from the Southern Pacific depot via Fifth to Spring, to First, to Broadway, to Seventh, to Figueroa, to Washington. At Washington Street the President and his escort will join the main part of the parade which will move south on Figueroa to Exposition Park.

The arrangements will allow the presidential party to move through the downtown district without delay. Not more than five minutes wait is expected on any line, but traffic will be handled so that the president and his party will have a full view of the streets as he rides.

Experience is of no value unless we reflect upon it.

CURVE BUILT AT PICO AND GRAND

New special work is being installed at Pico and Grand Avenue which includes a new crossing and a curve from south to east.

On Larchmont between Beverly Boulevard and Melrose, the track is being lowered preparatory to paving the intersections. This stretch of track has center-pole construction.

To think well is to be well thought of.

Spend Vacation On Fishing Boat

B. H. Eaton, engineer of ways and structures, and Austin Fleetwood, foreman of the Vernon yards, returned last Monday from a cruise of two weeks' aboard the good ship S. S. Ellsappopin, a neat little motor boat owned by Mr. Eaton. They lived on the boat and fished in the waters around Catalina.

Wrong Wire.—Wrecked Motorist (phoning): "Send assistance at once. I've turned turtle."

Voice (from the other end): "My dear sir, this is a garage. What you want is an aquarium."—Burr.

TERMINALS OF D AND R TO BE MOVED

The terminals of lines "D" and "R" will be changed within the next month and new schedules will be made for all the lines running over West Sixth and Seventh streets.

The west terminal of line "D" will be changed from Melrose and Larchmont to Sixth and Rampart. The district west of Sixth and Rampart now served by line "D" will be served by line "R".

The schedule department has new sheets for lines "D" and "R" under way, but new schedules are needed also on lines "S" and "H" to make the service on West Seventh street fit in evenly.

The new track on Third street between Larchmont and LaBrea will be made a part of line "R", making a divided terminal on the west end of the line. Shuttle service is now being given over the Third street extension, connecting with line "D".

Four-motor cars have to be used on line "D" on account of the hill above Figueroa street. By placing the terminal at Sixth and Rampart, it will be possible to use these cars over the district where they are particularly needed.

Try to be what you want other people to think you are.

42ND WEDDING DAY

Conductor C. D. Fisher of Division Five, one of the oldest in point of service at this division, having been on the cars 22 years, celebrated his forty-second wedding anniversary last Sunday. When asked by Ye Scribe for his receipt for such a happy married life, Daddy simply said, "Keep the same woman and stay away from divorce courts." Anyway Division Five wishes to take this opportunity to congratulate both Mr. and Mrs. Fisher and hope they have many more years of happiness ahead of them.

Fiancee: My dear, Arthur compared me to a rose today.

Friend: Really! He must have heard that somewhere.

Editorial Comment

Two Bells is The Official Paper of The Los Angeles Railway

Minutes for a President But Hours for a Circus

IN THE last few weeks service has been seriously impaired by exploitation parades moving through the downtown district. These parades have affected service from 30 minutes to three hours and put thousands of people to inconvenience.

It is interesting to note that the main parade in honor of President Harding will move over a street not having car tracks and will cause only a five or six minute delay, according to the present plans.

Some day parade promoters may realize that the interest of casual spectators along the streets must be compared with the ill-will brought down upon the heads of those responsible for lengthy inconvenience to thousands of people. If, after this comparison is made, there is a sufficient margin of good will left to justify the expenditure it will be surprising.

Let Supervisors Help

OFTEN AN official of the company wants to know why there was an interruption in the regular service at any point along any line. This information is very important in street railway work but it can come from only one source, the trainmen on the cars.

Supervisors are stationed at various points to keep service running evenly. When a supervisor sees a car reaching a time point three or four minutes late, he must know the cause. A motor truck broken down on the track can soon put an entire line in trouble. In such an emergency, a supervisor can adjust the other cars on the line to give even headway, although it may not be as frequent as the schedule intends.

There is usually some definite cause for a car being late, either it is traffic congestion or an accident. The supervisor must have the information and when he asks a motorman, "What made you late?" he is asking for help and not attempting to "bawl out" the trainman.

The fullest co-operation between trainmen and supervisors is necessary to maintain proper service. The "bawl out" has no place in traffic work, but full co-operation in giving information about delays will make work easier for all concerned.

RUNNING "SHARP" CHIEF CAUSE FOR DEMERITS

By R. R. Smith

Asst. Superintendent of Operation

RUNNING ahead of time is the leading cause of demerits at present. It has been necessary to check up this offence closely, as there is nothing that disrupts service so quickly as to have schedules and time points disregarded by motormen.

In some cases where motormen had good records it was found that five or ten demerits imposed two or three times in a month did not have any effect in checking the careless habit. A graduated system of demerits for this offence was established which increased the discipline by five demerits for each offence.

Some Ratings Cut Low

This resulted in reducing some ratings below 100 per cent and cut into the Christmas bonus money.

Although they can not be taken seriously, a few remarks have been heard to the effect that the company is endeavoring to reduce the amount of bonus money which it will have to pay by making heavy assessments of demerits. Somewhat similar comments were heard from a few pessimists when the Merit System was established in 1920. But in the paying of not only bonus money, but special prizes for the top men of the five divisions at Christmas time in three consecutive years, the company has emphatically

given a lie to such statements, because they are lies of the worst type.

Expensive "Saving"

Suppose a trainman lost 25 cents bonus one month due to repeated carelessness in running ahead of time. Has the company saved that 25 cents from what it would otherwise expend in Christmas bonus? Far from it, because every car that disrupts schedules by running ahead of time causes delay to the follower. Multiply the delay of one car by about half the cars on the line, and you have an enormous expense added to the ordinary, scheduled cost of operation on the line for the day. The substations run up additional expense as the delayed cars must have power beyond the ordinary needs. Trainmen are running up extra time. Passengers are made irritable by delay and overloaded cars, and the short-haul rider travels by foot instead of on a car, thus causing a loss of profitable revenue.

Up to the Motorman

All these things which are involved in running ahead of time show that assessing demerits would be an expensive way of saving 25 cents.

Running ahead of time is entirely in the hands of the individual motorman. He must know his time points and running time. A man who lowers his record due to running ahead of time is deducting money from his own bonus check.

BULLETINS

Issued July 30, 1923

BULLETIN NO. 131
Notice to Trainmen

Trainmen will discontinue the use of toilet located at 355 North Belmont Avenue, objection being made by the owner of same to such use.

BULLETIN NO. 132
Notice to Conductors

The following passes are reported lost: No. 2546, issued to Mrs. Nellie A. Tuttle, wife of H. T. Tuttle of the schedule department.

No. 2764, issued to Mrs. Minnie I. Smith, wife of H. F. Smith, conductor Division Three.

No. 4274, issued to W. E. Gillibrand, conductor Division Three.

No. 4430, issued to W. T. Haynes, conductor Division Two.

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

BULLETIN NO. 133
Notice to Conductors

The following passes reported lost have been RECOVERED:

No. 501, issued to Lois Coleman, secretary to manager of transportation, Bulletin No. 126.

No. 1111, issued to R. L. Ramshaw, lineman, line department, Bulletin No. 118.

P. B. Hill

Supervisor With Bulky Book Taken for Street Preacher

The uniformed information men in the downtown district who tell patrons how far it is from here to there, have been mistaken for Salvation Army officers, Swiss navy admirals, and had various other honors thrust upon them, but an entirely new mark of distinction came to Supervisor G. W. Bruffett while he was stationed at Seventh and Mateo Streets.

Opening his voluminous book of schedules and running times, the supervisor glanced up at the street cars occasionally for inspiration, and then dug deeper in the black book.

A religious fanatic, adorned with scriptural quotations, came over to him from the opposite corner and said:

"Say brother, are we going to sing pretty soon?"

Introducing New Men

The following men have been assigned to their divisions during the week ending July 21, 1923:

DIVISION ONE

Motormen—P. A. Munden, R. P. Hannon, R. Kaplan, H. L. Mayberry, L. A. Abbott, S. T. Brody, H. F. Cannon, C. P. Blackley.

Conductors—L. C. Shaw, M. R. Klein, C. M. Braem, D. C. McCaughan, L. W. Corley.

DIVISION TWO

Motormen—G. F. Killeen, J. A. Coyle, J. G. Mackie, W. G. Stephens, C. B. Swann.

Conductors—T. B. Poyner, H. Robertson, R. C. Braine.

DIVISION THREE

Motormen—R. M. Dixon, E. B. Love, R. J. Harris, L. A. Tutor.

Conductors—V. Lundy, J. C. Costs, L. Gordon, J. L. Foote, S. G. Drigg, A. Niece, H. E. Patten, W. Murphy, J. E. Sylvester, R. T. Soule, C. A. McFarlane.

DIVISION FOUR

Motorman C. H. Smith.

Safety Operators—O. H. Hamlin, V. R. L. Brown, C. L. Thomas, W. L. Biddle, O. C. Good, P. O. C. Frienwald.

Conductors—C. Rogers, W. C. Simkins, D. Russell, R. C. Daniel, M. F. Denning, W. Newiger.

DIVISION FIVE

Motormen—L. C. Lemons, S. J. Bayliss.

Conductors—M. Kreisel, D. Crawford, B. C. Bayliss, R. Gilbert, J. W. Wood, C. L. Anthony, W. Enscoe.

UNIFORM PLAN OF WORK IN OFFICES

As a result of a recent meeting of division superintendents and foremen, plans are being carried out for the establishment of a uniform plan of work in the division offices.

Foreman Bruce Boyd of Division Four, has been selected to work with the various division offices needing help and standardize the routine connected with marking up runs and getting them in service with as little confusion as possible.

It is aimed to give every member of each office staff, definite duties and at the same time give each man a general understanding of the work so that he can fit into another place in case of an emergency.

One of the aims of the system is to relieve division superintendents of as much of the detail work as possible so that they will have adequate time to assist trainmen in straightening out points of their work on which they may not be clear, and also to give the superintendents a chance to get out on the lines when it is advisable.

Good progress is being made in this work and marked benefit is anticipated.

OVERHEAD BUILT FOR EXTENSIONS

The line department is placing the overhead trolley wire for the extension of the Brooklyn Avenue line. It will be necessary to install overhead over the old track which is to be put in use as well as over Ramona Boulevard, where new track will be placed. The trolley wire over the unused portion of the Gage Street track was removed during the war after some of it had been stolen.

Overhead for the Seventh Street extension between Hoover and Vermont has been completed.

On the Sick List

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

DIVISION ONE

Conductor H. N. Mullendore, 417 Crocker Street.

Motormen—B. R. Parker, 3830 Stephenson Ave.; J. O. Huffman, 526 S. Indiana; F. H. Fox, 6108 S. San Pedro.

DIVISION TWO

Conductors—H. C. Peck, 1315 E. 47th St.; R. Bray, 4721 S. Park St.; B. E. Pittinger, 126 W. Manchester.

Motormen—G. H. Thompson, 1217 E. 54th St.; D. D. Clark, 318 E. 56th St.; L. A. White, 717 W. 87th St.

DIVISION THREE

Conductors—H. N. Richardson, 2907 W. Ave. 36, Rear; F. B. Love, 5424 Monte Vista; H. D. Deigh, 907 E. 7th St.; A. A. Corbett, 314 Loretta St.; J. A. Mathews, 1042a Sunset Blvd.; J. W. Bennie, 2932 Ashbury St.; R. W. McDonald, 3107 Estara St.

Motormen—L. K. Plummer, 218 Newland St.; G. E. White, 2723 1/2 N. Johnson; D. E. Baxter, 122 N. Ave. 20; W. A. Hubbard, 5207 Peyton Ave.

DIVISION FOUR

Operator J. H. McClintock, 1343 S. Flower St.

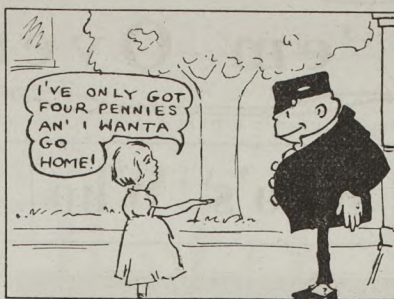
Conductor C. Snodgrass, 1361 Valencia St.

DIVISION FIVE

Conductors—L. G. Turri, 15140 Brooklyn St., Gardena; C. H. Pitlock, 5142 First Ave.; G. J. Emerson, 2309 1/2 West 54th St. Motormen—L. L. Culp, 4816 Ninth Ave.; L. M. Erickson, 5117 First Ave.; H. T. Smith, 5411 Second Ave.; L. Schoffner, 5448 Third Ave.; E. S. Bradish, 5349 First Ave.; R. B. Young, 406 Stella St., Inglewood; C. H. Spurlock, 5439 Fourth Ave.; L. C. Lemons, 322 1/2 S. Bunker Hill; A. L. Felthausen, 5349 First Ave.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things

(Hand Picked)

For Condr. S. B. Cullen, Div. 3

Los Angeles Railway.

Gentlemen:
 One day last week while running to catch an Eagle Rock City car, I lost my car fare, and am sending it in to be given to Conductor No. 2208, as he was so kind as to pay my fare. I certainly appreciate it and would like for him to get a little credit for his kindness.

Yours truly,
 MRS. G. S. CARROLL,
 No. Verduga Road,
 City.

□ □ □

For Mtr. F. J. Cimmino, Div. 3

Los Angeles Railway.

Gentlemen:
 I understand that credits are given to employees where credits are due. I travel most of the time on street cars, and I have taken particular notice of a certain motorman No. 363. Many times I have seen him hold the car to let people, who are a little slow, get on—especially if that person is old or crippled, and also assisting them in getting off the car. I don't know if the motormen are allowed to do this or not, but I believe it is one way of following the Golden Rule. I would certainly like to see a man like that get all the credit due him.

Yours respectfully,
 TRUE J. PERRY,
 2138 North Main St.,
 City.

□ □ □

For Condr. P. J. Gerhardt, Div. 1

Los Angeles Railway.

Gentlemen:
 It is a pleasure for me to report to you that in making a trip downtown this afternoon on the West 6th Street car line I found one of the most courteous conductors which I have come across in the city. He was especially polite and kind to the older passengers, answering their questions and aiding them in making transfers at the proper intersections, and all done in such a kindly way, it did one's heart good.

The number on his cap was 1772, and I hope that it will be my good fortune to be his passenger often.

Yours very truly,
 DAN E. McKERCHER,
 648½ North Alexandria,
 City.

□ □ □

For Condr. B. S. Moore, Div. 4

Los Angeles Railway.

Gentlemen:
 While on my trip around the world, I have studied people considerably. I am glad to inform you the courtesy of your conductors was pleasing to me, and deserves credit. I took the numbers 2300 and 1146.

CASPER GUY HAYNES,
 Wichita,
 Kansas.

□ □ □

For Condr. C. Burns, Div. 2

Mrs. Palmer said that the courtesy toward passengers and consideration for their safety was very marked in Conductor 1574.

MRS. E. A. PALMER,
 1909 No. Broadway,
 City.

□ □ □

Los Angeles Railway.

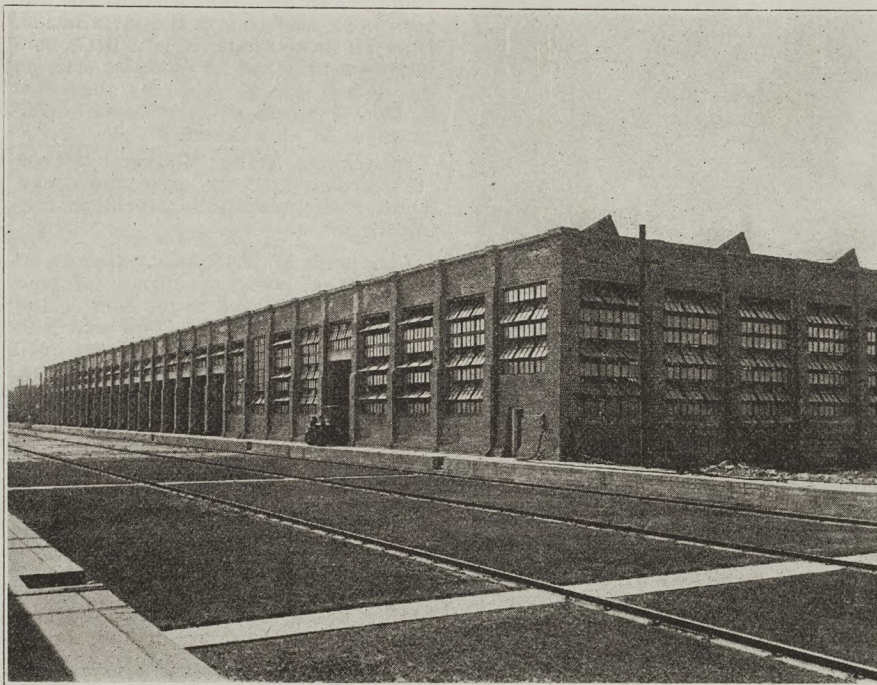
Gentlemen:
 I am enclosing a list of conductors who called the streets, were thoughtful, accommodating and courteous.

Yours truly,
 MRS. J. A. ROBERTSON,
 934 West 59th Drive.

T. T. Leech, B. M. Chilson, A. L. Bristol, V. M. Muckenthaler, G. McBride, F. F. Fischer, H. E. Estep, F. L. Gorman, P. Han, J. A. Saunders, D. Colosi, E. J. Hutchison, W. J. Quinn, G. T. Dickey, L. F. Van Vile, C. H. Coyhead, I. H. Gilbert, W. C. Nation, H. M. Dawson, N. W. Wagner, R. C. Lawson, J. L. Schuur, F. H. Duncan, W. B. Mills, H. A. Hansen, C. Fisher, J. W. Head, C. A. Arrington, P. J. Boyer, A. W. Gilbert, C. B. Blackman, H. P. Green, P. Fitzgerald, C. Shelton, D. A. Kuykendall.

NEW UNIT OF MAIN SHOPS OPENED

The program for building street cars from the floor up will be carried on in this new building which is 440 feet long and 94 feet wide.



WORK UNDER WAY IN NEW MILL BUILDING

WITH a large part of the machinery moved from the old shop quarters at South Park to the new mill building, work is definitely under way in the big new structure.

The mill is 440 feet long and 90 feet wide. The north wall fronts on 54th street and the west wall faces the transfer table track.

The main part of the building, extending 310 feet from the west wall is devoted to carpentry work. This section has entrances for 20 tracks and it is here that the construction of cars will be carried on.

The machinery used in connection with the carpentry work is in the east end of the building which is shown in the foreground of the picture above. The electric motors to operate the machinery are in the basement.

The roof lights are of "saw-tooth" type, and each "tooth" is built of reinforced concrete with steel frames for the windows. The greater part of the wall space is devoted to windows with the exception of the open entrances for tracks in the mill.

You Make Your Own Place But You Must Have Rules

(Continued from Page 1, Col. 1)

ses a higher mentality than you. The operating features first taught you are only the preliminary ones leading up to the main purpose—safe operation. If you are not up to the average in this you must consider yourself below the standard.

You are in Charge

The first thing to realize is that the street car only does what you permit it to do. You can start it and speed up, slow down and stop whenever you care to. The rest is a matter of reading the street conditions. Rough starts and stops are made by the operator lacking in pride and skill in his work. The habitual violation of the company's rules is ignorance or carelessness, and in many cases it is both.

The road space rule was made for

three entirely different reasons, and any one of the three justifies its enforcement to the letter.

Instructors to Help

An official asking you a question does not necessarily mean a bawling out. The instructor calls your attention to the violation of rules or when you do a thing the wrong way. He would be the one making the mistake were he not to instruct you in the correct method. When all men are doing their work right, the mechanical inspectors and instructors have nothing to do. Instructors are willing to help you make good. If you can operate your car all right while they are on it, you can do the same when they are not. They ask no more of you than

On The Back End

(Contributed)

Conductor Beyers of Division Three is perfectly satisfied now that trouble comes in bunches. First of all he bought an automobile. Then he got married, and now he has sprained his ankle.

* * *

A woman boarded the Adams owl going east at Sixteenth and Oak. She paid her fare and sat down in the right front seat of the rear open section. She wore a black and white cape.

When the car reached Eighth and Hill a man and woman boarded together, the woman taking an inside seat. Conductor Rhead made change for the man, who dropped a dime in the fare box. The second woman wore a black and white cape like the first. (Probably on the same page of the mail order catalogue.) The man sat down beside the first woman and started a very friendly conversation, apparently unconscious of his mistake. It continued until she turned and gave him one of those freezing looks that they have in the ice cream factories. Awkwardly he apologized and tackled the next job—squaring himself with the woman inside the car.

* * *

A lady came hurrying back to me the other day when I was working a run on Grand Ave., and said, "Conductor, isn't this a 'W' car?"

I replied, "No, madam, this is 'M' car."

"Let me off, I'm going to see."

Obligingly I stopped the car and the lady got off and looked up at the sign, and then turning back to me and looking me square in the eye said, "Conductor, I'm going to report you. You turned that letter over since I got on this car." J. H. FIELD, Div. Five.

* * *

Kleagle Klothier of the stray article pound, in sending a letter to Division Three marked it "Tin Can Alley and Avenue 28." Of course it was received O. K. and the very same day another letter was received marked "The Division, Los Angeles Railway." Of course the post office knows its business.—H. A. R.

* * *

This took place at the end of the Brooklyn Avenue line Sunday:

Hebrew Passenger: "Oi mister, so far you go?"

Mtr. Schneider: "Yes sir, this is the end of the line."

H. P.: "Oi, I go pasdt me. Toin the car around. I vandt I should go back mit you."

* * *

If Motorman J. W. Stewart, who is visiting his old home in Scotland, does not bring back this story, we will have to decide he fell down on his job:

you would ask of a person in your employ.

Remember, no one wants to get you "fired." The whole desire is to keep you here. There is no one connected with this company who can put you down but yourself. There is no one here who can make you observe the rules but yourself. You are responsible for your own success. If the stamp of failure is placed upon you by the company, you cast the stamp, place it in their hands and force them to use it against their will.

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

Clerk Roy Ruggles is now enjoying his vacation up among the big trees by Russian River near Santa Rosa. He expects to be back on the job again by Sunday. Clerk Chas. Farrah starts on his vacation next week, and is planning on hiking for the woods also.

C. E. Corson and C. W. Austin journeyed down to Santa Monica last week and brought back some real fish. I personally tested one out to see if they were cold storage and I will say they were the genuine stuff right from the briny deep.

Conductor P. J. Gerhardt is back on the job after an absence of nearly three months. Gerhardt visited most of the eastern states, but spent most of his time around Seymore, Wisconsin. He has gained a few pounds and says he feels fine.

Conductor Kiser wishes it to be known that he now has a hold down on a "regular run," namely the 3rd Street Shuttle.

Although the dust flies a little thick at times out there this does not bother Kiser any as he carries a little whisk broom along with him. So he is still able to look slick and clean and give the girls a pretty smile.

Thanks, Robinson, old boy, the cigars were great. Call again some time.

Latest indoor sport for motormen: Going out without the old train run disc and then phoning the dispatcher and having one sent out by a special messenger. Anyway its good exercise for the boys, as we expect to put on a few races in the near future.

DIVISION 2

O. L. Christensen

This fine weather is certainly the cause of a great number of trainmen responding to the call of the open road. It seems like everybody wants their vacation at the same time, and while many of them are going to "just rest," the majority are taking trips such as to San Francisco, Portland, Yosemite Park, Kansas City, and other places of interest.

Amongst the latest to leave for northern points are: Motorman K. Poppe, who is enjoying a delayed honeymoon, to S. F. and C. H. Engle, who is motoring to the National Park with his family.

Conductor F. Habick is spending a couple of weeks in San Francisco visiting friends and relatives.

Conductor J. I. Burns was compelled to undergo a slight operation recently, and is at his home getting along nicely.

Conductor A. S. Herrick, who has been peddling a bicycle every day to and from Compton for more than three years, has succeeded in finding a buyer to his property and is taking a few days off for settling up his affairs in the suburb and moving closer in.

Conductor F. B. Slaughter, who for the past two years has been working "traffic," has returned to train service.

Conductor C. O. Ashton has returned from a two weeks' vacation, which he enjoyed with friends at nearby mountain resorts and beaches.

Motorman F. C. Wright, who resigned a week ago to go rabbit farming in the Ramona district, reports the sale of about 1200 rabbits during the first week. Business must be rushing.

Motorman J. L. Price has been assigned to flagman's duty temporarily.

M. F. Nar is taking a couple of weeks off to rest up. C. E. Burrus is following his example.

Who's Who



Although a comparatively new man in a Los Angeles Railway uniform, L. G. Simmons of Division Two has had considerable experience in the street railway business.

He was a conductor in St. Joseph, Missouri, street railway. When he heard the call of California, he entered the service of the Pacific Electric Railway but left to try out business for himself. It did not work out quite as well as he would have liked to see it, so he returned to the street railway work as a motorman at Division Two.

DIVISION 3

H. A. Russell

Bob Lindsay, our one time motorman, but now extra conductor and pinch motorman, likewise scribe of Division Four, has been observed several times grabbing off one of our pull-outs for Division Four. As Bob is of a changable nature, who knows but that the old boy is just looking us over with a view to coming back to the division.

Conductor D. A. Jones, wishing to give lizzie a rest, took the old girl over to Los Angeles Street, tied her up for a brief while, only to discover that the parking time limit had been changed and with tears in his eyes he pleaded with the hard-boiled cop, but the only satisfaction he could get was "Oh 'ell tell it to the judge!"

Motorman Howry is going around these days with a perfectly developed boil on his neck. As this is number one and nine is the usual dose he has our sympathy.

Extra Conductor Neice got it in the neck the other day by having his tonsils removed. He is now on a whispering jag, and as soon as he recovers will be on the job again.

We promised that we would keep our eye on our old friend Bill Bailey and look after him while his wife is away, but we are afraid that the old boy is slipping as we observed him the other day busily engaged persuading the latest edition of "Whiz Bang." That's awful, Bill. Go easy!

Conductor E. C. Crougham has taken 90 days' off to try out the postal service. He has a parcel post route in the Glendale district, and E. C. being built on the line of a mosquito, he finds the work quite strenuous so we expect to have him back again before long, grabbing the elusive jitneys.

No answers have been received to the request for a recipe to cure Motorman Bidwell's attack of lovesickness. Anyway it is too late, as we believe that the wedding bells will soon ring out, as Biddie is saving his money and that's a sure sign. He was observed the other evening putting a young lady

on a northbound "W" car at 28th and Dayton, and the first thing she said to Conductor Bywater was, "You will have to pay my fare, as I have no money." Bywater dropped the nickle and he is now looking for Biddie. Come across, Biddie, old boy, she's worth it.

Clerk Robert "Efficiency" Reid, our popular timekeeper clerk, is now enjoying his vacation. Extra Clerk S. H. Dean is officiating in his place.

The company at present is installing a standard routine of work in the division offices. Mr. Bruce Boyd of Division Four has been with us for the past week, assisting in the installation. Like all new things, it is a little confusing at first, but no doubt as soon as the details are absorbed by the office force everything will work to the advantages of all concerned.

Switchman Arthur Walker has been off on sick list the past few days. Night Switchman John Harbison taking his place.

Conductor C. E. Vasser, after about six months' lay-off on account of poor health, has returned to the service and declares that he feels fine and perfectly capable of bucking the list until such time as a daylight comes open, that he can bid in.

DIVISION 5

E. C. Tyler

Motorman W. C. Burnett called for his run the other day, went out in the yard and "jumped all over" the switchman because his car wasn't "first up." Finally somebody induced him to look at his watch, and he discovered that he wasn't due out for an hour or so.

The Two Bells' Box is becoming so popular that even the postman deposits the U. S. mail there. When I looked there today I found nothing but a nice assorted bunch of letters, put there (I imagine) by some sympathetic mail man. So "kick in," fellows. Let's keep this column interesting.

YE SCRIBE.

Our Foreman A. F. Grant returned from his vacation last Monday and reports a fine trip and a good time. We believe him for he appears to have been well fed, and has that color in his face, that is put there by "Old Sol" on the faces of those who follow, the "call of the open road." Grant's trip extended to the summit of Mt. Kinley and he says that he had all the trout he could eat and that quail and other small game was plentiful.

Our studious Cash Receiver McCarthy is now studying up on the why and wherefore of earthquakes. He is authority for the information that an earthquake is caused by drift in a fault or the fault in a drift, we forget which. However, we believe in the drift part alright, for Clerk Cline says that the other night when we had our little shake, Mc drifted out of the cash room on two wheels and was only persuaded after considerable argument to go back and resume his duties. I also believe he ruined two perfectly good trip sheets.

Clerk Warren DeMuth left on his vacation last Tuesday and will visit San Francisco and other points in the northern part of the state. During his absence, Extra Clerk Safford will put 'em out in the afternoon.

Even though there is an order forbidding improper use of the pool tables, with a penalty of being barred from their use, it is noticeable that a few of the fellows don't seem to be able to play without "parking" on the rail or stretching out full length on the table to make a shot. So let's tighten up and see if we can't take better care of the pool tables and equipment.

If you see a fellow stretching out on the table, pull over one of the gym

DIVISION 4

Bob Lindsey

As John Collins sez, "Preparedness should be the motorman's watchword," in other words, be prepared for what the other fellow means to do, and beat him to it. Stop First—Well, I was amused the other day to notice a sign which might be meant as preparedness, on behalf of the telephone company, can you beat it? Out at Washington and Union on the wooden covering on the wires that cross OVER the trolley wires, high up in the air, mind you, the following is printed on the wooden box—SAFETY FIRST—DON'T HITCH HERE. You see, the telephone company is figuring on flying machines becoming so common some day they will be hitching their machines to the telephone wires.

The following was overheard on a Pico car: "Say, they shipped a carload of lumber into Kansas City on a flat car, billed to a furniture store, and as it was not called for, and it was discovered that there was no furniture store in the city by that name, the police became suspicious and during their investigation found that the timbers were hollow, said hollow being filled with liquor. Yes sir," the party concluded, as he left the car, "There was just twenty gallons of whiskey wrapped up in that lumber, it sure was wet lumber."

Hextre, Xtree, all about the big fishing trip via Redondo to the deep blue sea. Oh that beautiful sea, I an't forget my last fishing trip on the same sea, believe me, how sweetly those wild waves said to me, as my head hung low over the bow, "THROW IT UP, THROW IT UP." I did, as long as there was anything to throw, and then kept trying till I got back to the pier. Oh yes, there was a reason that I refused the invitation to join this merry throng, the sea asks too much of me. Anyway, they went, and this is all I could learn about the expedition. Motorman Smith caught the first fish. Hurrah for Smith. The fish weighed close to two ounces, this is official. Conductor Price FED the fish first, and kind-hearted Motorman Hagen was next to donate the hookless bait, in fact Hagen got so interested in the latter occupation, that he had to be examined by a doctor to see if he still had his liver, and other internal organs intact. Finally Von Hairmann de la Jager caught a real honest-to-goodness yellowtail, not a very yellowish tailed one, but nevertheless a fish of that name. The fish was weighed in at Belvedere at 19 3/4 pounds, which is honest weight as it was weighed on Jewish scales and just HAD to weigh that much. Then an accident happened. Smith saught a barracuda which might (get the might) have weighed 10 pounds, IF it had been weighed. So in conclusion I will add that the two bucks was well spent, I mean well earned on the part of the owner of the fishing smack, or launch or what ever it was.

You can talk about Jess Willard's progress as an ode to the old man, but how about our own Dad Sloan, bless his gold-durned old heart. The other morning he put Speed so flat on his back, you could see the footprints of the angry mob that hangs around in the waiting room on his back, ya boy! And that ain't all, after he got through doing that, Sloan sez, sez he, "Now if any more of you ex-corn husking mule skinnin' sons-a-guns thinks you can put a good man on his back, (meanin' me, of course) jest let him step up and bat his off eye, and I'll show you how it's done, jest the opposite." No noe called him either, everybody found out they were due to pull out or something.

mats and make him a nice bed on the floor.

Motorman J. F. Davidson of Division Five heads his donation this week. "ANOTHER BOOST ON GOOD SERVICE."

My wife and I left 54th and Van Ness Ave. at 6:55 A. M., and went to 50th and South Park, transferring from the Moneta car to the Vernon, then to the San Pedro line and getting off at 50th and South Park and walking two blocks. Following the same route returning we arrived home at 7:35 A. M., making total time consumed on trip only forty minutes, and total expense, a dime.

Good service" If I had taken my machine it would have cost me sixty cents and no saving of time.