

VOL. V

JUNE 2, 1924

No. 1

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

Plan to End Arguments Rewarded

BE FRIENDLY WITH YOUR JOB AND KNOW IT

BY JOHN C. COLLINS
Supervisor of Safety

Friendlessness means being destitute of friends—a very bad predicament.

A man who is not satisfied with his past life should realize that his acts were the outgrowth of his thoughts. Carelessness and accidents are natural outgrowths of a mind that refuses to give proper heed to safety instructions and safety practices.

There are three classes of automobile accidents which a motorman must learn to avoid:

1. Hitting an automobile which he has been following too closely and which has had to make a quick stop.

2. Hitting the auto which comes from the rear of a car, passes, and then makes a left hand turn on the track but stops unexpectedly.

3. Hitting an automobile at right angles when it comes out of a cross street and stops on the track.

Keep away from these and the others will take care of themselves, creating a more friendly feeling all around.

What is a friend? One who is attached to another by affection, often so strong that it lives after death, a well wisher, an intimate acquaintance, one who knows him well.

Your Job Your Best Friend

The parent is a friend to the child, the child a friend to the parent, the wife a friend to her husband, and a husband a friend to his wife, but who is the very best friend to all concerned?—Your job. No matter what kind of a job it is, it is your best friend, and is the best job you have.

The point of view of the superintendent and sub-ordinate officials is necessarily different from that of the men on the cars, for they know the result of being friendless and they know what the job will do for you. It puts a roof over the heads of our loved ones where they may rest secure. It feeds, clothes and educates them.

(Continued on Page 2, Cols. 1-2)

Condr. Ding and Mtr. Ding Ding Celebrate Two Bells Birthday



WITH this issue, "Two Bells" begins its fifth year as the official publication of the Los Angeles Railway.

The first issue appeared at the divisions June 7, 1920, and was about two-thirds the size of the present paper. After three issues, it was necessary to enlarge the publication to its present size.

Week after week the paper has endeavored to present news of the Los Angeles Railway in as thorough and an interesting manner as possible, and to express the policy of the company on matters affecting transportation service.

One of the most interesting features of the paper has been the news of the

Divisions. This material is supplied as a labor of love by five men who reflect the true company spirit, and give their time and efforts to make the paper more attractive and more useful. The men acting as division scribes at present are, H. N. Cole, Division 1; R. C. Hoyle, Division 2; R. W. Reid, Division 3; C. J. Knittle, Division 4; and E. C. Tyler, Division 5.

Conductor Ding and Motorman Ding Ding, the fellows with the funny forms who have occupied the comic strip of "Two Bells" regularly, step right out of their column to receive the greetings of "Two Bells" birthday, chaperoned by Miss Eloise Slocum of the Claim department.

Paint Ready for L. A. Built Cars

The purchasing department has bought, and placed in readiness the glass, and all paint equipment for the 20 passenger cars that are still to be built in the main shops under the 1924 program. The barrels and crates of varnish, oil, glue, etc., for the big job are in one pile in the paint and oil room, under the watchful eye of Thomas H. Gray, who has charge of this section of the stores.

A motoring writer says that the motorists in this country run into millions. We know that. We wish they didn't.

New Grinders In Division Shops

A new grinding machine which has two wheels, so that two men can handle different jobs at the same time, has been put up in the drill press room of the South Park Shops. One of these machines has been put in the car house shops of Divisions No. 2, 4, and 5.

The machine is made by the United States Electrical Company, which is a Los Angeles concern.

'PEACE PRIZE' IS WON BY W. C. LOVE OF DIV. 3

First prize for service suggestions considered by the staff of the transportation department during May has been awarded to Conductor W. C. Love of Division 3, for submitting the best set of answers to meet the 17 common questions and situations that the trainman experiences. The list of 17 was given in "Two Bells," when an announcement was made that particular consideration would be given to this subject with a view to minimizing arguments between trainmen and passengers and maintaining peaceful and friendly relations.

Conductor Love has a clear record for courtesy, indicating that the suggestions he made are based on actual operating conditions.

Changed Stop Wins

Second prize was awarded to Motorman H. E. Chester of Division 5. His suggestion was in regard to the change of a stop sign at Sixty-Eighth and Hoover, northbound. There is a school stop at this intersection, and while the company has not awarded prizes heretofore for suggestions that the passenger stop sign be moved to conform with the school stop sign, the motive in Chester's suggestion is in a little different classification because the passenger stop referred to was one of the old style on the north side of Sixty-Eighth street. The change will make the stop conform with the general plan throughout the system, and at the same time conform with the school stop.

Thank Truck Drivers

Third prize was awarded to Motorman J. A. Wear, of Division 3, for the suggestion that a letter of appreciation be sent to two of the local truck companies whose drivers make it a practice to give clearance to street cars when the gong is sounded. Those who judge the prizes considered that his suggestion was of value, as it opened the way for establishing good relations between the truck companies and the street railway, through the recognition of the necessity for public transportation.

In the suggestions made by Conductor Love for avoiding controversies

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

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Birthday of Two Bells

WITH this issue, "Two Bells" begins its fifth year as the paper of the Los Angeles Railway. It was established with the belief that all employes were sufficiently interested in the affairs of the company to warrant a weekly newspaper, and that the regular publication of matters of news and instruction would result in an improvement of service to the public. These hopes have been fulfilled to a gratifying degree. Men and women who do not know what is going on in the company in which they are employed can not be expected to have the interest in their work that will compare favorably with those who know what is going on about them.

The delivery of the best possible service to the public is the ultimate aim of this company. To deliver a satisfactory nickel's worth to every one of the daily riders requires a tremendous organization of some 5,000 employes on the cars, in substations, in shop pits, on tower wagons, in offices and other sections. This big organization is selling a five-cent product, and may well be said to be giving the biggest value for five cents, in the city.

With a system as expansive as the Los Angeles Railway, it is impossible for one man to corner every item of news, and to record every item of interest would require a paper several times the size of "Two Bells." In editing this paper it has always been the aim of the Public Relations Department to make it as interesting as possible, and to catch the principal items of news. This has required the co-operation of all department heads, and others interested in various sections of the company's work.

To the 2500 trainmen at the five divisions, the back page with its personal news items is perhaps the most interesting feature. The company officials thoroughly appreciate the effort made by the division editors in supplying this material.

As the paper begins a new year, the editor takes this opportunity to thank all those who have assisted in the past, in supplying news and inspirational material, and asks continued co-operation in the future.

Street Car 'Peace Prize'

THE awarding of the cash prize in the monthly suggestion contest for the best set of statements a trainman should use to meet the common situations that arise on the cars, has had a good effect in arousing interest in courteous relations between trainmen and the public.

In all probability, every trainman has at least heard that replies should be worded along the general lines given in the suggestions made by the winner, but unless a trainman is applying the suggestion that he receives for courteous relations, they are of practically no value. It is knowing how to meet passengers, and then carrying out the ideals that promotes courtesy.

There is nothing as valuable as courtesy in promoting co-operation between passengers and trainmen, and there is nothing that requires so little effort as a smile, a cheerful word, and the giving of information in such a way that the passenger will understand and appreciate the service given.

Get Acquainted With Your Job and Study It

(Continued from Page 1, Col. 1)

on the cars, the value of explaining, and if you stick to this friend it not only lifts you up but supports you in your old age. No other friend will do this.

Know Your Job

Are you intimately acquainted with your job? You should be, knowing not only its faults, but its good points as well, trying to correct the bad and recognizing the good. The man who jumps from one job to another does not become intimately acquainted. He does not make friends with the job, but just a slight acquaintance. If you do not like this friend, and you know of one who is better, by all means change to the other, but try to know the job before deciding. Happy is the company where men love their job, where they are glad to meet it each day and stay with it until night when the best of friends part.

What man on the job is your best friend? He is the man who sees to

it that you treat your job as it treats you, the man who has courage enough to tap you on the shoulder and tells you when you are wrong, tells you things you should know which any good friend is bound through friendship to tell another. The man who when you persist in violating the friendship of your job recommends demerits which gives you another chance to redeem yourself and hold your friend. He not only tells you that you are wrong but tells you how you may retain this friend the easiest possible way.

Rules are made for cause, and when observed produce the desired result. It is the man who thinks wrong that does wrong, and the man who does things wrong causes all the trouble.

Means Chances Spurned

No man wants to have a collision of cars, but collisions happen once in a while, then it is too late to pre-

BULLETINS

Issued June 2, 1924

BULLETIN NO. 99
Notice to Conductors
PASS LOST

Pass No. 5873 issued to C. R. Nicholson, Conductor Division No. 3, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 100
Notice to Trainmen

Effective June 1st, arrangements have been made for toilet privileges in the billiard room located at 5621 Melrose Avenue.

Trainmen may avail themselves of such privilege so long as their conduct is such as will not result in the cancellation of the contract.

BULLETIN NO. 101
Notice to Conductors

The following passes reported as lost or stolen during the months of January, February, March, April and May, 1924, are still unaccounted for.

189	1903	3484	5850
361	2237	3653	5873
456	2240	4026	5866
584	2286	4147	5882
651	2533	4432	6079
681	2554	4439	6116
685	2707	4516	6292
953	3015	4816	6363
1045	3023	5110	6567
1175	3199	5272	6706
1213	3250	5298	6749
1724	3263	5612	6777
1798	3318	5720	6861
1805	3423	5826	6955
			7082

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

BULLETIN NO. 102
Notice to Conductors

PASS IN IMPROPER HANDS

Pass No. 7082 issued to R. White, Motorman Division No. 3 is in IMPROPER HANDS.

Conductors are requested to make special effort to detect use of this pass, and if presented for transportation, take up, collect fare, and send to this office with report.

P. B. Hill
Supt. of Operation.

1200 Car Step Sides Replaced Monthly by Shops

Twelve hundred wooden sides for car steps have to be put on cars in an average month, as the result of automobiles and other vehicles breaking them off in traffic. So many changes have to be made, that at the South Park shops a new trough, and racks for paint dipping of the wooden sides are being built. This dipping work will be done at a stand east of the mill building.

Headway Reduced On Temple St Line

With the establishing of the new schedule on line "M" to provide for through operation to 116th Street, a new schedule has been provided for line "T," giving an additional run on the Temple Street safety cars, and reducing mid-day headway from six and one-half to five minutes.

vent, and is much against the interests of the offender for he loses his best friend—his job. He then asks for one more chance to redeem himself, forgetting that he has already had several chances of which he failed to avail himself from when his attention was directed to the effect of a certain cause by a man versed in the safety way, and while this man pointed out the way, no effort was made to follow it.

The job usually lives up to the spirit of friendship, being consistent in its ways. It is the man on the job who needs to pay just a little more attention to his friend, for his job pays as much attention to him, as he pays attention to it. Your best friend on the job is the man who sees that you are not lax. Your job serves you in many ways in return for your service.

SHOPS CHECK CAR NEEDS BY HOURS

An accurate indication of the regular requirements of every street car for mechanical work and lubrication is made possible by a system of car records maintained by each car house mechanical foreman under a plan established by "Billy" Brown, general car house foreman.

In brief, the present system keeps a record of the number of hours every car has actually run. The former system was to give each car a general inspection every four days without particular regard to the mileage covered.

Developed after Visit

Mr. Brown developed the system after visiting street railways in the coast cities during the latter part of 1923.

When a new schedule is built, a copy is sent to the mechanical foreman of each division. The switchman's sheet shows the number of the car on every run. At the end of the day these sheets are checked over in the division mechanical office. The number of hours that each car ran is entered. The motorman's card is compared for a further check.

An inspection of cars with the "K" type control is made approximately every 80 hours. The "H & K" type cars, thus equipped for multiple-unit operation are inspected after they have run 120 hours.

Inspection Improved

The present system is giving better inspection and a more accurate check of the amount of work each car does.

This system is similar to a mileage basis but was chosen because it could be obtained quicker than mileage could be obtained from mileage clerks.

A much improved system of inspection and maintenance is now being worked out which "Billy" says should keep the equipment in A-1 condition at all times and reduce troubles to a minimum.

Blacksmith Shop To be Wheel Room

The old blacksmith shop at South Park is to be used as a wheel shop, and the wheel press, wheel grinder, and wheel borer will be moved from the machine shop into the new quarters. The room is to be floored with wooden blocks set on concrete. The blocks will be cut at Vernon yards from ties.

The pit space under the wheel press and some of the other wheel machinery in the present shop will be filled in, and the floor thus released will facilitate the work of that section.

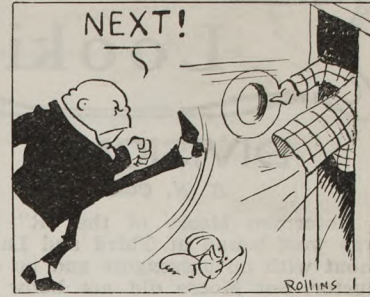
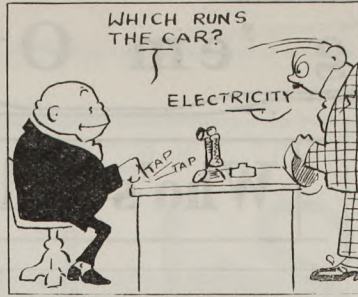
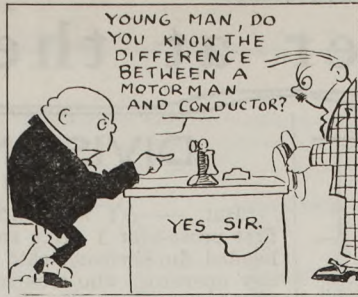
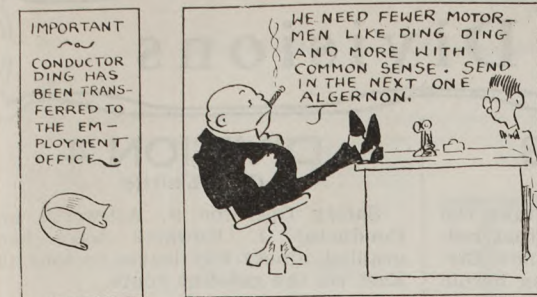
The big wheel press which will be moved is used for putting wheels on axles, and removing them. This hydraulic press can exert a 200-ton pressure.

Attending Convention

Mr. J. G. Jeffrey, Director of Public Relations and editor of Two Bells, left on the evening of May 24th for Fresno, to attend the annual convention of the California Advertising Club, as a representative of the Los Angeles Railway. The last two days of the convention will be spent viewing the grandeur of the Yosemite Valley. He will be back in his sanctum sanctorum June 2.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things

(Hand Picked)

For Mtr. S. N. Cupp, Div. 5

Los Angeles Railway, Gentlemen:
I wish to inform you of a very nice little courtesy extended by Motorman 1017 on the Grand Avenue line, Saturday morning.

As the car was coming around the corner of Second and Broadway, going south, I reached the corner just as the car was starting and was quite disappointed as I was in a tremendous hurry. However, this motorman saw me and slowed up, sufficiently for me to get on. As I appreciate this courtesy very much I wanted to let you know about it.

Very truly yours,

J. R. COFFMAN, 306 Coulter Bldg.

For Condr. B. T. Olson, Div. 1

Los Angeles Railway, Gentlemen:
Please accept my congratulations on another of your conductors, No. 1048, on the "D" car line. I have noticed that he is both intelligent and courteous, and as a passenger I have had occasion to observe his unflinching efficiency.

Very truly yours,

DR. GUY BOGART, 137 South Hancock.

For Condr. K. F. Wright, Div. 3

Los Angeles Railway, Gentlemen:
I want to tell you of the honesty of one of your conductors, No. 770. A few nights ago I took twenty dollars from him and by mistake gave him twenty-five dollars in bills in exchange. I did not know where the five dollars had gone. On the second day afterwards, I saw this conductor. He handed me a "five spot." I asked him what it meant and he told me that when he checked up he was just five dollars over and not until then did he remember the mistake. Very few people in this day and age would have given up the extra five. I wish there were more like him in this world as it would be better for everyone.

Yours very truly,

WALTER L. MARTINDALE, 330 West 5th St.

For Condr. J. Robinson, Div. 5

Los Angeles Railway, Gentlemen:
Having been helped out of an embarrassing difficulty by Mr. J. Robinson, of Division Five, in your employ, I am writing this letter to express my appreciation.

Finding myself at Seventh and Hill Sts. in the rush hours, I suddenly discovered that I was penniless, having thoughtlessly run completely out of cash. In a quandry as to what to do I applied to the traffic director and asked him if there was any way of covering the situation and he assured me that there was by making an out and out loan of 5 cents. I am quite sure that by this act of friendliness he won forgiveness for all the motormen who have passed me up with the "Take Next Car" sign during the three years residence in Los Angeles.

I think J. Robinson is O. K.

Yours very truly,

HARRY R. NEWITT, 363 New High.

For Condr. D. L. Lowen, Div. 5

Los Angeles Railway, Gentlemen:
I wish to call your attention to Conductor No. 1364, on the Pico line, as it is so seldom we meet men of his manners. A kind word for all, but the climax was reached last evening. I boarded the car at Seventh and Broadway at the rush hours, gave him a bill, a few blocks further on he came to me in the front end of the car and showed me that I gave him two bills stuck together and handed me my bill.

Yours respectfully,

DR. G. H. REEVES, 510 Loew State Bldg.

Bouquets Received Faster Than They Can Be Printed

LETTERS of commendation for trainmen have been received in such quantities that it has been impossible to publish all of them in the "Bouquets" column of "Two Bells." An effort has been made to print letters which will represent each division weekly, but at present the paper is three months behind in publishing these letters.

In order that due credit may be given to the trainmen whose service has brought forth special praise, a list is published herewith containing the names of men mentioned in the flood of letters which it will be impossible to reproduce. Copies of the letters have previously been sent to the trainmen.

The large number of "Bouquets," is an excellent indication of the good service that is being rendered.

The list follows:

DIVISION ONE

H. N. Cole, F. J. Canning, J. A. Cardinas, J. P. Carson, W. H. Dickinson, J. M. Elliott, L. P. Freshwater, I. G. Fenton, A. Haley, L. C. Haynes, C. Holman, G. W. Halton, P. Kelley, F. S. Longley, L. D. McCandless, C. M. Mitchell, J. H. Morin, S. Schemant, W. L. Sullivan, W. Sproule, J. H. Stanley, E. M. Stanley, L. J. Stephens, G. J. Thronson, Ed. Urban, L. F. Vorney.

DIVISION TWO

C. C. Bloom, A. A. Burlingame, R. C. Braine, E. L. Corvin, J. Dennison, C. Fisher, T. L. Fleming, A. W. Gilbert, E. G. Glover, F. E. Goodwin, W. Harris, A. B. Hughes, D. S. Hammond, F. Habich, A. A. Harris, A. O. Johnson, B. Jones, J. E. Lewellyn, J. E. Lorntzen, W. McKernon, H. H. Markhage, W. McKinney, A. E. Meechen, R. C. McGinn, F. Monaghan, I. B. Markham, J. C. McKasson, F. McInturff, A. E. Needham, S. J. Napierskie, J. T. O'Hara, J. D. Robertson, E. H. Rose-

DIVISION THREE

D. A. Barnes, R. Brown, W. A. Batty, C. E. Connor, L. A. Barnes, J. Corsen, F. J. Cimmino, L. M. Covington, C. H. Deane, C. Erickson, H. D. Deigh, E. M. Gallagher, J. Gibson, I. Gasparro, R. Gholson, L. Garrett, T. D. Hall, H. E. Heath, G. V. Hopkins, L. Howell, M. S. Harrington, L. G. Hunter, M. V. Howell, K. O'Neill, C. W. Jackson, W. E. F. Jorgenson, A. P. Keran, F. O. Leatherbury, F. Milano, J. J. Martin, S. B. Orndoff, L. J. Polansky, L. F. Smith, P. C. Stebbins, W. H. Gilson, T. E. Chanafelt, T. J. Thoreson, J. A. Thompson, F. A. Vaughn, S. T. Williams, K. F. Wright, L. E. Wallace, R. G. Walker.

DIVISION FOUR

H. W. Butler, A. C. Beck, A. R. Boyes, A. A. Bollin, A. A. Bradley, H. Brown, R. A. Bandleman, G. L. Beckstrom, W. A. Bray, S. T. Cooper, W. E. Caldwell, J. Federbusch, F. A. Geel, C. T. Hiltabidle, W. J. Harris, W. B. Huddy, A. W. Hickson, A. W. Hortin, H. J. Jones, T. O. Jordan, A. E. Keifer, C. D. MacDonald, D. A. Mitchell, G. Mayhew, L. A. Mayer, J. A. McClintock, W. J. Nichols, R. F. Ostrander, J. T. Prichard, E. H. Perrott, T. H. Petersen, C. E. Perigory, H. Rendell, E. D. Smith, T. H. Speed, J. Villenave, H. Watson, G. H. Witham.

DIVISION FIVE

F. B. Baglieri, C. W. Bucky, F. Clavin, L. T. Campbell, R. Creed, C. A. DeGuire, C. Frilot, L. B. Fowler, G. C. Fisher, F. C. Hawthorne, H. Hazen, E. Kassal, P. L. Laurene, T. V. Maitland, L. E. Marston, A. L. Murray, H. N. Mayo, M. B. Phelps, C. N. Stowe, F. Smith, L. T. Staten, S. B. Smith, T. E. Stuart, J. Thomas, J. Turvey, R. T. Todd, F. Weir.

On The Back End

(Contributed)

Spending one evening listening to a famous woman lecturer, at Ninth street and Grand Avenue and securing three books on Psychology, Psychosis, Psychopathy, Psychalgia, Neurasthenia and etc., I made wonderful progress in reading the minds of my passengers. For instance: Great big gentleman from Iowa makes a rush toward the door. I know he doesn't want the next stop, he merely wants to deposit a soup-plate full of tobacco juice. Some person running after car on Sunday morning, I know she doesn't want car, but merely small change for church. A lady from Palestine with children, boarding car, will tell me before paying, that they don't belong to her, or they are all under and etc.

CAP NO. 2400, DIV. ONE.

An Irishman walked into a German restaurant and asked the English waiter for a plate of Hungarian goulash. The waiter said "Hawaii (how are you) I'm sorry I can't Serbia (serve you)." So that's what we think of the Irish.

Bughouse Fables: A Mexican passenger refusing a transfer.

According to a native son who rides out East Seventh street and has checked the way the first street east of Main is called by conductors, there are 26 ways of pronouncing Los Angeles wrong.

Customer—"You are positive that this century plant will bloom in a hundred years?"

Florist—"I'm absolutely positive of it. If it doesn't, bring it back."

Answers To Avoid Argument On Cars Win Monthly Prize

(Continued from Page 1, Col. 4)

"why, when, and where" as much as possible, is noticeable.

Some of his suggestions for the problems presented are as follows:

1. Unable to make change; explain in a nice way, and ask the passenger to get off and take the next car after procuring change, providing none of the passengers can assist.
2. Passenger produces transfer after paying fare; accept the transfer and refund the passenger his fare.

Explain Age Limit

3. Attempt to evade paying fare for child over 5 years; explain age limit and your duty to the company. Kind words will always collect.

4. Void transfer presented; remember that many passengers do not understand the transfer rules. Say you are sorry and explain why transfer is void. Do not talk loudly.

5. B. O. commutation ticket; show the passenger why it is not good.

6. Refusing to issue transfer; explain why you cannot comply, and say

you must live up to the rules to retain your job.

7. Passenger carried past stop; say you are sorry, and offer a transfer back.

8. Passenger complains of wrong sign displayed; apologize, and offer transfer back.

9. Car starts too soon; always apologize; You might also say that you are trying to make up lost time.

Please Move Forward

10. Requesting passengers to move forward; ask them to "please move forward as much as possible so others can get on."

11. Passenger complains about weak power; assure passenger that these intervals are of short duration.

12. Passenger complains of some slight inattention; say you are sorry to have overlooked them, and that the oversight was not intentional.

13. Passenger asks about an accident; if on your car, say that a report is made to the company and ask them

to communicate with the Claim Department which has all facts available.

14. Procuring witnesses; as you pass out cards, ask each passenger to do you a favor by signing, and thank each passenger when you get the card. Tell all passengers it will be of much assistance to you.

15. Quieting unruly passengers; ask them to refrain from making any trouble on the car. Be firm but not aggressive, or you will have trouble yourself.

Avoid Argument

16. Passenger asks for your cap number; give it willingly. Do not argue, but say you are sorry that the passenger apparently misunderstood you.

17. Warning passengers to wait until the car stops; tell them "wait until the car stops," and hold the car until everybody is clear.

While it is probable that the majority of trainmen are applying most of these principles, it is hoped that they may be of value to some of the men who feel tempted to argue with passengers, and against whom discourtesy reports are received.

Looking 'em Over at the Divisions

DIVISION 1

H. N. Cole

Motorman Moore of the "R" line was west bound at Third and Larchmont with no passengers and no conductor, but Moore did not know the latter was missing. Motorman Neilson was east bound at the same point. Moore decided he would head back to Gramercy on Neilson's car. After going about two blocks, Moore looked back and noticed that his con was nowhere in sight, and his car was all alone, his con having deserted him at Gramercy. So off he jumps and hikes it back to his car and goes on his way, a little sore perhaps, but that is a small matter in his young life.

Chief Clerk R. C. (Roy) Ruggles has acquired a new set of optical illusion verifiers of the horn rimmed variety, that makes him look like a well known film comedian. Mr. Ruggles wants it distinctly understood that he has gone down on everything including the Titanic, and his home is not in Hollywood either—Inglewood.

Chief Yardmaster Chester Hill was off a few days last week enjoying his spring vacation. Mr Hill reports a very enjoyable time spent at the seashore watching the bathing beauties. (Taken from the Bughouse Fables.)

Motorman G. W. McMullen has gone the limit in pursuit of happiness. Not many moons ago he was married to the one girl in all the world, and recently he purchased a new Ford coupe, so there is no wonder he is strutting around with his shoulders thrown back and stepping high.

It is hard to tell whether it is a matter of being over cautious, or a case of the "logos on the bogos;" anyway Conductor Longwell is accused of flagging the various crossings, regardless of the presence of the regular flagman.

Motorman A. L. Burrows had a little hard luck at Venice last week. He was out demonstrating his coupe to Messrs. Lazar and Yocum, when a motorcycle officer became interested in the proceedings and checked him up as making thirty-five miles an hour. After he and Mr. Lazar made three more trips to Venice, at the invitation of "His Honor," he was assessed twenty dollars for speeding.

Conductor F. E. Schuler is "again" the proud daddy of a fine baby girl, weighing 8 pounds, which arrived on the 5th of this month. Schuler was off a week to celebrate the event. The reason we overlooked this is, we didn't see the cigars.

Extra Clerk B. R. Caldwell took a leave of absence until July 1st, during which time he expects to visit his home in Searcy, State of the Razor-back Hogs, and other points of interest including a little Miss, so we hear. Maybe he won't come back exactly the same as he left, who can tell. Anyway, we wish him a merry trip for all that.

DIVISION 2

By R. C. Hoyle

Conductor J. Hollingsworth has taken two weeks off, fixing up around his home.

Motorman J. G. Adair (the apple rancher) has taken a few days off to visit his ranch in Yucaipa Valley.

Conductor C. A. Park, who was gassed on the other side while we had trouble with the Germans, has returned to work, after three months' treatment at the soldier's home in Sawtelle. C. A. is happy to be back among the boys again.

Conductors E. T. Dotterwick and C. M. Oderfield, have grown tired of

Who's Who



DIVISION 4 trainmen will not say, "Who's that lad?" One glance at the above piece of art and the name "Vejar" is on every tongue. Since August, 1920, A. Vejar has acted as conductor and safety operator. Frequently he acts as division clerk.

Before entering the service he was an actor and many people of the stage know him as "Billy Weston, the eccentric comedian" under which name he traveled the western states and Gus Sun circuits. Between seasons, Vejar worked up to locomotive engineer for the Portsmouth Solvay Coke Co. He was born in Pasadena and lived there till it got a good start. Then he moved to Alhambra.

working the same run every day, so they talked things over (with the foreman) and decided to try the bottom of the extra list for a while. Good luck, boys, the pleasure is all yours.

Motorman H. F. Swabby has secured a three months' leave of absence, intending to go East, parts unknown.

Motorman W. E. Hancock thinks he has earned a vacation, and intends to leave about the first of July for Missouri. This is W. E.'s second vacation in about thirty years. We agree with him, he has got it coming.

Motorman J. M. Anderson, who transferred from Division Five nearly a year ago, returned to work, after a three months' sick leave, but could not stand the strain. He worked six days and reported sick again.

Motorman A. E. Holmberg has gone to Murietta Hot Springs for treatment on account of poor health.

Motorman O. L. Harrison, who has been flagging the last month for G. W. Clark, who is on the sick list, has taken a week off to rest up and is taking a trip along the beautiful shores of the Pacific.

Motorman E. M. Musgrove has resigned and is now working for Uncle Sam as letter carrier. He likes the work fine.

Motorman H. A. Hamilton is checking for the schedule department for a few days.

Motorman F. J. Kock has taken ten days off to attend to business.

Seniority Roberts, our top man on the conductors' side, is still waiting for a run, after being at the top of the extra board for about a month. Roberts says his whiskers nowadays put him about level with Walter Hancock. Never mind, kid, you will blossom forth as a full-fledged conductor on a regular run some of these fine days. Even if its on a sand car.

DIVISION 3

R. W. Reid

"But, —, I was told to take the first cross-over I came to by that red-headed Supervisor," said the new Birney operator, who was making heroic efforts to take a P. E. cross-over on Hill St. It was soon explained to him, however, that it wouldn't work and according to Conductor M. W. Wallace, the procession moved merrily on its way.

On Sunday, May 25th, Motorman F. J. Arnold left on a two months' visit to Boston, Mass. "Oh, Boy," said Arnold, just before he left, "Real beans and brown bread at last."

Conductor C. E. Conner is spending the week-end at Fresno, attending a camp meeting, which is being given by a friend of his.

Conductor W. O. Butler and Motorman Mike Pearson are spending the week-end at Mike's camp and will spend the time fishing. We hope they have good luck on the trip, as they promised us some fish when they came back.

Motorman D. J. Weeks will be leaving Monday on a two weeks' visit to his parents at Blythe, Cal.

It is rumored that wedding bells will be ringing soon for Motorman H. J. Mounger. We have no official dope on this yet, but it is believed that the young lady in question is now on her way here from Oklahoma City, and that the wedding will take place in the near future. If this is true, H. J., don't forget the seegars.

Conductor Rupert L. Smith, who has been working a swing on line "E," has been granted a sixty-day leave of absence to try out a position in the City Assessor's Office.

Conductor J. E. Erwin is taking a week off to look 'em over at the beaches, and believe me, the boy's got a good eye.

Motorman F. J. Massing has been given a month off. F. J. expects to build an addition to his house while on his leave.

DIVISION 5

E. C. Tyler

The new Grand and Moneta schedule sure looks like the real stuff, according to all the critics at Division Five, and the "shake-up" last Tuesday eve gave everybody the run they wanted, or at least the one they thought they wanted and left fifteen over, which will eventually take that number of men off the extra list.

I thought I saw the headlight of a locomotive approaching down 54th St. the other evening, but alas, it was none other than our illustrious friend, Conductor Ed. Link, packing a brand new diamond tie pin, and say boy, its almost as big as a dime.

(An unknown correspondent.)

Conductor C. F. Currier has been granted a short leave of absence to attend to some personal business in the northern part of the state. Currier expects to take the trip by auto.

HOW DO YOU GET THAT WAY?

A lady boarded my car with a boy of uncertain age and tendered a nickel for their fare, and I looked at the boy rather sharply. She said, "he's only six years old." But say, that boy had a mustache and some peach fuzz whiskers.

O'HARA, Div. No. 5.

Former Conductor R. R. Lawler dropped in to the division the other

DIVISION 4

C. J. Knittle

Safety Operator S. Ashworth and Conductor J. Howarth have been granted ninety day leaves to tour the East via the gasoline route.

Motorman J. B. Keller has been granted a ninety day leave to return to his home in Kingston, N. Y., where his wife is ill.

A new safety operator was assigned to this division recently whose name is Vobee. That accounts for Supt. Wimberly looking all over the place for "Beevo" last Monday.

Met an old time trainman the other day who has been out of the service for three years. On parting I asked him if he wished to say anything to his old friends through "Two Bells."

"You might ask them what the Germans used to make Sauer Kraut with during the war," he replied.

"But I don't know the answer to that myself," whined "ye pen wiggler."

"Why cabbage, of course," he answered.

Flagman C. P. Blackly who is stationed on "C" line reports the first straw hat casualty. His blew off last Sunday. A ten ton truck kept if from rolling away.

Lady (impatiently waiting for car at 3rd and Flower): "Your cars only run about every thirty minutes, don't they?"

Conductor: (Waiting to make relief)—"Worse'n that, madame. 'Bout every half and a hour. Y'see I only run one of 'em."

There's a mechanic over here by the name of Paul Boob. Of his lineage we know nothing. He may have descended from a long line of Boobs, but we will say this—"He's no boob." It seems that some slinking rascal tried to make one out of him last Friday when they stretched a second hand suit of ladies' underwear across the back of Mr. Boob's Chevrolet and caused him to create some red hot scandal in his neighborhood when he arrived home.

Foreman Boyd's bald pate is getting some carpet these days. We don't know what stuff he's using but between the inflammation and the downy down which has appeared, Mr. Boyd's roof resembles a nice ripe peach and sometimes we feel like taking a big bite out of his cranium.

day and left word that he would like to be remembered to all of his old friends. Lawler is now working for the Southern Pacific in the Signal Department.

Overheard on a Moneta car, one old gentleman addressing another:

"I am going to make a suggestion to the railway company, whereby they can double their earnings and give everyone a seat, and everybody will be satisfied. That all ladies take the seats and let the men sit on their laps, or if that is not satisfactory, let the men sit down and hold the ladies on their laps."

The consent was unanimous.

A. P. W., Div. No. 5.

The difference between motorman and conductor

To you may seem strange, But the motorman changes the handles,

The conductor handles the change.

J. F. D., Div. No. 5.

And the same old set of pairs appear on the new Grand and Moneta time sheets: Archibald-Boatman, Casey-Stephens, Hunt-Croff, Hazen-Larson. Look out for that last combination, the pinochle champions are back together again.