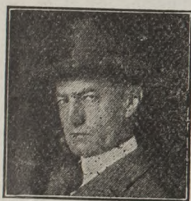


# All New Cars To Have 4 Motors

## WHAT WOULD YOU DO TO AVOID AN ACCIDENT?

By JOHN C. COLLINS  
Supervisor of Safety



Time after time men tell me, "I would do most anything rather than have an accident." These men seem sincere while saying this, then in a few days you see them violating their road space

rule, approaching dangerous cross streets too fast, neglecting to ring the gong together with a few other things that you know the man fully understands, but is not willing to do, though it is the very thing he must do to keep from having accidents.

Why is this so? The only answer is, lack of thought, for when this man's attention is called to the violation, he then follows the rule nicely without your explaining its meaning. This shows the man was thoroughly instructed relative to the rules.

### Can Do It Always

If he can do it well when under observation, he is capable at all other times, and is mistaken when he says he would rather do anything than have an accident. The proper observation of the rules is all that is necessary for a clear accident card. How many times have you read your rule book to familiarize yourself with the rules?

With most of the men the real trouble is lack of purpose, failing to concentrate or learn the right way to do a thing. They are subject to scattered attention. You learn a thing by doing it; you learn it right by doing it right, and keep on doing it right. Ease and perfection comes through repetition.

### Follow Uniform System

If you follow a car one way, one trip, and another way the next trip, there is no chance for your learning how to do it right because you do not try to do it right. Do not change the rule to suit yourself if it is wrong, we will do it for you.

Take a magnifying glass, and let the sun's rays pass through it, focus this light on your hand, concentrate all

(Continued on Page 3, Cols. 3-4)

## 7th & Broadway Noon Crowd Is Over 25,000

MORE than twenty-five thousand pedestrians are milling around Seventh and Broadway in the noon hour, 12 to 1 o'clock, on an average day.

A check of pedestrian movement at several downtown corners has been completed by Joe R. Ong, consulting transportation engineer who is making a service survey for the company. His check showed greater pedestrian movement at noon than in the evening rush hour. This is due to the fact that at noon the maximum number of people are down town and practically all persons employed in the downtown district are walking to or from lunch whether it be an exclusive club or at a one-armed lunch counter.

The noon day traffic movement at Seventh and Broadway follows:

On south side of Seventh street, crossing Broadway, 6335.

On north side of Seventh street, crossing Broadway, 5482.

On east side of Broadway, crossing Seventh street, 6393.

On west side of Broadway, crossing Seventh street, 6725.

Dagnabit! there goes a dog we've got to account for somewhere!

It is only by labor that thought can be made healthy, and only by thought that labor can be made happy; the two cannot be separated with impunity.

## DIV. 1 WILL HAVE IMPROVED LIGHTS

With the reconstruction of Division One, a new and up to date lighting system will be installed, making a considerable improvement over the old system.

Instead of the five-light cluster scheme, the division will have drop lights with an enclosed reflector.

The electrical department is completing a lighting system in the lumber shed of the South Park shops using "R. L. M." 300 watt reflectors. Thirty-two light units are being installed. There has been no lighting system in the shed heretofore, but the installation has been made necessary by increased use of the storage facilities.

### BACK FROM VACATION

K. K. Randall, of the schedule department, has returned from a vacation of two weeks, spent in hunting for a quiet place to rest.

## "M" and "E" Next For New Type Of Schedules

Lines "M" and "E" will be the next to have new schedules based upon varied classifications of running time to meet varying traffic conditions and demands of travel.

The first schedule under the new system was introduced on line "V" and is working satisfactorily.

It is probable that the new "M" and "E" schedules will be introduced together and a decision on the date will be made within a few days.

## Monthly Dance Set For Next Saturday

The monthly dance and entertainment for all employees of the company will be held next Saturday, in Forster's Hall, at 955 South Olive St. A good program of vaudeville will precede the usual dancing.

## "Power's Off" So Is Trolley

We often hear of funny things pulled by the new men, but for a couple of old heads like J. Wilson and C. Rogers of Div. 1 to pull one like this makes us laugh.

It is said that they sat on the inside of their car out at the end of the line on West Jeff the other day waiting for power to come on, when asked by their follower how come they did not leave, they remarked the power was off and would have been sitting there yet if their follower had not informed them that the back trolley was not up.

## SUPERVISORS TO RESUME MEETINGS

The weekly instruction meetings of supervisors at the main offices will be resumed in July. For several weeks the instruction time has been devoted to two-car train operation. With the increasing of the force and the program for operation of many additional type "H" cars, it has been necessary that the supervisors be thoroughly familiar with the car, so considerable time has been devoted to this subject.

Talks by heads of various departments of the company will be a feature of the weekly meetings to be resumed at the main offices.

## WORK STARTS ON FIRST 10 FROM EAST

With the arrival of the first cars of the 75 ordered in the east this year, announcement was made by the engineering department that four-motor equipment will be used. Not only will the new cars have the double electrical equipment but gradually, a large number of the two-motor cars now in service will be converted into four-motor cars.

### Ten Car Bodies

Arrangements between the truck and motor manufacturers in the east were not completed in time to permit the equipping of the latest cars before they were shipped.

Ten car bodies made the first shipment of the big order and they were received recently. They were taken from steam line flat cars at the Vernon yards and placed on dummy trucks on Los Angeles Railway tracks and hauled to the South Park shops for the installation of air brake equipment.

### Work Under Way

The electrical work will be carried on as far as possible. When the trucks for four motors arrive they will be placed under the cars and the remaining electrical work will be done promptly.

The 55 cars to be built in the South Park shops by the company will have four-motor equipment. Work on the first car is well under way.

"Forgiveness is the fragrance which flowers yield when trampled upon."

--- IF ---

"If we noticed little pleasures,  
As we notice little pains;  
If we quite forgot our losses  
And remembered all our gains;  
If we look for people's virtues  
And their faults refused to see,  
What a comfortable and happy,  
Cheerful place the world would be."

—Exchange.

"We are not what we think we are,  
but what we think, we are."

# Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

## Help New Men Start Right

IT IS not an uncommon occurrence, to see a crowd of trainmen, assembled in the waiting room, eagerly listening to the trainman in the center of the crowd, who is describing in a loud tone how he had been "bawled out" by a supervisor, and how he had told him a thing or two, and "those fellows could not tell him anything," as he knew all about it.

Such remarks are often made by an unsatisfied trainman, who would like to have it appear, to the new man especially, that he knows all about street car operation, and that he could have cleared this or that blockade, much easier, than the supervisor, if he had only had a chance.

Remarks of this sort, when made by a man who has had years of experience in railroad work, are dangerous for any new man.

As a rule, the man just entering railroad life is trying to perform his duties, as he has been instructed in the proper manner, as well as in spirit, but overhearing such remarks, may change a new man's opinion, as he would probably think the speaker, appearing to be an old-timer, would know what he was talking about.

Supervisors' orders must never be considered as a "bawling out;" they are in no way meant as such, and are orders indirectly from the general manager, and meant to be carried out.

All old-timers should, when in the presence of new men especially, perform their duties to the best of their abilities, thereby setting an example, silently encouraging the onlooker, who is perhaps just taking a ride, on your car, for the purpose of observing how others are performing their duties.

Let all of us give the new man a hand. He worked hard to pass the required examination, but even after being assigned to regular duty, there are a number of problems coming up from time to time, which a new man does not know how to dispose of, so there is your chance, "old-timers," to show the Los Angeles Railway spirit.

C. L. CHRISTENSEN.

## Take Interest In Your Job

ARE you really interested in the affairs of the Los Angeles Railway Company? An employer represents the company to the public in theory. Do you take an untiring interest in pleasing the patrons of the company?

This is a good question to ask yourself. Can you truthfully say that you try to please and satisfy every customer, as though you were the head of the company? Do you meet the traveling public with the idea that if they did not want to buy what you have to sell it would be your loss?

Have you made every effort to become personally interested in your work. Do you do your work with kind words and a smile? Are you more interested, than it requires to merely "hold your job?"

You get more pleasure out of your work if you are interested. Interest means greater success and greater success means greater happiness for all concerned and a chance for promotion for yourself.

You cannot sham interest successfully. Think it over!

Motorman R. J. Schneider, Division No. 3.

## EXPERT PRAISES RAILWAY BOOK

An interesting book "Training for the Electric Railway Business" has been added to the company library and is available for employes of all departments who are interested in finding out more about the business they are following. Proof of the value of this book is contained in the following expression made to W. B. Rees, librarian by J. R. Ong, a recognized authority on electric railway transportation, who is making a survey of the system:

"I found it a very interesting book and I believe it contains a good general summary of the electric railway business put together in a readable way. Its reading by employes of the company will help them to a better realization of their own importance in the organization and to a better understanding of the work of other departments and the value of that work, correlated with their own, as an essential part in enabling the company to put before the public acceptably the only commodity it has for sale—SERVICE."

## MACHINES MOVED TO NEW MILL

Plans have been drawn for electrical installations and machinery is being moved into the new mill at South Park. The installation of all machinery and electrical equipment is being done under the supervision of L. J. Turley, electrical engineer.

A 15,000 volt power line has been put in South Park for the new transformer station, which will take care of power needs of the shops, replacing equipment in the Slauson substation.

A feature of the electrical equipment in the new building is that all motors will have automatic push button control and will be located in the pit under the mill floor at the east end of the building.

Work has started on converting the old motor windings from two-phase to three-phase type. All motors will be standardized for three-phase circuits.

## BULLETINS

Issued June 25, 1923

### BULLETIN NO. 102

City schools will close Friday, June 29th, 1923. Do not honor School Tickets after that date.

### BULLETIN NO. 103

Notice to Trainmen  
Mr. C. A. Isaacs of Nicolson and Isaacs, Los Angeles Railway Watch Inspectors, 1063 South Broadway, has sold his interest to Mr. Nicolson, and in future the firm will be known as Donald Nicolson, Jeweler, and will continue watch inspection the same as in the past.

### BULLETIN NO. 104

Notice to Trainmen  
Several motormen have been tagged by police officers recently for blocking the intersection of 4th and Hill when south-bound, due to starting up before the car ahead had cleared the crossing a sufficient distance to allow room for the next car.  
This practice must be discontinued at once.

### BULLETIN NO. 105

Notice to Trainmen  
Effective at once, mail carriers will be permitted to ride to the Townsend Avenue terminus of line "E" under same rules as have heretofore been in effect within the former city limits of Los Angeles.

### BULLETIN NO. 106

Notice to Conductors  
Please cancel that part of Bulletin No. 94, pertaining to lost pass No. 783, issued to Nina Lander, clerk and stenographer, Line Department, as this pass has been found.

### BULLETIN NO. 107

Notice to Conductors  
The following passes are reported lost: 324—issued to Mrs. E. M. Greenmayer, Clerk, Auditing Dept.  
6125—issued to W. G. Groswell, Conductor, Division No. 3, is in improper hands, as this man is no longer in our employ.  
If presented for transportation, take up, collect fare, and send to this office with report.

### BULLETIN NO. 108

Notice to Conductors and Safety Operators  
Effective at once, honor fireman's tickets north to the Townsend terminus of Eagle Rock City line.

### BULLETIN NO. 109

Notice to Conductors  
The following passes are in improper hands, the men to whom they were issued left the service. No. 1018, Wallace Cheatham, Recorder, Engineering Department. No. 1181, G. R. Kelly, Line-man, Line Department.  
If these passes are presented for transportation, take up, collect fare, and send to this office with report.

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

## BUSS BULLETINS

December 14th, 1922.

### BULLETIN NUMBER ONE

Busses must be operated with safety regardless of anything else. They must not be operated at a speed greater than twenty-five miles per hour at any time. Extreme caution must be taken in turning the busses, especially in cases where it is necessary to back them up.  
During foggy weather a bus must not be operated at a greater speed than it will be possible to stop it, or within the range of the operator's vision.

### BULLETIN NUMBER TWO

Busses must be brought to a full stop at least twenty-five feet before crossing the Santa Fe Railroad tracks on Slauson Avenue.

### BULLETIN NUMBER THREE

In case of any accident report same to the Dispatcher by telephone at 61st and San Pedro Streets promptly. Should an accident occur where it is necessary to immediately notify the Dispatcher, use the first phone available. Dispatcher in turn will make a verbal report to the Claim Department.

Bus Operators must make a written report of all accidents on regular accident report form, as soon as possible after being off duty, place in an envelope and address it to Mr. F. Van Vranken, Assistant to the General Manager, Room 1023 L. A. Ry. Bldg. and place it in the Company mail box at Division Two.

### BULLETIN NUMBER FOUR

Bus Operators must call the Dispatcher before leaving 16th and San Pedro Street garage, reporting his name, cap number and bus number, and must also make the same report to the Dispatcher at 61st and San Pedro Streets, just before leaving that point on the first trip.

### BULLETIN NUMBER FIVE

When calling Dispatcher over a public phone any time excepting between 5:30 P.M. and 8:00 A.M., call Main 4187, or

# PRIZE AWARDS ANNOUNCED FOR MONTH OF MAY

Prize awards for suggestions offered during the month of May, 1923, were as follows:

FIRST PRIZE was awarded to Conductor C. J. Knittle of Division No. 4, who called attention to the fact that cars on the Temple Street line did not display in the small illuminated sign on side of car the proper information as to whether the car was a Hoover turn-back or a Through car.

Upon investigation, it was found that a number of cars on this line did not carry the proper information on the curtain of this sign, and therefore the sign could not be properly used.

This matter will be corrected as soon as possible, and in addition a check has been ordered of all such signs on the various lines, in order to determine whether the signs are such as will furnish the necessary information and whether they are being properly displayed by cars.

SECOND PRIZE goes to Conductor A. W. Greengard of Division No. 1, and was in reference to a change in schedule which would provide for better connections between the Owl Cars and late cars operating on other lines. His suggestion has been adopted.

THIRD PRIZE goes to Conductor H. F. Pitts of Division No. 5, and was in regard to making of arrangements whereby part of all of the guaranty offered to extra men could be paid on the first pay day of each month, instead of holding the whole amount of the guaranty and paying it on the pay day of the 25th of each month.

This matter is being given very careful consideration, and it is hoped that some means may be found by which this can be done.

Suggestions from three different sources were received recommending the furnishing of a time card for each train run, which would show the time that this train run was due at each and every time point for the total time the train run was in service.

These suggestions were excellent, as the Schedule and Traffic Departments fully appreciate the benefits to be derived if the plan were adopted, but it has been found that to provide such a schedule for some of our train runs would not only require a large amount of work to prepare same, but the time card itself would have to be of such dimensions that it would be very difficult for a motorman to handle it properly.

One suggestion received was to make the motorman responsible for the loading of passengers on all cars where the fare box is placed on the opposite side of the vestibule from the entrance gate. It will be remembered that the plan was tried at one time of relieving the conductor from such responsibility on all types of cars, but this plan did not prove a success, as it was found necessary to hold both members of a crew responsible for the safe loading of a car.

10806. If between 5:30 P.M. and 8:00 A.M., call Pico 4629.

When calling Division Foreman at Division Two, 54th and South Park, Call South 7456.

### BULLETIN NUMBER SIX

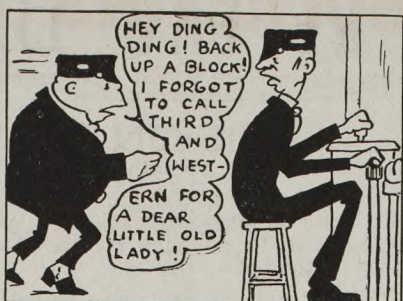
All communications pertaining to bus operation or company business, other than the regular reports you turn in at Division Two, pertaining to your regular work of handling passengers while on duty, must be addressed to Mr. F. Van Vranken, Assistant to General Manager, Room 1023 L. A. Railway Building, and dropped in the Company mail box at Division Two.

### BULLETIN NUMBER SEVEN

The Johnson Fare Boxes are numbered

# Conductor Ding and Motorman Ding Ding

By Rollins



## BUSS BULLETINS

and a specific numbered fare box is for a specific numbered bus.

Operators in picking up their fare boxes at Division Two must be careful to see that the proper numbered fare box is taken by them to put on their bus.

Fare boxes must not be taken to 16th Street Garage, but instead must be left at Division Two in accordance with former verbal instructions, and this regardless of whether a bus is pulling in the middle of the day or any other time.

### BULLETIN NUMBER EIGHT

Bus operators, when leaving their bus at 16th Street Garage, must make out a driver's report (form 209) and leave same with bus, placing it between the cushion and the side of the driver's seat in such a way that it is visible to the Garage Foreman. Sample copy of driver's report referred to, is shown herewith.

Each operator will be furnished with a supply of blank forms for his personal use. Show on this report your bus number at the top of the sheet directly after the words "Car No.," show the date and in the blank lines just underneath show any defect in the bus that needs attention. After the printed words "Speedometer Reading" show your speedometer reading when taking the bus out and when leaving it at the garage. Do not fill out any other portion of the report, such as Gasoline, Oil, Grease, etc. Please note INSTRUCTIONS on back of report.

### BULLETIN NUMBER NINE

Busses must be brought to a full stop before going on to the street car tracks at 61st and San Pedro Streets. Operators must look both ways for approaching street cars. Exceptional care must be taken in foggy weather.

### BULLETIN NUMBER TEN

Bus Operators must keep their supply of transfers under the Driver's Seat.

### BULLETIN NUMBER ELEVEN

Bus numbers and the run to which Busses are assigned will be marked up on the blackboard at 16th Street Garage. Operators will be governed accordingly.

### BULLETIN NUMBER TWELVE

The regular Sunday schedule will be operated on New Year's Day, Monday, January 1st, 1923, on the San Pedro Street Bus Line.

### BULLETIN NUMBER THIRTEEN

When pulling up to the curbstone with busses keep far enough away so that outside edge of the bus door when open will clear the curb.

### BULLETIN NUMBER FOURTEEN

Busses must not be run through the automobile shed at 16th and San Pedro Streets; the top of bus will not clear the doorway.

### BULLETIN NUMBER FIFTEEN

Bus No. 104 is equipped with two batteries and oversize generator. Do not run the motor while standing still at terminals.

### BULLETIN NUMBER SIXTEEN

At all intersections where the view is obstructed, bus operators must approach such intersections with extreme precaution and slow enough to make it possible to stop in order to avoid any possible collisions.

Your attention is called to the fact that there are still a number of reckless drivers operating automobiles, who constantly are disregarding traffic rules.

### BULLETIN NUMBER SEVENTEEN

Each bus has been equipped with a C. T. FIRE EXTINGUISHER, same being placed in a bracket at the left of the front window.

In case of fire, put your thumb on the top retaining spring, raise it and pull FIRE EXTINGUISHER forward; turn handle one-half turn to the left and then pump the same as with an air pump. A stream will come from the lower end of the FIRE EXTINGUISHER, which should be applied to the base of the fire when possible.

Make a report in writing of any time FIRE EXTINGUISHER is used.

### BULLETIN NUMBER EIGHTEEN

Bus Operators, when calling for Johnson Fare Box at Division Superintendent's Office, must call for the Fare Box belonging on the Bus he is operating, and when receiving it must be sure and check up the card that is in the Fare Box, placed there by the Mechanical Department, and see that the number of the Bus he is operating appears on the card. By following these instructions carefully there will be no chance for a

mixup in the Fare Boxes, resulting in the wrong Fare Box getting on the wrong numbered Bus.

Instructions have been issued that whenever a Bus failure occurs and it is necessary to change off with a Bus from the Garage, that the Fare Box MUST NOT be changed from one Bus to another, but instead the proper Fare Box must be secured from the Division Superintendent's Office.

### BULLETIN NUMBER NINETEEN

In the interest of safety, dependability of service and comfort, no more than 25 passengers must be allowed on a Bus at any one time. Beginning at once Operators must enforce this rule. In any case where there are more than the limit politely advise them they will have to wait for the next Bus.

### BULLETIN NUMBER TWENTY

NOTIFY the undersigned of any change in address and telephone number. This is very important and should not be overlooked.

### BULLETIN NUMBER TWENTY-ONE

Beginning at once, DO NOT CARRY PASSENGERS between 16th Street Garage and 61st and San Pedro Streets.

### BULLETIN NUMBER TWENTY-TWO

Do not allow any one to operate your Bus except those authorized to do so by this office.

### BULLETIN NUMBER TWENTY-THREE

On June 11th, 1923, bus operation on North Lincoln Park Avenue will be inaugurated.

Bus operating on work run No. 12 must be taken to Division Three during the time the bus is out of operation in the middle of the day.

Routes to and from the garage at Sixteenth Street, also to and from Division Three, are shown on the Schedules posted at Division One and Two.

At night all busses must be taken to 16th and San Pedro Streets, Los Angeles Railway garage.

Busses must be brought to a full stop before crossing all steam and electric tracks, (this does not include industrial spur tracks).

Between the Sixteenth Street Garage and Lincoln Park Avenue, via the route shown on the schedule, track locations are as follows:

- Mission Road and So. Hancock St.—Southern Pacific.
- Mission Road and Daly Street—Pacific Electric.
- Mission Road and Macy Street—Los Angeles Ry.
- Mission Road and Aliso Street—Pacific Electric.
- Aliso Street and River Bridge—Santa Fe.
- Aliso Street and River Bridge—Union Pacific (two tracks).
- Aliso Street and Alameda Street—Southern Pacific.
- Alameda St. and Jackson Street—Southern Pacific.
- Central Ave. and 1st Street—Los Angeles Ry.
- Central Ave. and 2nd Street—Los Angeles Ry.
- Central Ave. and 3rd Street—Los Angeles Ry.
- Central Ave. and 5th Street—Los Angeles Ry.
- Central Ave. and 7th Street—Los Angeles Ry.
- Central Ave. and 9th Street—Pacific Electric.
- Central Ave. and 12th Street—Los Angeles Ry.

Bus Operators on Lincoln Park Avenue will stop at Division One and pick up Johnson Fare Box and equipment, when out-bound from the garage; returning, will leave outfit and equipment at Division One.

### BULLETIN NUMBER TWENTY-FOUR

Toilet facilities have been arranged for in the Grocery Store at the intersection of Mercury and Sierra Streets. The proprietor of the store, and his wife, live in the rear of the store, and it will be necessary for the bus operators to pass the living quarters to get to the toilet. Therefore, be very careful and do not be objectionable in any way, as this gentleman has kindly consented to give us this privilege and this is the only place on the line available for such purpose.

### BULLETIN NUMBER TWENTY-FIVE

A Company telephone has been installed on the pole on the southeast corner of the intersection of North Broadway and Lincoln Park Avenue. Bus operators desiring to get in touch with the Dispatcher will do so over this phone.

Bus operators must report to the Dispatcher by telephone before leaving 16th Street garage; must also report before pulling bus out of Division No. 3; and also report on the first trip from North

# Close Following of Rules Is Guarantee of Safety

(Continued from Page 1, Col. 1)

the forces to as small a light as you can, you will then feel that power and cannot hold it in this position long without a burn. If you keep moving the light from place to place, no effect is noticed, for the rays are scattered. If they are diffused over a greater portion, no effect is noted, for the heat is scattered again.

### Stick to It

Your attention may be scattered exactly the same way, so that after years of practice you have not improved one bit, but if your purpose is right, your aim is to perfect your safe operation. There is nothing that can stop you from accomplishing that purpose while your mental faculties are all right. The forces are there for use. It is merely a matter of how you concentrate them on your objective, but when your thoughts and actions are controlled by moods, the attention is scattered and to no purpose, for moods change more often than the winds.

It makes no difference what temperament you may have. Everything on this earth is continually undergoing a change, either going forward or backward, up or down, nothing stands still. You can change yourself in one year, for you are yourself, supplied with certain tools to do certain work on this earth. Keep yourself from rusting by

constant effort, keep going forward, as your body is constantly renewing itself. Make an effort to supply better material. Do the best you can with your eyes, ears, and head. You are supplied with other tools with which to accomplish another purpose, the safe transportation of the men, women and children of our city.

### It Is Up to You

Do the best you can with the tools supplied. You are the captain of yourself, pilot of the car, and guardian of your passengers, twenty tons often increased to thirty, or more, backed by sixty horse power in the electrical equipment.

The conditions ahead or around you are plain to be seen, whether fog or slippery rails, school children, or vehicles, track intersections or curves. To do the thing wrong when you know how to do it right, has the same effect as any other form of dissipation, and that is demoralization.

To do a thing right and to continue doing it right strengthens you, so you can more easily do it, you gain strength through exercise.

Doing right eases the tension or strain under which many men work. This tension leads to mental unrest and the abnormal mental activity of the mind. It produces worry, care, fear, and anxiety.

Do not become over-anxious, but allow your mental faculties to exercise the greatest freedom. Act rightly when the impulse urges you to act. In doing this you exercise or strengthen this impulse. Many men who do not see things as quickly as others have slow reaction, because their will has very materially weakened this impulse.

# "Married But Good Natured" Office Routine Yields Humor

The startling information that a man's disposition may be "pretty good" although he is married and an unsuccessful search for "Mr. Triplicate", are two high lights of humor picked from the week's routine procedure at the main offices.

The tribute to matrimony appeared on an accident report of the maintenance of way department in answer to the query "disposition of injured par-

ty?" A few other filled-in forms showed the following assortment under "disposition":

- "Not bad."
- "Stepped out in front of car" (apparently a hard disposition).
- "Painful."
- "Honest, faithful, sober."
- "Jolly."

Broadway and Lincoln Park Avenue, and on the last trip when pulling into 16th Street Garage.

### BULLETIN NUMBER TWENTY-SIX

Busses on the Lincoln Park Avenue Line will stop on the near-side of intersecting streets, approximately fifty (50) feet from the property line, to pick up and let off passengers.

### BULLETIN NUMBER TWENTY-SEVEN

Bus operators when turning their busses at the intersection of North Lincoln Park Avenue and North Broadway, must be exceptionally careful when coming out on to North Broadway. Automobiles are making high speed due to the grade one way, and also a high rate of speed in the opposite direction to make the grade. Take no unnecessary chances at this point for any accident. Be sure to operate your signal lights indicating the way you are to turn.

### BULLETIN NUMBER TWENTY-EIGHT

The BUS pulling out of service in the middle of the day on the Lincoln Park Avenue Line will be parked at Division No. 3 directly in the rear of the switchman's house, which stands directly opposite the entrance to the Division Superintendent's headquarters. When BUS is parked in this position the Johnson Fare Box may be left on the bus, and the transfers turned in to Div. 3, in order that the operator taking the bus out in the afternoon may pick up the transfers at that point.

### BULLETIN NUMBER TWENTY-NINE

Steam and electric railroad tracks to be crossed between Lincoln Park Avenue and Division No. 3, are as follows:

- Avenue 26 and Pasadena Avenue—Pacific Electric.
- Avenue 26 and Humbolt Street—Salt Lake.
- Avenue 26 and Livingston Street—Santa Fe.
- Avenue 26 and Dayton Avenue—Los Angeles Ry.

Busses must be brought to a full regulation STOP before crossing.

### BULLETIN NUMBER THIRTY

Operators must not leave the bus unprotected with the engine running.

### BULLETIN NO. THIRTY-ONE

Do not carry more than forty people in the Moreland Bus No. 201, and Fageol Bus No. 301.

### BULLETIN NO. THIRTY-TWO

Bus operators on San Pedro Street must not pull out to the side of the road to either pick up or discharge passengers. Keep the bus on the hard road, as we have already experienced two punctures from nails in the loose dirt at the side of the road.

### BULLETIN NUMBER THIRTY-THREE

Beginning at once, all Bulletins will appear in the weekly issue of "Two Bells" and no other place. Please be governed accordingly.

F. VAN VRANKEN, Assistant to the General Manager.

# Looking 'em Over at the Divisions

## DIVISION 1

D. B. Kohl

It is to laugh. Ha, ha, ha, many times. You all know Motorman G. W. Wise, yes, I'll say he is, very much so. Well the other day on arrival at the Santa Fe Depot, he commenced to vigorously turn the seats as he is wont to do at times. Being of the eagle eye he spotted a package that had been left under one of the said seats. Of course, it was necessary to examine same in case it was claimed on return trip. So he quickly tore off the string and paper. A nice shiny can with a well known sign, M. J. B. Why? met his gaze. Now most people are very fond of the aroma of coffee. Wise is no exception. So he prepared to take a deep breath, pulling off the lid as he did so. He gasped, staggered back as though he had been gassed, dropping the can to the floor, from which rolled two dead pups. HOT DOG!

W. G. G.

Cond—eh, that is to say. Patrolman White, dropped in to see us the other day all dolled up in the regulation. A pretty nifty looking cap at that. Just the least bit bashful, but it is hoped that he will overcome this infection in time.

A note from Foreman Lair, who is at present spending his vacation up on the desert, says that jack rabbit hunting is some sport, as he managed to bag three out of three boxes of shells.

Motorman Poindexter, who left on a visit to his old home about two weeks ago, is back with us again. He intended to stay about two months, but says old L. A. is good enough for him and two weeks was plenty.

Motorman J. A. Ownby is taking a few days off to build an addition to his house.

## DIVISION 2

C. L. Christensen

Conductor L. F. Van Zile will be leaving soon on a three months' vacation, during which time he will visit his mother in Seattle, thence Yellowstone Park, Kansas City and return via the southern route.

Motorman J. W. Sharp has left for three months, visiting old acquaintances and friends in "the lone star state."

Conductor F. C. Ham is the proud father of a fine baby boy, which recently arrived at the home of Mr. and Mrs. Ham. Congratulations.

Conductor T. L. Flemming was recently given a run on line V, took his transfers, went down to relief point at Vernon and Wall and finally discovered his car coming out from the barn; when T. L. offered to relieve the conductor, he was politely informed that he had missed out, and the best for him to do, would be to report at Division Two without delay, which he did, and explained that he was excusable as he did not sleep well the previous night. Chances are that, that was the cause of it, as rumors have floated around Division Two about T. L. getting married in the near future, but all details lacking we will wait for developments.

Conductor F. W. Graves and Motorman H. J. Flaherty were recently in charge of a Central avenue car, due to go to the break up at Vernon, where the weekly prize fights are held. At Slauson and Central on the last trip, the crew were informed by a supervisor that they might take time to eat before going over to Vernon, so Graves goes into a restaurant and while enjoying a good meal, another car pulled up which Graves did not notice, took crossover and started on

## Who's Who



**TURKEYS** and armatures are specialties with Herman Heuer of the electrical repair department at the main shops. Herman has been with the company since February 1, 1915. He has done a lot of the wiring on the new multiple unit cars, which embody the latest electrical features.

Herman is a great out-of-doors man and hunts in the hills with the same ability he hunts electrical trouble on street cars. He is interested in a turkey ranch out San Fernando way.

return trip. When he saw the car starting up he grabbed his hat, leaving his meal, thinking that it was his car that left without him. So he ran out and caught the car about a block down the line and made an attempt to collect fares, when he was approached by the other conductor who asked him what he was doing. By that time the car was a half a mile from the terminal. So Graves jumped off and ran all the way back to Slauson, where his motorman was in the act of notifying the emergency supervisor of the disappearance of his conductor.

Conductor J. Gunderlock, who resigned about two months ago, has rejoined our force and says he likes the old job pretty good after all.

## DIVISION 5

E. C. Tyler

Supt. C. A. Morrison has received a letter from Condr. M. M. Sacks, who is confined in the J. C. R. A. Sanitarium Hospital at Duarte, Calif.

Sacks wishes to be remembered to all the boys and would like to hear from any of his old friends. Also says that he would be glad to have them pay him a visit any time they are up that way. Visiting hours week days are from 3 to 5 p.m. and on Sundays from 1 to 3 p.m. He states that the doctors hold out encouragement for his ultimate recovery, but that he is at present confined to bed, and is pretty lonesome.

It's serious all right, but we are of the opinion that he will get over it. What. Haven't you noticed Motr. R. Shosted lately and that large swelling around the region where he hangs his tie. Yep, it was a boy—arrived Friday evening, June 15th, and we are glad to report that both mother and boy are doing fine. Shosted says, "Yes, he's little, BUT WATCH US GROW."

Motr. C. M. Detrick, who spent a year or so in Siberia, making that country safe for the Democrats and incidentally passing out the "corned bill" to a lot of Uncle Sam's favorites, has been going around lately with a

## DIVISION 3

A. E. Fontaine

Motorman J. A. Dunkin, who has been with us since 1922, resigned last Wednesday to go back to his relatives in the east.

Conductor E. E. Fort, who recently bought a new Ford for his vacation, but resumed duty before the expiration of his leave of absence, owing to the fact that some unknown person or persons, immediately upon being delivered, flirted with Lizzie and departed for unknown regions. We regret the incident and hope E. E. will have a more enjoyable vacation next time.

Conductor J. Van Keuren, whose motorcycle was wrecked in a collision with an automobile, dropped in at the division Wednesday to see us.

Outside of a few minor bruises and his gait being somewhat slower than usual, he is all O.K., and hopes to be back on the job shortly.

Motorman W. H. Twombly has been granted a leave of absence and is taking an auto trip to San Francisco.

Mot. W. F. Heffron, who works a West Adams night run, says he has read a few jokes of 10c tips thrown in fare box for conductors. So here's one worth while. While coming east on 16th st., stopped at Grand ave. to pick up two passengers and crossing intersection, was met by a Jap with 5 lady companions eager to get his car, being late at night and running a little late. Bill decided to wait for them, at the same time telling them if they want a car to be at the stopping place. Upon boarding the car, the Jap handed Conductor Denton \$1.00 bill, who returned same in small change to Jap, who threw the whole thing in fare box, saying, after you take out the fares you boys can keep the rest, which would amount to 35c a piece.

Conductor Fred J. Bevis married June 7. Congratulations.

sleepy look, but tempered by a big, broad grin. Occasion—yes—a baby girl arrived at the Detrick "dona" at 11 A.M. on June 13th and both mother and daughter are getting along fine. Congratulations, doughboy.

It is with regret that we announce the death of Motr. J. F. Beswain, who passed away June 13th, after a brief illness. Motr. Beswain came to Division Five in August, 1920, and was a member of the Co-operative Association.

Funeral services were held from the Brown Undertaking Parlors last Saturday. Supt. C. A. Morrison and E. C. Tyler of Division Five and Condr. Frank Gookins of Division Two acting as pallbearers.

The sympathy of the boys of Division Five was expressed by a beautiful floral piece. Interment was in the Odd Fellows Cemetery.

Motr. C. W. Bukey has been granted a thirty-day leave of absence to rest up.

Motr. R. T. Todd has also left on a thirty-day leave to attend to some personal business and vacation.

Condr. H. C. Johnson was granted a thirty-day leave account of the serious illness of his father in Axtell, Minn.

Condr. A. W. Hall says he absolutely don't want anything to do with subways or tunnels and in defense of his attitude tells of the time he was in Canada. He was sitting on the right-of-way near the entrance to one of the numerous tunnels in the Canadian Rockies talking to a typical old "shanty" Irishman, when a special came along, travelling about 70 miles an hour. After the train had roared past and entered the tunnel, he turned

## DIVISION 4

Bob Lindsey

There is no fool like an old fool, but the next worst is the new motorman who took his watch to the timekeeper to have it adjusted.

Our genial janitor, Mr. Herb, wins the cut glass shoe brush. The other day an argument pertaining to the animal which is the most useful to mankind, waxed merry in the lobby of our division. Some claimed that the cow was the most useful, because of its food, namely milk; others stood pat for the horse, and of course Cashier Smith and Joe Federbush swore by the goat. Herb strolled by and was asked his opinion. Without a moment's hesitation Herb exploded thusly, "Gentlemen, the most useless animal am the chicken, you eats befo he is bohn, and you eats him after he is daid." Yes, we have no bananas.

A guy is playing in tough luck when he has a street car income and an airplane wife.

I overheard the following not long ago. Ding-a-ling went the phone. Mr. Boyd answered. The following conversation issued. Boyd. "Shorty who?" "Yes, I know, but we have several Shorty's here." "Oh, Shorty Gingrich, just a minate." Boyd calls to Shorty, who is talking to Speed over by the run board. Shorty, "Who is it, a jane?" Boyd, "Yeah." Shorty, "Tell her I ain't here." Boyd at phone again. "Why Shorty just went out." "Yes ma'am, he had to make a change off." "Oh it will take him an hour or so." "What, you'll wait—not on this phone you want." Wham went the receiver." Gee Shorty, she must have it bad, we never had one willing to hold the phone an hour for us.

Here's one the office force has not as yet placed the blame on, although it caused Mr. Russell, of Division Three, many valuable moments of his time on the telephone between all the divisions. It commenced around 5:00 A.M. one morning this week while Michels was at the window checking out the A.M. pull-outs for Ellis. Motorman G. R. Maize was called to bat and given a day run, with instructions to report back at the division for an extra that P.M. Along about 3 o'clock, G. R. came up to the office window and reported to Mr. Boyd that he was here and ready to go again. G. R. being one of our new motormen, B. B. thought he was a motorman from Division No. 3, so wrote his name on the show-up list from Division Three and told Mr. Maize to make the best of it until his name was called. But? B. B. entered the name G. R. MAYS on the show-up list (99% B. O. Name guesser). About an hour or so passes and Mr. Driggs had charge of the check-out sheet with a large smile until he ran up against a Division No. 3 miss-out, grabbing the extra list P. D. Q. and seeing the first motorman was G. R. MAYS, he called the name, which was responded to as usual, got the regular con to help MAYS with the schedule and started them on their way O. K. A few moments elapsed when Driggs discovers one of Division Four' run missing-out, namely, an extra. Looking on the sheet he finds that G. R. Maize is marked for same. He calls and calls and yells, but of no avail, and suddenly glances towards "Mike" with a ??? sort of look on his face, and Mike explains that he had just passed Maize a few minutes before in the trainmen's room. Time by hours passes until the old clock was registering around 9:00 P.M., and Russell, over at three, had about all the division telephone wires burning red trying to find out in their records or others, just who this G. R. MAYS could be, and at this moment he had Mr. Driggs on the wire, but Driggs was figuring hard right then, and "PRESTO" it flashed across his weary mind that the G. R. MAYS that he had sent out on line "W" was no one else but G. R. Maize that he had marked up on the miss-out sheet previously. So now, Mr. A. D. or B. B., whichever it was, there are a few of us that could smoke a cigar on this and never crack a thanking smile.

to the Irishman and said, "Well, Pat, what did you think of that?"

"Sure, an' it was wonderful," replied Pat, "but oim thinking there'd be h—l to pay if the dom' thing ever missed that hole."