

TWO BELLS

VOL. VI

AUGUST 10, 1925

No. 11

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

EXAMINATION OF NEW MEN PLANNED AT DIVISIONS

Examination of new trainmen at the end of the 90-day probationary period will be started by all division superintendents within a few weeks. The suggestion that such an examination be made by the division heads to augment the work of the instruction department, was made recently at a conference of superintendents. The plan was tested by Superintendent E. R. Dye of Division Three and worked so well that steps have been taken to establish the system in the other divisions.

At a meeting last week the superintendents went over the rules and bulletins and selected thirty of the most important subjects on which the new men will be questioned. Copies of these questions will be printed and supplied to the divisions. The new men will be given an oral examination but the supervisors and instructors will be required to answer the questions in writing to show that they have a thorough knowledge of the subjects on which the new trainmen will be tested.

The examination at the divisions is expected to be of considerable value to the company and the trainmen because it will check any deficiencies at the time a trainman comes under the merit system regulation. It will save demerits for the men and minimize the possibility of mistakes that would interfere with good service.

Only 14 Miss Clear Courtesy Credits

The merit system records show that in June all but 14 trainmen received the extra credits allowed for clear courtesy record. This is one of the best marks made this year and indicates a fine grade of courteous service. It reflects credit upon the entire organization of trainmen.

Extra credits allowed for clear accident cards were missed by 493 men.

THEIR REMARKABLE APPETITE

Sunday-School Teacher — "Robert, who were the Pharisees?"

Bobby — "The pharisees were people who fasted in public and in secret devoured widows' houses." — *Boston Transcript*.

Supervisors Appear in New Style Green Serge Uniform

FRANK LA RUE (left) and M. C. McLemore are shown wearing the new cut uniform and inspecting the material as critically as if they really knew something about the clothing business.



THE supervisors blossomed out last Sunday, as modestly as dandelions in a new lawn, with new uniforms. The suits are made of dark green serge and the caps are of the same color. The three gold stars formerly worn on the sleeve of the coat are discarded.

The supervisors' official regalia is cut like a business suit and does not have the extra reinforced pockets of a trainman's uniform. All regular supervisors will wear the dark green,

but extra men will wear the blue uniform.

The men who endeavor to keep service right end up on the streets are enthusiastic about their new duds because they are comfortable, serviceable and can be easily distinguished from other branches of uniformed transportation service. The color, the material and the style of uniform were selected by the supervisors at a recent meeting.

Convention To See Substation Photos

Pictures of the ornamental substations in Garvanza, West Adams and Melrose districts will be displayed at the next convention of the American Electric Railway Association in Atlantic City by the General Electric Corporation. These stations are equipped with "G. E." material and are of particular interest to the electric railway industry because they are noise proof and ornamental. These two features were necessary to permit the placing of the substations in residential territory.

Fifth & Hill Track Is Being Rebuilt

The intersection of Fifth and Hill streets is being rebuilt with a new piece of special work. The curve from Hill to Fifth and the joint track operation on Hill street by Los Angeles and Pacific Electric Railway cars makes the job difficult and the heavy traffic through the intersection delays the work. Railroad ties are placed in the excavation to facilitate motor vehicle traffic.

The track department recently completed installation of a new curve on the east bound track at Whittier boulevard and Boyle avenue.

A. E. R. A. HEAD VISITS L. A. ON TOUR OF COUNTRY

The Los Angeles Railway has taken the lead in the street railways of the United States in developing new ideas for improvements of service, according to Lucius S. Storrs, managing director of the American Electric Railway Association, who visited Los Angeles a few days ago. Mr. Storrs was president of one of the largest electric railway properties in the world when he resigned to accept his present position as director and advisor of the electric railway industry in America.

The A. E. R. A. chief said that the Los Angeles Railway has some of the greatest problems confronting the industry today, but that they are being met through thorough study and aggressive work.

While in Los Angeles he visited the garage and bus division headquarters at Sixteenth and San Pedro streets, the Los Angeles Motorbus Company's building at Santa Monica boulevard and Virgil street, and was shown various parts of the system and the equipment. Following his visit to Los Angeles he made a trip to San Diego and then left for the north. He intends to visit the principal street railway systems of the country.

The director was particularly interested in the development of the bus lines in conjunction with street cars, but said that no medium has yet been developed which alone can take the place of the electric railway in moving large numbers of persons, or what is known in the industry, as mass transportation.

Temporary Rail at Macy St. in Use

The temporary track work at the Macy street bridge has been completed and enables cars to run within a few feet of the foot bridge on either side of the river. The rail is laid north of the old street line in a strip that will be used to give a wide approach to the new viaduct.

The old track is being removed from the center of the street.

A HOPELESS CASE

Foreman — "Say Thompson, that man is doing twice as much as you are."
"Sure! I keep tellin' the poor sap, but you can't learn him nothin'." — *Judge*.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Setting a Bad Example

DURING the recent parade exploiting the moving picture industry, several street cars were caught in the blockades along the line of march. Soon after some of these cars had stopped the roofs were crowded with sight-seers who seized the opportunity to view the parade from an advantageous point. The remarkable thing about two or three of the cases observed was that the trainmen themselves were the first to climb to the roof. Naturally enough, agile spectators followed the lead of these trainmen.

Any great weight on the roof of a street car is dangerous. The roof is primarily for a covering and the floor of the car is intended to carry the weight. If one of the roofs had collapsed, due to the abnormal strain, a nasty accident would have resulted.

This case is typical of many incidents in the street railway business and indicates that the public looks to the train crew for an example. The job of the crew is to protect the company's property and the safety of passengers. To practically abandon a car and then lead a crowd into a dangerous practice is wandering a long way from the line of duty.

Tell It To A Dispatcher

EVERY effort has been made by the company through the private telephone system and by the installation of three lines through the central telephone company switchboard to procure prompt reports of blockades, delays and other unusual conditions which require the attention of supervisors and dispatchers.

Frequently trainmen have telephoned their division when they have been in an accident. This is not the correct procedure and every man should bear in mind at all times that after he leaves his division with a car he is responsible to the dispatching board for making prompt reports of emergencies.

Regardless of the nature of the emergency situation confronting trainmen, whether a lost article, an accident, or a riot, they are not asked to call the particular department that handles the subject but are required to call the dispatcher.

The dispatchers are men who have had several years experience with the company and are familiar with its operation. They are trained for emergency work.

Tell your troubles to a dispatcher and let him do the worrying or give the instructions, but by all means call him and call him promptly.

Monthly Complaint Report Indicates Steady Service

THE month of July showed little variation in the comparative report of complains compiled in the office of the transportation department. A total of 127 complaints reach the office, this being an increase of one over the preceding month.

Charges of discourtesy showed

neither gain nor loss and although fare and transfer trouble complaints went from 41 in June to 48 in July, they were offset by reducing the other classifications.

The detailed summary is as follows:

Classification	June	July	Loss or Gain
Discourtesy	36	36	0
Fare and Transfer Trouble	41	48	7
Starting Too Soon	7	6	-1
Passing-up Passengers	10	8	-2
Carrying Passengers Past Stop	6	3	-3
Dangerous Operation	3	2	-1
Short Change	6	7	1
Miscellaneous	17	17	0
	126	127	+1
Commendations	48	40	-8

Drives to Mt. Rainier

G. W. McDonald, chief clerk of the auditing department, has returned from an extensive auto trip to the northwest which terminated at the glacier mountain known in Seattle as Mount Rainier and in Tacoma as Mount Tacoma. He reports that the natural beauties of the mountain are wonderful and that the driving is by no means difficult.

"Is that clock right over there, sonny?"

"Sure it is. Where'd you think it was, in Chicago?"

He—You know, a sentimental song always moves me.

She—Really? Let's play "Home Sweet Home."—Washington Dirge.

BULLETINS

Issued August 10, 1925

BULLETIN NO. 124 Notice to Conductors

The following passes reported lost during the months of January, February, March, April, May, June, and July, 1925, have not been recovered:

341	2070	3616	4904
864	2256	4136	5024
1227	2621	4180	5604
1262	3103	4283	5637
1454	3190	4641	5813
1490	3279	4694	6445
1512	3296	4685	6490
1521	3306	4780	6503
1525	3313	4808	7089
1644	3392	4838	7626
1717	3528	4841	Track Badge
1930	3614		M-131

BULLETIN NO. 125 Notice to Conductors

The following Firemen's Pass Books are reported lost:

23196 issued to Lieutenant Oscar F. Wolff
18440 issued to Capt. D. W. Waldschmidt
18551 issued to Wiley N. Miller
25679 issued to John L. McMunn
25837 issued to James T. Terrel
25878 issued to D. H. Lilly

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

BULLETIN NO. 126 Notice to Conductors Pass Found

Pass No. 4831 issued in favor of S. A. Graves, Conductor Div. 3 and reported as lost in Bulletin No. 123, has been found.

BULLETIN NO. 127 Notice to Conductors

Pass No. 6305 issued to J. Wilson, Motorman Division 1, is reported lost. If presented for transportation, take up, collect fare and send to this office with report.

R. B. Hill

BUS BULLETINS

LOS ANGELES RAILWAY
BUS DIVISION

BULLETIN NO. 284 July 31st, 1925

On account of a change of shifts at the Goodyear Tire and Rubber Company occurring at 11:00 P.M. and in consideration of it taking the employees approximately ten minutes to reach the Florence Avenue Bus Line at a point opposite the factory, Work Run 110, Bus Run 2, will leave Florence and San Pedro Streets, daily except Sunday, at 11:10 P.M. instead of 11:05 P.M.

BULLETIN NO. 285 August 3rd, 1925

In any case where employees desire to pay cash for uniforms, without coat, vest or trousers, it will be necessary for them to ask for an order for the uniform in order that they may purchase them at the contract price.

It has come to our notice that certain men desiring uniforms, who are not in our employ, are misrepresenting the facts to the clothier.

BULLETIN NO. 286 August 5th, 1925

U. S. Mail Carriers are not to be carried free of charge on the buses of the Los Angeles Railway Bus Division. Please be governed accordingly.

BULLETIN NO. 287 August 5th, 1925

New Schedule No. B 76 for the Inglewood Line becomes effective on the morning of August the 7th, 1925. Please note that the last car at night is scheduled to leave Market and Queen Streets at 11:00 P. M. Operators on this car should ascertain whether the Theatre located at that corner is out and, if not, should wait a few minutes until it is out to give the passengers an opportunity of reaching their homes on the last bus from that point.

F. VAN VRANKEN,
Manager.

GARAGE CLERK CHANGES

George A. Holmes has replaced Leonard Pringle as clerk of the garage office at Sixteenth and San Pedro streets. Mr. Pringle has left on an extended vacation to visit his parents in Honolulu and is undecided whether he will go in business there or return to Los Angeles. Mr. Holmes was in the store room of the South Park shops for five years and spent one year in the main offices.

INGLEWOOD TO HAVE BUSES TO 11 P.M.

Under a new schedule effective Friday, August 7, service on the Fairview Heights-Inglewood bus line is increased during the evening rush-hour and extended for two hours at night.

Between 5:36 and 6:48 P.M., 12-minute service is given on the line instead of 15-minute service as heretofore.

One of the buses from the Figueroa street line is diverted to the Inglewood service for the evening rush-hour, making four buses on the route.

Thirty-minute service is provided at night from 8 to 11 P.M. The buses leave Inglewood at 8 o'clock and every 30 minutes until 11 P.M. and leave Fifty-fourth street and Mesa Drive at 7:45 and every 30 minutes until 10:45 P.M.

This is the second increase in service that has been made necessary on this line by the development of new patronage. The line was started July 6 with a 20-minute headway, but this was changed within two weeks to a 15-minute headway and was followed last Friday by the lengthening of night service and addition of a fourth rush-hour bus.

CALL DISPATCHER ON TUCKER 6472

R. A. Pierson, supervisor of the merit system, reports that considerable trouble is being experienced because train crews fail to report blockades and delays. When demerits are assessed there is usually an appeal made for cancellation, but questioning of the men making these appeals reveals that they tried to call the dispatcher over MAIN 4174 or METropolitan 4629, but were unable to complete the call because the line being busy or some other reason.

While both phone numbers mentioned above connect with the dispatching board, there is a third phone, TUCKER 6472, which is used for incoming calls only. This telephone is used only for trainmen calling the dispatching board, as mentioned in a recent bulletin.

Trainmen are advised to use TUCKER 6472 in reporting delays and blockades.

BRINGS HOME A CUP—EMPTY

J. G. Jeffery, organist of this house organ, has returned from Seattle, where he attended the convention of the Pacific Coast Advertising Clubs Association. He was chairman of the Los Angeles club delegation, which included the job of getting the delegates out of bed in the morning and out of jail at night. "Jeff" spoke in the public utility advertising section and in a three-minute speech contest. In the latter he won first place and a silver cup. The return trip was made via Vancouver and Victoria to prove the claim of the donor, that the cup could hold a full quart, exclusive of foam.

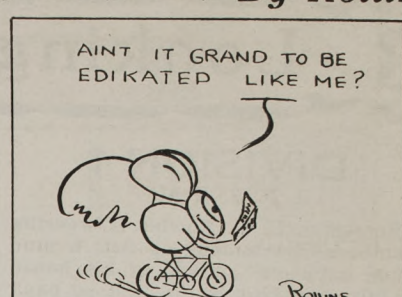
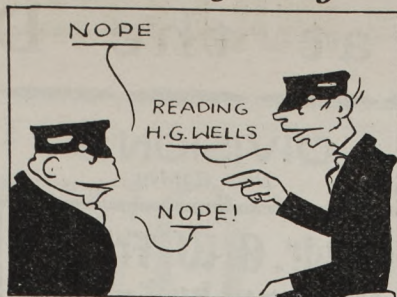
Wife—"Knowest thou how to bring up thy child?"

Husband—"Then snappe to. Thy childe is at the bottom of ye cisterne."

—Royal Gabboon.

Conductor Ding and Motorman Ding Ding

(Rollins ought to get his pay raised for this.) **By Rollins**



Bouquets And Things (Hand Picked)

For Condr. T. Davidson, Div. 2
For Motr. J. H. Roberts, Div. 2

Los Angeles Railway.
Gentlemen:

I would like to mention how very courteous both the conductor and motorman were last evening on car No. 805, going toward the city at 5:30—corner of Beverly and Heliotrope. They waited for my sister and me for an extra minute while we hurried for the car and did it so pleasantly—the conductor came forward and gave us a little assistance on entering. We were anxious to catch another car down town, so it meant a great deal to us.

Sincerely,
Miss Anne Gildon,
160 No. Alexandria

□ □ □

For Condr. Wm. McKernon, Div. 2
For Motr. F. V. Dennee, Div. 2

Los Angeles Railway.
Gentlemen:

Divisions 2 and 5 Show Increase in Witnesses

DIVISIONS Two and Five did better work in procuring witnesses to accidents in July than in June, but the other three divisions showed a slight drop, according to the monthly summary compiled by the claim department. The average number of witnesses for July was 5.31 as compared with 5.37 for June. The number of accidents reported in July was 1581, while in June 1700 were listed.

Division Four continued to hold first place during July with an average of 5.95 witnesses per accident. This is the first time since last January that Superintendent Wimberly's men have turned in an average of less than six cards with each report. In June, Division Two was in fourth place with 4.88 witnesses, but last month the men of that division held second place with an average of 5.59. The detailed summary is as follows:

Division	Number of Accidents	Number of Witness Cards	Average Witness Cards per Accident
1	297	1354	4.55
2	417	2334	5.59
3	324	1798	5.24
4	264	1572	5.95
5	279	1340	4.80
TOTAL	1581	8398	5.31

On The Back End (Contributed)

Conductor A. B. Chambers of Div. Four is almost sure that the lady who asked him, "Is this car going?" while they were standing at Fountain and Edgemont, is not the same one who asked at a downtown stop, "Does this end go first?" or the one who, after asking if they went to Eighth and Broadway, then inquired, "Where shall I get off?"

Bill Saager, our good-natured traffic cop at Eleventh and Broadway had traffic open east and west waiting for a two-car Line "M" train to cross the intersection. An impatient customer on the sidelines shouted, "Come on Bill, turn around." "Wait till I get the iron horse out of here" was the quick reply.

Outstanding Service Praised Help Appreciated By Young And Old

I wish to call to your attention the courtesy extended me by Conductor 2984, also his motorman; going east on the "V" car at 11:30 P.M., July 13, also Conductor on the "D" car going south at the same hour, would like to have him know that I appreciate his kindness, as it was through his quick action that I was enabled to catch my car.

Very sincerely,
Mrs. M. L. Forry,
1807 East Vernon Ave.

□ □ □

For Motr. W. R. T. Hensley, Div. 2

Los Angeles Railway.
Gentlemen:

I take pleasure in writing to you and telling you of the courteous treatment Motorman 3233, operating car 1247 on the Moneta line, shows his passengers.

Respectfully,
C. T. McKeown,
210 West 79th St.

□ □ □

For Condr. C. D. Johnson, Div. 3

Los Angeles Railway.
Gentlemen:

Mr. Geo. Baker Anderson,
Mgr. Transportation Dept.,
L. A. Railway Co.,

Dear Sir:

As a traffic officer at the corner of Fifth and Main Streets, I am in a position to observe the manner in which the motormen of the Los Angeles Railway, who pass my corner every day, try to assist the traffic officers.

Manager of Transportation,
Los Angeles Railway Company,
L. A., Cal.

Dear Sir:

From Easter until June 26, I went every school day from my home to Los Angeles to take my 6-year-old grand-daughter to the school for the deaf at 16th Street and Hill. After leaving her there, I went to a relative's home on the "J" car line. In doing this I used cars on Eagle Rock line, "2" or "3" on Hill, "J" car on Grand Avenue. I am old and a little lame. The child is deaf; but we had no trouble, and enjoyed our ride because ALL the conductors on those lines were so wonderfully kind, courteous and careful.

There is one incident I wish to write about in particular: Wednesday morning, July 15 at 7:27 A.M., an elderly lady ran across the street against the signal and fell down in front of a "D" car No. 34, train run 11, east bound, which was already in motion, and it was only by the quick action and thought of Motorman No. 1863, (I do not know his name) that another tragedy was averted.

I wish you would let him know, as I haven't had the chance, that I appreciate the splendid spirit of co-operation he has shown to me.

Respectfully,
CARL W. FISCHER, No. 1419,
L. A. Police Dept.
(Mtr. J. S. Peach wears badge number 1863)

Especially do I wish to emphasize the kindness and courtesy of No. 1738 of the Eagle Rock line. As soon as he knew the child was deaf, he took pains to make it interesting for her, as the ride was long and tedious, and was so careful to help us on and off. If by any chance he was not on the car, she did not want to get on. She knew it was not the right face, as she put it. I noticed during Shrine week how very courteous all the conductors were to strangers. It gives me great pleasure to write you of this.

Yours truly,
MRS. J. P. LUKENS,
103 North Verdugo Road.
(Condr. F. Clavin wears badge number 2738)

A SPORTING QUESTION
She—"You drive awfully fast, don't you?"
He—"Yes, I hit seventy yesterday."
She—"Did you kill any of them?"
—Bison.

"Hey, get that car started," said the Boston cop to the excited amateur driver whose engine had stalled. "Use your cerebellum."
"Show me where it is," cried the driver in despair, "I've pushed and pulled everything else on the dashboard!"

In case you don't know it, Jack York of Division Five comes from Pittsburgh. He can't shout very much but he sure roots for that old ball club from his home town. They lost a double header last week and Jack didn't smile until Monday last when they copped the two games back.

GRANTED
Judge—You have been found guilty of knocking this man's eye out. Remember, before I pass sentence, "an eye for an eye and a tooth for a tooth."
Prisoner—Couldn't you make it a tooth for an eye, judge? I can spare the tooth easier than I can the eye.

MOURNFUL METERS
Co.—What did Longfellow mean when he wrote, "Tell me not in mourning numbers"?
Ed.—He must have been riding in a taxi.—De Pauw Yellow Crab.

On Monday, July 20th, boarded an "E" car on Broadway and 6th Streets. I was suffering with a very sore foot, the ankle was swelling fast; I was compelled to stand near the motorman. Within a short time he noticed that I was suffering; he offered me his stool, which I occupied until within a short distance of my home at Highland Avenue, Eagle Rock, when I was able to secure another seat.

Very truly yours,
Hughes Garr,
615 O. T. Johnson Building

□ □ □

For Condr. R. L. Gabbard, Div. 4

Los Angeles Railway.
Gentlemen:

I am glad you let the public report to you, employees who merit special mention. Yesterday, July 16, on your car "C", Conductor 2966 was so thoughtful of one little old lady (meaning me) that his courtesy has sung in my heart ever since. He directed me so kindly and remembered the street I had asked for.

Miss C. VanVleet,
3867 South Harvard

THE EXACT DIFFERENCE

"Father," said the conventional small boy, "what is the difference between a pedestrian and a jay-walker?"

"A pedestrian," returned the conventional father, "is a person who walks when you are walking. A jay-walker is a person who walks when you are driving."

"Do you act toward your wife as you did before you married her?"

"Exactly. I remember just how I used to act when I first fell in love with her. I used to lean over the fence in front of her house and gaze at her shadow on the curtain, afraid to go in. And I act the same way now when I get home late."

Mechanics Guarded Against Overwork

A Western Union clock has been installed in the Sixteenth street garage in a conspicuous place. It is a big help in moving buses on time and prevents some of the ambitious mechanics working 30 minutes too long due to a lack of accurate information about quitting time.

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

Motorman H. C. Fowler is wearing a smile as he announces that a nine pound baby girl arrived at his house on July 31. This is the first so papa Fowler feels mighty proud. Congratulations.

Conductor G. R. Evans while on his vacation at Elsinore, California, acquired the title of champion horseshoe thrower. George says if there is anybody around who wants to dispute his title, just say the word and they will stage a little contest out in the back alley.

Conductor C. D. Cessna is leaving on a leave of absence as he intends to go up North as far as Vancouver, B. C. to visit friends.

Conductor C. E. Hollar is working as extra clerk in the office during vacation period.

Traffic Loader D. P. Burke, who was injured some time ago by receiving a severe electrical shock, was at the division this week to pay the boys a visit. Burke is still walking with a cane but has improved considerably during the past few months.

Conductor G. W. Moore, Motorman S. B. Brody and Motorman F. L. Odell were among those to take vacations during the past week.

Motorman J. N. Hedge left this week for Havre, Montana where he expects to spend a few months visiting with his parents.

DIVISION 2

H. T. Hansen

Motorman H. Dinning took a trip back east last year and during his stay he was married. He left his wife there when he returned and she has just rejoined him during the last week. Dinning thought that was a pretty good excuse to take a few days off, so he secured a ten-day leave and is spending his time showing the wife the various beauty spots of Southern California.

Motorman S. T. Millard is back with us once more, after a three months' sick leave. Millard looks much better and has gained weight.

Motorman J. A. Wear is officiating in place of Clerk C. F. Paine, who is taking his vacation visiting the various beaches and San Diego.

Motorman J. B. Engledow is laid up with a burned complexion. He went to help out the crew on the car ahead of him at the terminal—when they had a derailment and the trailer car hose coupling broke. He tried to replace the hose, and thinks he hit the wrong spot—hence the burn.

The following trainmen have been granted leave of absence: A. L. Swasey, 10 days; Wm. Harris, 15 days; J. E. Albert, 60 days; P. H. Spradling, 15 days; J. M. Lipe, 26 days; R. Shepard, 60 days; C. E. Hodges, 60 days; J. Amos, 16 days.

Word has been received from M. C. McCreery of Division Two at Fort Collins, Colorado, that he is making good headway in his fight to regain his old time strength. He is still under the care of a doctor, but is anxious to get back to Los Angeles as soon as possible. His address is Box 64, Fort Collins, Colorado.

Who's Who



CONDUCTOR WALTER W. LAMBERT came from the farm and brought a wide smile and an enthusiastic spirit. He was born in Princeton, Minnesota, and worked his own farm there until 1923 when he happened to get a package of groceries wrapped up in some Los Angeles Chamber of Commerce literature and immediately felt the urge to see California. He worked for five months as an assistant in the local store room of the Southern Pacific Railway and then entered street railway service at Division Two.

BUS DIVISION

Elmer Wood

It's a splendid idea! If the conductors on double deckers would keep track of the time the bus leaves and arrives at terminals and time points, it will not only help them to answer questions asked them by passengers but would help the operators to keep on time.

Crawford: "What is the surest sign that a fellow isn't in love?"
R. E. Pruter: "When he gets married."

For the new men that haven't read the bulletin book; be sure and do so as there is a great deal of information in it and you might get the wrong dope if you ask another operator. He is not responsible for what you do. So read it for yourself.

I'll bite, if a hen laid an orange would the little chicken say, "Look at the orange marmalade."

There have been a number of cases where drivers call in without looking for their trouble. For instance a report is received "engine missing," and the mechanic finds the spark plug wire off, or "oil gauge not working," and the mechanic finds no oil in the engine because the oil line or head gasket is broken and all of the oil is pumped out of the engine. These are just two of the many calls the garage receives because of operators not thinking to look for the trouble. In some cases it is necessary for the mechanic to come out to make the repairs, then again a bus change has to be made. Always look to see what your trouble is, then explain it when you telephone.

HOME STUDY

Her—"Don't you think Gorma Nish is just thrilling in 'Wild Oats?'"
Him—"Yep. That's her best cereal."

DIVISION 3

Dan Hanley

Condr. G. W. Franson Mourned by Friends



FUNERAL services were conducted last Wednesday at Alhambra for the late G. W. Franson, who was a conductor at Division Three. Mr. Franson was drowned July 30 at Lake Elsinore.

Mr. Franson joined the Los Angeles Railway organization five years ago, following seven years' service in the army during which he was stationed at Honolulu and Camp Kearney. Before entering the army he worked as a motorman for the Duluth and Superior Railway Company of Superior, Wisconsin.

Mr. Franson worked an owl run and was popular with the men of his division, who unite in expressing their sympathy to the bereaved relatives.

Lennox Will Stage Trade Exposition

Lennox is to have a six-day trades exposition and pure food show August 10 to 15, under the auspices of the Chamber of Commerce of that community. The purpose of the exposition is to direct attention to the possibilities of the community as a residential and business center and to raise funds for advertising. Lennox is between Inglewood and Hawthorne on Line "E".

DIVISION 5

F. J. Mason

Motorman J. M. Burnett, who was granted an indefinite sick leave some time ago, dropped in to see us the other day, and wishes to express his appreciation to the boys who helped him and thereby enabled him to make the trip to Arizona, where he hopes to regain his health. Good luck to you, J. M., we're all for you.

Motorman R. O. Farmer is back from his leave. You can easily tell that.

"Tiny" Thornton finally got back on the job and made Henry Mast mad by bidding in a run that Henry wanted.

Received a line from Cond. Dave Scherzer, who is now on his way to New York from Seattle.

Frank Adams O.K.'d for work on Tuesday last. He stuck around all

DIVISION 4

Benedict and Vejar

T. J. Vail worked the first part of his run one day last month, as he could only get off the last half on July 25. He says the pull-out route looks somewhat familiar.

Mr. Boyd only has to be shown a mechanical detail once to have its workings firmly impressed upon him. The oil pump gauge on his Jewett coupe was vibrating for some time. He had the timing gears changed, but still the auto swayed. He then bought a new tire change the oil and was thinking of having the interior re-decorated as it continued to shimmy, when Harry Travis happened to mention to him, "Why don't you screw up that little nut on the bottom of your oil gauge?" He did as suggested and the gauge has been working like new ever since, and he probably saved a hundred dollars in further experimenting.

Vejar—"Does a fisherman ever tell the truth?"

Benedict—"Yes, when he calls another fisherman a liar."

That good old piece of furniture, the dumb waiter, is still in use at several of our local restaurants.

We had some cards from Motorman P. H. Kelley, who is on his vacation showing some nice scenery in Kansas and Oklahoma.

Abe and Mawruss were sleeping together at a hotel to save expenses, when Abe got up and began walking the floor. Said Morris, "For vy do you walk the floor, Abe?"

Abe—"Because I promised to pay Rosenberg \$100 tomorrow and I haven't got the money."

Morris—"Come on back to bed, Abe, and let Rosenberg walk the floor."

Motormen W. H. Wisdom and M. F. Lourdou started their vacations since last writing, also Operator H. E. Rollins. Operator I. Granger returned to work in high spirits last week. Wonder if that has anything to do with the low supply of pre-Volstead stuff.

day Monday to be sure to get to work Tuesday. Persistent person is Frank.

Seasickness—its advantages and disadvantages. See J. G. Jeffery, editor of Two Bells, who rode the briny ocean on the "H. F. Alexander" to Seattle. He was supposed to deliver an address on board, but reports say that he delivered everything but the address.

Here they go:

Con. T. E. Dirks, 30 days, to Vona, Colorado.

Mtr. A. J. Spohn, 60 days, hunting trip.

Mtr. R. B. Young, 60 days, just roaming around.

Con. W. H. Oliver, 15 days, to Arizona.

Con. M. A. Watson, 30 days, to Hawthorne.

Con. H. C. Stewart, 60 days, just resting up.

Cond. F. J. McDonald, 30 days, to Grand Junction, Colo.

Mtr. M. E. Tobin, 15 days, to rest up.

Mtr. V. L. Myers, 60 days, account of health.

Hats off to Conductor J. L. Crofts, the witness wizard of Division Five. The boy who can get 23 witnesses out of 23 passengers. And then get 23 witnesses the next day out of 100 passengers. Who can beat it?