

YOU CAN MAKE YOUR MIND WORK FOR SAFETY

BY JOHN COLLINS
Supervisor of Safety

In our work we must consider the people who walk and those who ride. This includes all of us.



You trainmen not only form the manufacturing group of the company, but you are the salesmen as well. The life of the business depends upon its sales. The life and the comfort of the people depends upon

on safety.

Safety is a state of mind, therefore the prevention of accidents is human engineering, so anything that affects the individual naturally affects his accident record.

Write Our Own Records

We write our own record, and it is either good or bad depending a great deal upon our moods.

Consider that all things carry their own peculiar atmosphere, and that each person is affected by atmospheric changes. We may assume that each living thing radiates its own particular influence into its own immediate field and may affect others.

The people at a ball game, at a musical comedy, or at a funeral, could be the same people that form a mob, but they are in different moods. In each case the change takes place in the individual and is almost instantaneous. The person does not change, therefore this change is in the mind of that person.

Pick a Cheerful Mood

Your moods are subject to your will power. You may select them, so why keep yourself in a disagreeable mood when it can do you no possible good.

Cultivate a cheerful frame of mind. You can blot out certain thoughts by paying strict attention to what you are doing, and running a street car requires strict attention. Get rid of temper by cultivating courtesy. Shut out any undesirable mood by filling its place so full of the opposite mood that there is no room for it in your make up.

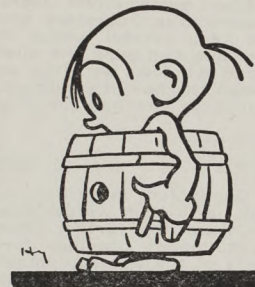
Exert your right to select your own thoughts—they are free. Hold to the mood of right feeling. When feeling right you will usually act right, for the mind is where it belongs. The

(Continued on Page 2, Cols 1-2)

1234 NOW IN ASSOCIATION

Uniform Department Gives One-Day Cleaning Service

ARRANGEMENTS have been completed by the uniform department whereby one day service can be given trainmen in the cleaning and pressing of uniforms, according to C. C. Beers, who has charge of the uniform department.



Suits left before 10 A.M. can be received at 4:30 P.M. of the same day. The uniform department door is open from 8 A.M. to 4:30 P.M. daily, except Saturday when it closes at 1 P.M.

With a pressing machine ready for service at every minute of the day, it is possible for the department to sponge and press a uniform while you wait. Dressing rooms are provided for those who do not like to be seen in a barrel.

131 BUSES NOW BEING USED HERE

A total of 131 buses are now operated or on order according to records of the equipment owned by the Los Angeles Railway and the Los Angeles Motorbus Company. Forty-seven of the buses are double-deckers and 84 are single-deckers.

The Los Angeles Railway has 15 double-deckers and 38 singles making a total of 53.

The Los Angeles Motorbus Company has 32 double-deckers and 46 single-deckers making a total of 78.

Los Angeles is still in fourth position among American cities in bus operation as far as can be ascertained. New York, Chicago and Detroit occupy first, second and third places respectively.

Our efficiency statistician has figured that if the 131 buses were placed in a line and the 131 motors started at the same instant they would make a lot of noise.

Oil Reclaimer To Be In Vernon Yard

The oil reclaiming machine, which redistills motor oil used in buses so that 60 per cent of it can be put in the crank cases a second time, is to be moved to the Vernon yards from the Sixteenth Street Garage.

Bob Crawford, who has learned the temperamental traits of the reclaiming machine, will operate it at its new home until someone at the Vernon Yards is trained to take charge of this work.

Bob is regularly assigned to the garage.

LOST ARTICLES IN 6 MONTHS 13,371

The business of forgetting is continually on the increase, according to figures compiled by the lost and found department for the first six months of this year.

On June 30, the books showed that 13,371 articles had been received, sorted and tagged after trainmen had found them on the cars and turned them in at the divisions.

Pocket-books and hand-bags found on the cars during the first half of 1925 contained money totaling \$3883.57.

Every effort is made by A. T. Clothier, who has charge of the lost and found bureau, to locate the owners of articles turned into his department.

Last month 2020 articles were turned in after they had been left on the cars and 1960 articles were returned to the owners. Most of the articles not called for are of trivial value.

Nearly one-third of the money found on the cars in the first six months of the year was turned in last month and amounted to \$1261.18. During the same month the lost and found department returned cash amounting to \$1282.42, some of which was lost in the preceding month.

Folder Gives New Wilshire Schedule

A new folder, giving the time table of the Wilshire boulevard bus line, has been printed and distributed in the district served by this line. Since the route was extended to Fairfax avenue, new patronage has been developed. The folder, which has been issued gives the time table for the extension.

REPORTSHOWS VALUE TO MEMBERS

The latest figures of the Los Angeles Railway Cooperative Association show that 3483 employes are participants in the death benefit branch, and that 1909 wives of employes are listed in the wives benefit branch, making a total of 5392 members.

The association is paying an average of \$2,140 per month in sick benefits. This benefit is paid at the rate of fifty cents a day for the first seven days after an employe has reported sick to the company medical department, and thereafter receives one dollar per day for fifty-one weeks.

Report Immediately

In this connection, employes are reminded that it is to their own interests to report to the company medical department as soon as they feel sick. First, because prompt action may avoid a lengthy illness and second, because the payment of sick benefits does not begin until a report has been made to one of the company doctors.

No assessments are made against employes for the sick benefit fund. The only assessments that are made are under the death benefit arrangement.

The average payment under the death benefit division is \$1,800. The system of making the deductions from the pay check gives an insurance arrangement which does not create any burden and gives the satisfaction of adequate protection for a small sum.

Calls Made at Homes

The average payment under the wives death benefit division is \$480.

Representatives of the association endeavor to call on sick members as soon as possible after a report has been received. These visits do much to keep up the morale of a man who is ill, as anyone who has been confined to a sick bed knows. These visits are more than just a friendly call because the representatives endeavor to give any help that may be needed in business or household matters.

"What is your name, my boy?" asked the visitor to the hotel, when the page brought his boots.

"They call me Billiard Cue," answered the boy.

"What a funny name! Why do they call you that?"

"Because I work so much better with a tip."—London Tit-Bits.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Friend Wife Lends a Hand

WE are inclined to think of the street car motorman and his conductor as the persons who carry the sole responsibility for the safety of passengers. Indirectly, almost every department of the company plays a part in safe street car service. It is readily apparent that if the line, track or electrical departments were the least bit careless in construction work, derailments and other accidents would result even with the best motorman at the controller.

John Collins, supervisor of safety, points out in this issue that a trainman's wife is largely responsible for the safety of the passengers her husband serves because the trainman must give his full attention to his job and he can not do this if his mind is distracted by worries and arguments outside of working hours.

The wife who sends her lesser half off to work with a happy smile gives him the spirit of cheerfulness that is so important in public service, particularly in street car transportation.

Look Through The Car

THE records of the lost and found bureau show that a considerable percentage of the articles found on the cars are turned in by the same group of trainmen. This is natural enough in some degree as men who work on the most heavily patronized lines will have more articles left on their cars than the men on the lighter lines. Regardless of the amount of travel, it is the duty of trainmen on all lines to be on the lookout for packages, grips, umbrellas, etc., left by forgetful passengers.

The lost and found department renders a very valuable service in restoring to patrons articles left on the cars. The bureau makes many friends for the company who are more than grateful to have misplaced goods returned to them.

Every trainman should see that this service is made as complete as possible by checking up his car regularly.

Importance of Shops

IN referring to new construction or the repairing of street cars we use the term "down at South Park" in an offhand way for it is very easy to lose sight of the importance of the work that the big shop organization does. When the cars roll along merrily and there is comparatively little mechanical trouble, it is a sure indication of the efficiency of the division mechanical departments and the main shops in maintaining a high standard of maintenance work. The South Park shops employ 500 to 800 men, depending upon the amount of work being done.

Under ordinary conditions 53 or 54 cars are at the shops at a time for repair or general overhauling. Considerable planning is required to time the work so that the activity of all departments is balanced. It would be poor management to have the carpenters finished on all their work at one time or to have the electricians waiting for the carpenters to release cars to them.

The work at the shop is directed by E. L. Stephens, master mechanic, and it is interesting to note that when he started with the Los Angeles Railway the system boasted of 68 cars, just a few more than those going through the shops daily for regular repair and overhauling.

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motorman then will understand that he should approach crossings at a speed consistent with the danger of the particular location, taking into consideration visibility, density of traffic, and other factors affecting safety, and will give ample warning at such a place.

Worry is Dangerous

The man who is distracted because of sickness, worry over financial troubles, or who is fighting with his wife, is in a dangerous mood. He should recognize it and guard against such moods.

No woman has a right to send her

husband to work when he is in the wrong frame of mind, for by so doing she may be responsible for serious injury or even death to some innocent party. Don't live with one another to fight with one another—cultivate cheerfulness.

NONE MISSED

Hubby had fallen down the steps and his wife was anxiously bending over him.

"Oh, Tom, did you miss a step?" she inquired with much concern.

"No," he growled; "I hit 'em all."

BULLETINS

Issued July 27, 1925

BULLETIN NO. 118
Notice to Conductors

The following Firemen's pass books are reported lost:

No. 21098, issued to Sander A. Hull.
No. 25218, issued to Royal L. Murvin.

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

BULLETIN NO. 119
Notice to Conductors

Effective July 25th, the restrictions carried on the reverse of Wilshire bus tickets may be disregarded, and Wilshire bus tickets may be accepted at points east of Eighth and Vermont, and Los Angeles Railway Bus tickets will be honored on the Wilshire bus line at points east of Eighth and Vermont. Conductors will so advise their passengers.

This does not in any way affect the restriction as applying to the Los Angeles Motor Bus Company's lines. The restriction on those lines remaining in force.

P. B. Hill

BUS BULLETINS

LOS ANGELES RAILWAY
BUS DIVISION

BULLETIN NO. 278 July 20, 1925

On account of so much street work and consequent dust, Bus Operators and Conductors must keep careful watch of the interior of the bus and wipe the dust from the seats and windows as often as is necessary to keep the bus in condition. Rags will be placed in the bus for this purpose.

BULLETIN NO. 279 July 20, 1925

Operators and Conductors must not remove bolts or any parts from windshields in order to open them any further than the Mechanical equipment provides for, nor shall any parts of the bus equipment be removed or changed or any additions be made thereto. Employees will be held personally responsible for the compliance with this order.

F. VAN VRANKEN,
Manager.

Five New Trucks Put Into Service

Five of the ten Mack trucks purchased recently have been put in service. Three are being used by the line department as tower wagons and two have been turned over to the garage for heavy delivery work for the engineering department.

The towers on the line department trucks are to be equipped with electric hoists shortly, but at present they are operated by hand.

The trucks which have been replaced by the new Macks were not equipped with electric starters and the fact that the new equipment is provided with self-starters makes a big hit with the drivers.

Appreciation

The Los Angeles Railway
Cooperative Association.

Gentlemen:

Received benevolent check July 13, which I am very thankful for.

I am not very well at the present time owing to the extremely hot weather we are having in this month. I surely do long to be back in good old Los Angeles.

I see from the "Two Bells" there is plenty of good work being done by the Los Angeles Railway, hurrah, hurrah.

I am still a friend and booster for the Los Angeles Railway and the employees.

Yours respectfully,

F. W. BISHOP.

CLAIM AGENTS CONCLUDE SESSION

The Pacific Coast Claim Agents Association, which was in session Wednesday, Thursday and Friday, concluded its business Friday evening and the visitors were to be guests on a Saturday trip to Catalina Island with luncheon at the St. Catherine Hotel.

Practically every electric railway on the Pacific Coast was represented by its claim agent and several roads sent other claims department men who handle investigations and adjustments.

The convention opened last Wednesday morning with a talk by E. H. Craddock, head of the investigating department under the general claim agent on "Methods of instructing claim adjustors and investigators."

Thursday afternoon the session was devoted entirely to discussion of "Vehicular Traffic in Cities," the chief paper being read by E. B. Lefferts, manager of safety department, Auto Club of Southern California. This discussion was entered into by Chief of Police O'Brien of San Francisco, Captain Irwin of Portland and Captain Cleveland Heath of our own police department.

The entertainment for the wives of the visiting claimsmen was directed by Mrs. C. M. McRoberts and Mrs. S. A. Bishop. Wednesday afternoon they made an automobile tour of Hollywood and Beverly Hills. At night they were entertained with a theatre party at Grauman's Egyptian Theatre in Hollywood. Thursday morning the visiting wives were taken through the Goldwyn Studios with luncheon at the Hollywood Country Club. Friday morning was spent on a trip through the beach cities with luncheon at the Virginia Hotel, Long Beach.

MECHANICAL HAND FOR ALL BUSES

A metal hand signal, designed in the Los Angeles Railway shops, is to be placed on all yellow buses. The metal hand is attached to the outside of the bus and is lifted in position to indicate right turn, left turn or stop by a leather thong and a handle which has a metal ring. Three hooks are placed inside the bus within convenient reach of the operator's left hand. The height to which the hand is raised depends on which hook the operator places the ring. The arrangement is simple and gives a standard and accurate signal.

Some of the buses have been equipped with a light signal at the rear to indicate a turn, but it is believed that the new hand signal will attract more attention and minimize the possibilities of accidents.

6 Minutes Saved By "C" Rerouting

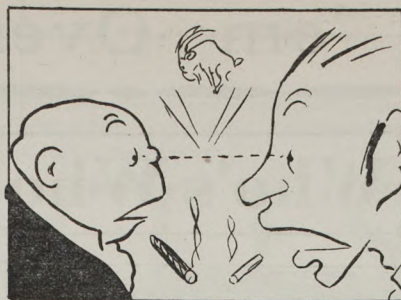
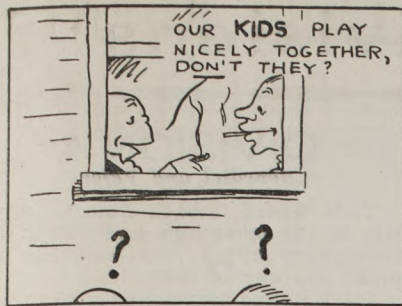
Operation of the Fifth street extension between Olive and Flower streets was started Sunday, July 19, and has resulted in a considerable saving of time on line "C." The schedule calls for 6½ minutes less running time between Temple and Belmont and the downtown district under the new schedule than under the old.

An electric switch is operated at Fifth and Olive streets.

Passenger stops are made at Grand and Hope streets.

Conductor Ding and Motorman Ding Ding

By Rollins



“Bouquets” Received Faster Than They Can Be Printed

THE letters received from passengers regarding service given by trainmen serve as a barometer of public opinion. The public is fair-minded and will applaud good service just about as promptly as it will condemn bad service. It is true that we accept good service more or less as a matter of course, whether buying a rat trap or real estate.

When a street car rider takes the time and effort to write a letter commending an individual trainman for special courtesy and efficiency it is a sure sign that more than ordinary service has been rendered that passenger.

The fact that for seven consecutive months the letters commending individual trainmen for special courtesy and efficiency have exceeded those charging discourtesy, indicates that a good brand of service is being delivered. It indicates that street car riders recognize the difficulties under which transportation is provided, through narrow and irregular streets crowded with automobiles and pedestrians, at the same old five-cent fare that has prevailed since horse car days.

As many as possible of the letters of commendation are printed in “Two Bells” but they have come in so fast that in order to give trainmen the recognition they deserve it has been necessary to list the men for whom letters have been received and not published heretofore.

Next week’s “Two Bells” will start out with a new crop of letters after this house-cleaning of the files.

The company congratulates the trainmen for whom “bouquets” have been received and regrets that every

word of them cannot be printed because they are an inspiration to continue good work as well as praise for good work done in the past.

The list is as follows:

DIVISION ONE

L. L. Baker, F. H. Barry, W. Beattie, J. M. Hunsacker, A. J. Hathwell (2), J. D. Johns, C. C. Townsend.

DIVISION TWO

C. O. Ashton, E. J. Barry, F. C. Buhler, A. A. Burlingame, H. Byan, F. W. Cooper, M. L. Davis, R. G. Durham, J. B. Dennis, T. R. Donaldson, A. L. Fritzen, A. W. Finch, L. F. Finn, C. F. Fitzgerald, H. A. Glenn, W. D. Gordon, F. T. Ginger (2), C. T. Gregory, W. R. Hensley, T. J. Kelley, C. E. Lange, T. C. Stroebel, H. E. Schultz, W. R. Stewart (2), E. V. Saylor (2), W. S. Tupman, D. Mac Taggart (2), J. T. Velarde, R. G. Wilson.

DIVISION THREE

C. W. Aen, B. B. Bowman, V. A. Biggers (2), F. A. Bruner, L. A. Barnes (2), W. H. Coffman, H. Cox, E. C. Coughan, H. W. Corneth, W. H. Coburn, C. E. Conner, E. Cox, H. L. Edwards, E. E. Fort, G. W. Franson, C. G. Habighorst, K. F. Hale, J. E. Hoff, R. K. Halsel, L. Howell, W. W. Kidd, A. Johnson, C. I. Lovejoy, J. Lecornu, A. A. Middlecoff, R. B. Moore, H. Newell, P. H. Powers, W. J. Pollock, E. L. Rhodes (2), F. C. Reis, M. B. Stewart, H. F. Smith, J. M. Scantlen, A. Valenzano (2), K. F. Wright, L. H. Wilson (2), S. S. Wollam, J. Williams, R. L. Wortman.

DIVISION FOUR

C. L. Allen, A. A. Bradley, W. D. Blades (2), A. Bertman (2), S. T. Cooper, L. M. Chapman, G. E. Conkle (2), J. C. Cave (2), J. Christopher (2), F. W. Deuber, A. D. Da Quin, C. A. Ermann (2), J. Federbusch, H. Howard (2), H. E. Ketchum, J. P. Koulon (2), J. P. Lavelle (2), L. P. Larson, A. McKenzie (2), P. McGrory, D. A. Mitchell, H. O. Nelson, T. H. Peterson, E. H. Parrott (2), S. E. Phillips, C. W. Stevenson, L. E. Swagerty, L. Smith, T. J. Vail, G. H. Whitham (3).

DIVISION FIVE

F. Adams, D. C. Bacon, T. R. Brackett, G. J. Cowden, H. Hazen, C. J. Hart, S. Harrison, H. J. McDonald, J. W. Martin, O. N. Madson, T. V. Maitland, J. A. Maginnis, L. C. Stammers, W. C. Sanders, L. T. Staten (2), H. E. Patterson, J. Williams.

SEWER TUNNEL UNDER TRACK MAKES TROUBLE

The digging of a tunnel under the car tracks in the vicinity of Twenty-third street and San Pedro street caused considerable trouble to the contractor that has kept the track department closely on the watch. Sliding earth did some damage to water and sewer pipes and released a flow of water into one of the ditches. It was necessary to board up a lot of the excavation to prevent serious damage.

Never in the history of the city has the south-east section been torn up so much as at present. The big storm

sewer is an extensive engineering job and will benefit the entire south-east considerably.

Street car riders will benefit to a certain degree because heavy rains have frequently resulted in track being cut in the vicinity of Manchester and Moneta with shuttle service operated on the south end while buses and automobiles carried passengers through the water that settled in the street to such a depth that it endangered the electrical equipment of the cars.

Lights Installed for Orchestra Use

Lights have been installed in the large room on the second floor of Division Three for the convenience of the orchestra.

Rehearsals were transferred from the instruction department lecture room to Division Three sometime ago.

That fellow must live in a very small flat!

“What makes you think that?”
“His dog wags its tail up and down instead of sideways.”—Good Hardware.

She: “Do you think my mouth’s pretty?”

He: “The prettiest in the world, dear; but I’m willing to put mine against it.”

Maps Indicate Usual Points Of Accidents

A set of maps that show the location of accidents on lines of the five divisions, is on display in the office of John Collins, supervisor of safety. Maps of the entire system, showing the location of all accidents have been kept heretofore, but the plan of showing the accidents or a single division during a given month points out to a trainman the dangerous intersections in which he is most vitally interested.

For example, a glance at the Division One map shows that Rowan street is the most dangerous spot along Whittier boulevard. Similarly the Division Five map shows the intersection of Twenty-third and Main streets is one of the principal points of accidents on line “M.”

When five accidents have occurred at the same place within a month an orange colored pin is stuck in the map at that intersection. A gold pin indicates ten accidents in a month. The other colors used and their meaning are: red, automobile collision; yellow, truck collision; blue, collision of cars; brown, alighting accidents; and white, boarding accidents.

That’s Good Work

He was whistling at his work
With a grin upon his face;
Not a solitary shirk
Seemed to loiter in the place.
But this youth who caught my eye
Seemed to glory in his task,
So I stopped to find out why,
And this question paused to ask:

“Tell me this, my cheerful lad,
As you whistle at your bench,
Why is it you seem so glad
To employ that heavy wrench?
Why so earnestly today
Do you labor at your task?”
And he looked as though to say
“That’s a foolish thing to ask.”

Then he answered with a grin
And he laid aside the wrench:
“Just today the boss came in
And stood beside my bench,
And he spoke to me like you,
Then took up this work of mine,
Looked it over, looked it through,
And then said, “it’s simply fine!”

“You can talk about your pay
And the pleasure of a raise,
But I’m telling you today
That a little word o’ praise
From the man you’re working for
Does a fellow lots o’ good,
And it makes him, more and more,
Want to keep on sawing wood.”

—Exchange.

On The Back End (Contributed)

A passenger boarding an “S” car asked the conductor, w-w-w-will you p-p-p-please tell me h-h-h-how l-long it t-t-takes this car to go to G-G-G-Good-year. The conductor did not seem to pay any attention to this request so the passenger started up to the front of the car. An old gentleman standing by, said to conductor, “Why didn’t you answer the man’s question?” The conductor replied, “D-D-D-Do you th-th-think I w-w-wanted to get my h-h-h-head k-k-k-knocked off.”

“Do you like going to school, sonny?” the stranger inquired of seven-year-old Johnny.

“Oh, yes, sir,” was the reply. “I like going well enough, and I like coming back, too. What I hate is staying cooped up there between times.”

NO BARGAINS

Father—Your mother never dressed the way you girls do today to catch a husband.

Daughter—No, but look what she got!

Movie Queen—“Snap into it, Jane, order the milk for my milk bath, scrub the penkinese and the pomeranian, shine up my new automatic, and get out the arsenic tablets! I’m going to be interviewed.”

Barber: “I came to ask if you could raise my salary.”

Shop Owner: “It isn’t pay day.”

Barber: “I know that but I thought I would speak about it today.”

Shop Owner: “Well, go back to your chair and don’t worry. I’ve managed to raise it every week so far, haven’t I?”

GASPING FOR BREATH

“Why didn’t you open the windows and get some fresh air in this room?”

“Why, lady, this room’s not stuffy. The trouble with you is that your pores are all sealed with talcum powder and you’ve painted your mouth and nose so much that there’s no passage for the air to get through into your lungs. You’ve got to be out in a gale before the air can reach you.”

Abie—Father, there is a customer in the store who wants to know if this all-wool, unshrinkable shirt will shrink?

Father—Does it fit him?

Abie—No, it is too large.

Father—Well, then they will shrink.

EVERYBODY IN

“I see in the paper that a widower with nine children, out in Nebraska, has married a widow with seven children.”

“That was no marriage, that was a merger.”

Judge—How is it you haven’t a lawyer to defend you?

Prisoner—As soon as they found out that I hadn’t stolen the money they would not have anything to do with the case.

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

Word has been received from Clerk Roy Ruggles, who is now in Vancouver, B. C., on his vacation, he says he is having a fine time and to tell all the boys hello. Received a card from Motorman C. H. Robinson, who is also in Vancouver at the present time.

Foreman J. B. Lair is wearing a nice coat of sunburn as a result of a day at Hollywood Beach. Foreman Lair says that if anybody wants to start a rough house just slap him on the back.

Someone said that Motorman Dominguez went to the ball game one day last week and during the game became so excited that he asked the hot dog vender to give him a liver sandwich. He probably thought he was in the L. A. Lunch room.

The boys have raised a purse of \$50 which they are willing to give to the barber if he can talk "Curly" Adams into getting an "Irish Bob." Mac says he doubts if he will ever get the fifty but says that a little chloroform might help matters along.

All of you have probably heard a good many fish stories but here is a real fish story and a good many of the boys at the division will back this one up for they got some of the fish. Motormen Hilstrom and Darnell took a trip down to Redondo and in two short hours had stored away one hundred and fifty mackerel. They brought them back to the division all cleaned and packed in ice and gave them out to the boys. We'll say they are some sports.

A new man working the extra board was approached on a street corner by a stranger and asked where the barn was located. He replied, "On the corner of Shinola and Tripper," Mister.

Conductor Geo. Evans is leaving on a fifteen day trip to San Diego and other points of interest. Motorman L. Eastman has just returned from a two weeks' vacation spent visiting the various beaches and resting up.

Conductor I. J. Kramer, one of our most efficient conductors, is leaving us soon having traded with a conductor at Division Three. Conductor Kramer is well liked around the division and his absence will be noticed. It has even been suggested that we give him a little farewell party with ice cream, animal crackers and everything.

DIVISION 2

H. T. Hansen

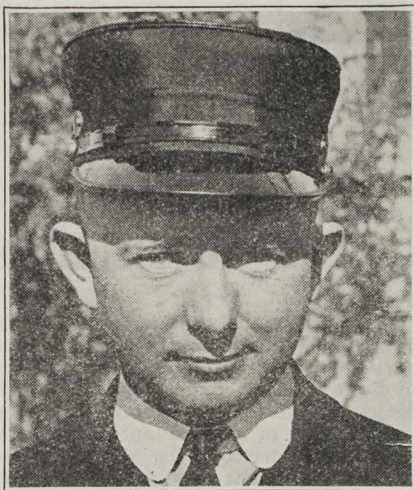
Division Two seems to be keeping well up in the matrimonial race this season. They are a little late to be June bridal parties, but better late than never. This week, two more of our promising conductors slipped out on the sea of matrimony. The first was Conductor R. A. Johnson—married Sunday July 19, 1925, and second Conductor J. L. Morefield—married to Miss Stickler, who came all the way from Oklahoma for the occasion. The latter bridal couple will spend the next ten days visiting San Diego and San Francisco. Division Two extends its heartfelt congratulations to both pairs of newlyweds.

Conductor L. V. Baker, has secured a 90-day leave to visit Seattle. He will be back when the snow flies.

We are in receipt of a postal card from C. E. Everett, from Windsor, Ontario, telling us of the wonderful time he is having vacationing up in Canada.

Conductor M. L. Bufkin was hurt in an automobile collision while on his

Who's Who



THERE is not so very much one can say about Motorman Lawrence Schoffner of Division Five because he does not say much about himself, or anyone else. He is familiarly known as the Sphinx of the sea gull roost but he runs a street car in a business-like fashion and maintains a good record. He is a product of an Ohio farm and comes by his quietness in a natural way. He just naturally pumped his vocabulary dry orating to the farm mules.

Lawrence started on the cars in 1923, soon after coming to California.

BUS DIVISION

Elmer Wood

There is a lot of mysterious things going around this division, such as marriages. H. E. Sweet has been married seven weeks and wouldn't tell anyone, how about it, Sweet?

It is rumored that L. J. Potter is married. He is on a thirty-day leave now, but if this is true, we all extend our congratulations, also our hand for the cigars.

E. T. Fleming announces the birth of a nine and a half pound baby boy at his home, Sunday, July 19. Mother and boy doing fine.

Back from their vacations: C. W. Brown and R. Elliott, they drove up north among the Mammoth lakes and fished. Brown said he caught the most.

W. A. Bundy and R. L. Arnold were up north in Oregon for sixty days, gold mining so I heard, but I saw Bundy with a cootie garage, pretty good one too.

L. W. Slocum spent his thirty days around Des Moines, Iowa, visiting friends and relatives.

Introducing new men: Frank Millage and G. D. McCarty at the Bus Division, A. L. Maples at the Garage, on the night shift.

way to work Sunday morning. Bufkin was taken to the Receiving Hospital and from there to his home, where he is getting along fine.

The boys of the Electrical Department of the main shops have inaugurated the custom of having swimming parties at Redondo plunge every Monday night during the summer months, and anyone anxious to go get yourself and the old wagon out and invite such of the fellows that have no machines to come along. Diving off at 7 o'clock.

DIVISION 3

Dan Hanley

I'm three hours short, gimme a correction slip.

Extra Motorman Sasse came up to the window and said, "Put me down in the book for off Thursday, I want to go down to the beach and have a good time." About 30 minutes after the office crew came to, Sasse said he was going to have a big time; going to take in the rolleys, eat pop corn, drink lemonade and he did not care if he did spend a couple of dollars.

What's that, \$2.00 out for uniform? How much are they, \$1000.00.

Conductor Deskin W. H. has now at his house a young visitor, a baby girl, 9 pounds, who will reside with him from now on. Mother and baby doing fine. Thanks for the cigars.

I'm paid one day too much.

Boys, there is a baby contest on in the Daily News, each paper has a coupon and it counts so many votes. Our chief Instructor, Dan Healy, has entered his baby in the contest and conductor Olexo, of our division is gathering them up for him. So don't let any votes get away from you, get all the Daily News you can and tear coupon out and bring it to the window and we will do the rest. Let's put kiddo Healy over as a winner.

Divisions 1, 2, 4 and 5 also please take notice and send your votes to Mr. Healy. If the boys will all get together we will win on a walk.

Conductor McDonald—"Hey, Myrtle, there's a fly in the soup."

Myrtle—"Be sure, as we pay no attention to rumors."

DIVISION 5

F. J. Mason

Conductor F. J. Morrill will now be able to use the rattles in his flivver. Thursday morning, July 16th, he walked in and announced the arrival of an 8-lb. baby boy; mother and baby are doing fine. Congratulations, Mr. and Mrs. F. J. Morrill and thanks for the cigars.

Ed. Austin kind of let the sun get to him a few days ago. Walked all the way down to Slauson to get his car, brought it up to the north end of the yards, when another motorman who happened to notice the number of the car walked over and thanked him for fixing things up so nicely for him and Ed. had to walk all the way back to Slauson again for his own car. Gee but it was hot. Ask Ed.

"'Pon my soul" said the shoe to the sock, to which the sock replied, "And I'll be darned."

Motorman Earle Downing says he knows where one can get a real Club Sandwich. When asked what he meant by a real Club Sandwich he replied, "One with splinters in it."

Frank Adams said he used to be a carpenter. He then made a bolt for the door.

A bunch of hikers ran across an old prosecutor and during the course of the conversation one of the party asked him if he had had any luck, to which he replied that he had struck a gold mine. "Quartz" asked the hiker. "No, just pints," came back the reply.

Everybody ante. Open the pot and keep raising. Deal the cards and don't miss anybody. Try for a full house,

DIVISION 4

Benedict and Vejar

T. H. Speed is back from a fishing trip in the mountains and claims the trout were biting very well, but we didn't see any of them.

Clerk Roffee dropped us a card from Utah saying he was looking over the North rim of the Grand Canyon.

We were sorry to hear from Motorman DeJager that his wife had taken sick on their trip up in Oregon.

Operator Wolfgram traded in his nice Chevrolet Sedan for a Ford Tudor and left for a long trip. When he gets back some of the shiny will be rubbed off it.

Our night watchman is certainly alert—the other night Superintendent Wimberly was cruising around the yards when the watchman, not recognizing him in the dark, yelled, "Get out of the yards." Not seeing any signs of his order being complied with he hollered again, "Here I come to PUT you out." But when he caught up with the Boss he was a little surprised and apologized.

Conductor G. S. Mattern is wondering if it is his turn next to be massacred by an automobile. About a month ago his son Ira, who is also a conductor was struck by a wild flivver while flagging his motorman, and a few days ago Glenn, the other boy who is a motorman, was bowled over by a stampeding automobile while he was crossing the car tracks in front of a standing "C" car at Temple and Hoover.

Operator J. F. Floyd is taking a lay-off to entertain his parents from Vancouver and show them around Southern California.

Conductor C. C. Donner is on his way to visit in the Lone Star State for awhile and Motorman E. Mason, Operator M. Grammer and Conductor R. J. Dickson are also taking vacations. Grammer promised to bring us back a rattle-snake skin from San Diego county.

ADVICE FROM AN EXPERT

Two strangers in a first-class railway carriage had got into a friendly conversation. The window had just been let down on account of the closeness of the day, and the desultory chatter turned to the subject of ventilation.

"I make it," said one of the passengers, "an invariable practice to advise people to sleep with their bedroom windows open all the year 'round."

"Ha, ha!" laughed the other; "I perceive you are a doctor!"

"Not at all!" was the confidential reply. "To tell you the truth, strictly between ourselves, I am—a burglar!" —Woman's Viewpoint.

THE PROPER CARE OF HUSBANDS

"So you let your husband carry a latchkey?"

"Oh, just to humor him. He likes to show it to his friends to let them see how independent he is—but it doesn't fit the door!"—The Passing Show (London).

this is a very good hand. WITNESSES-WITNESSES-WITNESSES.

A card has been received from Conductor R. G. Curry, who is vacationing in Keenes, Ill. Says he is having a fine time and wishes to be remembered to all the boys.

All kickers should remember that a mule does too.