

# TWO BELLS

Vol. IV

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No. 14

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

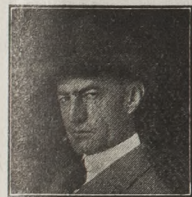
Edited by J. G. JEFFERY, Director of Public Relations

## Brass Uniform Buttons Discarded

### FOLLOW RULE BOOK AND NOT THE CROWD

BY JOHN C. COLLINS

Supervisor of Safety



Many men who have been cautioned for the violation of some important rule look for a way to crawl out or for an excuse. The answer is "they all do it." This is rather a broad assertion, for they do not all do it, however a good many do, in fact too many, and those that do are our poorest men. What the other fellow does should make no difference to any man who is familiar with the way the company wants a thing done.

When a man falls back to such a flimsy excuse of what others do, he puts himself in the sheep class, doing things for no reason, just drifting. It is invariably the answer of the man without backbone.

Have you ever heard a person say "they all do it" when referring to anything with a principle back of it? No, you never did.

#### Wrong Produces Wrong

A machine runs right when the parts work right, each man being a part. The rules let him know the part he plays and how. While doing it right he can not be wrong.

Many people would rather follow the advice of the person they know does not know, rather than that of the person or persons who are paid to know. The "stove pipe" committee or "guard house lawyer" carries a great deal of weight with some people. A thing without purpose or principle is naturally wrong. Any wrong thing can only produce its own in kind.

Every trainman when doing a thing, knows if he is right or wrong. Many men on getting demerits for a violation of a rule do not remember whether they violated the rule or not, which is the surest answer that they cause more destruction, cost more money, and are responsible for more suffer-

(Continued on Page 3, Cols. 2-3)

### The Conductor's Revenge!

A Heavy Story With A Moral That Rings True



THIS is a story of a conductor's revenge. Years ago a bright and ambitious youth left the old homestead to make his fame and fortune in the street railway business. He landed in Chicago as a conductor on the cars which had a running board along the side on which the fare collector scrambled to gather in the nickels. At 69th and Wentworth Streets our hero gave the "go ahead" signal a little sharp in the opinion of an eagle-eyed supervisor, which necessitated some explanation a little later on.

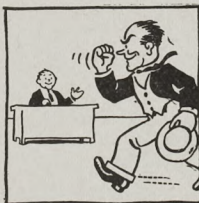
Our hero swore that he would show the supervisor and went on with the business of making himself famous.

\* \* \* \* \*

Twenty-four years later found our hero famous and fat as the chief instructor of the Los Angeles Railway, R. A. Pierson by name.

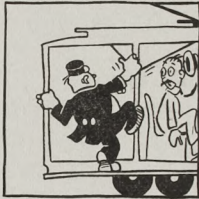
An out-of-town railway official was introduced at the office as C. E. Jones, assistant superintendent of transportation of the Chicago Surface lines. Our hero gave him one of those hard looks reserved for magazine solicitors and said:

"Good morning Mr. Jones. Twenty-four years ago you turned me in for giving signals a little sharp."



The stranger was dumbfounded and our hero gloated in satisfaction. The moment he awaited for 24 years had arrived.

Then followed some hearty laughs and cigars while Mr. Jones looked over operating matters of interest, to add to the collection of data he is making on a trip throughout the country.



## \$200,000 EXTENSION ON VERMONT STARTED

The first steel for the extension of Vermont avenue line from First and Vermont to Monroe street, adjoining the University of California, southern branch, was installed last Monday night when the connecting special work, consisting of a crossing and curve was set in place.

The extension will cost approximately \$200,000 and is one of the major parts of the extension program under which 11 lines will be carried into new territory.

The extension will be in service before the end of the year.

## FIFTH AUTOMATIC POWER SUBSTATION UNDER WAY

The fifth automatic substation which will be located at 54th street and Second avenue, near Division Five car house, has been started. Including electrical equipment and the outside

features, the substation will cost about \$125,000.

Power conditions in the southwest section of the city will be considerably improved. General Electric machinery will be used.

#### DIDN'T KNOW

"One-half of the world knoweth not how the other half liveth."  
"I didn't know there were so many people as that who minded their own business!"

#### A GOOD SIGN

Her Father—"But, young man, do you think you can make my daughter happy?"  
Her Suitor—"Do I? I wish you could have seen her when I propped!"

### CHANGE GIVES DOUBLE USE TO SINGLE SUIT

A new rule regarding the use of uniforms which gives a trainman a combined uniform and civilian suit in a single outlay is announced, effective at once.

The brass uniform buttons, with the company insignia, will be discarded and plain black composition buttons will be used in their place.

An enameled coat lapel button will be the official insignia of the Los Angeles Railway. This badge will be introduced shortly. It will be a part of the official uniform to be worn when a trainman is on duty, but when he is off duty he may detach the official emblem and the absence of brass buttons makes his uniform, to all intents and purposes, a civilian suit.

Sixty to ninety days will be required to manufacture and distribute the lapel button insignia, but the uniforms issued hereafter will have the plain buttons instead of brass. Supplies of plain buttons will be sent to the five divisions within a few days and trainmen will exchange the brass buttons for the plain type.

### Contract For Bus Garage Is Awarded

The contract for the new bus garage near 16th and San Pedro streets, has been awarded to the Austin Contracting Company.

The building will have a frontage of 157 feet on 16th street. It will be built of brick. Fifty buses will be accommodated in the garage. It will cost about \$40,000.

### New Posters Used To Show Signals

New posters on the ends of cars were displayed last week to further the campaign being conducted by the Traffic Commission to educate autoists regarding the use of proper arm signals. The posters illustrated the proper signals with the same pictures used on the inside car cards.



# Editorial Comment

Two Bells is The Official Paper of The Los Angeles Railway

## Brass Button History

THE passing of the brass uniform button recalls stirring days of the street railway business to old-timers. The brass button with the hand clasping electric sheaves was designed by a button manufacturing company and adopted in 1896, the year following the merging of the cable lines with the electric lines as the Los Angeles Consolidated Electric Railway Company.

Prior to the merging of the two systems, the cable car men had worn brass uniform buttons and silver buttons adorned the uniforms of the electric car men.

The brass button, which has been discarded, antedates the blue uniform as in the early nineties gray was the official color.

Captain A. W. Barrett was made superintendent of the electric lines in 1891 and retired soon after the consolidation of the two systems. In the Civil War Captain Barrett was a confederate army officer and his selection of gray as the uniform color was due to his allegiance to gray uniform in Abraham Lincoln's day.

## Thanks, Line Instructors

I WISH to take this opportunity of thanking every one of the line instructors for their faithful and efficient work in helping this department break in the large number of men who have been handled in the last few months.

I wish especially to thank the men on line "E," as this line is a very difficult line for instructing students, and circumstances forced us in some cases to put two men on a car; that is, one on each end. In some cases there were men who had a new man every day for weeks.

The instruction department trusts that this condition will not arise again soon, but from your past efforts, we feel sure that should it again become necessary to get your help, we will get it as willingly. Mr. Pierson, chief instructor, who is away on his vacation, joins in thanking you.

DAN HEALY,  
Asst. Chief Instructor.

## A Present Day Fable

"I AM going away on a three months' vacation. I want you to come in here and hold down my job while I am abroad, and, at the same time, establish a department in your own line. We need such a department and here is your chance. Get it going in good shape by the time I get back," said one of the heads of an established concern to a friend, whom he was anxious to see advance in a business way.

The young man agreed. He seemed eager to take up his new duties. When the older man returned however, he was surprised to find that the special department had not been opened. "Why is this?" he asked. "Oh," was the spirited reply. "I wasn't being paid enough for that order of work. That sort of thing calls for brains and should command a big salary. When I saw what I was to get I just let the whole thing slide."

Bitterly disappointed in him his friend returned the compliment and let him "slide." He had intended to help him and had given him a wonderful opportunity to make a good berth for himself. Had he made good, he could have taken root in a business that would have led him to prosperity and success.

## Drives New Bus Here From San Francisco

Four Fageol buses are in service on the South Main street line, which acts as a feeder to line "S," serving territory south of 61st street. The buses are being alternated in use and proving highly satisfactory.

C. B. Lindsey, foreman of the garage, drove one of the buses from San Francisco to Los Angeles.

### ITS A GIRL

Supervisor A. W. Wright passed around cigars last Wednesday and announced the arrival of an 8½-pound daughter.

## Vacation Verse

I'm going away  
For three weeks  
And a day,  
Among the wild flowers  
And the new mown hay,  
To sit and to think  
And to wish for a drink,  
That was brewed  
In the good old way.

But I'll be back again  
To puzzle my brain  
Over rails and bolts  
And ties,  
And the tales that I bring  
Will make your ears ring,  
'Though most of them  
May be lies.

H. L. SNOW,  
Store Keeper, Vernon Yards.

# BULLETINS

Issued September 3, 1923

### BULLETIN NO. 150 Notice to Motormen

It is necessary to again call attention to the fact that motormen doubling past the Station of the Police Officer at 5th & Los Angeles are being arrested by the Officer, and are having to pay fines in Police Court.

This Bulletin is therefore re-issued in order that any man violating same may know what to expect.

### BULLETIN NO. 151 Notice to Conductors

The following passes are reported lost: 1772 issued to L. Martin, Foreman, Mechanical Department, 1998 issued to W. M. Wickwer, Repairer, Mechanical Dept., 3306 issued to Antonio Duenes, Draftsman, Engineering Dept., 7156 issued to H. F. Cannon, Motorman Division No. 1.

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

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

# "PEP"

By Grace G. Bostwick

Vigor, vitality, vim and punch—  
That's Pep!  
The courage to act on a sudden hunch—  
That's Pep!  
The nerve to tackle the hardest thing,  
With feet that climb, and hands that cling,  
And a heart that never forgets to sing—  
That's Pep!

Sand and grit in a concrete base—  
That's Pep!  
Friendly smile on an honest face—  
That's Pep!  
The spirit that helps when another's down,  
That knows how to scatter the blackest frown,  
That loves its neighbor, and loves its town—  
That's Pep!

To say "I will"—for you know you can—  
That's Pep!  
To look for the best in every man—  
That's Pep!  
To meet each thundering knock-out blow,  
And come back with a laugh, because you know  
You'll get the best of the whole darned show—  
That's Pep!  
—American Magazine.

## Punches Conductor Instead of Button; Pays \$75 in Court

Punching a conductor as a signal to stop a car instead of punching the little buzzer button provided in the street cars for that purpose cost a passenger \$75.00 in police Judge Richardson's court last week. Floyd Monier, one of the veterans of Division Two was the conductor on the car.

It is worthy of note that Floyd's service to his passengers was of such satisfactory type that nine witnesses immediately volunteered their names and addresses to be used against the bully.

With the aid of the witnesses, the company was able to take the necessary action to bring the offender into court.

If it is the policy of the company to give trainmen every possible protection against offensive actions of unreasonable passengers when the trainman is in the right.

# NEW 'PHONES OF COMPANY LISTED

In the juggling of telephone connections, the Los Angeles Railway picked quite a bunch of lucky numbers out of the hat. The number of the main office switchboard is now Main 4174. The night telephone on the emergency supervisors' board is Metropolitan 4629.

The complete list, which may be kept for reference, is as follows:

- General offices—Main 4174.
- Night number—Metropolitan 4629.
- Division One—Metropolitan 3139.
- Division Two—Humbolt 7456.
- Division Three—Capitol 2833.
- Division Four—516-16.
- Division Five—Vermont 2864 and Vermont 4694.
- Division Five, mechanical—Vermont 2863.
- Line department—286-753.
- Central substation—287-769.
- Uniform Dept.—Metropolitan 3067.
- Vernon yards—Humbolt 0631.

## Line Instructors Report Simplified

The following notice to line instructors has been posted at divisions:

Beginning at once, it will not be necessary to make out a separate trip sheet when breaking in a student. The time that was formerly taken from this will be taken from the little card form No. 520.

Please be careful and see that all entries are properly and legibly made, showing the exact time that the student was with you each day.

Any comments that you should wish to make please show on the back of the card.

Yours truly,

DAN HEALY,  
Asst. Chief Instructor.

## On the Sick List

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

DIVISION NO. 1  
Motorman—H. F. Cannon, 221 E. 12th St.

DIVISION NO. 2  
Motormen—F. Gookins, 1227 W. 62nd St.; J. M. Graves, 1029 E. 45th St.; A. M. Jones, 687 E. 54th St.; O. L. Harrison, 201 E. 47th St.

DIVISION NO. 3  
Conductors—J. W. Bonato, 274 So. Main; E. H. Schultz, 327½ Lincoln Ave.; R. Dean, 211 E. Ave. 28; D. O. Kammer, 3414 Loosmore; C. C. Coates, 2947 Sunrise St.; C. A. McFarlane, 2612 Idell St.; Z. S. Longuevan, 815 Vic. Sq.; Whtr.; R. W. McDonald, 3107 Estara St.; A. P. Keran, 3400 Elthea St.; L. Johnson, 1720 London; E. C. Croughan, 513 N. Ave. 22.  
Motormen—D. E. Schmitz, 3228 Huron St.; J. M. Drogus, 1801 Isabel St.; J. F. Lilley, 5028 Stratford; J. C. Wood, 3326 Drew St.; F. Sims, 2408 W. 54th St.; R. McCartney, 138 So. Olive St.

DIVISION NO. 4  
Conductors—J. T. Wright, 1224 Georgia St.; D. W. Gibbs, 940½ West 12th St.; H. E. Rollin, 3021 Severance St.

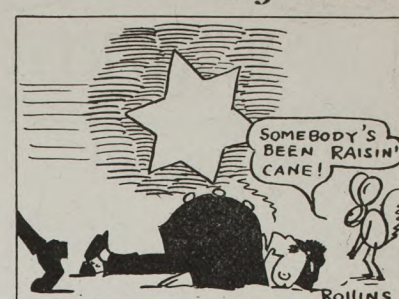
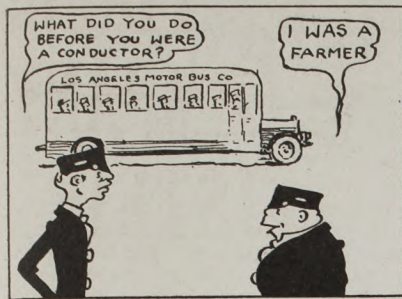
Motormen—W. Doovas, 743 E. 17th St.; J. J. West, 1334 Albany St.; R. D. Deucher, 777 E. 54th St.; G. R. Maize, 936 West 17th St.  
Safety Operators—H. M. Brown, Jr., 628 West 56th St.

DIVISION NO. 5  
Conductors—E. F. Piplock, 5142 Fourth Ave.; J. O. Mason, 4250 Halidale Ave.; O. R. Evans, 7923 S. Hoover St.; F. E. Roskam, Raymond & York, Hawthorne; E. R. Hargett, 5329 Second Ave.



# Conductor Ding and Motorman Ding Ding

By Rollins



## Bouquets And Things (Hand Picked)

For Condr. J. M. Boehm, Div. 1  
Los Angeles Railway.  
Gentlemen:  
I am unable to give the name of Conductor No. 872, Sixth Street line. If there are any of your conductors in line for promotion, this man surely should be rewarded. Fidelity to duty, courtesy to patrons and willingness to please. One and one-half years of observation warrant me in writing you.

ROBT. M. SHEARER,  
533 South Wilton Place,  
Los Angeles, California.

□ □ □

For Condr. F. M. Smallidge, Div. 1  
Mr. F. M. Smallidge,  
Dear Mr. Smallidge:  
I wish to take this opportunity to thank you for the courtesy extended to my wife on your street car, April 23.  
Mrs. Spradling did not have the necessary fare, and your kindness to her was much appreciated by her as well as by the writer.

Yours very truly,  
FRED C. SPRADLING,  
Hudson & Hollywood Br.  
Pacific Southwest Tr. & Sav. Bank.

□ □ □

For Condr. F. Moore, Div. 3  
Los Angeles Railway.  
Gentlemen:  
Yesterday, May 26th, while a passenger on a Garvanza car I witnessed a degree of self-control exhibited by one of your men which I regard as worthy of commendation.

A conductor, name unknown to me but whose cap bore the number 2532, was addressed in a particularly antagonizing manner by a passenger, who evidently considered himself a better authority on location of streets than your conductor or even a street guide. This aggressor, though wrong, in the discussion as to locality was most insistent and persistent. Throughout the monologue your employe maintained a courteous and calm attitude, a fact which was commented upon by those in the vicinity.

A corporation is benefitted by having in its employ men of this type.  
Sincerely,  
J. K. LEARY,  
210 East Ave. 57.

□ □ □

For Condr. W. E. Laber, Div. 1  
Los Angeles Railway.  
Gentlemen:  
Enclosed you will find a coin which I would appreciate you returning to Conductor No. 652.

As a passenger on the West 9th Street car a few days ago, I was very much embarrassed to find I had forgotten my purse. The conductor very kindly paid my fare. Thanking him very much, I am

Sincerely yours,  
JANE HARDING,  
Shell Company,  
Higgins Bldg.

□ □ □

For Condr. C. N. Denton, Div. 3  
Los Angeles Railway.  
Gentlemen:  
I have great pleasure in speaking a good word for Conductor No. 2984, Adams Street line.

I am convinced that he is efficient in every respect—Nuff Sed.  
Yours respectfully,  
MAJOR ELIZABETH GALLEY,  
502 Chamber of Commerce Bldg.  
City.

□ □ □

For Condr. F. H. Habich, Div. 2  
For Condr. R. F. Ridell, Div. 3  
Los Angeles Railway.  
Gentlemen:

May I report more of your conductors for courteous service and especial carefulness in watching and assisting passengers off and on the cars.

In this class please list conductor No. 2306 on car No. 837, West Adams car, and Fred Habich on 39th Street, "U."  
Very gladly yours,  
MRS. CATHERINE W. VAN VLEET,  
1622 West 39th St.,  
City.

## Revised System Promises "Air Tight" Supervision

### Combination of Riding Observation and Time Checking Will Help Trainmen and Passengers

A rearranged system calculated to give "air tight" supervision of all lines with a resultant improvement in service has been established. Thirty supervisors and three district chief supervisors are used in the system directed by W. B. Adams.

Supervisors are placed so that each man has charge of one end of a line combination. The combination in most cases consists of two lines. Both ends of line combinations are protected from 6 A.M. to 7 P.M., the lines are under supervision of 10 men and a chief district supervisor at night until 2 A.M.

#### New Time Books

New time books, which enable the supervisors to keep a check on service, have been compiled. Boxes have been placed at strategic points where the books can be placed for the benefit of relief men.

The night supervisors make relief at 4 and 5 P.M. The day supervisor then becomes a riding supervisor until he is due off at 6 or 7 P.M. This gives a service check at designated points and also riding supervision in the evening rush period.

#### Observation Trips

Supervisors are required to make observation trips over their lines between 9 A.M. and 3:30 P.M., when service is running satisfactorily, but they are instructed to keep in touch with the emergency supervisors at the telephone switchboard. Seventh street is the dividing line for lines running north and south, and Broadway for lines running east and west. A supervisor in charge of one end of a line will not make his observation

trips beyond the downtown district so that in case of trouble developing anywhere on the line, the supervisor will not be more than half the length of the line away at any time.

#### Up to Supervisor

Following significant instruction is given to supervisors. "Do not tell any trainman to go across and get his orders from the other supervisor. Dispose of his case on the spot."

The points from which lines will be supervised and the lines directed from these points on the day and night shifts are given below. Supervisors will be stationed at these points during the morning and evening rush hours unless they are called away by an emergency:

#### DAY SUPERVISORS

Lines A & L, Temple Block; B & G, Plaza; W & E, 28th & Dayton; H & S, 7th & Alvarado; R & J, 7th & Mateo; P, Pico & Figueroa; P, 1st & Santa Fe.

Lines R & S, 6th & Vermont; S & H, 7th & Maple; C & T, Temple & Belmont; D & U, 6th & Figueroa; L & V, 10th & Vermont; M & O, Jefferson & Main; U & V, Vernon & Central.

Lines F & N, 9th & Spring; B & G, 12th & Main; J & M, Jefferson & Grand; A & W, Washington & Burlington; F & E, Santa Barbara & Harvard.

#### NIGHT SUPERVISORS

Lines A & W, Plaza; B & E, Temple Block; D & U, 6th & Figueroa; S & H, 7th & Alvarado; J & R, 7th & Mateo; M & O, Jefferson & Main; P, Pico & Figueroa; C & T, Temple & Belmont; L & V, 10th & Vermont; F & N & G, 9th & Spring; all night man, Temple Block.

## Follow The Crowd Only When The Crowd Is Right

(Continued from Page 1, Col. 1)

ing than any other thing, with one possible exception—carelessness. If a man was half as anxious to observe the company's rules as to follow the advice of the man who does not know them, he would seldom have any trouble.

#### Learn From the Rule Book

A man gets demerits for not observing the rules—not for observing them. A man gets into trouble when not observing the rules—not when he observes them. An instructor cautions or instructs a man for the violation of some rule and not when he is doing the thing the right way.

It should not be necessary for an instructor to call a man's attention to the infraction of any rule after that man has been in the service for 90 days. In that time the man should know and this knowledge should come from the one source—the rule book. Should a man care to learn something by observing how another man does it—pick the best men, not the poorest.

Aimless acts spring from purposeless efforts, and keep you from being successful. Reason in straight lines, keep your eyes ahead, and your mind on your work. Keep practicing until you can do the work the way it should be done, so that when you find it necessary to say "they all do it" be able to add the word "right."

## Introducing New Men

The following men have been assigned to their divisions during the week ending Aug. 25th, 1923:

DIVISION NO. 1  
Motormen—T. C. Eagleson, D. J. Smith, W. E. Rogers, M. M. Hogan.  
Conductor E. Beck.

DIVISION NO. 2  
Motormen—E. Fitzpatrick, S. L. Holloway, O. C. Collier, B. F. Johns, R. G. Hypse.  
Conductor J. B. Leonard.

DIVISION NO. 3  
Motormen—M. L. Moore, E. B. Hughes, R. J. White, F. D. Smith.  
Conductors—H. Newell, L. A. Vinland.

## On The Back End (Contributed)

#### SOCIETY ITEM

Since her election as social secretary of Santa Barbara Avenue local soviet. Comrade Coleman, (who is the Tillie the Toiler of G. B. A's. office) has adopted a most becoming Emma Goldman type of hair dress.

\* \* \*

Irate citizen yesterday demanded capture of bothersome canine. Statute books don't provide for arrest of dogs. Complainant demanded: "You take family desertion cases don't you?" Answer: "Yes." "Well then, get busy," spoke the citizen. "This hound is a bigamist and has deserted two 'wives' and sixteen pups."

\* \* \*

Operator Howard was running around the Division Four waiting room last Wednesday evening with a yellow sheet, and a tale of woe. "Dog-gone it," said Howard, I ain't seen a horse and wagon for a month, and then I saw one today, the darn fool had to run into me. That's a horse on you, Howard.

\* \* \*

Our friend, Harry Chester of Division Five, succeeded in getting so high on the conductor's side of the seniority list that it made him dizzy, so he changed over to the front end and is now happy and climbing up from the bottom of the board.

\* \* \*

Motr. W. W. Campbell writes from Phoenix, Ariz., that his health is improving, but it is hot, real HOT. W. W. seems to have made a survey of the Phoenix Street Railway, for he states that "The cars are small and far apart. There is no stool for motorman or conductor, and the cars are for most part equipped with hand brakes, and that the trainmen receive the magnificent sum of thirty-nine cents an hour for winding them up. L. A. for me."

Campbell also sends his regards to all the boys.

\* \* \*

Old Negro Mammy: "Ah wants a ticket fo' Florence."

Wilfred (after ten minutes of wearing thumbing over guide): "Where is Florence?"

Old Mammy: "Settin' over dar on de bench."

\* \* \*

We have just discovered how Mot. Covington of Division Three is improving the shining hours of his 90-day layoff. The familiar "ding ding" of his Huntington Electric has been replaced by the "honk honk" of a Ford vegetable truck. We wish him luck all along his route. Yes, he has no bananas.

L. R. Clements, M. R. Falkenstein, W. H. Coffman.

#### DIVISION NO. 4

Motormen—E. J. Pecoud, E. D. Leichter.  
Safety Operator H. C. Warren.

#### DIVISION NO. 5

Motormen—C. J. Forster, R. R. Riggen, S. B. Smith, C. C. Tatum, A. W. Lawler.  
Conductors—G. L. Kramer, C. MacKenzie.



# Looking 'em Over at the Divisions

## DIVISION 1

G. E. Corson

Back on the job again, after a few days off in which I went fishing, but failed to catch any fish. In fact I hardly got a bite. The fish over at Catalina are well fed from the many visitors who take the trip around the island on the boat, so they don't have to just bite at anything to get a living.

Old Mr. Stork has been doing a rushing business at Division One this week. Motorman C. E. Winters is the proud daddy of a nine-pound girl and Motorman M. C. Foth welcomed in an 8½-pound girl. Congratulations.

Conductor F. E. Schuler, who works over on "Jeff" with "Jeff" DeGuire, (quite appropriate) had a good one pulled on him the other day when a bright young thing boarded his car after Conductor Schuler had given "Jeff" a service stop and waited about ten minutes for her to board the car. She exclaimed merrily, "Oh! I could just kiss you for that." Schuler, turning a little red behind the ears, remarked, "Don't you know that with every kiss goes a million germs." She replied, "Oh! the little dears."

Conductor Smallidge reports this one. A man boarded his car on the way into town and said to the conductor, "Say, old timer, when Main street comes in, put me out, if you please."

An elderly gentleman, in a crowded car, raised up and allowed a young well dressed lady to take his seat. As she seated herself the old gentleman said, "I beg your pardon, did you say something?" "No, said the young lady, I didn't say anything." "Oh! said the old man, I thought I heard you say, "Thank you."

Lady, by mistake, drops a dime into fare box and looks as if it was all she had. So she asks me for a nickel back and I told her I would if she would give me her name and address. She said, "Why you fresh young thing, I want you to understand that I am a married woman and I don't give my address to anybody."

COND. H. WULF.

## DIVISION 2

O. L. Christensen

H. T. Hansen, our stenographer, has returned from another hurry-up trip to San Francisco, looking better every time he comes back. We are of the opinion, that some day he will be going up there, and not return, as we know there is someone up there very attractive to him. What about it, H. T.?

E. C. McCrary, foreman of the Dust Department, is at present on his well earned vacation, having a good time at some far away from the city, place.

Well they are back—T. Y. Dickey, Bill Harris and Ralph Wilkin, who left here nearly three months ago and visited every place in California, Oregon, Washington, Wyoming, Utah and Nevada, of importance, and many places of unimportance. They drove north via coast route to San Francisco and Spokane, and returned via Salt Lake City. Everybody had a fine time and completed the trip, about 4000 miles, without a mishap. We expect to see them back on the job in near future.

### MATHEMATICS OF MATRIMONY

Ephraim Jackson: "What you all call it when a girl get married t'ree times—bigotry"

## Who's Who



IF IT wasn't for Motorman Jim Roberts of Division One, George Ferguson, traveling "ask me" man would not have to travel so fast between divisions, because Jim takes up a good part of his time playing pinochle.

Jim Roberts has been "winding 'em up" on the front end since 1910 and a better scout can not be found on the cars. Before coming to California, Jim was a farmer for himself and his dad in Osage county, Missouri.

## DIVISION 5

B. C. Tyler

Following a new policy, trainmen will not be notified by letter when they have any lost articles returned, but a list will be posted just to the left of the trainmen's window. Whenever your name appears on list, call for your article by quoting number opposite your name.

Motr. J. E. Haddad, who has been with us only a short time, although he was at Division Two for several years, has resigned and is going into business for himself.

A thirty-day leave of absence has been granted Motr. E. A. Hilty, who is leaving for a visit to his old home in Sibray, Pennsylvania.

Condr. R. I. Burton has been granted 60 days and expects to take a trip to Gallatin, Mo.

Condr. F. C. Hawthorne has also taken a three weeks' leave to attend the convention of Spanish War Veterans, to be held in Milwaukee, Wis., the city that was formerly famous.

Condr. T. W. Bennett is another one of our trainmen who believes in rest to get in shape for the holiday rush and has taken sixty days off for that purpose which, he states, "will be spent right at home."

Motr. C. D. Hawes, who has been away on leave for several months, returned to duty last Wednesday and says that although he had a fine time on his vacation, he is glad to be back.

Motr. C. A. Malcom and Condr. V. C. Allenby have also returned to service during the past week.

Motr. O. M. Gurley, who was formerly at Division Five, transferring to Division Three on April 1st of this year and later resigning, has again entered the service as motorman at Division Five.

Motr. O. Lorntzen has also returned to the service and they both claim they are here to stay this time.

There is a good golf course and also hunting preserves in close proximity to the Sea Gulls' abode and it is

## DIVISION 3

H. A. Russell

It seems as though Cond. K. F. Wright is one of the most popular conductors of this division. Last Wednesday he was all dressed up like a butterfly and looked as if spring had arrived again, and everybody got a kick out of it. He finished up the end of a perfect day by escorting two beautiful young dames to the company restaurant, one of them, he said, was his wife, but you all know his line of talk. He had to go without his dinner, as the ladies had larger appetites than he anticipated, but he had enough left for a bottle of milk. Poor boy, he was advised to let women alone.

The new system of handling returned lost articles does not seem to be working out as well as expected, that is, you boys will not look at the posted list and call for your prizes. It is up to every one of you to locate the list at the office window and look 'er over every time you come in, as goods not called for within a reasonable length of time, will be returned to lost and found department, so altogether, get busy.

Mot. P. M. Leatherbury, better known as Speed, has been appointed to a position as flagman at one of the choo choo crossings.

Condr. S. D. Moody, who transferred to Division Four when the Birneys left us, has returned to this division and is now bucking the list again on the back end.

Charles Merrill, first vice-president of the day switching crew, has returned from a week's vacation with his family at Catalina. Charley reports having had a glorious time and that when he left there, the bathing beauties were all in fine shape, some shapes, and this is expert opinion.

Condr. G. McBride has been enjoying the indoor sport of being at the foot of the list the past few days. He says it's a great life and pretty soft, but a little of it goes a long way. The wages of sin are tough.

We regret to announce the passing out of Mot. Sam Burger. While death occurred on August 21st, Sam was seized with stomach trouble about four months ago, which finally carried him off. Sam was a good fellow, with always a kindly word for everyone and was well liked by all the boys. We extend our sympathies to the family in the great bereavement. The interment took place at Rosedale Cemetery, August 25th. The boys of Division Three sent a beautiful floral piece as a mark of their esteem.

Well, boys, we made the grade again and arrived at the top place in regard to the number of witness cards received during the month of July. This is keeping up the traditions of the division and just as it should be, so stay with it and let's see if we cannot get to top place two months in succession.

rumored, that is the reason that Cash Receiver R. E. Culley of Division Four drives over from Hollywood in his big sedan to see that our money car gets safely to its destination. That right, Culley?

Motr. F. C. Haynes, who has been on leave of absence, dropped in the other day to secure a fifteen-day extension and to remark that he is having a fine time.

Condr. A. F. Reinbold (he of the large smile) is breaking in as extra clerk and as he is "digging right in" there is hardly a doubt but what he will make good.

## DIVISION 4

Bob Lindsey

Has anyone noticed that the blonde hair of Mister Culley, one of our noble cash receivers, has turned just a few shades lighter? Well, it's a fact. And there's a reason, not grape nuts either, but a shotgun. Culley was fondling said gun on the money-car the other morning, and the gun said "Bang." And there was a hole in the floor that didn't usta was. And the crew reached for the sky, thinking a flock of banditti was after the money. Nobody was scared, of course not—just paralyzed. It's lucky that Culley was on the wooden end of the gun, or we would be buying carnations.

Motorman Lewis is responsible for this one. He says that a man of Hebrew pronunciation stepped up to him at Pico and Sentous streets and articulated, "Say, mister, please vill you told me ven ve come to Vomite?" Lewis studied a moment and replied, "Sure, I'll let you off at VERMONT." Good work, Louie, education will tell.

A new conductor on the job called for his transfers the other afternoon, and Clerk Ervin handed them to him, telling him to take the last half on a certain run. On the way over to the board, the conductor turned the transfers around where the number of the morning turn in appeared. A short time later the motorman came running in for a conductor, and Ervin discovered the new man leisurely copying the time. "Say," yelled Ervin, "You are due out right now." "No I'm not," replied the nickel grabber, "I dont pull out until 6:18" (the a.m. time out that morning.) And they say the clerks have a snap.

Buck Private Knittle is responsible for this. A lady on his car pushed the buzzer, the car came to a stop, and then the lady decided she wanted the next stop. So she reached up and pushed the buzzer twice, calling out to Knittle, "Go ahead, conductor." They are getting educated these days, there is one woman that even knows that two bells means GO AHEAD.

Yes, yes, Mr. Russell, I heard that you gave up the ghost, I mean GOAT, and it finally reached the lost article department. Somehow Bill Sloan got hep that the goat would be turned over to the Humane Society, so Bill got off the last part of his run and went down to get the goat, thinking he could carry it home under his arm and have a nice mess of glands. But the goat was no kid, and Bill gave up the idea of carrying it home, deciding to stick to his favorite brands of patent medicine. I asked Bill the other day what he figured was responsible for his old age, and Bill replied, "Well, I can't say yet, you see I'm dickering with several patent medicine firms, and I ain't decided which offer to accept."

Motorman H. L. Keever wins the fur-lined cigarette holder this week. He reports that his lights, I mean the car lights are B. O. when he tests them out in the yard. A mechanic goes over to fix him up, and finds that Keever expected the head light to burn sitting on the ground.

No Mas Senior, Gracias.

### THE GENTLE COME-BACK

Candid Hostess—"My dear, I should never have known you from your photographs. Reggie told me you were so pretty."

Genevieve—"No, I'm not pretty, so I have to be nice, and it's such a bore. Did you ever try it?"