

Strict Power Saving Started

COASTING TO HELP POWER AND SAFETY EXPLAINED

BY JOHN C. COLLINS
Supervisor of Safety

An elevator operator may have more ups and downs in life than the average person, but a motorman makes the most starts. It is a good sign for a man to start, but his starts are forced because he stopped, therefore a motorman should avoid stopping as much as possible and cut down the standing time between terminals.



While we are endeavoring to conserve electrical power, now is an opportune time to study the art of coasting—you have a purpose in view.

Secret tests with the average man on all lines have shown that he coasts from two to six per cent of the time. Let him know a record is being kept of his coasting ability, and he will coast from 6 to 18 per cent of the time. Purpose alone is responsible for this.

Room For Improvement

Take the same men, who think their record cannot be improved upon, put them under instruction and observation of one who understands the finer points of coasting, and they will coast from 18 to 49 per cent, without loss of time, and this may be done regardless of the number of passengers handled. There are the possibilities.

The main factors involved are congestion and a man's ability to read the street conditions. Control the speed of your car to let these conditions clear up or melt out of your way, thus giving clear track, for clear track is the only kind on which you can run.

Keep Mind Clear

Motormen who are two or three minutes ahead of time must manufacture their own time killer, because they let the obstacles melt out of the way, giving the very thing they don't want at this time.

Many things get in the way when you are late. It is the time you fail to

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Burke Twins; Pete and Repeat; Shift To Traffic Jobs

DIVISION One has lost the Burke twins. One of them has been on the traffic force for quite awhile and the other, who has been working extra, accepted a call as regular full fledged trafficman.

The Burke brothers first worked out of Division Four, and one of them decided to transfer to Division One, and of course the other followed, and now it is the same old thing, one has followed the other. If they keep it up there is no telling where they will wind up, especially since their respective numbers are 7 and 11. Sounds a little familiar, but we wish them luck. Anyway, there can't be two general managers at once.

General Choice Of Runs on New Schedules Soon

A general choice of all runs at all divisions is to be made as soon as the entire job of schedule rebuilding has been completed. The exact date for this "shake-up" cannot be given at present. But the schedule department is working night and day, and using additional office room to complete this work.

Graves Owens, foreman of Division 3 and formerly of the schedule department has been called in from the division offices to assist in this work.

When the power emergency is at an end in the fall, it is expected that another general choice of runs will be made with the normal schedules.

Conductor To Give Lecture at Church

Conductor H. M. Brown, of Division Five, who was formerly a Y. M. C. A. worker in England is giving a stereopticon lecture Sunday evening, June 29, at 7:30 P. M., at the Chesterfield Square M. E. Church, 54th and Cimarron Sts. The views will be of the old castles, old churches, ruins, etc., in the southern part of England, in or near Winchester. It will be very interesting and Conductor Brown cordially invites all his fellow trainmen to come and bring their families.

STATE AND CITY GIVE RULES TO MEET EMERGENCY

SOUTHERN CALIFORNIA is confronted by a shortage of electric power which has created an emergency situation in the street railway more serious than any problem of recent years. The company is called upon to carry out an extensive program of power saving which will affect all departments, but will be followed with a view to keeping the greatest number of cars in service.

Reports that a general reduction of 25 per cent of the cars normally operated were rumored outside the company organization, but no such cut will be made as it would have seriously crippled local transportation and would have put 750 trainmen out of work.

FIRST CHANGES MADE ON 2 LINES

The first changes under the power conservation emergency were made last Thursday on lines "D" and "O".

The west terminal of line "D" was changed from First and Bonnie Brae to Sixth and Alvarado, and a Birney car was put in shuttle service on the grade above the new terminal.

Service on line "O" to Glendale Junction, which practically duplicated line "E", has been discontinued, and all cars on this line are turning back at Bellevue and North Spring.

On line "V", service between First street and Monroe will be discontinued July 1. This territory is served by busses of the Los Angeles Motor Bus Company, and the new terminal will be First and Vermont.

A new schedule on line "J" will be effective Sunday, June 29, reducing the power consumption of that line, but shuttle service is not to be established at present.

G. W. Clark, Veteran Conductor, Is Dead

G. W. Clark, one of the pioneers of horse car days, and a conductor of Division 2 who more recently worked as a flagman, died last Wednesday at the Golden State Hospital.

Funeral services were conducted at the W. A. Brown chapel Friday afternoon, and beautiful floral pieces expressed the high regard in which Mr. Clark was held by his fellow employees.

"Sam, I'll give you a pint of Scotch if you'll hurry over to my house and get my grip. Hurry, now! . . . What! Haven't you gone yet?"
"Gone? Boss, I'se back!"

Adequate Saving Planned

An adequate saving of power will be effected by changing schedules and operating conditions and by rearranging the electrical facilities of the main shops.

Announcement has been made to the public through newspaper advertising and posters in the cars, that three major plans for conservation of power will be followed.

FIRST: Stops will be rearranged, and a large number will be removed. Where a stop is discontinued a card sign will be posted indicating the nearest stop retained. The bulletins to trainmen give instructions that passengers are to be picked up for four days after a stop sign has been taken out, but trainmen, particularly conductors are asked to notify the passengers boarding of the change. This step will save much of the power used in starting and stopping cars.

Turn Back Service

SECOND: On some of the lines turn-back service will be instituted and lighter shuttle cars, which consume less power, will provide service to the terminals. This service was started on the west end of line "D" last Thursday. Notices were placed in the cars, and similar posters will be displayed in advance of changes on all lines affected.

THIRD: All available busses of the Los Angeles Railway will be put into use to meet the emergency. Twenty-one new double deck busses are scheduled for delivery within a few weeks, and they will help considerably.

Shops to Save Power

At the shops, P. B. Harris, chief engineer has inaugurated power saving methods which will conserve a considerable amount of current, but the construction of new cars will be continued as they will be needed to meet throw the electric switch, and succeed in throwing the trolley, make rough

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Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

A Chance To Do Our Best

THE power shortage puts the company in the position of having to curtail a part of its service to the public due to a situation for which it is in no way responsible. The shortage is a result of nature failing to give California sufficient rain to develop the usual amount of hydro-electric energy.

There is no need for the hysteria of the calamity howlers, and there are no alibis to be presented. Southern California has to make the best of a bad situation, and to do it with typical California spirit.

A big share of the power conservation responsibility in Los Angeles falls upon the Los Angeles Railway. Power is being conserved, and being put to the most efficient use as a matter of good citizenship as well as a matter of orders from the state and city regulatory bodies.

In conference rooms where all parties concerned in the power situation met, a lively battle was conducted to avert a situation which would have resulted in a large number of trainmen being out of work. The success of the program for saving an adequate amount of power without holding out more cars, to the detriment of trainmen, depends largely on the action of trainmen themselves in meeting the situation according to lines mentioned at the division meetings, and in maintaining and encouraging the cooperation of passengers during the emergency. Public opinion is a powerful factor in any situation, and friendly public opinion must be encouraged and strengthened by every employe.

Friends Won One at a Time

ALTHOUGH more than a million passengers are carried daily on the street cars, they board one at a time. Friends and enemies of the company are made in the same way, **one at a time**. This fact is indicated by the column "Bouquets," published in Two Bells every week. They represent individual expressions of good will which are received **one at a time**. Complaints are received one at a time, and these are the results of individual grievances.

A complaint means that somewhere in the organization there was a clash of viewpoints between an employe and a passenger. Perhaps the employe did not give information which was requested, or by his lack of courtesy raised the animosity of the passenger.

"Bouquets" tell just what the individual trainman did to win the friendship of the writer of the letter. They give many valuable suggestions to wide-awake trainmen who will make a point of reading what passengers say in favorable tone.

The million plus passengers boarding the cars every day represent a million plus business transactions. A certain amount of transportation is sold for a fare whether it be cash, ticket or transfer. In many of these transactions not a word is exchanged outwardly, but the appearance of the employe, and the look on his face invite friendship, indifference, or animosity.

All employes, and particularly trainmen because they are the front line salesmen, should see to it that their appearance is the kind that makes for friendship between the passenger and the company which the employe represents.

A transaction is not completed unless each contact ends with the customer feeling friendly toward the individual employe and the company.

Wheel Shop Wood Block Floor Done

The wood-block floor of the wheel shop in the space formerly occupied by the blacksmith shop at South Park has been completed. This floor was made of blocks cut from railway ties, and put on a cement base. The walls are being white-washed preparatory to moving in the wheel machinery.

First Street Bridge To Be Redecked

The East First street bridge is to be redecked along the car line. This is a difficult job as it differs considerably from the usual type of track repairing. It is highly important that trainmen exercise extreme caution when this work starts so that no employes will be injured.

Appreciation

A letter has been received from Mrs. Angie Bragg, of 3464 Lee Street, City, expressing appreciation of the final payment from the association benefit fund, made to her as a result of the death a few months ago of her husband, E. E. Bragg, who was a motorman at Division 1.

The Los Angeles Railway.
Employees Cooperative Association.

I wish to express my sincere thanks to all of you for your wonderful kindness during the illness, and at the time of the death of my son, Harry Cord. I can never forget the beautiful things that you have done, but I extend to all of you a mother's love.

Mrs. Cord
2011 W. 43rd Place

BULLETINS

Issued June 30, 1924

BULLETIN NO. 127

Notice to Conductors

Pass Book No. 12,406, issued to Fireman James G. Bell, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 128

Notice to Conductors

PASSES LOST

The following passes are reported lost: No. 4929, issued to H. H. Miller, Motorman, Div. 2.

No. 1788, issued to Geo. Oliver, garage mechanic, Engineering Department.

No. 2638, issued to Edward Bell, janitor, truck repair shop, Mechanical Dept. Track badge M-105, Engineering Department.

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

BULLETIN NO. 129

Notice to Conductors

Trainmen's Annual Passes, numbered from 7651 up, have been issued to newly employed Police Officers, and will be used by them in lieu of Police Badges for transportation.

These passes are stamped across the face "Void after September 30th," and conductors will honor such passes up to and including that date, after which take up all these special passes presented for transportation.

BULLETIN NO. 130

Notice to Trainmen

The westbound arbitrary stop, located on Boylston between 3rd Street and Crown Hill Avenue, will be removed in a few days and a triangular passenger stop sign substituted for same.

After this change is made, operators may discontinue making the arbitrary stop.

BULLETIN NO. 131

Notice to Conductors

On cars equipped with adjustable ventilators, one ventilator at each end of the car on opposite sides must be kept open at all times, and during the continuance of hot weather all ventilators must be kept open.

Conductors are held responsible for proper ventilation of cars.

BULLETIN NO. 132

Notice to Conductors

The public schools will close on Friday, June 27th. Until further notice honor no school tickets after that date.

BULLETIN NO. 133

Notice to Trainmen

The removal of a considerable number of triangular passenger stop signs has already been started, and in removing these signs it will be necessary to move some of the remaining signs to new locations.

Crews must be careful to pick up passengers who offer themselves at the old locations for at least four days after the sign has been removed. This in order to give the public an opportunity to become familiar with the changes in stops.

In such cases where passengers are picked up at a point where a stop has been discontinued, conductors and operators will advise the passenger that they will take the car at some other point in the future.

In cases of passengers wishing to alight at points where the stop has been discontinued, they may be permitted to alight at the nearest stop to the old point, but care must be taken at all times to offer a polite explanation of why the stop has been discontinued.

The discontinuing of passenger stops, while it relieves us of the excessive use of power in starting the car from a standing start, will permit longer runs between stops, and care must be taken by motormen to take advantage of this situation and do all the coasting possible in the interest of power economy and also in the interest of safety.

As regards excessive speed over cross streets, it is hoped that the co-operation of every trainman will be received, not only in dealing with the public diplomatically in this crisis, but also in regard to the conservation of power.

BULLETIN NO. 134

Notice to Conductors

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

189, 361, 456, 584, 651, 681, 685, 953, 1045, 1175, 1213, 1724, 1788, 1798, 1805, 1903, 2237, 2240, 2286, 2287, 2533, 2554, 2604, 2638, 2649, 2707, 2786, 3015, 3023, 3199, 3250, 3263, 3318, 3423, 3653, 4026, 4066, 4147, 4312, 4432, 4439, 4516, 4816, 5044, 5110, 5272, 5298, 5519, 5612, 5720, 5826, 5850, 5873, 5866, 6079, 6116, 6285, 6292, 6363, 6371, 6567, 6706, 6749, 6777, 6861, 6955, 7082.

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

P. B. Hill
Supt. of Operation.

SAVING PLAN IS TOLD AT DIVISIONS

The power shortage situation was put before trainmen at hastily-arranged meetings conducted at the five divisions last Tuesday at 10 A.M., 2 P.M. and 8 P.M.

The speakers were: Division 1, R. R. Smith; Division 2, John C. Collins; Division 3, W. B. Adams; Division 4, Dan Healy; Division 5, R. A. Pierson.

The speakers emphasized the fact that power is to be saved in many ways in addition to removing of some cars. These ways include, saving lights, coasting and making the most efficient use of the air-brake equipment. It was emphasized that the more power there is saved by these methods, the less danger there will be of removing more cars from service.

The public relations angle was emphasized particularly. While the company is making every effort to keep as many cars in service as possible and cause the least inconvenience to passengers, it is recognized that there will be many riders voicing objection to the change stops, the operation of turn-back cars and the reduction of lights, all of which are authorized by the railroad commission and the board of public utilities. It is essential that trainmen keep a level head and meet these passengers with courtesy.

A follow-up on the instruction for coasting, which were given by the instruction department in a thorough campaign a few weeks ago, was made at the meetings.

POWER ECONOMY RULES DRAFTED

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the heavy travel of next winter when normal service can be given.

Lights in the cars will be cut down to a minimum necessary for safety. Cluster lights at terminals will be turned off and similar saving will be made at all buildings and yards.

Hold Rush-Hour Cars

The program is to be carried out in such a manner as will cause the least possible inconvenience to passengers. There will be no great reduction of rush-hour service, but mid-day and night service will be curtailed.

The need for every employe rendering the most thorough cooperation to save power, and to minimize inconvenience to the public scarcely needs to be stressed. The importance of this cooperation is obvious, and it is hoped that it will be rendered with typical Los Angeles Railway spirit.

BUS BULLETINS

LOS ANGELES RAILWAY
BUS DIVISION
Bulletin No. 107

BUS OPERATORS:

Effective June 22, 1924, street cars have first right of way over buses operated by the Los Angeles Motor Bus Co. and the Los Angeles Railway Corp. at all intersections of bus routes and street car tracks.

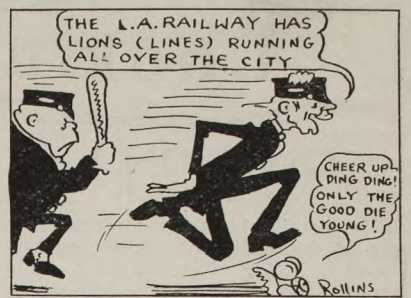
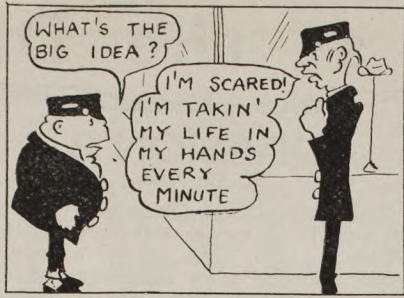
Buses must not be operated onto street car tracks in front of approaching street cars which are within the distance of one city block from the intersection.

When a street car and bus are standing still at intersections and bus is ready to move forward and the street car is not, operator of bus will sound horn twice as indication to the motorman that the bus is ready to move, which signal must be answered by "Go ahead" hand signal from the motorman to bus operator. When received, bus operator may cross ahead of the street car.

F. VAN VRANKEN,
Manager.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

For Mtr. W. J. Mahood, Div. 3
Los Angeles Railway.
Gentlemen:
Permit me to offer a word of testimony in behalf of your motorman, whose number is 1169, and who was in charge of car No. 838 running east at the intersection of West Adams and Western, Monday, May 5th at 1:20 P.M.
On approaching the corner, which was badly congested with traffic, we observed a blind man attempting to work his way through the jam to board our car. Before any passenger had time or forethought to assist this unfortunate, your motorman very promptly opened his door, jumped off the car and escorted him to the car in safety, and proceeded without delay. It was not the act alone that caused the favorable comment from a number of passengers, but the spirit manifested in so doing.

Yours truly,
R. N. CHILDERS,
Chicago, Rock Island & Pacific Ry. Co.
Traffic Dept.—Van Nuys Bldg.

For Mtr. W. D. Everett, Div. 1
Los Angeles Railway.
Gentlemen:
Although it pleases me that I have just sold my property here, I have but one regret and that is, when moving to another part of the city I shall not, in the mornings travel on the "J" line, where riding has been a PLEASURE.

Invariably I have traveled on cars in charge of Motorman 1033, whose pleasant countenance never changes, though the car be crowded to capacity. To him there is "always room for one more" and if one of the gentler sex boards the crowded car, his own seat is always tendered.
It is somewhat difficult to apply the following to him, as he "passes on his daily route more than once", but, his philosophy of life must certainly be:
"I shall pass through this world but once. Any good therefore that I can do or any kindness that I can show to any human being, let me do it now. Let me not defer or neglect it, for I shall not pass this way again."—Anonymous.

Yours very truly,
H. O. ANDERSON,
1628 W. 60th St.

For Condr. C. F. Fitzgerald, Div. 2
Los Angeles Railway.
Gentlemen:
We are prone to wish to report any discourtesy extended us from others in the discharge of their duties—in this case, I wish to report or recommend Conductor 1812—note quite sure of the number—on car 1524 going east at about 8:30 this morning.

This conductor acted as a conductor should. Very pleasant without being "fresh"; eager to help without undue familiarity; firm without offensiveness; dispatching his duties in a business-like way. There is nothing in particular that he did that I have to report, but his general way of handling the public is to be commended and I take pleasure in subscribing my name to this.

Very truly,
MRS. ROSE GREELEY,
736 South Lake Ave.

For Mtr. E. G. Kennard, Div. 4
Los Angeles Railway.
Gentlemen:
Just a word in favor of one of your motormen, cap 1307. On May 11th at 6:15 P.M. north of Hoover Street, this man by his quick judgment avoided a possible serious accident. While operating his car at an average rate of speed a child dashed into the street directly in front of his car and would no doubt have been severely hurt, but for the quick action of the motorman.

I was sitting in the front of the car and witnessed the entire affair. I believe this man should be rewarded in some manner.

Respectfully,
FRANK A. BARTHELEMY,
4214 oakwood Ave., Hollywood

Abuse of Credit Privilege Violates Rules of Company

BY R. R. SMITH
Asst. Superintendent of Operation

Rule 32 on Page 9 of the Operating Rules reads as follows:
"Employees must not assign wages without the consent of the Superintendent of Operation."
Quite a number of trainmen have been purchasing goods on the credit plan, and in doing so signing contracts which specify definite payments to be made at certain periods.
Any deviation from the terms of these contracts or leases as they are commonly called gives the lease-holder the power to either take possession of the goods specified or issue a garnishee against the wages of the employee who has failed to meet the required terms.

Open Road to Trouble
The missing of one payment places the employee in this embarrassing position, and for that reason no man should purchase goods on credit unless he knows to a certainty that he will be able to make the payments at the time specified and without failure in any case, and should he at any time on account of sickness or other reason be unable to meet this payment, he

should go at once to the parties with whom he is dealing, explain the situation to them and arrive at a definite understanding of just what steps they intend to take under the circumstances.

Wages Often Garnished
Entirely too many cases of garnishee of wages are coming into these offices, and the situation cannot be permitted to continue.
As a short cut, the creditor in a good many cases is getting in touch with the man who has failed in meeting his obligations and having him make an assignment of his wages. The making of an assignment without permission having been secured subjects the man involved to dismissal from the service, and this action will be taken in the future in such cases.
We have had men make the statement that they made such assignment without knowing what they were signing. Such action on the part of any man would indicate that he was incompetent from a business standpoint and not entitled to further consideration.

Coasting Reduces Number Of Stops and Aids Safety

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starts and spin the wheels, rough stops and delay passengers in leaving the car. This is all because you are not in the mood of right feeling, therefore cannot be in the frame of mind for right doing.
It takes more power to start a car than it does to keep it going, so avoid making as many unnecessary stops as your judgment permits. If each man decreases the number of stops he now makes 10 per cent, it would mean a great power saving. In approaching curves where stop is to be made, stop on straight track. Avoid starting with trucks binding in a curve; putting power on two far away from an electric switch and using power on down grades. These are all bad practices.

Make an Even Start
Feed up for a quick start, then coast. Use a fast regular feed, allowing time on the first and second notches to avoid a rough start, and spinning the wheels. Seven and a half or eight seconds is the average good feed. Irregular feeding is bad, pausing too long on resistance notches, because there is energy lost in heating the resistance. Avoid running on five points at all places where the distance can be accomplished by coasting. Take some of your standing time and use it in coasting time. That is, coast where you gain the same by coasting as you could if the power were held until forced to throw it off, then use air to overcome your lack of judgment in speed and distance.

Road Space Saves Power
However, your main power saver is the strict attention to the road space rules while following other cars or massed auto traffic, or following an

auto which cannot clear your track. Endeavor to take the average speed of the thing followed, with the least consumption of power. Do not coast where it would work against you, but take advantage of every opportunity to coast as it presents itself, which it always does while following other street cars. Operate so as to avoid making the 100-ft stop. Try throwing off the power four seconds before applying air to pick up or discharge passengers. Missing one stop gives you about 15 seconds in which to coast.

You are forced to stop if people are standing at every stop along the line. If you can make the time under such conditions, where only half the stops are made, twice as much coasting is possible.
One cannot enumerate the many conditions presenting themselves which permit the motorman to coast without loss of time. All heavy congestion permits coasting up to and over 75 per cent of the time, therefore make this a study, and instead of stopping to merely start again, keep moving forward all the time (but do not drift), to the accomplishment of your aim, the conservation of power. Every one is urged to make full use of any other power available. The power for each motorman to use is his mind—substitute judgment for air.

Early Birds Benfit At Company Dance

To get folks in the habit of coming early to the company dances, which are held on the last Saturday of each month, Charlie Means has put his best number on first for the June 28 program. A good vaudeville show has been arranged and the usual dancing and refreshments will follow. The monthly social affair is held in Forsters Hall, 951 South Olive Street.

On The Back End (Contributed)

"Shorty" Hague was seen the other day driving a big Buick around and the next day he came in the division and wanted the stenographer to fix him up some running time so he wouldn't get pinched.

TESTIMONIAL
"Your medicine has helped me wonderfully," wrote the grateful woman. "A month ago I could not spank the baby and now I am able to thrash my husband. Heaven bless you."

A man got a transfer and later remarked "Heck; I went to Eleventh street and I was sure cussing the "W" line. There wasn't a car and I waited 30 minutes. I've lived here ten years, too."

"Los Angeles water supply is imperiled."
The fellow who fell off the East First street bridge raised such a dust when he fell into the river that divers were unable to locate him.

"Mc" McCarty, the Cash Receiver at Division Fve, after listening to Mr. R. A. Pierson's talk on power conservatism, became so enthusiastic that he said in future he was going to crank his machine to save the power used by the starter.

A report from the Temple block states that Supervisor W. A. Smith lost a good portion of the seat of his pants having a friendly scuffle with Mechanic Gregory the other day. The bottle pocket caught in a foot bracket on the telephone pole and as Smith's momentum was greater than the pole's the inevitable result resulted.

Don't tell her the story of your life. There are books on Lincoln lying idle in the public library.

Ask Bob Harris of Three if he likes snuff. His conductor purchased one of the round bowls of gun powder. After taking a normal portion he was about to put it away when Bob exclaimed: "Here give me some of that sawdust." He was encouraged by his generous conductor to take more and he did. The afternoon was long and wicked. Probably Bob was sick or just tired of living, or perhaps there was a cuspidor behind the controller or perhaps conductors have cast iron stomachs. Any how—never again!
H. E. P.

THE VALUE OF A SMILE
The thing that goes the farthest
Toward making life worth while,
That costs the least, and does the most,
Is just a pleasant smile.
It's full of worth and goodness, too,
With many a kindness lent;
It's worth a million dollars,
And it doesn't cost a cent.

Looking 'em Over at the Divisions

DIVISION 1

H. N. Cole

It is permissible for a motorman to leave off his coat, but he is supposed to wear a collar while on duty. One morning last week, when Motorman J. W. Hile reported for his run numbers it dawned on him that he had forgotten his collar and tie. It is second nature for Mr. Hile to be master of any situation, so on his way down to track No. Ten, he encountered a man wearing a collar just his size. This man happened to be the watchman and Hile struck some kind of a bargain with him, and the collar and tie changed hands, (or rather necks) hurriedly and everybody was happy.

A balky flivver has some of the characteristics of a mule, in that it sometimes resents too much persuasion and strikes back. Motorman A. E. Gardner was trying to use a little persuasion on his automobile last Monday, when the crank flew up and slapped him in the face, and now A. E. is carrying his upper lip in a sling.

If you are in doubt as to where to go in order to see a good show, just ask Motr. C. N. McMullin. He knows. How about the Follies, Mac?

Motorman C. C. Ward, who has been on the sick list since last November, was around last Tuesday shaking hands with the boys. He says he is on the road to recovery now, and his looks prove it.

Motorman R. E. Burrow is taking two week's vacation. He expects to spend most of it in some lonely mountain cabin, reading, sleeping and communing with Nature.

DIVISION 2

By R. C. Hoyle

There was a big attendance at each of the three meetings held at Div. Two on Tuesday, June 24. The men were interested in the talks made by Mr. Collins, who talked on safety and the necessity of conserving power.

Condr. J. H. Lynch who has been flagging since he had a bad accident in which he fractured one of his hips, pulled a big surprise when he came in and resigned on June 25.

Condr. M. H. Davis has been granted a ninety-day leave for the purpose of going to Shawnee, Okla.

Condr. C. E. Everett has been granted a sixty-day leave to visit his old haunts back east.

Motr. M. L. Larsen has taken a week off to fix up things around his home. Kind of late for spring cleaning.

Motr. J. M. Graves was relieved of his tripper on Central when the order came to cut down on some lines owing to power shortage. He came up to the office and put in a bid for flagging, and was appointed chief flag waver at one of the numerous railroad crossings for the next month.

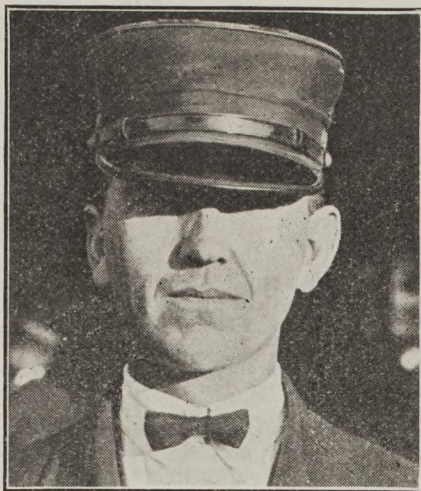
Conductors A. H. Garrett and W. D. Beck say the warm weather does not come up to their idea of a hot time, so they have secured a five day leave and are visiting Fresno to see if it gets any warmer up that way. It does, we'll say from experience.

Condr. Burl Still is working on the front end for a few days to help out while we have so many conductors.

An absent minded passenger asked the motorman, "Where does this track run to?"

The motorman had to admit that he had been in town twenty years and never saw the track get up and run anywhere.

Who's Who



A NATIVE SON of California and a son of the soil is Clarence E. Freeman, a front end man of Division Two who is rounding out five years service with the company. He was born in the farming country of Bonsall, near San Diego, and worked on his father's farm until 1917 when the elder Freeman sold his property. For two years Freeman worked as an engineer of gasoline motors for an olive company at Riverside and then joined the Los Angeles Railway forces.

He has made a creditable record at Division Two and is well liked around the division.

Introducing New Men

The following men have been assigned to their divisions during the week ending June 21, 1924:

DIVISION NO. 1

Motormen—G. E. Rose, W. M. Lovelace, S. B. Rarick, G. C. Moreland, E. M. Davis.

Conductors—J. S. August, L. B. Evans, J. D. Altizer, H. J. Klingsick.

DIVISION NO. 2

Motorman B. H. Elshire.
Conductor E. H. Vaden.

DIVISION NO. 3

Motormen—R. S. Gericke, B. K. Pierce, E. A. Wagner, E. P. Gates, P. L. V. Robert, S. W. McCue.

Conductors—C. P. Lazar, J. C. Sleeper, M. L. Bufkin.

DIVISION NO. 4

Motormen—H. W. Honeck, R. W. Hodgson.

Conductor D. Reese.
Safety Operators—C. H. Kellar, J. H. Harris.

DIVISION NO. 5

Motormen—J. F. Luther, R. H. Hutchison.

DIVISION 5

E. C. Tyler

One morning last week, "Heinie" Heinzman our Gallopin' Switchman showed up on the job with the skin all off the bridge of his nose and that said facial adornment pointed off in a south-easterly direction. In answer to all queries he put forth the alibi that he was cranking his Nash, and the car back-fired and the crank slipped (or vice versa) and connected with his beak.

Now Heinie if you had said, "Flivver" instead of "Nash" you might have put it across, as it is, we have only two pieces of advice to offer: That you either learn how to dodge or hide the rolling pin.

Motr. S. T. Richardson and Motr. V. V. Viner have both decided that the

DIVISION 3

R. W. Reid

Conductor O. A. Dixon and Motorman G. R. Chapman were around the division a few days ago with an enlarged picture of a snap shot which was taken a short time ago at Arrowhead Lake. In the picture Dixon and Chapman are seen holding a beautiful string of trout, ranging from 12 to 24 inches in length. This picture was shown in proof of their ability as fishermen, and it was a splendid photo, but we can't help wondering where they borrowed the fish.

On Thursday 19th Old Bird Stork made a visit to the home of Conductor H. C. Heimritz and left a dandy 8½ lb. baby boy. This is the second son in the family. With the two boys and a regular run it looks as though Heimritz should be able to keep out of trouble, now. Mother and babe doing fine—congratulations.

Just to show that he had no favorites, the Old Bird stopped the following day, Friday, June 20th, and left at the home of Motorman H. W. O'Hara a fine 7½ lb. boy. Congratulations.

Conductor W. P. Leggitt is on a ten day auto trip to Bishop, Cal.

Conductor W. W. Kidd is also on an auto trip and expects to visit the north part of the state. He will be gone a month.

Motorman J. B. Kiasser has taken a month's leave and expects to spend the time improving his farm.

Conductor E. H. Nebeker is on a seven day vacation.

Conductor J. Antista is spending fourteen days at San Francisco.

Motorman D. C. Farran is on a two-week auto trip to Dillons, Montana.

Motorman D. E. Graves is taking seven days off to paint his house.

O. D. Serge and the gold shield of the L. A. Police Dept. would be very becoming so have asked and have been granted ninety days to try it out. So, good luck, boys, there is no doubt in our minds but what you will make good.

It seems that we have been harboring genius within our midst and did not know it, for Conductor L. J. Johnson was in the other day exhibiting a large cartoon portraying, by the use of two tom cats, Uncle Sam's latest problem in the far east, which was his latest effort along artistic lines. Who knows but L. P. may branch out with a series of "Barney Googles" or "Bringing up Father."

Conductor W. D. Sindlinger has been granted a sixty day leave to take a trip east.

Conductor E. V. Gray is also taking a trip to Denver, Colorado and expects to be gone about sixty days.

Conductor C. E. McKean is taking a week off to visit relatives in Riverside.

Motorman J. W. Nestor is taking a week off for rest and to do some work around home.

Conductor J. V. Field is also taking the week off and all he seems to be doing is to hang around the division in the morning and, according to reports, around Central Ave. in the afternoon. What are you looking for J. V.?

Motorman H. Gorton who was granted a six months' leave last spring to take a trip to Canada and then to England, returned last week. Says he had a good time in Canada but was forced to postpone his trip to England until some future date.

The other day on a 116th car of the "M" line a lady approached Conductor O'Hara and asked him, "Why they

DIVISION 4

C. J. Knittle

Conductor A. MacKenzie reports another successful fishing trip recently. Motormen Forester and Lourdon of Div. 3 accompanied him. The fishing was done off Redondo. Returning the boat encountered a heavy storm about a mile off shore which for some time threatened the craft. Forester announces hereafter he will do his fishing at his neighborhood grocery.

Janitor William Colley has left on his annual two weeks' vacation—not for the wicked village of Watts nor the Holy Roller convention at Tia Jauna but to a local hospital where he will deliver a couple tonsils and a few adenoids.

Operators L. Strain and T. R. Bates are touring the east by auto. They were granted ninety-day leaves.

Two weeks ago an item in this column stated that Conductor A. A. Bradley was spending a sixty-day vacation in Grinnell, Iowa, the home of his parents. We beg his pardon and yours. The facts are, he was suddenly called to his home. His mother lay seriously ill. Arriving there on the 11th he found his mother had passed away the same day he had been sent for, June 8.

This correction also conveys our earnest sympathy.

And now we would call your attention to Conductor A. A. Goldsmith. Little has been said about "Goldie" because we are a bit reticent about roasting "old-timers." Goldie is a twenty-year man and had never missed out 'til last Friday when he waited long past relief time for his "F" car at Eighth and SPRING.

(Parting, we hope Travelling Instructor Anderson does not swallow his false teeth over this.)

The gentleman who ordered that the single track light switch on "C" line near Council street be put where it belongs, gets a rising vote of thanks.

Foreman B. B. Boyd is back from Portland but will not return to his desk 'til July 1. He is working on his cabin in Beverly Glen.

Operator D. J. Daley is on a ninety-day leave to Haverhill, Mass.

Motorman M. Zoll is taking a thirty-day rest.

Has Dispatcher Jerry Teehan or any other lion tamer something to offer?

"Fill my last half—will ya?"

didn't run the car through to the beach?"

"They probably will, as soon as they get the tracks laid to connect with the Red line over there," answered O'Hara.

"Oh, that will be so convenient," said the lady and went away perfectly satisfied.

Former Conductor E. Watson who resigned a short time ago to return to his home in Texas writes us to say that he is peacefully enjoying married life and the hot weather and if the latter doesn't let up in the near future, he is coming back to L. A. He wishes to be remembered to all his old friends of Division Five.

(With apologies to Walt Mason)

A conductor's grief is a daily repeat—until he learns to call the street and when a passenger goes past a stop, the look he gets would stop a clock. He meets the people of various moods and has to be able to deliver the goods. The easiest way is always the best to pass off a slur with a sort of a jest, for a smile in the morning and a laugh at night, to see how easy you avoided a fight.