

Car Accounting System Revised

HELP OFFERED SAFETY MEN BY FORCES OF NATURE

By JOHN C. COLLINS
Supervisor of Safety

This article is written for the benefit of those men who think accidents are controlled by luck instead of by the intelligent use of our faculties.



We have proof that all people do not get hurt the first few times they venture into the realm of carelessness, for we are all permitted to make a few mistakes. The most intelligent people correct

these mistakes, while with others it merely begets confidence to make more until they get careless with carelessness, then they are in real danger, for this is one thing we are not permitted to do.

Natural laws should segregate and eliminate the unfit and careless, leaving the capable and careful to carry on and build slowly, but surely, to a better race and a better place in which to live.

Eyes Give Warning

Was it for nothing that you were given eyes which are endowed with the faculty to reach out for miles, grasping color effects, and details of material forms in a flash, thousands of them from many angles and distances?

To the ears, thousands of different sounds from as many directions, may be carried to you. These sounds are capable of detecting danger, the danger sounds are irritable, so should be cut off as soon as possible. Harmonious sounds of nature are best.

The ear protects and assists the eye. This is very noticeable in people who have lost their hearing. They are not conscious of danger and seldom look where they are going. Through failure to detect sound, their eyes are not used.

Obnoxious fumes are carried to the nose as a warning to change your course, given in plenty of time, and unless you do this, the safety mind

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Conductor Runs Ahead of Time; Pilot Runs Away

IT MAY be something new for a conductor to get a little communication about "running ahead of time" but Division Four is the place where, as they say in the restaurants, "everything is new and fresh except the help."

A passing employe of the company noted that at Temple and Hoover Conductor H. L. Young left the car to the tender mercies of Motorman W. B. Chapman, who apparently felt equal to the responsibility and started for town in a solo flight.

Young disproved the idea that he is not as young as he used to be and started after the car on the sprint, catching it eventually.

"Reckless speed for a trainman, that," commented the observer. "It's much faster than the schedule allows. Running ahead of time, I'll say."

WATER PUMPS FOR DIV. 1 & 4 PITS

Pumps are to be placed in the open air pits of Divisions 1 and 4 before the fall rains start so that the work of mechanics will not be retarded and the timbers will not be damaged. Two pumps will be used at Division 4, one in the pits now under construction at 12th and Georgia and the other in the pits on the south side of the property. At Division 1 the pump will be installed in the pits built this summer on the space formerly occupied by the No. 2 car house.

New Quarters for Library

The Company Library has been moved from Room 307 to Room 601. The books have been thoroughly catalogued to facilitate finding literature on any subject in which an employe may be interested.

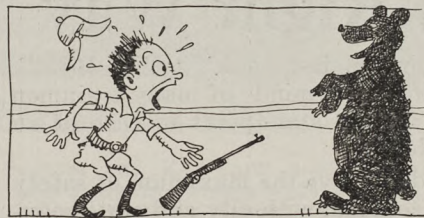
C. A. Cooper is in charge of the library and will be glad to help any employe who wishes to use the supply of books on technical subjects or fiction.

Do the men and women of any organization appreciate the efforts necessary to produce results?

Uncle Ed's Bedtime Bear Story

MANY moons ago a party of va-
liant hunters including Ed Yonkin of the instruction department, Ed Forsythe, switchman of Division 2 and Carl Gordon, mechanical foreman of Division 5, went forth into the everlasting hills in search of game.

Last week in random conversation Ed Yonkin released a story of an en-



counter with a big silver-nosed bear that makes good reading.

Ed had ventured miles away from all beaten trails in search of a deer and was leading his horse through the thick brush, when he came to a small opening.

There is an Indian legend or something of the kind about a bear that went over the mountain to see what he could see. The bear saw Ed and Ed saw the bear. In two seconds Ed was several hundred yards away from there with the horse doing his best to keep up.

Arriving back at the camp the party thought it would be a fine idea to go back to the spot and stir up some bear steaks for dinner. They returned to the opening where Ed found his rifle which had been dropped suddenly, and an examination of footprints was made.

The ground was soft and the footprints were large, indicating that Bruin was not a cub. Suddenly one of the party decided that he could not go — his foot hurt. Another spoke up, "I can't go — I have a stomach ache," and so on down the line until they all backed out and agreed that the bright lights of Los Angeles would look better to them than bear tracks in the mountains.

Thus endeth the bear story.

REGULAR 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.

CHANGE MADE IN WORK OF MECHANICAL DIVISION

A new and extensive system of shop accounting which is intended to show the maintenance cost of cars according to groups having the same type of equipment instead of as individual cars has been established at the main shops in the Division mechanical departments. The big job of establishing a new system in the minds of the shop men at the five divisions has fallen to "Billy" Brown, general car-house foreman.

Division Meetings Held

Meetings of the division mechanical foremen have been held at South Park, and have been followed by meetings at the division shops of the 207 mechanics on the day and night shifts. To make the new system of the greatest value, it is necessary to record the time spent on a car according to its classification number, and the amount of work done. This record is made on cards by the mechanic who does the actual work. It is to familiarize the men with the card forms, and the methods of marking them that the meetings have been held.

The system takes in all work done on a car, ranging from an adjustment of the bell cord made by a mechanical street inspector in a few minutes to the rewinding of motors, or the rebuilding of a large part of the body.

Distinguishing Features

The features that determine the group number are, type of car body, compressor, control, motor and truck. All cars having these five features alike, fall in one group.

The largest group is number 60, which has 260 type B, P-A-Y-E cars. Ten groups have only one car each due to some distinguishing feature in the construction or mechanical equipment. These groups may be merged into other groups at a later date by some slight change of equipment. The group number is marked on every car on the back of the route sign on the roof, on a carlin inside of the car on No. 1 end and on the air reservoir underneath. In this way a mechanic working in the pits, inside a car or on

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Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Information Service

IN a rapidly growing city like Los Angeles it is difficult for anyone to be thoroughly informed on the location of all buildings, headquarters of organizations and the like. It is a universal habit of street car riders to bank on the conductor for information. Many people will ride on a street car from a railway depot in preference to a hotel bus or a taxicab to get the benefit of the information service from the conductor.

The directory of the streets, buildings, etc., which was supplied to trainmen a few months ago has been a great help in meeting questions that are asked on the cars. But no book is complete and up to date forever, and every conductor should make an effort to be well posted with information that patrons may desire.

If a passenger asks "Where is the Blank building," and the conductor says "I don't know," the passenger gets a bad impression of street car service in general, and in particular, the interest that that conductor takes in his work. If the conductor says "I don't know but I'll try and find out," he shows the willingness that pleases. The motorman may know or an occasional policeman or trainman off duty on the car may know. The conductor may not be able to procure the information, but the passenger will at least appreciate the effort.

It is a good policy to make a mental note of the questions asked which you cannot answer and to get the information as soon as possible. The Los Angeles Railway Information Bureau is equipped to keep up-to-the-minute information about street names, buildings, etc. A telephone inquiry will show a commendable interest and increase the value of the individual trainman to the company.

Safety Way is Right Way

THE article written by Mr. Collins in last week's "Two Bells" answers a question that has been in the minds of many trainmen regarding their positions from a legal standpoint in case of an accident involving serious injury or death.

The rules of the company are made to give the maximum of safety to passengers. The rules are made to conform with city and state regulations affecting the movement of vehicles.

The reason for every rule with its exact wording or exact interpretation given to trainmen by the instruction department and the safety bureau may not be apparent, but the rules are made and corrected from time to time in conferences of the heads of departments. The rules represent the best judgment of men most experienced in street car work from all angles, and the men who make laws for safeguarding the public.

The man who obeys the rules of the rule book and the instructions given by the instructors and safety supervisors, need have no fear of the law.

All Senses Offer Warning For Safety Men To Use

(Continued from Page 2, Col. 1)

refuses to act, for nature does not long stand for carelessness. The lines are soon burned out of this set, but by intelligent use, they become highly developed.

Feeling, like all the others, is capable of cutting out or concentrating.

Taste is yours to detect what the other sense may have overlooked.

Senses Say Safety First

Every sense is primarily concerned about our safety, gathering material from every source, carrying it to the main station to be analyzed. There is no lack of system there, for these situations are handled as realities to produce results. The great grey matter which guides, directs, and commands, is in charge, and there is a deeper station which may be called upon at any time. Then all the power is used to tell you and does tell you with all the force your senses are able to marshal, and without fail when you are wrong. There is no getting away from

this fact, for every man knows if he is doing right or wrong, if he is telling the truth or not. You have the greatest safety device in your own possession if you will only use it. All of your senses are trying to protect you first, trying to protect the other fellow first, and all of these things were given to us to be used for that purpose first.

Any man is capable of recognizing dangerous places or dangerous conditions, and when so recognized is capable of making them safe if he wants to. If he doesn't want to, it cannot be, for all of these things require the desire, the soul's interest.

The soul is the basic principle. The eyes are called the windows of the soul, and through these windows the white light of truth should shine. It is far too often the danger light of destruction. The soul is back of all the other senses, as well as that of the eyes, because the soul is the light of the way.

BULLETINS

Issued September 1, 1924

BULLETIN NO. 185 NOTICE TO CONDUCTORS

Conductors on Lines "A" and "L" may discontinue changing to "In trip" transfers at the Los Angeles River when East bound.

Issue "Out trip" transfers through to Lincoln Park and same will be accepted on connecting line under regular rules at that point.

Line "A" In trip transfers will NOT be accepted on Line "L" nor will Line "L" In trip transfers be accepted on Line "A," north bound at the Plaza.

Line "A" In trip transfers will be good for walk over NORTH at Avenue 26 and Griffin, and NORTH or EAST at Avenue 20 and Pasadena Avenue.

BULLETIN NO. 186

Pass Book No. 11157 issued on May 9th, 1923, to Fireman M. A. Honeycutt, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 187 NOTICE TO TRAINMEN

The fogs prevailing in the early mornings make it necessary that motorman be on the alert for slippery track and take every precaution to avoid accidents.

Early rains may also be anticipated, and trainmen are requested to promptly report bad track conditions to the dispatcher.

BULLETIN NO. 188 NOTICE TO CONDUCTORS

Annual Pass No. 31, issued to A. G. Walker, Secretary, Land Companies, and signed by W. E. Dunn, Vice-President, has been reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

P. B. Hill
Superintendent of Operation.

BUS BULLETINS

LOS ANGELES RAILWAY BUS DIVISION

BULLETIN NO. 130 TO ALL OPERATORS

A general choice for runs on all bus lines will be conducted August 23rd and 24th, and runs chosen will become effective on August 25th, 1924.

York Boulevard line not included.

F. Van Vrankin, Manager.

Character—

- is power—
- is influence;
- makes friends,
- creates funds,
- draws patronage
- and support,
- opens a sure
- and easy way
- to wealth, honor
- and happiness.



—B. C. Electric Employees Magazine.

NOTICE TO EMPLOYEES

FOR SALE: Property No. 3569 Beswick Street, West of Spence Street (Boyle Heights). Four rooms and bath. Garage. Terms of sale—\$1,000.00 cash, balance payable by monthly payments. If interested after looking over property, see LOS ANGELES RAILWAY LAND COMPANY, Room 1025 L.A.Ry. Bldg.

JAPANESE Ry. MAN LAUDS L.A. SYSTEM

The following impressions of Los Angeles were gained by Mr. Mitsuru Ishii, an executive of the municipal street railway in Tokio, Japan, when he was in Los Angeles several months ago. They are excerpts from an article written by Mr. Ishii in the "Two Bells" of the Tokio system. Naturally the interpretation seems somewhat humorous just as our written impressions of Japan would look funny to Japanese. Mr. Ishii will be remembered by many as he visited the divisions and shops.—THE EDITOR

Los Angeles is a surely growing city. It is proved that she increased 500,000 population within the last ten years and the population is in such rate increasing as it was stated as above. Sea is not too far and mountain is not too near and it is well prepared location to be one of the greatest cities of the world in near future.

The city of Los Angeles is the only city in America who has not any spectacle city hall simply because the city was so quickly grown and the citizens have had no time to build such city hall till today. It is common view in America finding a well constructed city hall simply to show how the city civil center shall be. Accordingly the city of Los Angeles has very narrow sidewalk on account of the same said cause.

On day I had conversation with Mr. George of the official of Mr. Hill, manager of Freight Department of the L. A. R. R. Co., an old man who is always ready to talk.

He say: "I know a Japanese man who is working in my friend place. He is somehow strange man. One morning my friend tried to speak to him and his answer was 'yes, I know George Washington, sir, he cut down the cherry tree by the hatchet that given by his father. Yes, also I do know Mr. Abraham Lincoln—and my friend could not find where he was then. The Japanese has such face!"

Then, Mr. George tried to make a face much imitated as the face of the mask "Hyuttoko."

The best thing that introduced the city of Los Angeles to Japan is nothing but the movie. Hollywood is the place for the picture production. It was the very next day when I arrived in the city, I was taken to see the movie studio at Hollywood, Fox, and I met a group taking the children as soldiers.

Wherever I go in America, they offered me luncheon and when I thought it might be proper to pay my own sometime, they just told me, "While you are in America let us treat you nice, so that when we go to your country you would the same in return."

This sort of entertainment shall create and bring out much more good feeling between those two nations.



Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things

(Hand Picked)

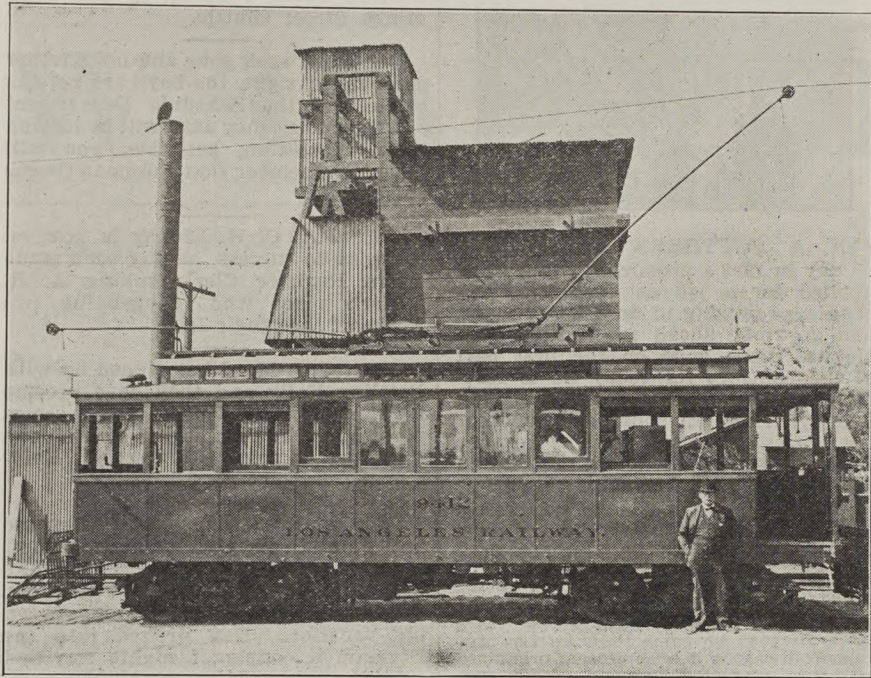
For Condr. P. J. Gerhart, Div. 1
Los Angeles Railway,
Gentlemen:
As the public are prone to report incivilities on the part of your employes, I take this opportunity to advise you of an incident that happened to me today about 3 P. M. while on "D" car No. 41. A passenger caught his toe in the metal floor covering and rolled the end of it up, thinking of the possibility of someone falling over it I replaced it, unseen I supposed by no one, yet when I left the car at Fifth and Main the conductor thanked me for it.
I for one appreciate such employes in public service and believe in commending them at every opportunity.
Respectfully,
JOHN S. HECKEY,
531 San Julian St.

For Condr. J. D. Robertson, Div. 2
Los Angeles California,
Gentlemen:
Believing it to be only fair to my fellow citizens, I want to congratulate you for having in your employ, men of honesty and integrity as I have found most of them to be. Your attention I must call to Conductor J. D. Robertson, No. 1034. As I boarded a southbound car on the "V" line early this morning at Vermont and Eleventh street, my revolver slipped out of the holster and fell to the car step. I showed Conductor Robertson my badge and proceeded to the front of the car, not noticing the loss of my gun. Upon seeing a passenger pick something up, Mr. Robertson inquired what it was and requested the man to return it to me, which the passenger hesitated to do; Mr. Robertson then demanded the man to give the gun to him, which he did and almost before I had become seated the conductor handed the gun to me. We both returned to the rear platform but the man had just stepped from the car. I highly appreciate Mr. Robertson's quick thought and action in this matter and commend him to you with my heartiest thanks for his service.
Respectfully,
M. D. HAYES,
L. A. Police Dept.

For Condr. P. Han, Div. 3
Los Angeles Railway,
Gentlemen:
Saturday evening I was so unlucky as to lose my purse, including my car fare. Had it not been for the kindness and courtesy of Conductor No. 1968, would have had a hard time getting home. Will you kindly return the money to him—an enclosing stamp.
Sincerely,
EDITH BURNS,
345 Clay St.

For Condr. R. C. Young, Div. 5
Los Angeles Railway,
Gentlemen:
I boarded the car east on West Pico and asked for a transfer expecting to catch an "M" car to Fifty-fourth street. For some unexplainable reason I had in mind transferring to an "M" car at Second and Broadway, which I did, handing the conductor my transfer and sat down. After the car started the conductor approached me and in a very gentlemanly manner said, "I accepted this transfer assuming that you are not familiar with our system—Second and Broadway is not a transfer point from a "P" car going north to an "M" car going south, if you boarded the car on West Pico which I assume that you did and wish to go south on a Moneta car, a short walk from Pico and Broadway to Pico and Main would transfer you to an "M" car and save the time of going eleven blocks each way." All of which I knew but had not thought of. He was so nice about it all that I was embarrassed at my own stupidity, but it indicated how he treats strangers in the city. His number is 536.
Respectfully,
C. K. HERSHEY,
1001 South Boyle Ave.

MOTORMAN OF SAND CAR HAS PLENTY OF GRIT



A new sand car pictured above, capable of carrying 12 tons of sand has been rebuilt at the main shops and carries number 9412. It is painted in the green of maintenance and way equipment.
The car has four sand bins, and two air compressors to blow the sand on the rail when rain or grease make the track "skiddy." The air-blower is operated by the motorman. Two 38-B

motors and K-11 are used. When loaded, the car weighs 44,740 pounds. A special chute from the sand dryer in the Vernon Yards has been built to carry the sand through the side windows of the car into the four large bins.
O. M. Hayward, formerly motorman of Division Three, is to be motorman of the new sand car. He grits his teeth and his mouth is open when the car is being loaded.

COST OF GROUP IS SHOWN INSTEAD OF SINGLE CAR

(Continued from Page 1, Col. 4)

the roof can note the group number necessary for making his card record without any loss of time.

In addition to the records to show the auditing department the maintenance cost of any one group of cars, the mechanical department will continue to keep a record of the work done on individual cars to give a check on the accuracy of mechanical work.

Only Passenger Cars

All non-revenue cars will be accounted according to car numbers as was done heretofore, as the group accounting is intended only for passenger cars.

An interesting feature of the new arrangement is that for all material removed from a car of any one group, the group is credited. Material removed from cars has to be accounted for as "salvage," meaning that it can be repaired and used again in its original form, or as "scrap," and credited accordingly.

System Valuable

It is believed that the system will be of great value to the company, in pointing out the most efficient and

economical equipment for use in Los Angeles street car service. There is considerable detail for the mechanics to master in making the necessary reports, particularly when they work but a few minutes on several different groups of cars during a day or night. The men who do the actual work on the cars are taking hold of the new system with the same Los Angeles Railway spirit shown by their chief, and now have it well in hand.

For Condr. R. A. Johnson, Div. 2
Los Angeles Railway,
Gentlemen:
I wish to say a word in praise of Conductor 2370, "S" line on Seventh street. I left my purse on the P. E. car and entering town about 6:30 o'clock last night had no money to telephone my family to come for me, nor could I call a taxi, as I did not know definitely there would be anyone at home to pay the fare when I arrived, so I boarded the car anyway, and explained the situation to the conductor. He himself paid the money and gave me his address and I have just mailed the money to him.
Very truly,
SUSAN PONDER,
1539 Orange St.

Success consists not so much in sitting up nights as being awake in the day time.

On The Back End

(Contributed)

LET'S BE OPTIMISTIC THIS WINTER
Advertisement in local undertaker's window:
"You die and we do the rest. Everything furnished but the corpse, for \$75. Enroll now. Take advantage of this wonderful offer so we can keep the white spot white."—O'HARA.

WINDOW SHOPPING A LA STREET CAR

Motorman J. E. Thagard was sailing merrily along 48th Street the other day, westbound, when a little old colored lady steps up to him and asks if he would kindly stop at Wilton Place, let her off and then wait for her. Thagard stopped, let her off and saw her run across the street to a dry goods store, give the window the once over and ran back and got on the car. Thagard then asked her if she was going to buy something there. She replied, "No suh, I'se been watching dat dar yaller dress in dat window for der last fo' weeks and ah just wanted to see de price."

Conductor C. W. Springstead, of the "J" line tells the following: There had been a slight tie-up and the car was a little late and naturally he picked quite a big load. On arriving at Seventh and Main, an old lady was laboriously striving to get out. As she reached the exit, she paused a moment to get her breath and said to Springstead, "I rather like this. It has been many a year since I had such a good squeeze."

Motorman D. H. Rom tells the following story, in order to strengthen his assertion that the Jew, as a go-getter, is far superior to an Irishman.

A Jew applied at the pearly gate for admission. "Who's there," asked St. Peter. "Abe," was the answer. "Are you riding or walking?" asked St. Peter. "Walking," answered the Jew. "Can't come in if you are walking," was the reply. On his way out the Jew met an Irishman, to whom he told his troubles, when the latter suggested that the Jew mount his back and ride, thereby enabling both to get through the gate. "Who's there?" asked St. Peter. "Abe," was the reply. "Riding or walking?" "Riding," replied Abe. "Tie your jack-ass outside and come in," said St. Peter.

Near sighted old lady in grocery store: Clerk, is that the head cheese over there?
Clerk: No, ma'am; that's one of his assistants.
JACK SHERIDAN.

Motorman W. J. Hewitt reports that our old friend Conductor Peyton put on a one man vaudeville act on Broadway the other day to the amusement of the passing crowds. It seems that Peyton was working a run on line "M" and saw a coin lying in the street and started after it, the only trouble being that the car was moving and Peyton got off the car backwards. He then saw lots of coins, several diamonds and a whole sky full of stars and had to run like h—l to catch his car which had proceeded on its way.

Looking 'em Over at the Divisions

DIVISION 1

H. N. Cole

Conductor E. A. Radford of Division No. 1 just returned from vacation. Was married on August 11th, to Miss Arveva Averyt of Miami, Okla. Now living at 2328 Whittier Blvd.

Motorman A. L. Tucker had occasion to write an accident report a few days ago, and when he reached the space for "remarks," he wrote, "a man tried to catch the car at a non-stop. He didn't."

A little late, but it just leaked out that Motorman J. W. Tuberdye slipped down to San Diego on the 9th of this month and got married. Congratulations.

Motorman T. N. Short is taking a thirty days' vacation. At present he is enjoying the sights of the city, but he expects to take a trip later.

Supervisor C. D. Burnett, formerly of this division, is spending his vacation at Catalina Island.

DIVISION 2

R. C. Hoyle

Our golden voiced baritone, Con. David Mac Zogart, gave the radio fans quite a treat last week when he rendered several old Scotch songs, from the Herald studio. Mac will be on the air again in the near future with a few new selections. Let us know when, Dave.

Several cards have been received from Foreman Christensen from San Diego and Coronado, saying he is enjoying his vacation. C. L. C. says he had the pleasure of listening in at Coronado, while Zogart was on the air.

Switchman Ed. Forsythe left on a hunting trip this week. Ed expects to fish for a week and be right on the job when the deer season opens.

C. M. Bartlett, Con., who has been away on leave returned this week with the news that he is now a daddy. Old Doc Stork left a seven pound daughter at his home, August 17th, Mother and daughter doing fine, also dad. Best wishes.

Con G. E. Smith, formerly on line "O" dropped in to Div. No. 2 last week. G. E. said there were too many wild flivvers running around Los Angeles, so he is now in the engine room of a lumber schooner plying between L. A. and Portland. "No more traffic signals, transfers, accident reports or anything," says G. E.

When last seen Clerk R. C. Hoyle was spending his vacation in different drug stores looking for something to cure his bad cold which came with his vacation. According to Hoyle he hasn't been able to find anything yet.

Mot. H. F. Swabby has just returned from a long drive back East in his new Dodge. H. F. says he had a dandy time, and from the post cards received from him it looks as though he has been "dodging all over the U. S. A."

Conductor O'Hara claims that the best joke of the week is on a certain motorman of Division Five who is very short of stature. Recently this motorman got ten brownies for failing to stand while crossing a railroad and when he saw the demerit slip said, "Dad Gum it, I always stand, the only trouble is I'm shorter when I'm standing up than when I'm sitting down and when the checker is on the ground it looks to him like I'm standing up when I'm sitting down and when I'm standing up it looks like I'm sitting down. What the h—l am I going to do."

Who's Who



ON A SOUTHERN CALIFORNIA day in 1898 a promising young chap applied for a job as apprentice mechanic, promising to do a lot of work, and go right ahead for a little pay. He has made good on the first part of the contract for today he is foreman of the machine shop at the South Park main shops and whether the figures on the pay check of Leverne J. Hathaway are little, big or medium are none of your business.

"Verne," as he is best known, started with the old Los Angeles and Pasadena Electric Railway in 1898, and was transferred to the Los Angeles Electric Railway from 1899 to 1902. In 1903 he was transferred to the Pacific Electric at the opening of the shops which were at Seventh and Alameda until a few years ago. In 1905 he came into the Los Angeles Railway as it is at present organized and was appointed foreman of the machine shop, a position which he still occupies with dignity and efficiency.

"Pretty lucky to move up like that" you may comment. Just how much luck entered into Verne's progress may be guessed from the following story.

In 1914 Verne and George Campbell, chief draftsman, were observing the work of a rail bender at Vernon yard. An iron block had not been put in solidly and as George moved around to get a different view, Verne stepped into his place and a moment later exclaimed, "My leg is broken." The iron block had struck him.

The moral is that Verne's progress has been due to his ability and activity, not luck for the goddess of good fortune told him what she thought about him that day in 1914.

DIVISION 4

A. E. Vejar

Operator A. S. Asworth is back with us after making a visit to Rhode Island.

Conductor S. J. Despars has taken three weeks off to rest up.

Conductor T. E. Smith is on a ten day vacation

Conductor J. P. Lavelle was granted 30 days more to his 60 days, on account of his health.

D. J. Sublette who takes care of the back end of a Pico car when he is working is on a 15 day vacation at Big Bear Lake. D. J. reports that he is having the time of his life.

It seems that D. J. VanderLinden who is a conductor on the "F" line had three passengers on his car that refused to pay their fare, when passengers got off car VanderLinden grabbed a brand new hat from one of the free riders and turned same in as a lost Article with a note saying 15 cents C. O. D. Hat was called for a few days later and 15 cents was collected. Van says they must pay the proper transportation when they ride on his car.

DIVISION 3

Dan Hanley

Supt. E. R. Dye, accompanied by Mrs. Dye, left Tuesday for Mt. Whitney to shoot up some deer, so we know just what kind of deer he will pursue.

The "I wish to see you personally" slips are now signed J. G. Owens and "Can I have off three days" by J. W. Allen.

Steno Fountain is now back after spending two weeks vacation at that famous Russian Summer Resort, Hollenbeck Park, reached by the Cummings Street shuttle.

One more week gone and not another shakeup in sight, the boys are getting restless if the Schedule Department don't get busy they sure will be loosing their reputation, but then you will have to remember that Foreman Owens came back.

Conductor C. H. Finney is now on the road to success, having been made Extra Register Clerk, taking A. R. Miller's place who is spending two weeks at the Magic Isle.

Constable Mead has signed up with Battling Kelly and they have become regular cronies, both men are ex-scrappers, Mead having helped to stop the Spanish American War and Kelly stopped a lot of gloves.

Dear readers, I know you will excuse any news items that seem to be left out this week as this is the writer's first attempt due to the fact that our old friend Mr. Daniel Hanley is on his vacation. Dan drifted into the Division a couple of nights ago and casually informed us that this vacation stuff was "the bunk" for he said that all he was doing was pulling weeds in the garden and painting a house, in fact it was all work. The only pleasure he had was an occasional ride in his Super Sedan, (One of the 10 Million) and taking in the latest shows at the playhouse at 28th and Dayton. But now listen, I am going to give you some information and that is that Daniel has been seen quite frequently associating with the fairies in Pershing Square, so you can figure it out for yourselves.

A number of the boys went to Redondo last Monday to see whether the old saying about "fisherman's luck" was just a saying or whether it was exaggerated and when they returned Motorman Critchett said that the old saying was true to form, but Clerk Deane remarked that was all O. K. with him as someone introduced a pair of galloping dominoes to the boys after they got out and found that the fish would not bite but Deane says that the only fault he has to find is that the other boys money ran out too soon.

The grim reaper again visited the ranks of Division 3 on Saturday, August 23, by the death of conductor W. D. Richardson, at the Clara Barton Hospital, while undergoing an operation. The funeral services were held at two P. M., the 26th at Long Beach, the home of his parents. The bereaved family have our sympathy.

Conductor Lee Atkins says he has cut out smoking, after being a devoted slave to the habit for twenty years. Lee declares it is quite easy to shake a bad habit. All you have to do is just swear off and stick to it, but at the same time, he says, "if you feel like smoking, just smoke one and then stop. Don't let it become a habit, just smoke one now and then, whenever you feel like it." Yes, Lee has cut out smoking, but he always

DIVISION 5

F. J. Mason

Passenger:—"Say, conductor, you gave me the wrong change just now." Conductor:—"It's too late now, you should have examined it at the time." Passenger:—"Alright, you gave me two dollars too much."

Meet me at the clothes line Honey, that's where I hang out.

Don't make love in a buggy because horses carry tails.

A colored lady who had just joined a Lodge, answered her hubby when he asked for his supper. "You're all get yo own supper, I'se an Eagle now."

He, pushing her out of the second story window, "Well, if you'se an Eagle let's see you fly."

O'Hara.

A little time back, Motorman T. L. Stephens sold his conductor, M. Casey, a Chevrolet. This little business transaction didn't break up their friendship as they still work together, play pinochle together and exchange confidences. On the morning of the 22nd, Steve was on his way to work driving his Buick when he noticed a Chevy that was anything but mobile. Upon further investigation he recognized said Chevy as the one he had sold Casey. A still further investigation and he recognized Casey as the one he had sold it to. No, they didn't fight right away as Casey had used up all his cuss words and time was too valuable, so Steve does the right thing by Casey and tows him to work, Casey of course working the back end. They pulled the first part of their run together and on their return to the barns about 9:45 A. M. they decided to try and locate the trouble. Now Casey's a pretty good mechanic and sure knows his oil rags. He kicked the engine over and decided he had carburetor trouble, so to make a short story long, he tore down the carburetor but the minutest inspection failed to reveal any defects. Steve then looked into the gas tank and guess what he found? NOTHING.

Moral—Don't judge your auto by the gas that's not in the tank.

Motorman Charlie Detrick is the proud possessor of another baby girl tipping the scales at 8½ pounds and which blew into town at 1:00 P. M. Saturday, August 23rd, 1924. Mother and baby are doing fine and Charlie's wearing a million dollar smile.

A card has been received from Motorman W. B. McCarter, who is in Calhoun, Texas, with his sick father. He says that his father's condition is not improving any but hopes for the best. Mac himself says he is getting along O. K. but owing to his father's illness he does not know when he will be able to get back.

Cond. E. P. Sinclair has taken a 60 lay off to visit his sick father in West Plains, Mo.

Cond. J. C. McHenry is off for 30 days and is going to visit his mother in Topeka, Kansas.

Cond. C. H. Coxhead is making a business trip back to Wichita, Kansas, and will be gone for 90 days.

has a supply of matches, if you should happen to ask him for one.

Conductor Lee is a good specimen of the "Happy though single" man. He is the owner of a new Ford coupe, so the chances are, he will not remain single very much longer.