

A Herald of Good Cheer and Cooperation Published by and for Employees of the Los Angeles Railway

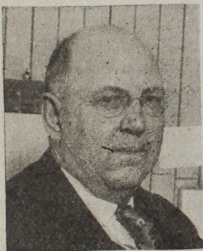
Edited by J. G. JEFFERY, Director of Public Relations

# Order for New Cars Raised to 75

## CHIEF CAUSES FOR DEMERITS AVOIDED EASILY

By R. A. PIERSON  
*Chief Instructor*

In looking over the daily reports we find there are two or three outstanding violations of the Company rules that I would like to call to your attention.



First, the violation of rule No. 26, relative to smoking. The company has made provisions where the men are permitted to smoke on the cars on all but four lines, and on these four smoking is permitted on

the car at one terminal of the line, while at the other terminal he may smoke if he leaves the car. There is hardly a day passes that we fail to receive reports where men were violating the last portion of that rule, which states, "smoking is prohibited when car is in motion." Were it not a company rule, you will have to agree with me that it does not make a very good impression on the traveling public to board a car and find the man who represents the company and the one that they must transact business with, with a cigarette in his mouth trying to do his work.

### Visit His Home

The next rule I want to call your attention to is rule No. 43, paragraph No. 1, which states that the conductors must remain at their station except in emergency, and although he states in his examination that he understands that, we find a great many reports where the conductors were up front in conversation with motorman. We have had some very serious accidents in the past on account of violation of this rule, where the conductor was up talking to the motorman, which detracted his attention from his duty, thereby being the primary cause of the accident. If you feel that you have such a fine fellow for a motorman, and you care to visit with him, I would advise that you go over and spend the evening with him, BUT DO NOT DO YOUR VISITING ON THE FRONT END OF THE CARS.

### Keep to Schedules

We continue to receive reports every  
(Continued on Page 3, Cols. 2-3)

## Judge Almost Gets Wrong Couple Married

A VERY interesting event took place on May 5th, when Miss Freida Livesay, daughter of Motorman H. Livesay, of Division No. 3, and Sidney Fields were united in matrimony.

Miss Rose Livesay, mascot of the auditing department, and sister of the bride, with Ernest Bartlett, were the witnesses to the tying of the knot.

But for the fast thinking of the mascot, the whole affair would have gone "kaflooeey."

During the excitement, the judge mistook the witnesses for the bride and groom and had them about half married when our Rosie broke out with, "What the heck is coming off here? You are marrying the wrong pair!"

After a hearty laugh things were straightened out and the knot tied good and fast. A wedding supper was served at the home of the bride on Cypress Ave. Mr. Fields is at present a seaman on the U. S. S. New York. We wish the young couple a long life and a happy one.

## DIV. 3 CAR HOUSE TO BE ENLARGED

The Division Three car house will be enlarged to accommodate 40 more cars. The tracks will be extended from the north end of the car house to Pepper street, and the property line fence will be set back to the street. The ground will have to be graded before the track work starts. The oil house will be moved to another location.

Fifteen of the 18 tracks will be extended. Different distances as the property line at the north of the car house runs at an angle.

## Two Men Qualify As New Supervisors

Two new supervisors have qualified for the increased staff to handle traffic work. They are A. H. Warren and T. H. Schraeder. They have been motormen at Division Five.

Motorman W. E. Shepherd of Division Five is breaking in for work as a supervisor.

## New Schedules For Midday To Cut Headways

WITH the completion of detailed records connected with the recent redistribution of lines in the five divisions, the schedule department has started on the second part of the program for a general increase in service on all lines.

The redistribution of cars strengthened service particularly in the rush hours. The next step is the reduction of mid-day headway and the operation of more cars during this period.

The schedule work has started with lines running on Broadway and Spring, and will be followed in order by cars on Main Street, Fifth, and Seventh Streets.

## Alice Johnson to Wed Saturday

Miss Alice Johnson, for three years in the office of the manager of transportation, keeping the merit and bonus system records, will be married next Saturday night to Thomas R. McKinley. The wedding will be at the home of Miss Johnson's parents, 314 North Orange street, Glendale. A large number of friends at the main offices have been invited to the ceremony.

"Johnnie," as Miss Johnson is popularly known, has handled the merit and bonus records almost since the inception of the system, so she has become an authority on details of merits, demerits and bonus.

The very best wishes of the bunch are extended to "Johnnie" and Mr. McKinley.

## Instruction Car Put Through Shops

The special car being rebuilt for the instruction department will be in service in a short time. The car has been through the shops and paint shop and has emerged as a fine looking coach.

The ends have been equipped with longitudinal seats instead of cross seats so that student motormen on the "rough edge" car can watch the work at the controller without blocking the view for each other.

Temper in others is what we call temperament in ourselves.

## WORK STARTS ON 55 TO BE BUILT IN L. A.

An order for 25 more type "H" cars, similar to those operated in single units and in trains on lines "S" and "M," was placed with the St. Louis Car Company last Thursday.

Fifty cars were ordered early in the year, and delivery is scheduled to begin within a few weeks. Delivery on the additional 25 cars is expected in the fall. The company has started work on building 55 type "H" cars in the South Park shops. These are the first cars to be built locally, and with the 75 on order in the east, will give an excellent increase in the transportation facilities for the city.

### To Use New Mill

The cars to be built by the company, will be handled in the new mill at South Park, which is now nearing completion. The start on the first car has been made in the present carpentry mill. The steel floor frame has been laid, and the sides and ends will be built within a few days.

### Speeds Up Work

Construction of this car in the present shops will make the men engaged in this work able to turn out the new cars promptly when the main job is started in the new mill, because it will bring out any minor difficulties, and will give the engineering department a chance to meet them.

The air brake and electrical equipment for the 75 cars on order in the east, will be installed at the South Park shops, as has been done with previous deliveries.

Remember the new traffic ordinance which requires street cars to move at turns on the "GO" signal of traffic officer or automatic signal is effective Sunday, May 13.

The utmost caution will be necessary to avoid trapping automobiles at the curb.  
Be careful!

Man is like a motor. There is something wrong with him when he knocks.

# Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

## The Next Step Ahead Depends on Present Work

**A**N ORGANIZATION like the Los Angeles Railway is made up of many departments. Every department has a part in the central object of giving transportation service to the public and the trainman is the salesman out in front actually presenting this service to the public.

The painter at the shops has an important part because he makes the cars clean and attractive to passengers. The track worker has an important part because he makes the roadbed smooth and safe so that a street car ride will be attractive to passengers. The schedule maker has the job of arranging service so that it will meet the demands of travel as closely as possible.

Various activities demand various abilities. Some part of street railway service requires years of training, experience and education. Just as the type of work involved in street car service varies, so the pay varies but the important thing is for each employe to realize that his job IS HIS JOB. He is going to make a success or failure of his job. It is HIS RESPONSIBILITY, and HIS OPPORTUNITY.

Some books may say, "Do your work and don't be concerned about the pay." That is alright in one sense if a fellow has the right stuff he is going to keep his eye on the pay of the next highest position and do his work in such a way that he will be in line for the higher pay which carries with it HIGHER RESPONSIBILITIES AND HIGHER OPPORTUNITIES.

It is the way you handle THE JOB YOU HAVE IN HAND that determines whether you will have a chance at the next higher job and the HIGHER PAY.

It is alright to set the higher pay as the star to which you hitch your wagon but remember that the thing that keeps the wheels rolling is the best work you can produce on the job you have in hand.

## In the Passenger's Place

**E**VERY day some conductor has to refuse a transfer; every day there is some difference about fare between a passenger and a conductor.

It is perhaps true that some people will put a dollar's worth of time into an effort to beat the company out of a five-cent fare, but a large percentage of the passengers who have void transfers are not trying deliberately to defraud the company. On a system as large as the Los Angeles Railway, operating well over 900 cars a day over 363 miles of passenger track, it takes a wide-awake man to be 100 per cent correct on transfer rules. The complaint record at the end of each month shows that quite a few trainmen slip up here and there on transfer rules. You can see that a passenger would have to be pretty good to ride over the system without making an unintentional error in transfer connections.

As long as it is necessary for you to set a passenger right on transfer rules occasionally, the important thing is to cultivate the habit of doing this without embarrassing the passenger. Some folks have a particular dislike to being "bawled out"—even by experts. Perhaps you are one of them. If such is the case you can understand how a passenger feels when a conductor forgets the rule of courtesy when refusing a transfer.

Put yourself in a passenger's place and suppose you have boarded a wrong car and offered your transfer. The conductor says loudly: "Hey, you can't ride on this transfer. Can't you read the sign." A few dozen passengers turn around and the passenger feels as useless as his transfer at that moment. But his turn comes when he gets home and takes his pen in hand with a burning letter to the complaint department.

Try boarding another with a wrong transfer. The conductor says quietly: "I'm sorry, but this transfer isn't good on this car. Take a 'W' car on Spring street." This conductor has helped you. He has given you information and saved you embarrassment. Ordinarily you would leave the second car without any feeling of hostility but you would leave the first car with a determination to return the compliment at the earliest possible moment by making things embarrassing for another trainman and for the company.

The first conductor made an enemy and the second most likely made a friend for the company.

It is a good rule to put yourself in the passenger's place and see how you would like to have the conductor act.

## BULLETINS

Issued May 14, 1923

BULLETIN NO. 69  
Notice to Conductors  
Passes Found

The following passes are reported FOUND:

No. 2058, issued to L. T. Travis, Scrubber, Paint Shop, Bulletin No. 67.  
No. 6274, issued to L. F. Smith, Conductor, Division No. 3, Bulletin No. 67.

BULLETIN NO. 70  
Notice to Motormen

Recently there have been several cars damaged, especially the 1200 type, at 7th and San Pedro, on account of not following the rule at this point. It is essential that eastbound cars stop back of the stop plate, as cars will not clear otherwise.

BULLETIN NO. 71  
Notice to Conductors & Safety Operators  
Effective May 16, Conductors and Safety Operators will turn in their tickets and transfers collected; also their unused transfers, to cash receiver.

BULLETIN NO. 72  
Notice to Trainmen  
Effective at once, crews on line "O" at Slauson and Main must not open gates between tracks until arriving at terminal. After arriving at terminal, allow all passengers to board car between tracks.

BULLETIN NO. 73  
Wish to call the attention of all motormen and safety car operators to Rule No. 61, in the 1922 rule book.  
None observance of this rule will be just cause for severe discipline.

BULLETIN NO. 74  
Notice to Conductors  
On account of the prevailing hot weather special attention must be paid by conductors to the ventilation of closed section of cars.

BULLETIN NO. 75  
Notice to Trainmen  
When provided with regulation Blue Chambray Shirt Waists, trainmen may leave off coat and vest if so desired.

Trainmen will be permitted to wear this summer uniform at any time when it will contribute to their comfort, but coat or vest must not be left off unless regulation shirt waist with collar and tie is worn.

SPECIFICATIONS  
Blue Chambray Shirt Waist, pleated front, detachable collar; suspenders must not show.

BULLETIN NO. 76  
Notice to Conductors  
The following passes are reported lost:  
No. 1149, issued to John Gomes, Engineers Department.

No. 2035, issued to C. C. Calhoun, Master Mechanic's Office.

No. 6109, issued to R. T. Howard, Motorman, Division No. 1.

No. 6533, issued to F. F. O'Brien, Motorman, Division No. 3.

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

*R. B. Hill*  
Supt. of Operation.

## Redemption Dept. for the Wayward

**SHE** stepped into the elevator at the main offices and called for "Redemption Department."  
"Huh? What? How? Which? Where?" answered the elevator operator.

We have an advertising agency or two in the building for the live ones, the office of a mausoleum company for the dead ones but for those in the intermediate state who might need an evangelist, no facilities are provided.

"Redemption Department" she repeated, "Where they redeem lost articles."

## WIFE BREAKS ARM

Mrs. L. M. Runyon, wife of Motorman Runyon, of Division Three, suffered a broken arm May 6. While preparing for a little outing, Mrs. Runyon fell over a traveling bag.

## BUS LINES TO AID SERVICE APPROVED

Approval was given last Monday by the Board of Public Utilities to the program for operation of motorbuses by the Los Angeles Railway separately and in conjunction with the Pacific Electric system.

This is one of the important steps in improvement of service outlined by the company several months ago.

The Los Angeles Railway bus lines, for which permits were awarded May 7, are as follows:

*Melrose Avenue*—From La Brea to Western Avenue, 2.3 miles round trip.

*Lincoln Park Avenue*—From North Broadway to Mercury road, serving hill territory; round trip 1.64 miles.

### ON WILSHIRE BOULEVARD

*Wilshire Boulevard*—From La Brea and Wilshire to Ninth and Olive Sts. in the downtown district. This line makes a round trip of approximately 11 miles. A 10 cent fare with transfers to connecting Los Angeles Railway street car lines is proposed.

*37th Place*—Between Vermont and Western avenue, a distance of two miles for the round trip.

*Beverly Blvd.*—Between Heliotrope Drive and Rossmore. This will be a local line in the northwest section, connecting with Los Angeles Railway cars and the joint bus line, a distance of 3.5 miles for a round trip.

The joint bus lines will give cross-town service on Western avenue and North Vermont. They will connect the Hollywood district with the Los Angeles Railway lines with benefit to the city as a whole.

### OFFERS REAL SERVICE

By serving the outlying districts, developing new territory and giving transfers to street car lines, the bus lines of the Los Angeles Railway and the joint company will give a genuine service which is in sharp contrast with the proposal of Eastern capitalists who were defeated at the election May 1, in their efforts to establish a bus system, seeking only the cream of business and largely paralleling existing transportation service.

## Mtr. Stewart Div. 3 Goes to Scotland

Motorman J. W. Stewart of Division Three bought a ticket last week to leave Sunday, May 13, for a visit to his birthplace in Perth, Scotland. He will be away three months. He will go through a part of Eastern Canada, and then sail for Liverpool, England.

Mr. Stewart is one of the most popular men of Division Three. He has been with the Los Angeles Railway since 1903, and has earned his pleasure trip to Scotland by his faithful and efficient work.

The goodness of our intentions never excuses the badness of our actions.

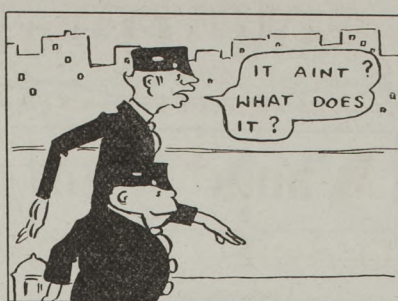
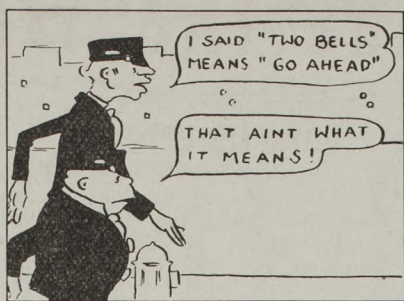
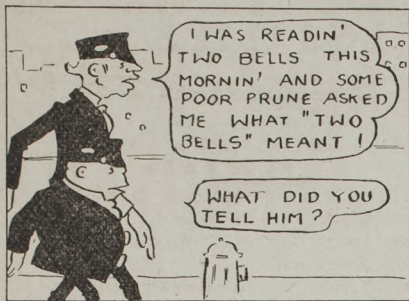
## Double Track for Crown Hill Line

A shop order has been signed for the installation of a second track on Bellevue avenue, Edgewood road and Douglas street. This is the section of line "C" which is now in single track.

Don't give up. It's often the last key on the ring that opens the door!

# Conductor Ding and Motorman Ding Ding

By Rollins



## Bouquets And Things

(Hand Picked)

For Condr. M. R. Davison, Div. 5  
Los Angeles Railway.  
Gentlemen:

May I express just a word of commendation for Conductor No. 2628, working on the Grand Ave. line, whom I have had occasion to observe?

Being engaged in public work myself, I appreciate the difficulties which public service employes sometimes have to work under.

In the case of this particular employee of yours, there was nothing particularly outstanding that attracted my attention, but merely his general attitude and bearing. He was courteous to everyone with whom he came in contact, at the same time requesting that they make way for those following in such a manner that people entering the car readily complied with his request.

Very truly yours,

J. HUNTER CLARK,  
207 S. Broadway, City.

□ □ □

For Mtr. C. G. Haines, Div. 5  
For Condr. T. A. Keersmaker, Div. 5  
Los Angeles Railway.  
Gentlemen:

I wish at this time to commend Motorman No. 1037 on the "V" line for many good turns he has done for me, and also other passengers. The company should be proud in having such a man. He is a perfect gentleman through and through. I ask the company to give him credit for this, and also to give credits to Conductor No. 2396. He is courteous and kind and on the alert—helping old as well as young on and off the car. I trust that these men will receive credits.

Yours truly,

MISS L. BRULIB,  
West 7th St., City.

□ □ □

For Mtr. E. H. Batch, Div. 1  
Los Angeles Railway.  
Gentlemen:

A lady, crossing the street in the middle of the block, stopped between the two car lines. A number of automobiles approaching from the east frightened her and she stepped backward in front of a car approaching from the west. The motorman seemed to realize what the woman was going to do, for he shut off the power and applied the brakes even before she stepped back, and that is all that saved her from death or a very serious accident.

Every passenger on the car who witnessed the incident spoke in praise of the motorman's quick action.

This occurred on line "D" car going east on 6th Street at 5:30 this date. The motorman's number is 777.

Respectfully,

E. W. MANN,  
L. A. Soldiers' and Sailors Club,  
321 South Main St., City.

□ □ □

For Mtr. H. L. Glass, Div. 1  
Los Angeles Railway.  
Gentlemen:

On Thursday night, March 1st, I rode home on Heliotrope car 826 with a little tag at the side of Motorman No. 18, the car arriving at Normandie 8:15.

I wish to compliment this motorman and believe that he is entitled to considerable credit for the interest he took in an old gentleman who was on the car and inquired of him (the motorman) for a certain street which he did not know, but inquired of a passenger when he had an opportunity, stopped at the right place and took pains to see that the old gentleman got off at that place.

Very truly yours,

W. O. Sampson,  
Care Bullock's, City.

□ □ □

For Mt. L. L. Kirchner, Div. 1  
Los Angeles Railway.  
Gentlemen:

I want to highly recommend Motorman No. 43 for calling streets and being a perfect gentleman. A few more on the "S" line would sure help.

W. R. STEIN,  
610 East 35th Place, City.

## Chief Causes of Demerits Avoided By A Little Care

(Continued from Page 1, Col. 1)

day of motormen running ahead of time, and while I realize it is difficult for the new man always to gauge his speed and distance, judge his load, to hit all the points exactly, remember that regularity of service is one of the three essential features of good street car operation, and it is hoped that each one will make a special effort to run his car as near on time as possible.

After the man has been in the service for ninety days, he passes out of the probationary period, and those same violations just mentioned will call for demerits, so please fall in line, get the habit of following the rules, and long before the expiration of your probationary period you will be so accustomed to doing your work properly, that you will not know that you are working under the merit system, except for the credits you receive.

### Check Transfer Rules

There are a number of complaints

coming in which apply to the old man in the service as well as the new, where a passenger boards car with the body of a transfer who desires to transfer to a shuttle line and has been refused this privilege. If you will look at your Instruction to Conductors for 1923 and will read the fourth reason for issuing a Stop transfer, there should be no question as to this, as it explains how to punch your transfers, also gives the names of the shuttle lines. There have been a few cases recently where the conductor operating on a shuttle line when he received a full transfer would detach coupon, returning to passenger the body of same transfer. This is wrong, as there are a number of places where passengers cannot reach their destination on the body of a transfer after leaving shuttle line, in which case the shuttle car conductor should take the full transfer and issue a shuttle transfer, which would be good for an additional transfer.

## DIV. 2 HAS BEST AVERAGE ON WITNESS CARDS IN APRIL

DIVISION TWO made the best record in procuring names of accident witnesses during April, according to a monthly summary compiled by the claim department. Division Two turned in an average of 4.16 cards per accident.

A total of 1864 accidents were reported, and 6751 witness cards were turned in, giving an average for the system of 3.62 cards per accident. Divisions One, Three and Four were below the average for the system.

Division Five was second highest, with an average of 3.98, which is exactly the same figure produced by Superintendent Morrison's men in March. Divisions Three and Four tied with an average of 3.56 witnesses per accident.

The following table shows the number of accidents and witnesses procured by each division during April.

| Division | Accidents | Witnesses |
|----------|-----------|-----------|
| 1        | 422       | 1252      |
| 2        | 466       | 1937      |
| 3        | 466       | 1660      |
| 4        | 309       | 1101      |
| 5        | 201       | 801       |
|          | 1864      | 6751      |

## On the Sick List

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

### DIVISION NO. 1

Conductors—C. C. Lee, 528 S. Wall St.; W. E. Holland, 3040 Upper Blvd.

### DIVISION NO. 2

Motormen—G. Jensen, 3306 Opal St.; D. D. Cellers, 1345 E. 58th St.

### DIVISION NO. 3

Conductors—L. Johnson, 119 Colena Ave.; S. A. Graves, 2911 W. Ave. 35; C. Welsh, 2619 Idell St.; W. H. Liberty, 106 Chestnut St., Pasadena; F. McKibbin, 530 Clifton St.

Motormen—H. Christin, 2660 Loosmore; R. E. Davenport, 2814 Jeffries Ave.; R. Romani, 440 Avoca St.; O. M. Hayward, 208 E. 30th St.; W. A. Hubbard, 207 N. Peyton St.

### DIVISION NO. 4

Conductor—W. R. Price, 1186 West 42nd St.

### DIVISION NO. 5

Conductors—H. E. Chester, 1224 West 57th St.; R. L. Burton, 720 East 53rd St.; E. F. Miller, 1914 West 41st Pl.

Motormen—L. L. Culp, 4816 9th Ave.; A. M. Miller, 145 West 47th St.

## Introducing New Men

The following men have been assigned to their divisions during the week ending May 5th, 1923:

### DIVISION NO. 1

Motormen—F. A. Robinson, R. H. Foster, A. T. Roycroft, W. H. Dickinson, B. A. Younger, E. R. Hayes, J. F. Haeberle.  
Conductors—J. E. Termbel, F. F. Goritz, B. A. Gray, J. P. Carson, O. F. Miller.

### DIVISION NO. 2

Motormen—L. G. Simmons, T. E. Sullivan, K. Davis, H. J. Flaherty, J. F. Price, R. White, W. L. Zoll, F. McQuish, C. W. Davis, R. W. Martin, B. Kelsoe.

Conductors—W. D. Smiley, T. L. Fleming, W. S. Allen, S. Grantham, W. H. Sherman, F. S. Holland.

### DIVISION NO. 3

Motormen—P. B. Bledsoe, W. M. Carter, J. R. Warfield, P. J. Browne.

Conductors—G. F. Usher, J. G. Marley, C. M. Pruitt, R. C. King, E. W. Amos, W. J. Quinn, T. N. Dilts, L. Gordon, J. Gibson, B. Lee, E. H. Schultz, J. Dobkoski.

### DIVISION NO. 4

Motorman—L. J. Farrell.

## On The Back End

(Contributed)

### THE WEEKLY "JANGLE"

There was a young maid from afar  
Who ran like the deuce for a car  
To her zeal she was a martyr  
For snap went her  
And now smoked glasses are selling at par.

\* \* \*

HELL MAN—We're not going to have buses after all! I wonder what MAC EL DO about it?

\* \* \*

Lam: "Did your mother-in-law take the doctor's advice to take a flivver ride every day?"  
Slam: "Yes."  
Lam: "And did she pay for it?"  
Slam: "I should say she did, she is dead."

\* \* \*

Be loyal to your employer and to the business he is engaged in. If you do not respect and have confidence in the ability of the man you work for, or if you feel that your position is beneath you, get out; because as long as you hold the attitude you cannot further the interests of the business and will sooner or later be replaced. Give an undivided service or none.

HUGH CHALMERS.

\* \* \*

The correspondent at Division No. 3 (see the last week's issue—last paragraph) is slightly in error, as perpetual motion has been in effect at Division No. 2 for quite some time. However, we will let that pass, as misery loves company and Division No. 2 was lonesome for a long time.

\* \* \*

Our Temple car stopped at Centennial and a Jew lady panted up and grabbed the hand rail. Turning, she said "Come on girls," and there were four more old girls of the 225-pound type coming down the hill.

—DUNDAS.

\* \* \*

The Father of success is Work.  
The Mother of success is Ambition.  
The oldest son is Common Sense.  
Some of the other boys are Persistence, Honesty, Thoroughness, Enthusiasm, Co-operation.

The oldest daughter is Character.  
Some of the sisters are Cheerfulness, Loyalty, Courtesy, Care, Economy, Sincerity. The baby is Opportunity.

Get acquainted with Father and you will be able to get along pretty well with the rest of the family.

\* \* \*

### DONT KID THE DEAD!

A Jew boarded a crowded Brooklyn avenue car down on the east side a few mornings ago, glancing over the load of fellow-passengers he remarked, "I don't see why the people didn't vant the busses. Ve shouldt have got them."

"But you wouldn't have rode them." ventured the conductor, "you wouldn't pay ten cents. Would you?"

"I shouldt say not," answered the Jew, promptly, "but some of the rest vould and den I vould get a seat for my neckel."

Safety Operators—M. L. Goldblatt, T. Walsh.

### DIVISION NO. 5

Motormen—J. A. Limes, J. C. Hankins, C. H. Spurlock, E. Fahlbusch.  
Conductors—H. W. Harper, J. E. Raski.

# Looking 'em Over at the Divisions

## DIVISION 1

D. B. Kohl

Five minutes of traffic congestion on West Jefferson.  
 Scene—Second stop out of Walnut going north.  
 Hez Heck and two of his disciples board the car.  
 Hez—Where does this car cross West Adams?  
 Conductor—Grand Avenue.  
 Hez—Oh!  
 Conductor—What number on West Adams do you want?  
 Hez—I want the Times building.  
 Conductor—Take a Pico at Seventh and Broadway going north.  
 Hez—Don't want to go on Broadway, I want to get near the Times building.  
 Conductor—How near?  
 Hez—First and Hill.  
 Conductor—Take an "A" car at 7th and Hill going north.  
 1st Disciple—Conductor, where can I catch a Dayton car?  
 Conductor—Ohio.  
 1st Disciple—I mean the "F" car.  
 Conductor—Seventh and Main.  
 2nd Disciple—I want to get off at Florence.  
 Conductor—Very good lady.  
 2nd Disciple—You know, I bought two lots in Walnut Park last year and I have just been planting them to potatoes. How often should they be irrigated or does it rain in May. Be sure and remember my street, Conductor, I want to get off at Gladys.

### RETURN JOURNEY

Lady presents body of transfer at 7th and Grand.  
 Lady—Conductor, will this take me to the post office?  
 Conductor—No, lady.  
 Lady—"Gimme," meaning another transfer.  
 Conductor—This is your third ride for a nickle, lady, and that particular coin is completely exhausted.  
 Lady—Oh, dear! Does this car go on East 7th St.?  
 Conductor—Yes, lady.  
 Lady—Does it go to Seventh and Central?  
 Conductor—Yes, lady.  
 Lady—Does it go to 7th and Mateo St.?  
 Conductor—Yes, lady.  
 She leaves the car at Main Street full of valuable information.

COND. 1376.

We have a good joke, but we cannot tell it here, so if any of the boys would like to find out what it is, just ask Cond. L. E. Adkins what happened to Mot. N. Robinson the morning they were working the tripper on the "J" line.

Work on the new office building is well under way and we expect to have a nice new office some time in the near future. At the present time we are a little shy of parking space, but we believe that a good place will be provided in the near future.

Motorman G. B. DeFrain, one of the old-timers of this division, was given thirty days off last week. He is going back east to visit friends and relatives.

Conductor R. L. Crayton is taking thirty days off to rest up and do a little work on his house.

## DIVISION 2

C. L. Christensen

It is great to live the life of a regular conductor or motorman, they have their regular hours and know just how much time they have to play pinochle, checkers, watch ball games, and other sports. A number of extra men have for that reason chosen trippers, in preference to bucking the board, and once in a while, they manage to get some regular man so interested in their games, that he just can not get away in time to work his run, thereby creating work for the rest of the extra men.

The latest victim was J. C. Miller. When time was fast approaching for him to take his run the clerk stuck his head out of the window and reminded J. C. of the facts. Miller looked up in surprise, looked at his watch, then replied: "I haven't got time, give it to someone else, and I'll work a tripper." Thanks, J. C., we just had a man waiting to get seven hours' work.

Conductor S. Grantham, who re-

## Who's Who



WHEN the weather cools off, or rather, "when winter comes," Conductor P. J. Gerhardt, of Division One, will have rounded out four years of service with the Los Angeles Railway.

Peter landed in Detroit on a fine April day, 43 years ago but moved away before the city got too crowded with flivvers and worked in Chicago. He left the East in summer of 1919, and came to Los Angeles. He worked for a time as machinist and then entered street car service.

**Never make a fool of yourself over a woman. If she marries you, you will never hear the last of it.**

signed last December to visit his sick mother at the old home in Colorado, and who, on the night of his departure, was held up and robbed of \$86 and a gold watch, returned recently to California and is now back at his old job again.

G. M. Brown resigned as conductor several months ago to take his sick wife to a health resort in Texas. Mrs. Brown passed away a short time after reaching their destination, leaving, besides her husband, four little boys. After the funeral they decided to return to Los Angeles and G. M. is now pulling the bell cord again.

Others who have recently rejoined the family circle after they heard of the raise in pay are: W. L. Zoll, A. W. Smith, L. Moffett and R. White. Welcome back, boys.

Division Two lost another good man a few days ago by the resignation of Motorman M. L. Howard, who accepted a position with the Los Angeles Police Department. We wish you good luck, M. L.

Motorman A. G. Johnson, who has been on the sick list for several weeks, part of which time was spent at Murietta Hot Springs, has returned to work feeling fine and telling all his friends of the wonderful results obtained from his short stay at the Hot Springs.

Register Clerk H. T. Hausen is enjoying his vacation on an auto trip to the northern part of the state.

Motorman W. J. Horsley is taking a short vacation to rest up.

Our Chief Yardmaster Ed. Fore-sythe, is taking a week off. He was seen to leave in his six cylinder and was asked where he intended to go, Ed promptly replied: "I don't know but I am on my way."

## DIVISION 3

H. A. Russell

"Red" Daniels, our diminutive cash receiver, has made the discovery of the king of alibis. He gives that title to McAdams, but he thinks Mac must have about run out of a supply, for when Mac misses out on him and Red has to work the double shift, it is either the dear alarm clock did not go off or the auto was on a strike and someone vamped the receiver on the phone and he could not call up or some equally romantic reason for his not being on deck.

Extra Conductors S. W. W. Miller, C. A. McCormick and R. G. Monehan are a trio of miss-out artists that are hard to beat; they are so delighted at the indoor sport of bucking the list that they prefer the tail end of same in three days session about twice a week.

Mot. W. H. Smith, who is breaking in as extra switchman, accidentally stepped into a switch box in the yard and took a fall to himself, resulting in a sprained foot. He is just about all O. K. again and will proceed with the breaking-in.

Condr. W. G. Bryde, while showing speed at a R. R. crossing, stepped on a rolling stone and sprained his ankle, but as you cannot keep a good man down he is back on the job again.

The latest comebacks are Conductors Heddin and Quinn. They will do it.

"Curses" said Dan Healy as after making his entries on his time sheets found that he put them on the model sheet in error.

Conductor Croughan, who runs with Motorman Chas. Owens, says he had often heard of Owensmouth but Owens-eyes were the cats meow. When it comes to spotting loose coins on the street after dark. He says that Charlie spotted the dimes on a dark night last week and got 'em too. Glen Chapman, please notice.

Extra Conductor H. N. Richardson tells us that he was not scared a bit when being held at the end of line. We will take his word for it, but from appearances, we have our doubts.

Our old friend, Slim Barrett, has retired from active service on the front end and can now be seen any day wielding a wicked flag at a R. R. crossing on North Main street.

Motormen Pearson and Plummer, and Conductor W. O. Butler spent the week end at Pearson's cabin at Big Fork. They report having a good time and that the speckled beauties were numerous and frisky.

## DIVISION 5

E. C. Tyler

Motorman R. O. Farmer is back from Kansas and reports a nice trip both ways. He says that the "Celebrated Henry" is the "Cat's ankle" when it comes to cross-country trips. Whatever that means? Also that there is no comparison between Kansas and California and that the latter is good enough for him.

Motr. J. Overton has decided to don the gold armor, a beautiful white cap and preserve law and order in our city. He has taken a leave of absence to try out on the police force, and we all wish him luck.

Conductor H. C. Lehnhart has taken a 30-day leave of absence and is going to Miles City, Mont., where he has a homestead.

There was a man in Tampa who got so tired giving free rides in his machine to people along the street that he put a sign on his machine "TO CAR BARN ONLY," now it remains

## DIVISION 4

C. J. Knittle

The warm weather has tempted several of our knights of the rod and reel to be up and doing. Trainmen Bob Kerr, F. A. Cavanaugh, B. C. Smith and A. MacKenzie hied to Redondo last Friday and returned with a very satisfactory catch. The party reports sharks numerous. Conductor C. A. Bryant returned recently from a twelve-day vacation on a ranch near San Diego and reports a glorious time with the rod and gun.

Last Tuesday morning Conductor A. A. Bradley was on "show-up." After sitting around for about two hours, Clerk Ellis called him and gave him the first of half of run 213 and the last half of run 212—both on Temple line. To make sure he would not get the numbers mixed, Ellis wrote them on a card. About an hour and a half later Bradley entered the division and said the regular conductor was working run 212. It developed he had tried to make a relief on the wrong run. In so doing he had missed a relief on the right one, and just as the office force started to hand him the official raspberry, Bradley brought forth the card and the worm turned. Ellis had wrote the numbers wrong—"F212 and L213." The razz was transferred to the proper party.

Motorman P. McGrory has been granted a ninety-day leave and has started for Seattle and other northern cities in his Ford.

We would like to know why they call Mechanic Gregory (at Temple Block) "The Boar."

Supervisors Charley Rousch and Bill Flannery were conversing at Vernon and Pacific. Both were looking in their flexible leather-bound schedule books. A passenger boarding a crosstown car game them a furtive glance, then asked the conductor, "Do they have Bible Institute students on the supervisor force now?"

Foreman B. B. Boyd and Shorty Gingrich were kidding each other at the office window last Monday morning. "—and if you don't watch out, B. B., the Ku Klux will get you," warned Shorty. "Not me," answered the foreman bravely, "I'm vaccinated."

Motorman Joe Gascon has left for Montreal, Canada, on a ninety-day leave to visit relatives.

for some Los Angeles driver to hang out a "TAKE NEXT CAR" sign.

Motorman M. E. Phalen, who has been on leave of absence, returned last week and reports his health much improved.

There was a man who fancied

That by driving good and fast,

He'd get across the railroad tracks

Before the train came past.

He'd miss the engine by an inch

And make the trainmen sore.

There was a man who fancied this.

There isn't anymore.

H. W. B., Div. 5.

Some difficulty has been experienced in keeping Ohmer register keys on hand. So if all conductors (with the exception of those who have regular runs on the "E" line) will turn in their register keys each day, they will earn the unending gratitude of the clerks.

Two young fellows were talking on my car the other day and one said, "Say, do you know I rode 60 miles on a street car the other day?" "Why, that's nothing," said the other, "I rode so far in five minutes that it took me thirty days to get back."

J. H. FIELDS, Div. 5.