

# TWO BELLS

VOL. 1

AUGUST 2, 1920

No. 9

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

## New Style Trip Sheet to be Used

### Accident Report Delay Serious

### FULL DATA ON ALL MISHAPS ESSENTIAL

BY GEORGE BAKER ANDERSON  
Manager of Service

THE Claims Department has called the Manager of Service on the carpet for an explanation as to why it is that accident reports made out by trainmen sometimes do not reach the Claims Department until after considerable delay.

I have looked into the matter a little and find that sometimes a conductor or a motorman, probably realizing how important it is that these reports are filled out properly, takes a little more time getting down to work upon the report than is absolutely necessary. These delays are not very frequent, and some of them are not very serious, but sometimes a delay is very serious and liable to be very costly to the company, simply because the work of the investigators is badly hampered by reason of their inability to get hold of some important witness.

#### Make Full Report

I would like to call your attention to rule No. 37 in the new rule book and also to the statement made at the top of the new accident report blanks. Rule No. 37 says that both trainmen "must make full and complete written reports of every accident, however slight, occurring on or near the car; both the conductor and motorman must obtain the names and addresses in full of all witnesses on or near the car when an accident occurs, including badge numbers of any policemen, firemen, private officers or uniformed employees of the company."

At the top of the report blank trainmen are instructed to make out the report and hand it to the Division Superintendent promptly. In this case "promptly" may be understood to mean that just as soon as it is possible to make out the reports both trainmen should do so.

#### Give to Superintendent

Under any circumstances, these reports should be made out and given to the Division Superintendent before the trainman leaves the Division point at the close of his run.

Experience has shown that an accident that appears to be of no consequence may prove to be of very serious character, involving the company and perhaps the trainmen in serious difficulties unless every precaution be taken to secure all of the facts that are necessary to a proper defense of both the trainmen and the company.

Therefore, I want to urge upon every trainman the point that no matter how slight or how unimportant an accident may appear to be, no matter how much the motorman or conductor

(Continued on Page 3, Cols. 2-3)

### FARE BOX REPORT CHANGED MILL THAT GRINDS CASH

Number of Passengers Paying Nickel Must be Entered at Foot of Column

THE auditing department has decided on a slight change in the trip sheet reports on cars equipped with Johnson fare box. Hereafter the total number of passengers paying cash fares must be entered at the bottom of the designated column. This merely means dividing the dollars and cents shown on the register by five. A bulletin will cover this point.

The mechanical department has gone over the stanchion clips on all cars so that the box may be lifted easily when changing ends and that it may be done without fear of the tell-tale coming out of place. With this improvement, the rule about the tell-tale being always in place will be strictly enforced.

### Geo. Waller of Div. 2 Shops Is Married

Wednesday, June 30th, upon invitation, several employees of the mechanical department, Division No. 2, attended the marriage of Mr. Geo. Waller and Miss Mary Davis, at Saints' Home Church, 20th and Hooper avenue.

The wedding was quite an elaborate affair, there being three bridesmaids and three groomsmen, flower girl and a ring bearer.

The bride, gowned in white satin embroidered in gold, veiled with lace, carried a shower bouquet of sweet peas, while the bridesmaids carried showed bouquets of pink sweet peas. The Rev. Driver performed the ceremony in the presence of many friends of the contracting parties. A reception followed the ceremony. Mr. and Mrs. Waller will reside at 22nd and Compton avenue.

W. W. Sanders represented the colored employes in the presentation of their gifts, while the set of dishes from the mechanical department employes, other than the colored people, was presented by T. H. Gray.

### Line Given Safety Service Entirely

Service with those neat little one-man Safety Cars begins on the Angeleno and Crown Hill line this week. Eleven of them will be in operation, replacing 9 of the old type provided, and delivering more frequent service.

Instructors were busy last week taking operators over the run and handling passengers as will be done on the regular runs.

Small Boy Wants Machine when He Sees Conductor Turn Out Jitneys with Crank

A FEW days ago, leaving Second and Spring streets, I received a crowd of baseball fans and received them on every stop up to Ninth and Broadway. Nickels flew fast into the fare box and I could not get the time to empty same so I just slipped the plate.

After the crowd left at Washington and Grand, I began to grind out those nickels. A lady with her five-or-six-year-old boy was sitting close by and the boy was watching me.

Soon he spoke up and said "Mother, mother." His mother asked him what he wanted and he said: "Mother dear, I would like to have one of those boxes."

Conductor Lee Von Hagn.

### New Supervisors and Dispatchers On Job

Now we don't want any loose humor about calling the dispatchers' office the washroom, because A. L. Laundryville, formerly conductor of Division 2, is at the switchboard with his hands full of schedules and telephones. Another new man is L. F. Carmack, formerly of Division 1, who will pilot owl cars from the inside hereafter. M. A. Brothers from Division 3 has been given similar promotion.

A. C. Jones, who was a motorman at Division 4, is now acting as supervisor, as is F. W. Beacham, formerly of Division 3.

### "Play The Game" To Become Efficient

Something not altogether new has been observed among the men at my division, namely, those having the habit of "missing out." Those found guilty are summarily meted out demerits. About 75 per cent of these men go away with a smile, but in that smile is the determination not to lower his standing again. And then the other 20 per cent smile and say, "Oh, well, I guess I'll have to find a broken 'Span,' make out a miscellaneous an' I got 'em back." The other 5 per cent "don't give a darn" whether they get them back or not.

Now, the sooner that the last two factions mentioned realize they are not "playing the game" (it will come to them automatically soon enough), why the more efficient will our organization be and some one can make that little present to mother, wife or sis along Xmas time.—"The Maple Owl."

## ONE-SIDE FORM & ENVELOPE WILL BE SIMPLE

SIMPLIFYING the present system, but retaining the principal features now in style, new conductor's trip sheets are being prepared by the Auditing Department and will be introduced within a few weeks. At the same time the envelope will be remodeled.

The new trip sheet will be printed on one side only, which is in itself good news to conductors and also to the motormen, who have to turn it over and upside down to sign it, unless their partners have it set correctly in their books.

#### For Johnson's Fare Box

Recordings of the total cash fares for each half-trip are eliminated and instead conductors will account for cash of the entire day. The new trip sheets will be made convenient for readings of the Johnson fare box, as this register is to be installed on all cars as fast as they are received from the factory.

But while the new trip sheet form is being prepared, there are several important points about the present sheet on which conductors seem to be uninformed, or careless. Conductors should regard the trip sheet as their means of protection as well as a report of their collections for the day.

#### Accuracy Worth While

An example of this is the matter of recording passes. Sometimes a conductor will list 30 individual passes on the back of his trip sheet, then mark 20 on the total. Such work does not look well and perhaps arouses suspicions against a perfectly honest trainman. Accurate recording is your protection against this.

The same is true of all other features of the trip report. A few seconds devoted to accuracy may save endless delay in the offices and inconvenience and explanations by the conductor. Clear writing, clear figures and all in the right column, with totals at the bottom, will go far toward protecting yourself and eliminating unnecessary work and worry.

### Send in Vacation Photos for Exhibit

Amateur photographers!

Remember the exhibition of vacation photos in the company library, room 767, Pacific Electric Building, November 1 to 16. There can be no exhibit without pictures, so send yours in and help make this exhibit a success. Pictures of a mountain or beach trip or automobile jaunt will be interesting to all employes and be reminders of a happy time.



## Editorial Comment

### Working, or Got a Job?

**T**HAT operation of a street car system the size of the Los Angeles Railway, involves more than handling a controller or air brake and collecting fare, is apparent to any trainman. Behind the actual running of street cars are the shops that keep them in repair, the engineering department that makes a way for the cars to run on, the dispatchers who handle the schedules and the extensive office force necessary to keep reports on details of operation and the purchasing of equipment from a rubber band to a car house.

All this takes a tremendous organization and naturally involves great expense, but nevertheless there exists in the mind of some people a peculiar idea that a street car company, or an electric light corporation or any other public utility working under a franchise and serving the public, has a never failing store of cash or credit to finance every whim of a patron.

A street car company has a different proposition to face than a company selling sugar or gasoline, for example. The street car company is regulated—wisely—by a public utilities board and a State Railroad Commission. These bodies say where and when cars should run and how much shall be charged for fares. The boards and commissions represent the public, but they endeavor fairly to remember that owners of a street car system constitute a part of the public just as much as the people who ride the cars but make their living from some other means.

If a street car company needs to expend money for necessary new equipment or extension it must secure financial credit. If a sugar factory or a gasoline refining company wants to make extension, it, too, must look to the financial side, but there is a vast difference apparent.

The gasoline company or the sugar company can do a number of things to increase income, sometimes more than double. The examples recently offered, have been forceful. The board of public utilities or the State Railroad Commission can not raise a voice because they have no jurisdiction, but in the meantime the prices soar unrestricted. With companies that can raise their revenue so easily there is little risk for a bank which advances the credit.

The position of the street car company is just the opposite and well known to you. You have to think a few times before you can spot any one thing that has not raised in price in the past ten years. Street car fares are the exception, but the street car company's expenses have grown tremendously, as have those of every other company or individual.

Now the Los Angeles Railway has never asked for a fare increase. It is quite a mathematical problem making set revenue meet soaring expenses, but this company is not crying or begging. It has a firm confidence in the future and that better days for the street car business are on the way.

The Railroad Commission and Public Utilities Board realized the situation of this company and recommended the re-routing which was introduced May 9 as a means to deliver adequate service with greater economy.

So economy must be the watchword. Not by placing inferior equipment before the public but by giving the best possible equipment and SERVICE. For it is SERVICE that yields revenue. Service spells more passengers. SERVICE that will give economy through saving time is the vital need. The possibilities are legion. Quick loading, which can be accomplished through urging passengers to move up the car and keep the entrance clear, is an outstanding example. Scores of others face you every day and give opportunity for you to show whether you are working for your employer or just have a job.

## Mechanical Department

**F**ROM 54th and San Pedro streets has come some lively personal news of the mechanical department. The importance of this department is recognized by everyone from office boy to general manager, because without the mechanical department there would be little street car operation. The department represents the men who make the cars fit to run, keep them fit and make them fit again after an accident. It is with pleasure that Two Bells offers news of the department and hopes to have much more.

### Conductor Gets 50 Credits for Nabbing Pickpocket on Car

One of the highest credit awards on record has been given Conductor C. W. Darwin for exceptional service. Conductor Darwin is in his first year with the Los Angeles Railway but demonstrated his spirit when he apprehended a pickpocket attempting to operate on a West Jefferson line last month.

He called a police officer and turned the culprit over to him for action by the authorities. For this act he received 50 credits.

### Supt. Mann's Father Dies at Age of 86

**T**HE sympathy of every Los Angeles Railway employe was extended to Superintendent P. V. Mann last week following the death of his father, John Mann, at the age of 86 years. Funeral services were conducted Thursday morning. Beautiful flowers from the boys of Division Two conveyed the deep feeling that words could not express.

John Mann has reached the end of the path that marks the sunset years of life but we realize now more than ever that his ideals of fair dealing have been perpetuated by a worthy son.

During Supt. Mann's absence, Foreman T. Y. Dickey was in charge of the division.

### SMOKE ON "FRONT PORCH" IS RULE

Conductor Howard of Division Two tells of having as a student, a country boy for whom the farm had no attraction after his return from service but who was utterly unfitted for city life.

Conductor Howard noticed a man in one of the rear seats taking a few sly puffs at a cigar. To see how the country boy would approach a passenger he told him to call the man's attention to the ordinance. Up went the lad and with a familiar whack on the shoulders of the astonished passenger said: "Say buddy, you'll have to go out on the front porch to smoke, it's against the law here."

Fortunately his action was not resented, but, needless to say, that student never finished breaking in as the back end of a car was no place for him. "Tempermentally unfit."

### Calling Streets is Vital Part of Work

In a recent letter commending the work of a trainman the writer said he realized their position by imagining he was on the job instead of being a passenger. Can you, Mr. Conductor, put yourself in the position of a passenger who is unfamiliar with the territory and does not know when he reaches his street? This position is made still more difficult in the evening.

Some conductors would call out streets even if there were no rule covering it because they like to be accommodating and can enjoy the satisfaction that comes with having done a job well. But it is a rule, and a very important one, that streets be called by conductors, so let this reminder be sufficient.

## TAP FIELD TO BE TRIED ON LONG RUNS

An experiment of tap motor field operation of cars on the Garvanza line is scheduled to be made this week. This method is worked by cutting out part of the field winding of the motor through operation of the controller on the last notch, and is calculated to increase speed on long runs where stops are not close together, as is the case on a large part of the Garvanza line.

The test is to be made with the G. E. 249 motor which has been used on shuttle lines. Preparations for the experiment have been made at the 54th and San Pedro street shops.

Necessary instruction will be given motormen to operate without the tap field through the business district, where speed is not so important.

### Solution for "Gas" Famine--Street Cars

The street car as everybody's means of transportation was cited in the Orpheum theater program during the gas shortage in this style:

*"While the gas holds out to burn, the slowest Lizzie may return," is the paraphrase that they are singing all over town these days. But—when there is no gas, and the Lizzie refuses to return—or the car of any other brand, for that matter—what then?*

*Well, there are the trolleys—and all the trolleys lead to the final solution of where to go when the gas gives out.*

### Plan of Number on Stools is Approved

Los Angeles Railway Co.

Dear Sirs:

In reply to a suggestion regarding stools and the unique method for safeguarding the same, I wish to make the following remarks.

It is Mr. Breaking-in, or pardon me, Breakenridge a good idea to have two stools to a car. The conductor can sometimes give his to a passenger, and think too of the value of putting numbers on them. The trainmen can then come to the barns and take their cars out and pursue their runs rejoicing. If your stool has been taken just make a report of the same and don't by any means, let the fact spoil your happiness for the day.

Take your run without the support of a friendly four-legged piece of furniture, and, if your understanding becomes weak and weary, you can still rest assured that the obstreperous offender will meet with a swift and just retribution in the form of demerits.

A CONDUCTOR,  
Division Four.

### LIMERICK CONTEST WINNERS TO BE ANNOUNCED AUG. 16

So greatly has the poetic muse moved the spirits of trainmen that it will be impossible to announce winners of the Limerick Contest until August 16. Limericks about Motorman Jim and Conductor Slim and all other famous and near-famous characters of the company have come pouring in to compete for the cash prizes announced last week.

The contest closed last Saturday at midnight and the task of reading and judging limericks submitted will begin at once so that awards may be announced August 16.



# Bouquets And Things (Hand Picked)

Some folks say a man's good qualities are never recognized until he is gone. This car patron appreciated the courtesy of Conductor L. P. Johnson of Division 5, in the following terms:

July 25, 1920.

L. A. Railway,  
Dear Sir:

Hearing that one of your men, No. 908, by the name of Johnson, I believe, is going to leave the Vermont Heights run, my wife and I wish to say that we will regret his departure, as he is the best man we have met with on the line. My wife says he is a true gentleman.

R. M. ANGIER,  
711 W. 117th St.

Editor, Two Bells,  
Dear Sir:

"Two Bells" is a welcome addition to our list of exchanges of industrial publications. Items from the various divisions (page 4) add materially to the interest of the paper, and the "instruction department" and "On the Back End" are interesting columns, not only to railway men but to the general reader as well.

Each issue will be looked forward to with interest.

Respectfully,

"REUEL L. OLSON,"  
Editor, Wingfoot Clan,  
Goodyear Tire & Rubber Co.

### TWO BELLS IS WELCOME

With a message for our guidance,  
With a meaning good and well,  
With your jokes and jibes and jingles,  
How we welcome you "Two Bells."

You are bright and clean and newsy  
Like a picture on the screen,  
You can help us all who heed your call,  
And this is not a dream.

Motorman G. W. Hoech,  
Division Four.

Editor Two Bells,  
Dear Sir:

I think the most valuable space in your splendid paper is that devoted to the publishing of names of the new men joining the company each week.

The reason I make this statement is because it has suggested something to my mind that I want to get your opinion of.

If there was a "Get Acquainted Committee" formed in each Division to look after the new men as they enter the service and make them feel at home and help them over the new hard bumps they are bound to run against, the new men would never forget that handshake or smile of encouragement they received while everything looked strange to them and all strange faces around them when they come to work, or report as the case may be.

Thanking you for your splendid paper, I am,  
Yours truly,

E. B. Valentine, Motorman No. 135,  
Division Four.

The accommodating conductor who is given this praise is W. P. Lynch.

Los Angeles Ry. Co.  
P. E. Bldg.,  
City.

Attention Division Four  
Conductor No. 2042

Gentlemen:

I am enclosing 5c due for my fare down to the office this morning from my residence out on South Harvard Blvd. (West Pico line.)

Your conductor, above designated, very kindly brought me down, even though I had gone out and boarded the car without having my money along with me. As I was coming down to work, and had no time to lose, I surely appreciated his kindness and courtesy.

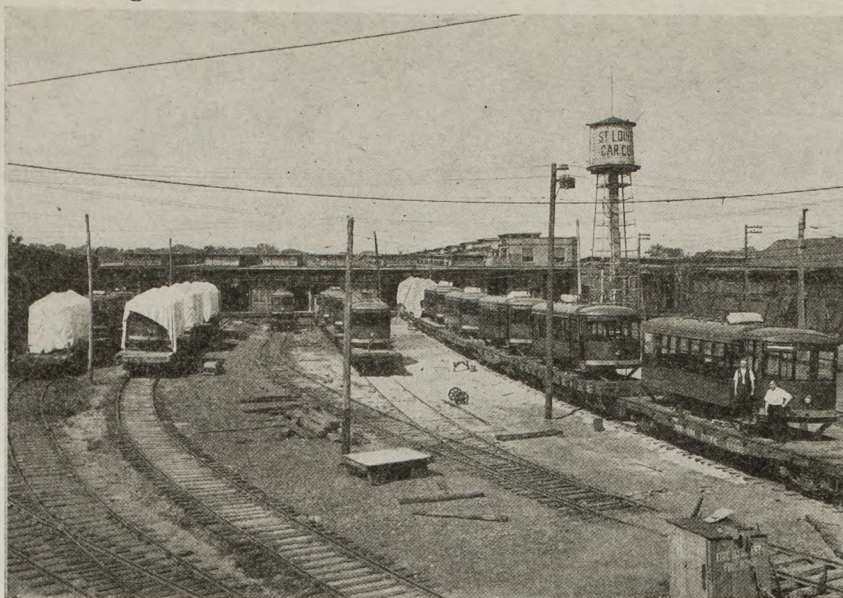
Will you be good enough to let him know that I am sending the car fare, as, even though the amount is small, I would not care to have him think I would forget it.

I might add that I have resided at my present residence for the past five years, and, in coming down to business daily I naturally know a good many of your conductors on the West Pico line; however, the one bearing No. 2042 happened to be a new one—to me—yet I desire again to thank him, and remain,

Yours very truly,

(Signed) MRS. N. W. JACKSON,  
1402 1/2 So. Harvard Blvd.

## Safety Cars at Start and Finish



Sixteen of the safety cars loaded at the factory and ready for shipment to Los Angeles. Forty-five of this latest type will be placed in service.



The first safety car put in service here is shown in the center at Manchester and Vermont terminal running on the Vermont Heights shuttle line.

## PROMPT AND COMPLETE ACCIDENT REPORT VITAL

(Continued from Page 1)

may be impressed with the fact that it is of no consequence, the names of witnesses should be secured and the matter reported promptly, as defined in the foregoing.

### Get Names of Witnesses

Even so slight an accident as the touching of a fender by a car should be reported promptly with the names of witnesses.

Remember, also, that it is not necessary that the accident be on a car, or that it be to a passenger alighting from or boarding a car, or to an automobile or a pedestrian struck by or touched by a car—the rule provides that if the accident is one which happens near a car it should be reported just as fully, with the names of witnesses.

Nobody knows what shyster lawyer may be near at hand ready to try to make out a case against the company or against the trainmen, six months or a year after the accident has occurred, depending upon the chance that the trainmen did not make a report of same and secure witnesses, and that the complainant can get by through perjured testimony. These cases have occurred and they are occurring still; that is the reason why we must insist that the rule in regard to making out

accident reports, including the obtaining of names and addresses of all possible witnesses, be lived up to.

We had a case not long ago of a rather heavy claim against the company because a passenger on the car had expectorated from a window and ruined the clothing of a pedestrian; not only did it ruin the clothing of the person, but other physical damage ensued, according to the complaint. Even in an accident of this kind the same procedure should be followed. Get the names and addresses of all witnesses and state the names in full on report. This may have seemed like a trifling thing to the trainmen, but I want to assure you that it is of such great importance that it is going to be necessary to keep very close check upon the observation or failure to observe these rules regarding accident reports.

If there is any doubt in the minds of any trainmen as to just how reports should be made out, I would suggest that he ask for the assistance of the Division Superintendent or one of his assistants; or, if necessary, let him come up to the office of the Manager of Service or to the office of the General Claim Agent, and he will be fully instructed in the necessary details.

## On The Back End (Contributed)

### TAKE NOTICE, MOTORMAN ALEXANDER!

There is a clever motorman,  
And though there is no grander,  
He always runs his car on time,  
And his name is Alexander.

He sometimes makes some sudden stops,  
He was a skillful sander.  
He never passed up passengers,  
So they called him Alex-Sander.

He had his girl out on the line  
And lovingly he scanned her,  
When asked if she would change her name,  
A ring did Alex-hand-er.

"Oh yes," she said with smiling face,  
"If I may be commander."  
So a partnership they've formed,  
And call it Alex-and-er.

Motorman Valentine,  
Division Four.

If the boys on the Grand Avenue line would try using two points instead of five on the electric switch at Jefferson and Grand, maybe the rest of us wouldn't have so much trouble with the same switch.

Conductor I. E. Chitwood, No. 1400, made his relief on Stephenson avenue line at 7th and Central, west bound, and just before arriving at 7th and Broadway one of the hard boiled East 1st Street guys who always tries to make a round trip for a nickel, came to him and said, "Give me a transfer on East 1st, will you?" Conductor Chitwood said, "Where did you get on this car, Mr. —?" The passenger said in a loud voice, "Why I didn't get on at all, I have been walking all the way." "Allright then," said Chitwood, "you are such a good walker, just walk out on East 1st Street."

U-Tell-'em-street-car-your-yellow!  
A young, swell dressed, swell looking, young lady (about 50) stepped up to the conductor, stuck her nose up in the air and asked, "Do you stop at the Alexandria?" (Pronounced Alexandria.)

Con.—"No ma'am, I live out near the car barns, but I can give you my address if you want it."  
T. S. D.

Uncle Eben (Conductor Craig) poet and musician of Division Five got so excited over the General Choice last week that in the rush to headquarters he forgot to clear his fare box.

Conductor Isaac L. Harrison of Division Two is not afraid of bears. No sir. Why he's going to camp right beside Big Bear this month and have a lot of fun in the mountains the latter half of August.

These ambitious baby earthquakes finally got under the hide of Assistant Foreman George Kleinschmidt of Division Five and he has gone to the mountains until the low lands settle down again, but his excuse is that it is vacation time anyhow.

Well, boys, Monday is the big day when we will start in on our new runs, and begin to get acquainted with the different set of people that we are going to deal with these next three months. Let's start out with a smile, boys, and show these people we are all good-natured. You know that first impressions last the longest and each smile reflects a smile. Here's luck. Ding Ding.

Motormen, did you ever have a lady say, "Next stop, please"; and, stopping your car, "Oh no, this is not it"; and of course you go on your journey and as you pass the next stop sign, "Don't stop here? I told you to. I have a good notion to take your number."

P. S.—Just smile, boys, and say nothing.  
MOTORMAN 893,  
Division Four.



# Looking 'em Over at the Divisions

## DIVISION 1

Motorman Forrester after bucking the extra board for six months has been granted a regular run for ten days on the Sagebrush Limited. Better known as the Mateo street shuttle.

Motorman Uline, pulling a West Pico car to the barn the other day, forgot there was a switch at Seventh and San Pedro, only to get called down by the flagman. He started down San Pedro street and tied up several crews that were anxious to get in. This car belongs to Div. 1, Uline, not Div. 2.

Division One was presented with about 100 new lockers, which were badly needed. But after a long discussion between our foreman, George De Frain and our Chief Janitor Rafferty as to where they would go, upstairs or down, Rafferty won, and they were put upstairs. The idea is that Rafferty does not have to clean as much upstairs as down for there is only two feet between the new and old lockers now.

As a remedy for lumbago, weak back and all such trouble, I would recommend for some trainmen to stand with backs close to the gates and get a massage from a center-entrance car—A. F. Steiner.

Motorman Christensen forgot where he lived and rode ten blocks past his place recently. Pretty funny for a newlywed. Perhaps he is getting absent minded since he also is on the Sagebrush Limited.

There is secret work going on between the mechanical foreman and the night switchman as Yard Master G. C. Monaghan says that they don't tell him which cars are being moved from one division to another.

## MECHANICAL DEPARTMENT DIVISION 2

Speaking of earthquakes, did Hathaway beat Walter Brown out of his office? I'll say he did.

The many friends of John Binney regret to note the passing away of his wife July 9.

The numerous and rapid arriving of the Birney family keeps Wm. Brown out of his office most of the 16 hours.

For their vacation, C. D. Johnson and wife, Ray Weatherly and Charles Schneider motored over to Mojave via Midland Trail, Independence, Bishop and Mono Lake, where they camped three days, catching 15 trout (size not given). From there over Tioga Pass to Camp Curry in the Yosemite Valley, camping for four days. Leaving there, visited Oakland and San Francisco, returning via the Coast Road after having covered 1,200 miles, using 66 gallons of gas. Cost of gas per gallon, from 24 to 65 cents.

F. W. Buswell returned recently from a very interesting trip to the northern part of the state and Mount Lassen.

Lee Crump, of the carpenter shop, met with a painful accident July 24 while alighting from a street car. He was knocked down by a passing vegetable wagon, fracturing two ribs.

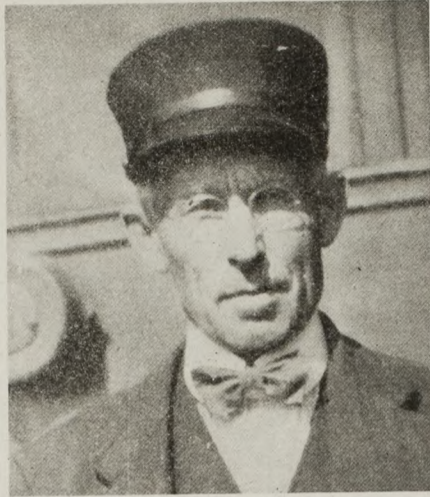
Geo. Cleland, of the carpenter shop, wife and two nephews, left by auto for San Francisco Sunday morning, last week.

B. B. Welch, of the master mechanic's office, has returned from a vacation at Manhattan Beach.

Paul and Sherman Kriewald returned July 19 after a week's auto trip to Big Bear. They were accompanied by Mrs. Kriewald and two grandchildren.

Mystery of Division Five. Young Mullins says, "Who greased the trolley rope to keep the trolley on?"

## Who's Who



QUITE a while ago street car companies were scattered around Los Angeles plentifully. Take 1887 for example. In those days someone had a horse car line on Main street and it was the whole company. Also in those days Bill (alias William) Schultz was on the front end with the reins in hand. That was his start in the street railway game here and he stayed with it. In fact he intends to do quite a little staying yet.

Today he is conductor on a South Main line running out of Division Two and daily covers a part of the same run he did in a horse car. He thinks it is a great life, especially because he is out of doors. He has his own happy home at 1736 West Fifty-first street to claim his attention at the end of his daylight run.

## DIVISION 2

Motorman O. V. Hambly has the job of settling an estate in Seattle.

Conductor A. G. Richards plans to leave next month for a trip to St. Louis.

Conductor M. R. Gregory will spend August 11 to 17 resting quietly.

Conductor S. E. Merriweather will visit with friends in Seattle next month.

Conductor Frank Fawver leaves the middle of this month for Tennessee.

Conductor P. C. Briggs starts his vacation August 20 and will return to duty September 1.

Conductor C. F. Eastman has picked August 17 to 29 for a lay off in which to rest a little.

## SAMPLE TRANSFER OF KANSAS CITY SHOWN

Conductor O. Allen of Division One sent in a sample of the style transfer used in Kansas City for the information of the operating department. Punching is reduced and the transfer point and line on which it is acceptable is indicated by coupons detached.

## CHANGE IN TRANSFER POINTS

The following bulletin issue July 23, affects the re-routing of S. P. Depot and West Sixth street cars and the Stephenson avenue and West Seventh line. It reads:

"Conductors will please make the following changes in their transfer rule book: Stephenson avenue transfers punched west will be good at Sixth and Rampart west." This was effective July 25.

## DIVISION 3

Conductor Jarvis Phillips who grabs the jitneys on the Eagle Rock line says he always enjoyed a punch in the good old pre-prohibition days but nix on the stuff they hand him these days. The other day a lady (?) passenger attempted to put one over on him by presenting a hat check of ancient vintage. Jarvis said "That is not the hat check I gave you" and to prove it he showed the lady (?) his punch, but, as the story goes, his punch was nothing on the one she handed him.

C. C. Morgan, who lately resigned his job as conductor, is now working as a linotype operator at Long Beach. He says he is getting along fine, that kind of work being easier for him, C. C. not having been in good health for some time.

Conductor J. Boden has resigned and moved to Santa Ana.

Harry Beals, student instructor, is on vacation.

Conductor Charlie Merrill took the place of switchman August 1, assisting Yard Master A. Walker. Motorman Lantz will go back on the road. We will miss "Old man Lantz" as he is a good man on the job although King says bad things about him.

Motorman Fowler tried out in the dispatcher's office but decided that there were lots of worse places than the front end of a street car so he is back on his run again. Conductor Brothers is breaking in on the phone job now.

We thought we had another quake the other night, but it was only Relief Cashier McAdams throwing the bull.

Conductor Daniel Garrett returned recently from a 60-day visit in the hills of Tennessee and reports having had a good time but glad to get back on the job again.

## Introducing: New Men of The Week

The following men have been assigned to MOTORMEN for the week ending July 24:

### Division 1

MOTORMAN: W. J. Sequin.  
CONDUCTORS: C. E. King, S. J. Lockhart, T. M. Mear, F. M. Stockton, H. W. Thompson, W. F. George, E. M. Imthurn, R. M. Jones.

### Division 2

MOTORMEN: A. S. Auger, T. E. Cave-nee, T. E. Boydstum, L. L. Vance, A. P. Lewis, G. L. Hanson, E. D. Stewart.  
CONDUCTORS: W. P. Smith, C. L. Carmichael, A. Hull, T. B. Elkins, W. H. Reynolds, C. W. Chapin, W. A. Gray, I. V. Pinney, J. W. Bowles, A. R. Hanson, E. S. Ren, A. Dorenbos.

### Division 3

MOTORMEN: W. A. Smith, H. D. Ramer.  
CONDUCTORS: W. M. Wooster, R. G. Cox, H. H. Yepsen, H. A. Brainard, E. A. Volkert.

### Division 4

MOTORMEN: F. C. Porter, J. H. Huff, D. L. McDonald, C. Gould, A. E. Locey, C. D. Starr, T. J. Vail.  
CONDUCTORS: R. R. Adair, J. S. Smith, J. A. Nairn, W. S. Shield, H. W. Oliver, G. Schwartzmiller, C. A. Bryant, J. S. Milburn, W. G. Jackson.

### Division 5

MOTORMEN: J. M. Kearce, E. W. Burner, B. D. Smith, J. W. McDonald.  
CONDUCTORS: G. L. Kramer, A. Bor- man, G. D. Chick, T. W. Earl, M. M. Sacks.

## TAKE MY SEAT, MADAM

Hereafter employes in uniform riding free, when not on duty must not occupy a seat when other passengers are standing. This is a rule of courtesy that is only fair.

## DIVISION 5

Conductor J. C. Clark and his wife are at Avalon. J. C. keeps in trim by calling streets to the seals and they bark right back at him.

Motorman W. A. Hopkins is taking his vacation at San Diego.

Conductor F. E. Beverley is taking a rest keeping close to his home.

Conductor George F. Johnson has gone to San Francisco and will return about the middle of the month.

Motorman A. L. Murray is taking a few days to rest up.

Conductor Harry Corbin has gone to the mountains to pick up pep after a slight sickness. Let us know where they make it, Harry.

Motorman John Coward is another who is resting at home.

Conductor M. A. Watson is breaking in at the division office.

Motorman P. D. Probert began a 15-day lay-off this week.

Bill Pierce, who has been a supervisor since 1900 is enjoying his vacation and will return August 20.

## DIVISION 4

The editor was pleasantly surprised during the past week when two motormen came to light as poets of merit. We can't tell their names because they might think the editor was looking for two bits apiece from them. But nevertheless we wish to thank E. B. Valentine and G. W. Hoech for those interesting poems they sent in and we hope to hear from them again.

Motorman C. Hamilton is also off on leave from July 24 and ending August 4, resting his nerves.

The following boys found it necessary to leave the service during the past week on account of ill health: H. A. Hamilton, R. Fuchs and K. A. Bayard.

Say, fellows, if you would like to hear a good story ask Motorman T. C. Black what happened the other day when the American Canning Co. closed for the day.

Motorman R. V. Fender and R. W. Noble left the service during the past week to take up other positions.

Motorman No. 893, who to the editor's knowledge is known merely as "that something" says, "Smile and you will win friends." He also says, "It takes two to make a quarrel. If a passenger wants to quarrel with you, let 'em talk and say nothing, and you've won the argument." Well, that sounds like good advice. Let's hear from you again, 893.

In the mail box, here, is a letter waiting for Mr. Christopher Columbus Dustin. Will this gentleman kindly call for same? Send Queen Elizabeth to get the letter if you can't come.

Motorman R. D. Deucher's wife and daughter are planning to spend several days at Catalina. Guess we will have to keep our eyes on "Bob" till they get back.

August 1 is election day in Mexico. Look for casualties and returns a few days later.