Line Instructors of Division One

Adopt Slogan Stick By It

By J. B. Hayner
Superintendent of Employment

From time to time meetings are called, not only among the officials, but at the divisions. The primary purpose of these meetings has been to afford an opportunity for the discussion of our many problems and an exchange of ideas of how to best meet them.

Safety and efficiency are at all times the chief subject of discussion. After all of our meetings and what has been said and done, we seek in vain for an explanation of the lack of interest on the part of some of our men in the performance of their duties.

We fully realize that our industry has plenty of knotty problems and perhaps some unpleasant features. Realizing this to be a fact, it is our duty to put forth our best efforts to stop, or at least reduce, to a minimum, those wasteful practices which not only cut deep into our revenues, but bring miniscule to countless numbers of persons, including our families and ourselves.

Let us dwell just a moment on the word "safety" and see if we can grasp the tremendous significance of what it really means. As defined, safety means the quality of making safe or giving confidence, insuring against harm, loss, etc. Hence, from a humanitarian standpoint, safety cannot be overdone. No effort is too great to avoid accidents which result in personal injury or damage to personal property.

We should not be too well satisfied with ourselves and our present method of operation and the general affairs pertaining to our business. Let us look ourselves over and form a good opinion of our own capacity and our limitations, as none of us are perfect, and we are subject to making mistakes. As mistakes are oftentimes serious and costly, let us analyze each one individually so that we may be in a position to guard against any repetition of a similar occurrence again.

Let us not be too hasty in criticizing the methods of our superiors or others. We are not familiar often with the inner workings or details of what results in one of the worst things which can possibly come with.

New System of Records

An improved system of keeping trainmen's records has recently been put into effect and has proven very successful.

Under this new system, when a man enters the service, he is given a record number, and this number stays with this man all the time that he is in the service. After he has been O.K'd by the Line Instructor, and he passes the necessary examination of the Instruction Department, he is given his cap numbers, coat badge, rule book, street guide, punch, etc., and sent to his division.

The office of the Superintendent of Employment then makes out a folder for the man in which is put all available data such as date of birth, date of entering service, previous service, if any, previous occupation, etc. A photograph of the man is also affixed to this folder. It is then sent to the Division Superintendent, who, in turn, completes the folder by filling in the street guide number, punch number and impression and pass number.

If a man is transferred from one division to another, or changes over from motorman to conductor, entry is made of same on folder and sent to the man's new division in the event of a transfer.

When a man leaves the service an entry is made on the folder showing date and reason. In the event of re-employment at his old job if he is working in another division. The primary purpose of our many problems and an exchange of ideas of how to best meet them.

In order that other street car companies may see what real line instructors look like, we are publishing the entire group of Division No. 1 line instructors. It is hoped that it may be possible to show the groups from the other divisions in various future issues of Two Bells.

These, and the other line instructors, are the backbone of the Company by reason of the fact that the example set by them and their teachings place upon the cars new men who are a credit to themselves and the rest of the trainmen.

We can thank these men for this and also for not letting undesirable get by who would only cause trouble to all concerned. This training will enable them to deal successfully with the problems in the jobs they will eventually be promoted to.

Square and Compass Wonderful Program

The regular monthly meeting of the Square and Compass Club, held Saturday evening, February 19, was an especially enjoyable one, and every available place in the big banquet room was filled.

General Manager Kuhrt made the principal after-dinner talk and was followed by J. B. Treadwell, R. B. Hill, E. R. Dye, Richard Hilt and F. Van Vranken.

After coffee and cigars, the party adjourned to the lodge room, where, through the courtesy of Mr. Treadwell, assisted by D. E. Alvarado, a number of distinguished artists rendered a fine musical program. The artists were Senor Nuno, pianist and composer of the Mission Play, music and leader of the orchestra there; Rafael Alvarez, tenor; Julita Solita, prima donna; the Ruiz Sisters, Spanish dancers of the Mission Play, and others from Madrid, Spain. Miss Merle Holmes, niece of Mr. Treadwell, rendered numerous selections on the violin, displaying considerable ability. The affair was voted a huge success and one that will long be remembered by the members present.

The club membership was increased by 18 new members.

In our midst—destructive criticism. A satisfactory piece of work of any sort is always gratifying to the employer and the employee alike, and an efficient employee is a happy, contented man, as he has no fear of losing his job and he can plan far into the future for the necessities of life and the pleasures for his family and himself. He knows also that his high degree of efficiency will warrant a recommendation from his present employer should he care to seek work elsewhere, and last, but not least, he need have no hesitancy in asking for re-employment at his old job if he cares to return, once he leaves.

Adopt as your slogan, "Safety and Efficiency"—adhere to it religiously and note the results.
Form the Habit

When a man saves a dollar and owes nothing, he is a capitalist. When he has five dollars net, he has become a greater capitalist. When he has saved a hundred dollars and invested it in income-bearing security, he is well on the way toward financial success and ultimate freedom from worry about his future.

"Lucky" and inheritance may bring a man capital, but the money that comes easily usually goes easily. The thing we value most, as a rule, is the thing we have gained by effort because we wanted that particular thing.

But, generally speaking, the surest way, if not the only way, a man can acquire financial independence is through the exercise of thrift, which is the greatest character builder there is.

We are all more or less creatures of habit. If we begin to practice loafing early, we are pretty apt to be life-long loafers. If we form the habit of cussing early, we usually cuss to the end. If we begin by spending money as if it grew on weeds and trees, we perhaps find ourselves chronic borrowers in middle life and beggars or bums in old age.

But if in early life we form the habit of thrift, and get and save that hundred dollars net, we become creatures of a habit that puts us on the road to independence and a successful career.

The dictionary defines "thrift" as "care and prudence in the management of one's resources; economy."

It means that saving one dollar or more out of every hundred earned and advantageously investing that dollar or more, marks progress toward prosperity.

LARY LAFFS

Mabel had her hair cut.
Bob got sore.
Now Mabel doesn't like her.
Bob any more.

Tourist: And to what do you owe your great age, my dear sir?
Old Resident: Wal, I dunno yit. I'm dickerin' with two or three patent medicine concerns.

An American professor was visiting the smaller villages of devastated France. Seeing very few children, his curiosity was aroused. Hailing a native, he inquired:

"I haven't seen many children in this vicinity."

The native politely answered: "No, sir, there aren't many."

"How often are children born here?"
asked the professor.

"Only once," was the very courteous answer.

Lawyer: "Rastus, the jury acquits you of the theft of any chickens. Do you want to thank them for their decision?"

Rastus: "Yes sub—Ah wants to do more dan dat. Ah wants to invite dem out to a chicken dinner."

Miss Quote: "Say, porter, there's 20 minutes difference between the time of the clock in the station and the one in the waiting room."

Porter: "That don't make no difference, Miss, about dem clocks. De train goes at 5:09."

"Why fo' you look so downhearted?"
"Why fo'! Say, Ah's he unluckiest man as what am. Ah jes' walk 10 blocks to get me a good segar, an' den de damnhole t'rew it offen a bridge."

Teach: "Willie, did your father write this essay?"
"No, ma'am. He started it but mother had to do it all over again."

"Mamie's got a job as a stenog.
What Mamie?—no!"
"Honest!"
"Do ya suppose she'll get by?"
"Well, she may at that. Y' see, her boss told her right off he's a man of few words, an' that sounded encouragin' to Mamie; she don't know very many."

An Irish chiropodist announces that he has "removed corns from all the crowned heads of Europe."

Not Hard to Guess

Three men applied for positions as motorman on the street car, only one man being needed.

The superintendent asked each applicant a very important question. If a motorman operating his car at the rate of twenty miles per hour suddenly found himself within forty feet of another car could he stop?

The question was asked the three applicants, the first answered few words, an' that sounded encouragement from T. W. Jones. Mr. McArthur is complimented for his courteous acknowledgment and appreciation when a motorist backed his car out of the way of the street car.

Conductor J. O. McArthur of Division One is commended by Major D. A. Sherlock for his courteous and agreeable manner in which he conducts himself toward his passengers. Mr. Miller is praised for the trouble he took to get off his car and assist a young mother with an infant in her arms, and saw that she was safely on the sidewalk.
**Chance to See “Alias the Deacon”**

The management of the Los Angeles Railway has made arrangements with the Hollywood Playhouse whereby a Los Angeles Railway night will be given March 8th at reduced prices for all employes of the Los Angeles Railway.

The following reductions will be given:

Regular seats at $1.65 for $1.10.

Regular seats at $1.10 for $.75.

Regular seats at .75 for $.50.

The play on the boards is “Alias the Deacon,” a rollicking crock comedy, by evening of the section of American life, with Burton Churchill in the role of a “knight of the road,” who makes his three squares by his abilities in handling a pack of cards while posing as an innocent and gullible pillar of the church.

The Los Angeles Railway Orchestra will be a feature of the musical program. The Hollywood Playhouse is located on Vine Street near Hollywood boulevard.

**Hunting Party Route by Heavy Snow**

A little late for last issue came the news of a hunting party that left for Tewiiller Valley the night of February 11th, to chase cottontails and enjoy the hospitality of our old friend, and watch Inspector, Pete Fathery, who has settled there.

The gang, which was composed of Joe Melvin, mechanical foreman of Division Four; R. J. MacIntyre, night mechanical foreman of Division Four, and Howard Earl, assistant mechanical foreman of Division Three, arrived at Fathery's ranch early the following morning (Saturday), intending to hunt that day and part of Sunday, but by evening so much snow had fallen and was still coming down that the men feared being snowed in. To settle the matter, they left for home at 7 o'clock in the evening.

Ten miles down the line they passed out of the snow area. It was raining terribly, the car insisted on skidding, the driver's vision was seriously hampered and they were all very sleepy. Fifteen more distressful miles were covered, when the trio, all in, parked on the side of the road and crawled into the arms of Morpheus.

Dawn came and the rest of the 140-mile journey was completed. They brought back 11 rabbits.

**For Sale**

**BUS No. 15**

Below find charges which will be made for articles returned to the Company in event of their loss by employes to whom they are issued. When a pass or badge is lost, report in writing must be made at once. If article lost is found and returned within 30 days from time lost, it will be returned free of charge.

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<tr>
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**Cash Fares Receipts**

Their Value $75.00

**TUNE IN**

**Orchestra**

March 1—KJJ, 10 to 11 p.m.
March 3—KPQZ, 9 to 11 p.m.
March 5—KNRC, 9 to 10 p.m.
March 6—KNX, 2 to 4:30 p.m.

**Quartette**

February 25—KPQZ, 9 to 10:30 p.m.
March 1—KELW, 9 to 9:30 p.m.
March 2—KMIC, 8 to 9 p.m.
March 4—KPVD, 9 to 10 p.m.
March 5—KJJ, 8:30 to 10 p.m.

**J. R. Goff**

Jim Goff (J. R.) is back in his beloved California and in his particularly beloved Los Angeles after being away for six years riding benches in New Mexico. Mr. and Mrs. Goff left Los Angeles for the Rio Grande mountains of New Mexico on account of Mrs. Goff's health. They are back now to spend the rest of their lives in good old Southern California, and Jim says that his wife, who is the loveliest little woman in the world, has fully recovered her health.

Mr. Goff entered the service of the company 19 years ago as a motorman out of Division Two. During all those years he served out of the same division. His experience is a part of the history of the Los Angeles Railway. Jim has as many friends as any carman on the system, for early in life he learned to smile, even when his heart had an ache in it. "The best thing about coming back," says Jim, "is to find so many friends with a glad welcome." He has seen harder services since he started cattle punching in New Mexico than he ever would riding a bucking street car through the congested area of this great city.

The Goffs are now located at 117 West Forty-seventh street and those old-timers who do not get to see Jim on his rounds of the company will be welcome at this address.

**I Like My Job Because I Do Not Have to—**

Wear ear muffs or arctics.
Fill my own sand boxes.
Sweep out my car.
Report twenty minutes in Summer and an hour in Winter before my run pulls out.
To beat up the car.
Report of passenger service and Get a day on the snow plow.
Sand car or work train.
Carry a switch bar four Foot long.
Supply my own stool.
Operate on icy rails.
Make all minor repairs.
Stand in Zone 1.
Carry $20.00 change.
Stop at every street.
And my seniority makes friends for me instead of enemies.

—Safety Operator H. R. Bodcott.

**Feeder Panel Detects Danger**

An order has been placed by the engineering department for the latest type of feeder panel equipment to be installed in the Garvanza sub-station. There is an additional and somewhat adverse load condition in this district, due principally to the operation of four motor cars. This new equipment is similar to those at Divisions One and Five sub-stations, and automatically detects the difference between a legitimate power load and an excessive one, which might be due to the breakdown of a car, shorting on cars or a short circuit from a trolley break. In event a trolley break occurs, a sudden rush of electric energy, the feeder panel disconnects the troubled section for an interval of a few seconds, during which time the automatic feature prevails, and if the trolley wire remains on the road, the power is cut off for an adjustable period of from five to ten minutes, when it again attempts to detect outside conditions. It feels electrically.

It has been the prevailing practice during the last few years to "kill" the trolley sections affected by trolley breaks for a period of several days, or by trafficmen or emergency crew to safely handle the wire and clear it of the ground. If the platform men know of a trolley break in a given section in the Garvanza district and the power goes "off," they can visualize the operation of this particular equipment. If the ground persists, there will be interruptions of service for the period to which the detector is set. This device has been installed, due to hazard of having energized wires on the ground in traffic among pedestrians and automobiles, and also to prevent annealing hundreds of feet of wire which might cause great delay to car service.

**Monthly Dance**

**Saturday**

The regular monthly entertainment and dance will be held at the FOR-ESTERS' HALL, 955 South Olive, near Tenth, Saturday night, February 26th. Each and every employe of the Los Angeles Railway Corporation, as well as members of their families, are urged to attend.

A good vaudeville show has been arranged in honor of the occasion by dancing. The show starts promptly at 8 o'clock, as usual.

Employees will be admitted on their passes or identification cards. The identification cards may be secured from the heads of the departments or the foremen and are for the use of members of families of employees who wish to attend. The card is to be used only in case the employe cannot accompany them.

Come early and get a good seat. The show starts promptly at 8 and we feel sure you will all have a good time.

**ENTERTAINMENT COMMITTEE**

By C. V. MEANS,
General Chairman.
T. O'Connell is sporting a new Dodge car. He bought it from the Window Room boy, but we will have to dodge collectors from now on.

W. W. Morgan of the Truck Shop stepped on the gas to run the 15th at the latest indoor sports game. "Batting out the struggle and praying for the win," heManaging Editor, our newest editor, has arrived. With such a short time to get together, Mr. Ronden has arranged to hold the next exhibition on March 2nd. Bring your lunch, meet at the same place, and get there on time.

Andy Horn, our Sand Box King, has found the formula for sandals. Buy a pair of shoes one size too large, one pair of innersoles placed in the shoes with the glue up, wear on a rainy day and dry with a warm fire.

Bill Wedgewood, trolley man, while making some repairs to his car turned the gas off. That's reasons enough for not running, but Bill does not find the cause until Roy Madglin has pulled him around for an hour or two.

Don't forget your cap, Bill, you may get a sliver in your finger.

Ray Casteel, who has returned to the Electric Repair Department after some days confined to his bed, wishes to express his appreciation to the boys who helped cheer him through his confinement.

"Bus division is our big-hearted Air Man. (John gave $5.00 in our baseball fund). He is the man with a temperament and plays a bass horn on the side, and as a dog walker, well, he can step up with Benk Payne of New York any time. John says he will do his stuff any time he is called upon to set.

Another bus driver has arrived," exclaimed Operator J. G. Gomes, as he announced that on February 28th he would hire a young lady, seven and one-half pound boy. "And he is named after me so that he will be sure to follow in his father's footsteps," Jack continues. Many sons and son are doing fine. The boys of the division extend congratulations to Mr. and Mrs. Gomes.

Operator Ray Head on the Nomandie line wishes to know if you can figure this one out. While standing at the 5th avenue terminal, a woman walking from 52nd street rushed up to the bus, dropped a nickel in the car box, and turned to make a transfer hurried on to board the inbound "M" car.

Pat McKay says: "It won't be long now." (Meaning about June).

Operator R. B. Hunt has resigned to work for Mr. H. Jevne as his private chauffeur.

Operator J. A. Kelley has also resigned and will go up north to work with his brother-in-law.

Andrew Burke (7th street and Irishman) found a lunch on the bus last week and was all set for a real swell feed when he unwrapped the sandwiches and saw the pork. Oy! Oy!

BUS DIVISION

ELMER WOOD

DIVISION ONE

H. N. CORB

DIVISION TWO

E. A. MOXLEY

DIVISION THREE

L. VOLNEY

DIVISION FOUR

C. J. KNITTEL

The results of the bidding for the last bunch of open runs brought up some interesting features. One old-time driver, Jack C. Gomes, who has been working a night run on the "R" line, has become a member of the "For Sale and Swap" column of Two Bells has been turned to Olive View Sanitarium and will be able to see any of the boys who can get out that way.

Burl Rodefer, who is presumably trying out as a "poleman," and was just been returned to work after two weeks in the hospital, made a request to the messenger of the wife of Motorman W. R. T. Henley, who succumbed after a long illness.

Motorman S. T. Millard has returned to Olive View Sanitarium and wishes to know if you can figure this one out.

We hear that Conductor J. C. Kitchell is quite good looking fellow who is always there to act.

"Bailing out the attic and praying for the wind to change," "This end of the house," said Operator J. G. Gomes, as he passed out the smokes while making some repairs to his car turned to work.

Motorman W. Joffe, a boy; Conductor E. C. Baldwin and C. R. Gilliam taking night runs into one of the blizzards they run and dry well before removing.

One of our "champeen" checker men, "Jack" Nester bidding from a miscreant in the form of a hydrant, states that he was erroneously quoted. He said that he would "turn him in" instead of "turn him off," all of which goes to show that as a cop he is a great man.

We regret to report the passing of Mr. L. Riper, G. C. Wright; to Division Two: Motorman S. T. Millard has returned to Olive View Sanitarium and wishes to know if you can guess what John Smith is our big-hearted Air Man.

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DIVISION ONE

H. N. CORB

Clerk R. C. Hoyle, while frolicking among the grass in flower with the other day, sustained an attack of poison ivy. No one seems to know with the plant from, or how it happened to be in his front yard, but he is laid up with it anyway, and that's enough to worry about.

Mr. What kind of a man would he have to have in order to wear pajamas?

"So after a day's work a young lady board Conductor F. Habich's car and had not the necessary ticket, so he asked her to inquire about it the next day. When she arrived at the station, and turned to work.

"What kind of a man would he have to have in order to wear pajamas?"

"The survival of the fittest" is the order of the day. If we report all order of the day. If we report all accidents as we should, we will survive, and if we fail, we are not "fit" and cannot survive. So let's make up our minds to live up to the letter of that rule and keep out of trouble.

Both Conductor R. G. Perry, who has been working a night run on the "R" line, has been working a night run on the "R" line to an early day run and Mr. Baldwin and C. R. Gilliam taking night runs on the "M." Conductor E. D. East inherited a night run on the "M." We have recently been informed that Conductor W. Joffe, a boy; Conductor E. C. Baldwin and C. R. Gilliam taking night runs on the "M." Conductor E. D. East inherited a night run on the "M."

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