

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

Awards Made for Service Ideas

LEGAL ANGLE IN ACCIDENT ARREST IS EXPLAINED

BY JOHN COLLINS, Supervisor of Safety

Occasionally a man inquires whether the charge of manslaughter will be placed after his name should he be so unfortunate as to kill some person.

Manslaughter is an ugly word, but any man who is operating his car the way he has been instructed to operate it, need have no fear. Any man who is afraid must have reason to be.

Personally, I think arresting people for carelessness or recklessness is a step in the right direction, for it will soon give us the right to protect our passengers from the motorist who drives his machine directly in the path of a moving car as though shooting at a bullseye, thereby creating the hazard of placing an obstruction on the track.

Variable Conditions
If a man is criminally negligent and kills someone, why should he not be arrested whether running a street car or an auto?

We criticize the manner in which others drive when many times a little self-criticism would not be out of place. Street cars run over a well defined route. There are places where you may run fast, and places where it would be criminally reckless to run fast. This comes under the head of reading street conditions.

Fear throws a shiver into any group which is wrong. Operate your car right, then the shiver of fear must run up the spine of the fellow who is wrong.

Revoke Licenses
The reckless driver of an auto should have his license revoked, the same as we discharge the reckless man from the service. It is not any one's personal right to drive an auto, but it is a privilege granted by the people to that person so long as he exercises reasonable care. This privilege is re-

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Drowsy Checker Is Mistaken for Pencil Vendor

CONDUCTOR Estep of Division 5 got a yellow stool and went to Vernon & Central to check traffic. He got a box for a foot rest, sat on the stool, took off his straw lid and put the box between his feet waiting for the next "U" car.

A man walked up dropped a dime in the hat and reached for one of Estep's pencils. Estep looked up to the generous gent and asked "What's that for, a cigar?"

The man said "Why, aren't you crippled or something?" "Nope," said Estep, "I'm checking street cars." "Well I'll be gosh-darn-apple-jammed, gimme back my dime."

Motorman Given \$10 for Saving Pedestrian's Life

L. D. Northrup, Motorman, Division 2,
Dear Sir:—

I am the pedestrian who on July 26, fell while crossing Seventh street between Broadway and Spring about nine A. M. and who you probably saved from serious injury by the skillful handling of your car number 1157.

Accept the enclosed check for ten dollars as a slight token of my appreciation of your vigilance and ability, and the resulting benefit I received therefrom.

I was too badly shaken by my fall to thank you then but I have obtained your name from the claim agent of your company, and mailed this to you in care of Mr. R. B. Hill.

I trust that you will be making a record with your company which will lead to your advancement in your calling.

Yours truly,
F. A. Cline.

Steel Lockers For Division 2 Trainmen

The work of installing new steel lockers for trainmen of Division 2 is practically completed. All the old wooden lockers are to be removed.

VACATION



It seems to me I'd like to go
Where bells don't ring, nor whistles
blow,
Nor clocks don't strike, nor gongs don't
sound,

And I'd have stillness all around.
Not real stillness, but just the trees'
Low whisperings, or the hum of bees,
Or brooks' faint babbling over stones
In strangely, softly tangled tones.
Or maybe a cricket or katydid
Or the song of birds in hedges hid,
Or just some such sweet sounds as
these

To fill the tired heart with ease.
If 'twere't for sight and sound and
smell

I'd like a city pretty well,
But when it comes to getting rest
I like the country lots the best.
Sometimes it seems to me I must
Just quit the city's din and dust
And go out where the sky is blue;
And say, how does it seem to you?

Eugene Field.

SIX WHEEL BUS EXPECTED SOON

Delivery of the first six-wheel double-deck Moreland is expected to be made about the end of this month to the Los Angeles Railway. This equipment is expected to prove quite an innovation in motor vehicle service. The plans were made by the Moreland organization, and the busses are being built at the Burbank factory.

Some of the officials of the railway have been to the factory and watched the progress of the new type vehicle, five of which are to be delivered.

New Grinders Placed In Division Shops

New motor-driven grinders needed in all kinds of shop work have been installed in the mechanical departments of Divisions 2, 3, and 4, and others are on order for Divisions 1 and 5. The machines use a two horsepower motor of local make, and are pronounced the handiest additions made to the equipment of the shops in several months.

BEST PICKED AT MONTHLY OFFICIALS' MEETING

The suggestion prize judging by transportation department officials for the month of July, resulted in first prize being won by A. W. Gilbert of Division Two, his suggestion being in regard to certain points connected with the transfer system and called attention to a situation which is worthy of very careful consideration.

The particular point covered will not be quoted in this article, as similar conditions exist at other points than the one mentioned in his suggestion and all require the same consideration. However, it is hoped that the calling of attention to the situation by the suggestion will result in some improvement.

Teach Power Saving

Second prize was awarded to Motorman Nate Robinson of Division One, his suggestion being that the public be informed of why power conservation resulted from the elimination of certain passenger stops, and the suggestion has already been carried out in the last issue of A-Z-U-R-I-D-E, which carried a chart showing how power can be conserved when fewer stops are required.

Third prize goes to W. O. Seaberry of Division Three, and was in connection with the method of operating the new signals recently installed at Ninth and Main. His suggestion has already been carried out and the operators have been instructed to handle these signals in accordance with his suggestions.

Stop Signs Considered

Numerous suggestions were received regarding the passenger stop sign locations as they are at present, but it was necessary to disregard these entirely as the location of such passenger stop signs is still a matter requiring considerable revision. This work is going forward just as rapidly as the points involved can be checked up, and eventually it is hoped to have the passenger stop signs placed in the most equitable manner possible.

Five suggestions were received, all being in connection with the advisability of having police officers on certain corners to regulate traffic. These suggestions could not be considered as

(Continued on Page 3, Col. 3)

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Selling The Customers

AN ADVERTISING publication made a check on 100 salesmen and the sales they produced. The figures are as follows:

- 48 salesmen made two calls and quit.
- 24 salesmen made two calls and quit.
- 15 salesmen made three calls and quit.
- 13 salesmen made four or more calls and brought in the majority of orders.

Sixty per cent of the sales of this group of 100 men in a period of six months were made on and after the fifth call.

In selling street car rides, a large percentage of the customers come to the salesmen, who are the trainmen on the cars.

No doubt the majority of rush hour riders use the street cars because the distance to their homes is too far for walking, and they do not have automobiles or have enough good judgment to realize that the street car is a better unit of economical transportation.

In addition to the regular rush hour customers are many "prospects" who can be sold to the street car service by courteous and efficient trainmen. This is particularly true in the matter of stimulating short-haul travel in the downtown districts where prospects may either get on a street car or will walk the few blocks.

The same trainman does not meet the same passengers every day, so that the situation is not that of an individual salesman working on an individual prospect. Instead, all motormen and conductors represent a sales force working to increase the patronage on the cars.

A passenger who finds one interesting and attentive trainman giving courteous and efficient service corresponding with the first salesman, and four other trainmen who are indifferent, is likely to be indifferent about using the street cars. If a passenger meets five trainmen in five consecutive trips who are thoroughly on the job, and make street car riding a pleasure, then that individual is likely to use the street cars every time he needs transportation.

Success to the organization and to individual salesmen depends on continued interest and good service. There is no success if the salesman quits after one, two, three or four tries.

Only Men Who Break Rules Need Fear Accident Arrest

(Continued from Page 1, Col. 1)

vokable when reasonable care is not exercised. The great trouble is that it is not enforced. Drivers of vehicles are not controlled as employers, therefore must be controlled by law or safety becomes a farce.

No Fear of Arrest

The man who observes our rules, need not fear arrest in the event of an accident. He may be arrested by an officer who does not know his business, or by one who does, but makes the arrest as a matter of form.

You, as a motorman, must be prepared at all times for the careless moves on the part of all people on the streets. If you run at a high rate of speed on pull-in trips or when late, or on down grades, you do so contrary to all instruction, and if you have an accident, and are arrested, you have no one but yourself to blame.

Pick your place to run fast. If conditions are such that a doubt is created in your mind, take the safe way. Then you are right with nothing to fear.

Street car work is important. It takes a man to do it, one who is capable of making decisions in the fraction of a second, often by anticipating danger before it is apparent to others. Your car cannot dodge, so keep your route ahead clear. The other fellow will have to dodge in front of you in order to get hit.

Always Look Ahead

Remember on pull-in trips, your actions are viewed with suspicion, and this is the time when you lack evidence for defense.

The new men, who fear our laws, are those who violate them. All others have no fear for the laws were made

for their protection against the criminally inclined. A man who drives an auto or a street car while he is under the influence of liquor should be arrested. Accidents happen when the law of care is broken, so the quicker we locate the violators, the better for all concerned.

Reason for Accidents

If your car runs too far after an accident happens, there is a reason—the petcock may be broken, brake rod may be broken—motorman may have been momentarily disabled, or there may have been too much speed used.

Right has a principle, and knows no fear, while wrong is always afraid of being found out, and is lacking in principle.

An auto can be stopped in less than one-third the distance it takes you to stop your car, both going at the same rate of speed. Very few people have any idea of the speed they travel and the following will give you an idea of the ground covered in one second:

- 10 miles per hr. covers 14.66 feet per second.
- 15 miles per hr. covers 22 feet per second.
- 20 miles per hr. covers 29.33 feet per second.
- 25 miles per hr. covers 36.66 feet per second.
- 30 miles per hr. covers 44 feet per second.
- 35 miles per hr. covers 51.33 feet per second.
- 40 miles per hr. covers 58.66 feet per second.
- 45 miles per hr. covers 66 feet per second.
- 50 miles per hr. covers 73.33 feet per second.
- 55 miles per hr. covers 80.66 feet per second.
- 60 miles per hr. covers 88 feet per second.

At 20 miles an hour it takes about nine seconds to stop a street car on level track.

BULLETINS

Issued August 25, 1924

BULLETIN NO. 180 Notice to Trainmen

At the Violet and Mateo crossing of the Southern Pacific tracks, cars of the Los Angeles Railway, after making stop at crossing, will not proceed if a train or engine is approaching within 125 feet until such train or engine has come to a full stop.

When a train or engine has come to a full stop at the crossing of the Los Angeles Railway tracks, such train or engine will not proceed if a car of the Los Angeles Railway is approaching within 125 feet of the crossing until such car has been brought to a full stop.

After such stops have been properly made, waiting cars of the Los Angeles Railway will have first right-of-way, provided ready to move immediately.

BULLET NO. 181 Notice to Trainmen

Arrangements have been made for use of toilet privilege in the service station of Mr. H. J. Cole at 2836 Brooklyn Avenue, and trainmen may avail themselves of this location so long as no objectionable conduct is displayed.

BULLET NO. 182 Notice to Conductors

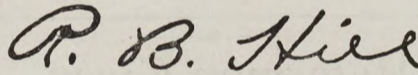
Special pass No. 7723, issued to Police Officer Mark W. Hopkins, has been stolen. If presented for transportation, take up, secure the name and address of party presenting same, and make report to this office.

BULLETIN NO. 183 Notice to Trainmen

Mail carriers must not be carried free On line "J" south of 26th and Santa Fe, On line "V" east of Alameda street, On line "M" south of 93rd street, On line "F" south of Manchester, On line "E" south of Redondo Blvd. (formerly Walnut), On line "P" east of Indiana, On line "R" east of Indiana, or On the Indiana or Gage street shuttle. When operating outside of these limits, motormen will not open the gates at the front end for carriers to board, as they must board at the conductor's station and pay regular fare.

BULLETIN NO. 184 Notice to Trainmen

It has been called to our attention that motormen are in some cases changing stools from one car to another. This is to remind trainmen that stools must under no circumstances be changed from the car corresponding to the number of the stool, and as stated in the rule, any trainman apprehended of making such changes, will be summarily dismissed from the service.



Superintendent of Operation.

BUS BULLETINS

Los Angeles Railway Bus Division

BULETIN NO. 123

ALL BUS OPERATORS:

Bulletin No. 122, issued August 7th, 1924, which refers to the honoring of two (2) U.S.M. tickets, Form 1-50, for a ride on the Wilshire bus line, is hereby cancelled.

BULLETIN NO. 124

ALL BUS OPERATORS:

Commencing Monday, August 18th, the route of the pull-out cars of the North Lincoln Park Avenue line between 16th Street Garage will be as follows:

- West on 16th street.
- North on San Pedro street.
- East on Aliso street—Mission road—Main street.
- North on Lincoln Park avenue to the intersection of North Broadway.
- Please be governed accordingly.

F. VAN VRANKEN, Manager.

TWO TRAINMEN DROWN AT BEACH

Conductor Frank Moore and Motorman Arthur J. Comerford, of Division Three, with their wives, left Friday morning, August 15, for a day's outing at Seal Beach. Shortly after arriving the men went on a raft and drifted some distance from shore. A large wave caused the raft to capsize and as neither of the men could swim

THAT WE ALL MAY UNDERSTAND ALIKE

It is hard sometimes to understand why, after a rule is drafted and is made as plain as it can be written, that so many different interpretations can be placed on the rule. However, when we realize how many different ways our laws can be interpreted by lawyers and judges perhaps our own problem is not so great after all.

Quite a number of trainmen are being demerited for failing to make the one hundred foot stop behind the car ahead and on appeal claim that various parties such as Division Superintendents, Supervisors, Instructors, Safety Bureau Men, etc., have told them that they could do so and so at such and such a point.

A portion of rule No. 59 on page 19 says, "That when the car ahead makes a stop the following car must have power off approaching with a decreasing speed, and make a full stop one hundred feet from the car ahead, remaining there until lead car has started. On receiving signal from the lead car, the following car is allowed to close up." The only exception made to the above rule is in the following paragraph which states that at terminals ONLY after the full hundred foot stop has been made the following car can close up to within a point of fifty feet back of the switch point no matter on which track the switch point is located and that in closing up to this point the controller must not be fed up to more than five points.

It would appear that the above rule was very plain in all details and there can be absolutely no injustice done to a trainman if he is demerited for violating the rule. The point mentioned in regard to receiving a signal from the lead car to pull up is only to cover cases where the lead car is in trouble and in need of assistance, no other condition justifying the second car in pulling up.

However, as at certain points we maintain Traffic men or Supervisors for a certain portion of the day it will hereafter be understood that on approaching any point where a Traffic man or Supervisor is stationed, should either of these men signal a car to close up, after it has made its full one hundred foot stop behind the lead car, the second car may do so, it being assumed that the Traffic man or Supervisor has the authority to give such orders but it is not to be assumed that the car will have the right to pull up at times when the Supervisor or Traffic man is not on duty. In such cases after making the hundred foot stop the car will remain standing until the car ahead has started to move.

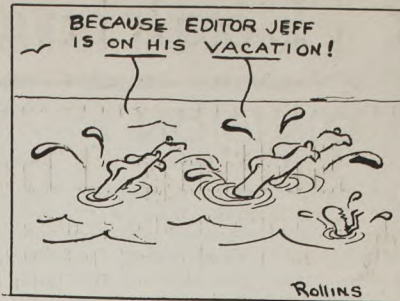
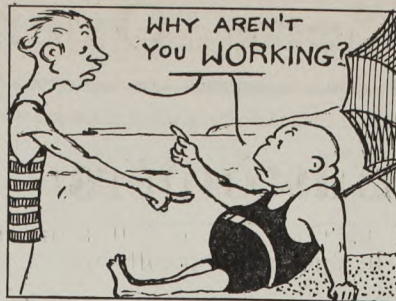
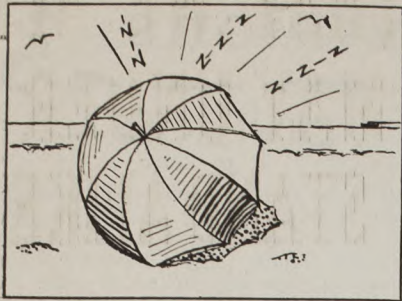
Now we believe that we have stated this matter clearly enough and it must be distinctly understood that there are no points whatever in Zone No. 2 where any exceptions are made. Jefferson and Main for example is frequently quoted as a point where it is necessary for cars to close up but the rule will be enforced just as strictly at Jefferson and Main as at any other point.

In publishing this as an article in "Two Bells" it is expected that not only every trainman will understand what is expected of him but it is also expected that every man, no matter in what department he is employed, who is concerned with the administering of discipline will understand the rule in all its details.

they called for help, but before assistance arrived they both were drowned. Moore's body was not recovered until Monday morning. Mr. Comerford's body was shipped to Worcester, Mass., and Mr. Moore's to San Francisco, California.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

For Condr. G. S. Hammond, Div. 2
Los Angeles Railway.
Gentlemen:
Let me mention Conductor 2788, who was on the "O" line, as the pleasantest and most accommodating conductor we have seen for a long time. He gave information to my father—gave it gladly and looked it up to be sure it was the best. He seems well informed and alive.

Yours truly,
MISS KATE AINSLIE,
1234 Slauson Ave.,
Maywood Station, L. A.

For Condr. J. Federbush, Div. 4
Los Angeles Railway.
Gentlemen:
A commendatory word for your conductor, No. 2274, car 598, occasioned by his extremely considerate attention to your (and his) patrons.

At Hill and Temple Streets, a young mother with an infant in her arms was preparing to alight when a bundle fell because of an insecure string holding it. Your conductor held the car, tied the package and handed it to its owner, who was safely started toward the sidewalk—of course very grateful.

At Bellevue and Edgeware, another mother with infant in arms and two little daughters about four years of age, were endeavoring to decide, where to leave the car, and because of the mother's unfamiliarity with the locality, the puzzle was how to get to the desired destination. Our conductor, above, lost no time nor interest to relieve her anxiety, and by proper questioning, ascertained just where she should leave the car, which, when she did was with an expression of gratitude, that was bestowed through a considerate courtesy that only a gentleman, and an employe whose interest in his work brings credit to the executive staff of the Los Angeles Railway Company—and of course to himself—the joy from being kind.

Respectfully,
M. F. BERNSEN,
Union Mortgage Co. of California,
740 South Broadway.

For Condr. J. V. Alcorn, Div. 1
Los Angeles Railway.
Gentlemen:
I wish to report your conductor, No. 1530, operating either last Thursday or Friday, on your "N" line, as guilty of excessive courtesy. His conduct speaks well for the campaign you are conducting for a kindly relation between your employes and the public.

The service he rendered me was far beyond that called for by the fare I paid.

Yours very truly,
EDWARD T. BISHOP,
403 Hall of Records.

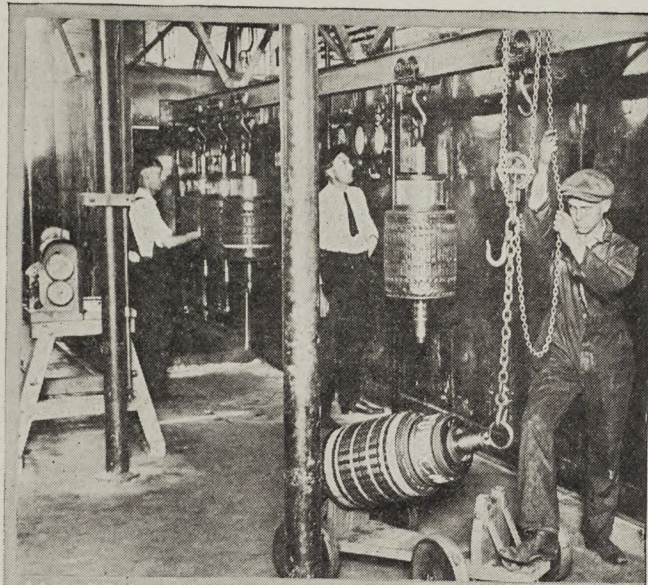
For Condr. R. L. Stough, Div. 1
Los Angeles Railway.
Gentlemen:
I wish to call your particular attention to conductor No. 2282 (Stephenson Ave. line) whose kindness I am not likely to forget. I am an alderly woman subject to dizziness. Your conductor was extremely courteous, rendering me valuable assistance for which I am very grateful.

Respectfully yours,
MRS. M. E. ROSS,
5116 Monte Vista St.

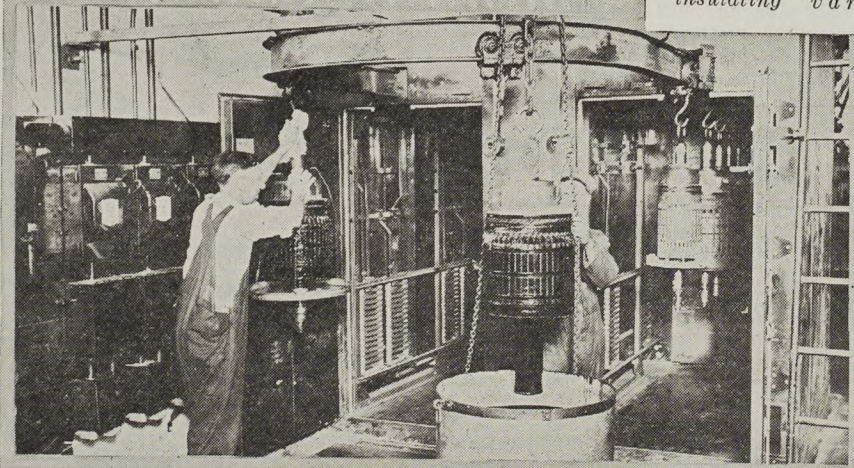
For Condr. A. S. Herrick, Div. 2
Los Angeles Railway.
Gentlemen:
I wish to commend Conductor 2080, Maple Avenue line. As far as I can see (and I can see a long way) he is efficient in every respect. He is polite and patient, two very desirable things in a conductor. He does his duties well.

Yours respectfully,
MAJOR ELIZABETH GALLEY,
832 West 9th St.

Electrical Bake Ovens Help Motor Maintenance



The top picture shows foreman H. C. Smith of the electric room looking at the motors which indicate the heat of the bake oven. Joe Snell, at the left, is starting one of the armatures into the pre-heating room. The picture in the center shows an armature being lifted out of the tank of insulating var-



nish, while at the left an armature with the tray underneath is being pushed into the bake oven. Several armatures can be seen hanging in the pre-heating chamber.

The company has practically completed the equipping of an electric bake oven at the South Park shops for treatment of motor armatures, which will considerably increase the efficiency of motors, give them longer life and minimize the possible equipment failures on the streets.

After the scores of wires have been strung around the armature, it is wheeled over to the bake oven on a small truck, and then hoisted by means of a chain pulley to a single overhead rail where it is hooked to rollers and hangs end down.

The baking equipment consists of two separate ovens. One is known as the preheating oven, and the second is the baking oven. The armature is pushed along the overhead rail into the preheating oven where it stays for 12 hours. The chamber is heated to a temperature of 205 degrees by means of a current passing through grids along the side walls. The doors are closed tightly, and the heat of the oven does not affect the rest of the electric shop.

When the armature is thoroughly dried in the pre-heating room it is rolled out along the overhead track and dipped in a tank of insulating

varnish. The armature is held in the liquid until the absence of air bubbles indicates that the varnish has soaked into every point of the armature. As the armature is removed from the tank, a tin tray is placed underneath it to catch the drip, and it is pushed along the rail into the bake oven which is heated to a temperature of 195 degrees, where it remains for 48 hours.

At the end of this time the armature is ready to be put into a street car motor to give most efficient service.

Prizes Given For New Suggestions

(Continued from Page 1, Col. 4)

the Operating Department is already familiar with such points as would be benefited by having police officers in charge, but we cannot dictate to the police department where they shall place such officers, and the traffic squad of the police department at the present time is not large enough to permit officers being placed on all corners, regardless of the fact that they would undoubtedly help the situation if they were so assigned.

On The Back End (Contributed)

Policeman (producing notebook)—"Name, please."
Motorist—"Aloysius — Alastair—Cyprian—"
Policeman (putting book away)—"Well, don't let me catch you again."
—Punch (London).

I haven't much faith in the fellow who praises everything; less in the fellow who knocks everything; and not any in the fellow who is indifferent to everything.—Elbert Hubbard.

Conductor C. C. Lee of Division Five recently paid fare for a lady in distress who had forgotten her money. Later he received an appreciative note with ten cents enclosed, the other nickel to buy a nice long, cool, cigar.

A hardened motorist ran down a jay-walker. "Hey," he shouted, "while you are under there take a look at my brake rods!"—Clipped.

Conductor Adams and Motorman Adams pulled out of Division Three on an Adams car t'other day. An Adams special, so to speak.

"How much is the steak," asked the woman shopper.
"Twenty-five cents a pound."
"But the price at the corner store is only twelve cents."
"Vell," said Otto, "vy don't you puy down there?"
"They haven't any."
"Vell, ven I don't have it I sell it for ten cents."

Some time ago a man boarded my car and asked if we went to the Sears Roebuck Rubber Co. (meaning Good-year). I answered yes at the end of the line, for once mind reading was successful.

It's no use finding fault if you can't find a remedy.

Division Shops Employ 376

Some idea of the work necessary to keep the street cars in condition for their daily service is given by the fact that in the five division mechanical departments there are 207 men on day and night shifts. On the streets there are seven mechanical inspectors for emergency work. Ninety-four Japanese men, and 52 women clean the cars, and 16 watchmen look after the equipment in the carhouses, making a total of 376 employes in this division of service.

Laughter will dimple the cheek, not furrow the brow.

Looking 'em Over at the Divisions

DIVISION 1

H. N. Cole

The many friends of former conductor C. C. Daniels, will be grieved to learn that he passed away a few days ago. He worked out of Division One since 1919, until about a year and a half ago, when he transferred to Division Three. Several months ago he resigned on account of ill health, and engaged in other business in an effort to regain it but in vain. He leaves a widow and one child.

A post card from Conductor F. Slatery, who is resting up at Catalina, says he is having a good quiet time, and is gaining some of the weight that he lost on the C.C.C.C. line.

Head Janitor Rafferty is spending his vacation at Catalina Island.

Supt. Williams left last Monday for a vacation, most of which he expects to spend at his cabin up in the woods.

Foreman J. B. Lair has returned from his vacation and is back on the job.

DIVISION 2

R. C. Hoyle

The Division is glad to welcome back Supt. Mr. T. Y. Dickey, who has been enjoying a two weeks' vacation hunting and fishing in the region of the Kern River. The trip offered many thrills; especially the encounter with a large rattle snake. Mr. Dickey tells us that he is lucky to be back with us as only presence of mind saved him from this inhabitant of the wilds.

Foreman Mr. C. L. Christensen is on his vacation but has not decided just where he will spend his two weeks. We hope that he will have a very pleasant time, and come back with renewed energy to resume his duties of office. Mr. C. J. Clark, is assuming the duties of Foreman during C. L. C.'s absence.

H. T. Hansen, stenographer, is again motoring northward on his two weeks' vacation. Conductor A. B. Hughes is officiating in his place.

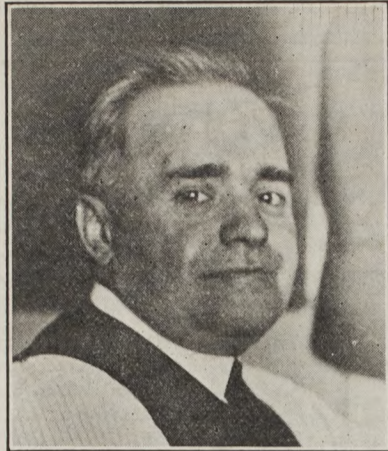
Division Two has been making many improvements for the comfort of its trainmen. New steel lockers are being installed in place of the old wooden ones. When this is completed, the wielders of the paint brush will be enlisted to do their share.

Let's get together, boys, and show the fellows of the other Divisions that we have the neatest appearing group of men in the company. Let's get up five minutes earlier and shave off the porcupine quills and give the old dogs a slicking up. I'll bet we'll all go to work with a new zest for the duties of the day. You know the old saying that physical efficiency makes for mental efficiency. Try it, boys! You will be surprised at the result.

R. C. Hoyle, Division Two scribe, is on his vacation, and before going he turned the work of gathering news over to our stenographer, H. T. Hansen. Friend Hansen having just bought himself another new Dodge, 1925 model, just couldn't wait and on Tuesday came in and told yours truly (Madigan) that he also was going on his vacation and wouldn't I please take care of Two Bells. Having no chance now to sneak away on a trip any place, I'll have to ask you fellows to try and dig up some news for me for next week. I had only a short time this week to get it. Now don't rush, one at a time.

If that daughter of Conductor E. A. Graham should ever become a Conductorette, she may be depended upon for

Who's Who



FROM the metropolis of Rolton Pond, somewhere in Canada, comes A. E. Fontaine, stenographer and general utility man of Division Three. Having tickled a telegraph key as commercial and railway wire operator he delights to tickle the keys of an Underwood, which is as near as a street railway gets to telegraph dispatching.

Mr. Fontaine came to Los Angeles in 1920 when he was transferred by the Postal Telegraph company from Boston. He entered the service of the Santa Fe a few weeks later and was stationed at Winslow, Arizona. The following year saw him back in Los Angeles as a conductor of Division Three and in 1922 he was appointed regular stenographer. He is responsible for the punch in Supt. Dye's letters.

Appreciation

I take this means of thanking the men of the Traffic Department for sympathy and beautiful floral piece for my mother who passed away August 14th, buried August 16th.

G. M. SMITH, Traffic Dept. and family.

Monthly Dance Postponed

Owing to the large number of employes on vacation, the regular monthly entertainment and dance will be postponed until the last Saturday in September.

an early show up. She had a 4:30 A. M. "shine" at the Pacific Hospital on Saturday, August 9th, and reported at 4:21. Mother and daughter doing splendid. Congratulations!

If the party who "borrowed" the five gallons of gasoline from Conductor S. L. Anderson's "Elizabeth" while it was parked in the shed will kindly leave the money for said gasoline at the office it would be greatly appreciated. Wasn't it bad enough for S. L. to be pinched for speeding without more trouble. You could at least have left him enough to get to an oil station.

After an absence of several weeks, our (Pacific) Mutual Friend, Harry Travis, the man you can't beat as long as you live, was on the job again this week, having spent a "hot time" at Balboa. Glad to see you're back, Harry, even if sunburned.

P. S. Don't forget, boys, if you leave the key home, those new lockers can not be opened with a screw driver, and can openers will not be allowed.

J. A. MADIGAN.

DIVISION 3

Dan Hanley

In Memory



FRANK MOORE



ARTHUR J. COMERFORD



DIVISION 4

A. E. Vejar

S. Ashworth is back with us safely from Providence, R. I., having escaped the sharp lobster claws of that famous locality where the night-blooming pumpkin pies are picked in time for breakfast.

O. D. Sutton, C. J. Knittle, E. G. Kennard, R. T. Willis, and H. W. A. Dalton, made their mark at the annual National Guard Encampment, doffed their O. D. uniforms and now present a solid front in blue.

J. T. Tucker is on leave for a visit to his parents in the Lone Star State.

C. E. Grant and A. B. Chambers are having their summer vacations.

Supt. Wimberly had a letter from J. B. Keller asking for thirty days more to spend in Kingston, N. Y., on account of his wife's health, and one from J. C. Walp, who is spending his vacation with his mother in Philadelphia. Keller said otherwise he could not get back any too soon as it was so hot he could not sleep.

Conductor Chaney and Janitor Henry Allen are competing in cut rate sales of their new Fords, a coupe and touring, respectively.

DIVISION 5

F. J. Mason

Condr. H. A. Peyton came into the barn last Friday to report an accident. He grabbed the first phone he saw and got well away with his report when Tyler noticed that he had central instead of the dispatcher. He acquainted Peyton with the fact that he had the wrong phone and Peyton just hung up and grabbed him another, this time the right one. Then things began to hum. Telephones to the right and telephones to the left just volleyed and thundered. All phone supervisors and chief operators in town were trying to get Division Five for the particulars of the accident. Peyton lost a step.

One day last week going south between Manchester and 114th street Motorman H. O. Lillie forgot his berries as regards letting passengers off the front end and his eagle eyed conductor, Johnny Robinson, got hip to him letting off two passengers. Johnny let out a yell at him, waved his hands frantically at the two passengers and pointed to the fare box. Lillie then snapped out of it. One jump and he was on the ground, three jumps and he covered two vacant lots and two words of explanation netted him two nickels. From now on Johnny says he's going to nail the front door up when he leaves Manchester.

If any of the boys want to get some good watermelon get in touch with Kettle, Gurley, O'Hara, or Thompson. They know a swell place. It's only 62 miles from here and answers to the name of "Oxnard." They'll probably offer to drive you out there too. They know the road and will assure you that there's no fear of skidding.

Our esteemed Superintendent, Mr. Geo. E. Ferguson, has taken a week's vacation. Mr. Ferguson hasn't been feeling any too good during the past week or so and here's hoping that this week's rest will put him back on his feet and full of his old time pep.

Received a card from Conductor J. Thomas from Chicago. He said so far as he's gone he's enjoying himself immensely.

Motorman A. T. Totten and Conductor R. Creed have forsaken the controller and the fare box for the bright red lights and siren. Both have taken 90 days to take a whirl at the Fire Department. Good luck to you boys.