

# TWO BELLS

# SAFETY CARS SUCCESS!

## SUGGESTION OF TRAINMAN TO BE PART OF SYSTEM

BY GEORGE BAKER ANDERSON  
Manager of Service

THE editor of "Two Bells" has received a short letter from one of the trainmen which he has handed to me with the comment that the letter indicates a lively interest in the Merit System, and suggesting a few words from me on the subject. Here is the letter:

"I notice a great difference in the personal appearance of our trainmen. Some men are always neat and clean, while others are neither neat nor clean. Under our Credit and Demerit System, can we not handle these men so as to have all trainmen appear neat while in the service?"

Yes, we can! I feel a great deal like the writer of this letter of inquiry. I don't see any more excuse for slovenliness in the matter of clothes and personal appearance generally than for discourtesy.

### Be Neat and Be Happy

In the first place nothing makes a man feel so mean as dirty, unkempt clothing and three days' growth of whiskers on his chin. Yes, maybe there is something else that makes him feel just as mean and disagreeable, and that is a collar that he has worn anywhere from four or five days up to a couple of weeks without having it pay a complimentary visit to a laundryman.

In a list of causes for demerits, in the hands of the Division Superintendent, is one which reads:—

### "Untidy appearance—10 demerits."

I am going to suggest to the Division Superintendents that in their list of causes for credits they have another line reading:

"Continued tidy appearance, neatness of dress, reasonably clean shaven, tolerably clean collar, dirt and grime off clothes, etc., etc.—10 credits."

If a man is to receive demerits because of his determination to keep himself untidy, unshaven, unkempt, unclean, he surely ought to receive ten credits if he makes it a rule to keep himself neat and reasonably attractive in the eyes of the passengers.

### Look Like a Real Man

There is an old saying somewhere—I think I used to read it in one of my copy books when I was a kid—which says: "Cleanliness is next to Godliness."

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## CHOICE MAKES MANY SHIFTS BUT ALL GO SMOOTHLY

WITH some of the divisions reporting the most extensive changes for several months, the first week after the General Choice closed with everything running smoothly. Two features contributed to making the choice of runs especially lively. They were the re-routing May 9 and the establishment of one-man safety car service.

The change in routing affected the popularity of some of the lines and when the August 1 General Choice came up most of the trainmen were familiar with the advantages and disadvantages of certain runs. The new rule barring a change of runs during the three months by throwing the line originally picked back on the board for open choice seems to have found general favor.

### Safety Cars Affect Shift

The installation of safety car service on the Angeleno and Crown Hill line August 1 had some interesting effects at Division Four. The motormen and conductors who had operated the two-man cars had the choice of taking to the safety cars, governed by seniority, with the supervision of the division superintendent. Conductor Brassington, who had been on the Angeleno and Crown Hill line for 15 years, went over to the East First street run, as did Motorman Wildemuth, another veteran. He has been in service since 1892.

Division One found things fairly uneventful except that the Stephenson Avenue and the West Sixth Street lines have gained in popularity with the recent changes.

At Division Two, where the Maple Avenue run was a favorite, favor has shifted somewhat to the South Main line and the Brooklyn and Hooper.

### Many Changes at Division 3

Supt. McNaughton of Division Three is inclined to believe the last General Choice was the most extensive that he has seen, due to the re-routing. The Garvanza line remains about the most popular while the Vernon and Vermont trip appeals to many who like the shorter distance.

Division Five has a safety car run on Vermont Heights. Ed Link stayed with it on the day shift, but L. P. Johnson, who likes to be out at nights anyhow, shifted to the Grand and Moneta run.

## Ye Punk Gossip

BY T. S. D.

AS I CAME in  
\* \* \*  
TO TOWN the  
\* \* \*  
OTHER DAY  
\* \* \*  
AND WAS STANDING  
\* \* \*  
IN FRONT of  
\* \* \*  
THE S. P. DEPOT  
\* \* \*  
WITH THE rest  
\* \* \*  
OF THE Rubes  
\* \* \*  
WHO JUST came  
\* \* \*  
TO TOWN too  
\* \* \*  
I HAD MY hands  
\* \* \*  
FULL OF grips  
\* \* \*  
AND OTHER things  
\* \* \*  
AND WAS wondering  
\* \* \*  
HOW I WAS going  
\* \* \*  
TO GET uptown  
\* \* \*  
WHEN I noticed  
\* \* \*  
A BIG NUT standing  
\* \* \*  
IN THE middle  
\* \* \*  
OF THE street  
\* \* \*  
POINTING HIS finger  
\* \* \*  
RIGHT AT me  
\* \* \*  
AND YELLING loudly  
\* \* \*  
"TAXI-TAXI"  
\* \* \*  
I WAS JUST going  
\* \* \*  
TO CALL him  
\* \* \*  
WHEN ALONG came  
\* \* \*  
A YELLOW STREET car  
\* \* \*  
AND I JUMPED on  
\* \* \*  
TO IT WITH the  
\* \* \*  
REST OF the Rubes  
\* \* \*  
AND ASKED the  
\* \* \*  
CONDUCTOR HOW much  
\* \* \*  
THE FARE was  
\* \* \*  
AND HE said  
\* \* \*  
A NICKEL. I almost  
\* \* \*  
DROPPED DEAD for  
\* \* \*  
I KNEW THAT  
\* \* \*  
I HAD SAVED two or three  
\* \* \*  
DOLLARS  
\* \* \*  
BY ESCAPING  
\* \* \*  
THAT NUT out  
\* \* \*  
IN THE STREET.  
\* \* \*  
I THANK YOU.

## MORE PEOPLE MOVED DAILY BY POPULAR NEW TYPE

CARRYING more passengers, delivering more frequent service and gaining a marked popularity with the majority of trainmen and car riders alike, safety car service is reported a great success after the first week on Angeleno and Crown Hill line. With but a minimum of variation from schedule and mechanical trouble, they are voted a decided improvement over the older type cars they replaced.

Starting Sunday with seven cars in service instead of five, as under the former Sunday schedule, the additional service showed a big gain in passengers carried. The total fares and transfers recorded on the line Sunday, August 1, was 7751, whereas, on the previous Sunday the total was 6943. This showed a gain of 808 passengers. Monday, August 2, exactly 9916 passengers were carried, as against 8773 passengers the previous Monday. This is a gain of 1143.

Operation went smoothly on the initial day up to about 8 p. m., when a piece of bad track put a car off and caused some delay.

### Cars Meet Test Well

The real test came Monday with a maximum of 13 cars in operation, and the results were all that could be desired. The morning rush was handled without a hitch, although relay cars were ready, there was no need for one till noon, when at 11:53 o'clock an extra car was sent over the run to meet delay caused by traffic congestion. Another relay was made at 2:38 p. m., for the same reason, but it was the last for that cause and the evening rush was handled satisfactorily.

Travel is heavy on the Angeleno and Crown Hill line at all times, but figures of the supervisors showed fewer passengers had to be passed up and told to take the next car than under the old schedule with the other type of cars.

### Mechanical Trouble Slight

Three minor mechanical trouble cases were reported Monday afternoon for such things as a bolt out. Not the semblance of an accident marked the initial operation.

And so the traffic was handled by the safety cars on the first business day through the downtown district. According to Superintendent Wimber-

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## Editorial Comment

### The Work Left Undone

SOME idea of what the auditor's office faces every day when conductors do not bring down the totals of transfers, tickets, passes, etc., on their trip sheets is shown by figures compiled July 29. This was no exceptional day but serves as a good example to show a glaring and inexcusable inefficiency that should be corrected at once.

Notices have been sent to the divisions with the names of the conductors who neglected their duty in this respect. The number is as follows: Division Two, 25; Division Three, 15; Division Five, 14, and Division Four, 10. The auditor's office reported that Division One conductors are, on the whole, efficient in this respect and no flagrant cases were noted.

### Ideas From The Library

DO you ever think of the mass of information of all kinds about all subjects under the sun that repose in the average library? Perhaps one of the greatest missions of a library is furnishing inspiration to go ahead. The stories of success all revolve about work well done.

The library of the Los Angeles Railway is located in Room 767 of the Pacific Electric Building and has a wealth of information and inspiration. As an example take the book "Vanishing Landmarks" by Leslie M. Shaw, which has recently been introduced and is being widely read by employes because it carries new ideas in duty to country, to employer and to the working men. Here is an extract from the book:

*There is an old story of a man who had an ox that he worked with a donkey. One day the ox refused to function, and at night asked the donkey how matters had progressed without him. "I had a hard day," said the donkey, "but I lived through it." "Did the boss say anything about me?" asked the ox. "Not a word," said the donkey. The next night the ox made the same inquiry and received the same reply. Again the ox asked, "Did the boss say anything about me?" "Not a word," said the donkey, "but coming home he stopped to talk a little while with the butcher." The next day the ox functioned.*

### Neatness To Bring You More Credits

(Continued From Page 1)

I guess that old saying is just as good now as it was when I went to the little red schoolhouse over by the woods, and used to get my ears boxed if I came to school with dirty hands or my hair all mussed up. In those days even mussed-up hair was sufficient excuse for rigid discipline on the part of the teacher. Mussed-up hair is not in it with a grimy collar, clothes that are never cleaned, stubby whiskers, and other things that tend to make a fellow look more like a hobo than a trainman.

#### Majority Keep Tidy

Now, I think likely the author of this letter is satisfied with what I have had to say about making the Merit System apply to tidiness and appearance, but I have a confession to make. I don't know how much of this he may have seen on the cars, but I want to say that in months past I have seen but one or two men who, in my opinion, would be proper subjects for demerits because of unnecessarily untidy appearance.

I wonder if there are more than half a dozen in the whole service. I hope not. If I prove to be right we will have the joke on the author of this letter.

### Safety Bulletins Put at Divisions

Interesting illustrated safety bulletins, which carry important lessons on saving life and limb, will be a feature of every division. They are set in a neat frame and present their message in a few simple words.

It is noticeable in the bulletin service that the so-called "little things" in safety precautions are the ones emphasized. Somehow a trainman or employe in any other line of work is usually on the lookout for the big thing, but it is the little points that demand continual attention.

### Rubber Stamps for Signature Barred

Use of rubber stamps to sign trip sheets is to be discontinued. A number of conductors at all divisions have been using these little time savers and they still may be used at the top of the report, but not in the place for signature at the bottom. The change is made largely for protection of conductors because a rubber stamp may be lost, duplicated or come into improper hands very easily, whereas a man's signature is his guarantee and protection.

### Supt. Mann Thanks Boys for Token of Cheer Amid Sorrow

*To the boys of Division Two and to other employes of this company who were so good and generous in their aid to myself and family in our recent hour of bereavement:*

It would be impossible for me to express in words my feelings so that you can really know how deeply I feel and appreciate your kindness.

Many of you have read Longfellow's poem on "The Rainy Day." Some part of it reads: "Into each life some rain must fall, some days must be cold, dark and dreary," and then, "Be still, sad heart, and cease repining, for behind the clouds the sun still is shining."

I think the sunshine spoken of in this beautiful poem, may refer to just such acts as expressed by you "boys" in the beautiful floral offerings you sent to my father's funeral, and to the individual acts toward me and the assistance rendered. Boys, from the bottom of my heart, I thank you.

P. V. MANN,  
Superintendent Div. 2.

### Safety Cars Are Marked Success In First Week

(Continued from Page 1, Col. 4)

ly, of Division Four, and the supervisors, the operators are well pleased with the new type, and as they became more familiar with the car during the week, the operation became easier. At the same time, the public became better acquainted and helped greatly.

Preceding the installation of safety car service on the Angeleno and Crown Hill line and concluding the line instruction, the men gathered at Recreation Hall for final talks by executives of the Los Angeles Railway.

#### Offers Big Opportunity

R. B. Hill, superintendent of operation, opened the meeting and introduced George Baker Anderson, manager of service. Mr. Anderson pointed out that operators of the new type of cars have a wonderful opportunity to establish records of efficiency and courtesy because they are not dependent on another trainman but have the whole responsibility themselves.

#### Popular in Other Cities.

Representing the Westinghouse Electric Company, which furnished most of the electrical equipment for the safety cars, Mr. E. Callard spoke of the popularity that has marked the safety cars in other cities. He cited Seattle, where all the veteran trainmen have selected safety car runs.

"Dick" Smith, the instruction department chief, reviewed the principal feature of operation that has been demonstrated on the runs emphasizing the need for careful work in establishing the safety car service.

### Board Car Back of Relief Point

The new order issued by R. B. Hill, superintendent of operations, that conductors must board car a sufficient distance from the relief point to attend to transfers, register reading, etc., is as much for the protection of trainmen as for the good of the company. If you depend on the last conductor's register reading for the marking of the car card and do not have time to check it, difficulties are liable to set in if it develops later that the retiring conductor made a mistake. You would have to carry his error.

## DEATH LURKS IN PLUGGED SWITCH

The serious danger in leaving a switch plugged or finding one plugged and failing to remove the plug, has been demonstrated, lately, and has resulted in prompt action against the offenders. Accordingly a warning is given here to all trainmen who might be careless in this respect.

The matter is covered explicitly in Rule 21, which reads as follows:

**"Any employe plugging a switch and leaving it plugged or finding a switch plugged and failing to remove plug, will be summarily dismissed from the service."**

It is very apparent that a switch left open might have consequences involving a death roll of trainmen and passengers. It is recognized that under some conditions it is necessary for the motorman to pull a car across the switch unaided, and so he has to pull the switch and plug it until the wheels have crossed. But with this done, it is most essential that he remove the plug immediately.

## MERIT SYSTEM SHOWS GAIN IN JULY REPORT

THE steady gains which have marked the Merit System since its establishment continued with increased strength last month, according to figures for July which have recently been compiled. A total of 929 trainmen earned credits in July as compared with 756 in June.

That advance clearly demonstrates that trainmen are becoming increasingly efficient in their work and that the opportunity for earning extra cash in the form of the monthly bonus which will be paid at Christmas has a strong appeal to all motormen and conductors.

#### Check Up Offenders

An increase in demerits is recorded for the month. In July 326 men were demerited while the figure for June was 251. Increase in the number of oversleeps is one of the causes and another point of increase is for running ahead of time. This is the result of a detailed check of which men were forewarned by Two Bells. Running ahead of time is one of the worst things for disrupting service on the line and bringing the ill will of the public.

#### Many Wire Repairs

The fixing of broken trolley wires continued the chief cause for credits, 413 men earning them for this service. The remaining were made as follows:

Special courtesy, to 31 men; help with wrecks, 37; help with autos on tracks, 124; help in accidents, 25; miscellaneous credits, 201; help with B. O. equipment, 49; care for company property, 15; helpful special reports, 18; traffic helps, 16.

Oversleeping was the chief cause for demerits and hit 94 men. The other causes were as follows:

Smoking on duty, 1; fare troubles, 3; passing up passengers, 6; wrong signs, 2; violating road space, 2; miscellaneous demerits, 6; missing reliefs, 37; miss-outs, 21; discourtesy, 21; absent without leave, 8; not securing witnesses, 4; accidents, 21; mishandling property, 4; starting too soon, 5; insubordination, 1; ahead of time, 35.

# Bouquets And Things

(Hand Picked)

## MOVE UP, PLEASE!

If the impressions we gained about Montana when as kids we read the dime novels still hold good we might imagine that conductors there persuade passengers to move up in the car by peppering their heels with a couple of six-shooters or that the motorman uses a lasso from the front end. But, as a matter of fact, they face the same problem that Los Angeles does with the car rider who blocks the rear steps and delays himself and everyone behind him.

This is indicated by a letter received by Mr. F. V. Van Vranken, general superintendent of the Los Angeles Railway, from Billings, Montana, asking how we handled the situation. Mr. Van Vranken's answer may offer some good suggestion to conductors here and in part reads:

"Knowing that we are in America, and also knowing the American people do not enjoy being shouted at and when this bad practice is indulged in, you and I and the rest of us nearly always resent it. But on the other hand, experience has taught me that a proper request, or appeal is far more effective than any other method that can be pursued.

I therefore offer you a suggestion, to have the conductor of the car announce in a pleasant and clear voice (not in a mechanical way) "Kindly step forward out of the way of the entrance and exit," and in case it does not prove effective, then have the conductor direct his request to the persons then in line to move in order to clear the rear end, looking at them and speaking to them directly, saying, "Will YOU move forward that these other people may get through to the front of the car?" adding when necessary, "This will give the other people a chance to get home instead of waiting for the next car."

\* \* \*

Mr. R. B. Hill,  
Supt. Operation.  
Dear Superintendent:

Running ahead of time, the greatest demoralizer of service, causes uneven headway, unequal distribution of traffic, increase the hazard of accident, makes the howlers talk louder, more enemies for the Company instead of friends.

I would like to suggest a new plan, which if enforced would stop this, e. g., Pico-East First: Have an Inspector at First and Spring and Seventh and Broadway issue a bulletin that all cars will be timed at these points during rush hours, daily; and all offenders and shirkers would be severely disciplined. This class of motormen deserves no sympathy.

Very sincerely,  
L. E. ADKINS,  
Div. No. 1.

\* \* \*

One of the good sayings in the school copy books was something to the effect that "honesty is its own reward," but it is nice to get such a commendation as this one, which came to Conductor G. F. Treneer of Division One.

Mr. G. F. Treneer,  
1441 East 49th St.

Dear Sir:

I wish to thank you for returning the five (5) war savings stamps which I lost yesterday.

Owing to my baby being sick for the last three months, I have been under heavy expense but I certainly appreciate your returning them.

Again thanking you for your honesty, I remain,

Yours very truly,  
Mrs. M. F. Behrmann,  
630 East 36th Place.

## Sand Tracks When Tar Boils Off Road

When the heat makes the sidewalks crackle, the pavements sizzle and causes tar and oil to boil on to the tracks, apply sand immediately and notify the dispatcher's office so that arrangements may be made to clear off the slippery substance without delaying cars. Motormen should be on the watch for this in these warm days as it may save an unnecessary and unpleasant loss of time.

# School Diploma Given Conductor

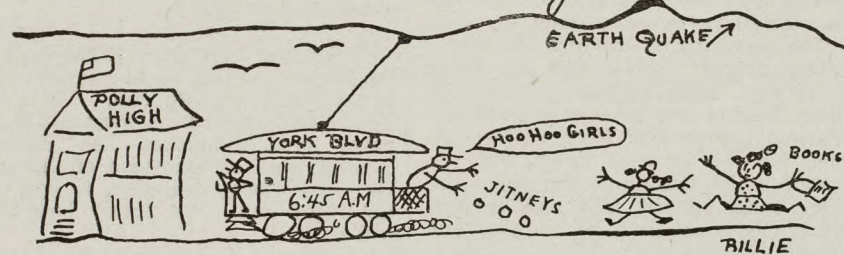
"My Conductor Man"

I know a young conductor,  
Who jollies me each day;  
I always wait to catch his car,  
Though others go my way.  
But now he has been transferred  
To a line that brings more pay,  
And I must now be happy,  
Just to study all the way.

"Billie Clifton

P.S.

I've heard of these one man machines  
That run around all wild;  
But if they act like these old cars,  
I'd call them pretty mild!  
(Good Luck to you old man)



## Poly Summer Session Students Reward Courteous Service With Testimonial

CONDUCTOR J. H. Higgins of Division Four went to school and graduated, in proof whereof we reproduce his diploma. Yizzar, he went to Polytechnic High School, but he was not one of the ordinary ones who just went to school once a day. No indeed, he went several times and thereby hangs a tale, as the little bear said when he stepped into a trap.

Now if you are still curious, we'll tell you some more details about this conductor's pursuit of knowledge.

Through the hot summer days he worked a Washington and Garvanza run and lately carried a regular daily load of summer school students to Poly high in from Garvanza. In the general choice he selected a West Jefferson and Huntington Park run. When Conductor Higgins broke the sad news to the school lads and lassies, great was their sorrow. But to show their appreciation of his courteous service, they pooled artistic talents and drew up the above testimonial and diploma which was presented with the famous "few, well-chosen words."

Incidentally, the service of Conductor Higgins is being recorded elsewhere than in this diploma. His merit record card shows an efficiency percentage comfortably above 100 and clear record for May, June and July.

## Careful Training Brings Credits to Five Trainmen

THE importance of properly instructing student motormen and conductors came in for official recognition under the Merit System at Division Five last week when Superintendent Morrison awarded 15 credits each to five trainmen for taking special pains in "breaking in" new men. When a student is assigned to a trainman instructor it indicates that the trainman is recognized as being efficient in his line of work.

Every trainman wants to see the new men uphold the standard of his line, his division and of the Los Angeles Railway as a whole, so it should be remembered that proper instruction to these new men will go a long way in helping them do their work right when they begin duty.

The Division Five men rewarded are Conductor John Turvey, Conductor T. J. Trubul, Motorman C. G. H. Hoffmeister, Motorman Dan McCarthy and Motorman H. M. Guthrie.

"Cheer up, old man, the Golden Chariot comes to him who waits, you know."

"Yes, I know. But it will be just my luck to be waiting at the wrong corner."—Tit Bits.

# On The Back End

(Contributed)

We had a conductor named Coone,  
One day he got bugs as a loon;  
Dr. Fisher looked in and he said with a grin,

"I think you will be dead about noon."

—P. FITZGERALD.

□ □ □

The Editor Two Bells:

Concerning the article about the boys on Grand Avenue using five points on the controller throwing electric switch at Grand and Jefferson, let me make this reply:

Turn over, man. Grand Avenue cars do not use power at Jefferson and Grand. They drift into switch both ways.

A MOTORMAN.

□ □ □

The enthusiasm that has greeted the safety car found remarkable expression in the instruction department when Bob Pierson decided it was just as good as any auto truck, not barring one loaded with cement. Bob says he would back a safety car against anything, but this time he ran it right in the face of stern opposition. The opposition happened to be the aforementioned auto truck and it didn't like to be tickled in the ribs. What is left of this story and what is left of the car can be seen with the naked eye at the Fifty-fourth street shops.

□ □ □

Next to Motorman George Barlow of Division Two the biggest thing these days is George's smile. Understand it's a little grandson.

□ □ □

"It beats all how an old timer will get sort of sot in his ways," commented the switchman. "Why a few nights ago I found Dad Pierce of Division 2 waiting on the north side of Maple at Seventh for a Maple avenue car, then had to tell him they hadn't been running that way since May 9. The funny part of it is, Dad is skipper of a Maple avenue car himself."

□ □ □

I discovered today why passengers stand on the rear platform around the conductor. A lady got on my car and asked me, "Where is the Gates hotel?" and "Where is Figueroa street?" I told her and she said, "I'll stand here as I am hard of hearing and can see the streets better from here."

In other words they are deaf and can not see the streets so they block the rear platform. Also because the L. A. Railway has such fine looking conductors.—Conductor R. W. Howell, Div. 1.

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## THE TROLLEY CAR

"A horse!" the Ancient cried in haste, "My kingdom for a horse!" He did not know the modern way Of traveling, of course.

The Trolley Car's an animal that meets the public need For hurrying and scurrying and twentieth-century speed.

And those who haven't jitneys or taxicabs in pickle

Can board a passing trolley car and ride him for a nickel!

F. L. GIBSON,

Motorman 2395, Div. 1.

□ □ □

## COMING THROUGH WITH RYE

When a brother meets a brother

When a brother's dry,

Then each brother greets the other

With a prohi sigh;

Then they both drink ice cream soda,

For there is no rye.

Swell treat to hand a brother

When a brother's dry.

□ □ □

## DON'T BE A HOUND DAWG

Don't be a sore-head. Do you know I think kindness is the greatest thing in all this big world? There are today millions of men, women and little children who are hungering, starving for just kind words. Don't growl and whine and bark; leave this to the flopped hound-dogs.

Be gentle and kind, it means credits, not demerits.

# Looking 'em Over at the Divisions

## DIVISION 1

Conductor Berrie likes to work the Mateo street shuttle. You can have it but we know there are a few pretty girls that ride every day.

*A Division One conductor tells this story: A passenger boarded a West Sixth street car, paid his fare and sat down, then called out: "Let me off at Thirty-ninth street, please."*

*Conductor: "We don't cross Thirty-ninth street as this is a West Sixth street car."*

*Passenger: "Well, your car says '39' in front, I'll bet you a new hat."*

*When the car stopped, both got out, but it happened to be car number 39. The conductor didn't get the new hat as the passenger beat it up the street in a hurry.*

Editor Two Bells:

Just a word in regard to stools. I notice a great many men take a stool home or hide it every time they get off a run and take the stool again when they go to work. I rode in a car the other day that had a stool in both ends and one in the center for the conductor. The same day I took a tripper out of barn and had to stand up on account of having no stool. Every man should be forbidden to take company stools off cars.

Motorman W. J. SEQUIN.

## DIVISION 2

Conductor C. E. Kelley is leaving next week on a two months' leave of absence. During that period Conductor Kelley and wife will tour the South and pay a visit to his wife's relatives in Birmingham, Alabama.

Conductor Sam House, of University and Central line, has decided to throw away an entirely new alarm clock. For two consecutive mornings Sam has been showing up at the barns on time to the dot. He gives as the reason for this promptness, the recent quakes. Sam says that without a doubt Old Mother Earth makes the best alarm clock going. For one thing, it gives you speed in dressing.

Division Two has lost two good men in the last two weeks, Conductors W. E. Long and C. E. Heaston being granted six months' indefinite leave of absence, enabling them to try their hand on the police force. Here's wishing them success in their new duties.

Motorman I. J. Mooney is spending a three weeks' vacation down in Arizona amongst the gila monsters and rattlers, for which that state is famed.

Motorman A. T. Munn claims that his run has turned out to be a "bloomer." After spending the better part of four months on West Jefferson, he chose the same line in the recent shake-up. Now he claims that his run is so slow that even the Jack-rabbits hold him up. Cheer up, "old dear," just give Harvey of "Mut and Jeff's" place a clue, he'll take all the rabbits you can provide.

Conductor C. F. Weaver, of San Pedro and Western avenue run, is enjoying a short vacation in the northern part of California amongst the Big Redwoods.

Switchman C. S. Haldeman (better known as Charlie), has just returned from a thirty days' vacation, smiling as always. Charlie says that during that time he has been attending school at one of the large automobile instruction schools. Here's something that might be of value to some of the boys leaving for a couple of weeks.

Conductor A. Nielson has just returned from a pleasant week spent in San Diego and Tia Juana. He claims that the atmosphere is quite "moist."

## Who's Who



IN West Virginia, H. M. Guthrie made a specialty of saving shoe leather for folks as his profession was shoe repairer. He is still saving shoe leather for folks, but it is by giving them good street car service on the East Fourth and Hoover line, as a motorman of Division Five. Motorman Guthrie has been in street car service here since April 6, 1900, a little over 20 years, to be exact.

The moment that brought him alternating fright, sorrow and joy came years ago, when he was operating a Pico Heights car and saw a seven-year-old boy dart in front of his car. The lad was knocked down, but the fender, which was under the car of the older type, caught him and carried him as in a cradle. He crawled out unhurt.

Motorman Guthrie says he always had a fancy for the street car game, and after 20 years, has decided it is a good one. He and Mrs. Guthrie have their happy home at 548 East Thirty-third street.

## Introducing: New Men of The Week

The following men have been assigned to divisions for the week ending July 31, 1920:

### DIVISION 1

MOTORMEN: J. S. Koehn, E. Rice.  
CONDUCTORS: E. Donohoe, R. N. Moteler, G. Sanders, E. L. Ayers.

### DIVISION 2

MOTORMEN: T. L. Leyva, H. R. Dayhuff, F. Irvine, W. J. Teahan, M. Mason, F. C. Cassabaum, L. F. Palmer, R. L. Jones.  
CONDUCTORS: B. N. Lucas, S. Sultan, W. F. Johnson, R. A. Carmichael, J. A. Elder, G. M. Pinney, W. H. Laing, H. McDaniel, C. P. Bridwell, F. E. Marshall, H. LeBlanc, F. R. McCain, D. B. Miller.

### DIVISION 3

MOTORMEN: T. J. Matthews, R. E. Wallace, A. W. Wright, G. H. Witham, W. C. Rissman.  
CONDUCTORS: L. E. Nunamaker, C. W. McKnight, R. J. Leonard, F. Olive.

### DIVISION 4

MOTORMEN: M. B. Norton, M. L. Snell, H. W. Bivens, C. B. Crome, C. M. Fredenburg, G. M. Williams, Z. L. Mailhot.  
CONDUCTORS: D. D. Briggs, K. M. Parker, S. B. Iles, R. F. Griffin, R. G. Rice, H. F. Cagle, J. L. Lyerly, E. R. Hearne, P. C. Brown, T. A. Rowe, D. E. Heckman, F. White, H. E. Mitchell, G. C. Riffe, L. P. Whalen, J. Galindo, M. B. Stewart, H. W. McFarland.

### DIVISION 5

MOTORMEN: W. E. Shepherd, C. M. Mahoney, M. McGonagh, J. L. Sparks, W. R. Bland, L. H. Campbell.  
CONDUCTORS: E. Richards, A. H. Wheeler, M. Casey, H. F. Morency, O. A. DeWitt, C. McGonagill, P. C. Kreitz, M. L. Watson, J. J. Orton, G. R. Stevens, W. H. Coleman.

## DIVISION 3

Somebody said that Motorman Ross is always running ahead of time. The other day the doctor took a three-inch needle out of his—well, anatomy. Probably that was what was prodding him along, but we'll see.

Conductor J. A. Morris has returned from a 30-day auto trip through the Yosemite and reports having had a glorious time. After a few days' rest he will be on his run again.

Good night! Frank Christy, our popular night clerk, has gone to smoking cigarettes. Yes indeed, he is even buying 'em.

J. W. Allen, our worthy early night clerk, is enjoying his vacation. Before leaving he was presented by one of the boys with a beautiful cigar, but it turned out to be loaded and earthquakes had nothing on the fuss it made.

J. E. Ragsdale (Rags) is again bucking the list on the conductors' side. Rags left us over a year ago and tried everything to peddling vegetables, but has decided that nickel grabbing on the L. A. is pretty good.

Conductor Russell and family left Monday of last week by steamer Admiral Schley for San Diego and will take in Coronado, Tia Juana, La Jolla and other points. He will resume duty about August 10.

Conductor Dave Garrett has been on the job so long that he has an idea that he can take any old run. The other day he had a mark up, went out in the yard, saw Motorman Jim Stewart looking kind of lonesome on his car. He went along, but alas, it was not the right run. It's funny how they will do it.

Motorman Jim Stewart is tickled because the Salt Lake flagman at Avenue 20 has run out of pencils.

A would-be passenger cannot stop a car at a "no stop" point, but a poor lost nickel can. Why, ask Motorman G. N. Chapman.

Have you seen Conductor Ira Gott's patent fishing pole? If not you should. It is a grand thing for sleepy fishermen. Every time there is a bite a bell rings. All Ira needs to get it on the market is someone with capital to back him, so if you have some money, see this and invest.

## MECHANICAL DEPARTMENT DIVISION 5

I. C. Gordon, master mechanic of the division shops, will leave this week for Mt. Whitney territory on a hunting expedition. With him will be E. Y. Yonkin and Switchman Ed Forsythe, of Division Two.

Clay Haywood, assistant foreman, has selected the wilds of Northern California on his vacation.

Those cigars were on A. D. Ricks. He was married at Riverside, and when he returned he brought the smokes to show he is still a good sport.

Fred Dudley beat it for the San Gabriel country for rest and recreation.

A man can be said to have failed—when he has lost confidence in himself and in his fellow men; when the values money more than character and self-respect.

## DIVISION 4

Motorman R. C. Lindsey is back from his vacation and is full of pep. According to his story, he has sure had a good time visiting the lumber camps and fishing in the trout streams in the northern part of the state. Lindsey says, "No matter how big the trout were, I got 'em." (They didn't get away.)

Motorman William E. Forrest is off on a thirty-day leave. He and Mrs. Forrest are going to San Diego to spend their vacation.

An extra man on the back end would like to have "Packy" McFarland or G. M. Brassington to answer the following questions with which he was confronted just before the shake up. One lady got on at Fifth and Hill, just before he turned west, and told him to let her off where the car turned. Another lady got on at Kensington, about 1:30 p. m., and asked him which was the shady side of the car.

Conductor A. L. Layton is taking a thirty-day vacation, after working pretty steadily for about two years, and also having had a student with him every day for the past ten or eleven months. So we'll all say he's entitled to it. Eh, boys?

We regret to say that, during the past week the following men left the service from our division: Conductor G. H. Hoffman, other position; Motorman J. B. Kleinpaste, other position; Conductor R. W. Sallstrom, school; Conductor A. G. Wightman, school; Motorman W. E. Yeager, ill health; Motorman R. W. Ellsworth, wife's health; Motorman C. A. Hoffman, moving to Wyoming on account of wife's health.

Speaking about a conductor being an information bureau, Motorman 893 says that that is expressing it mildly. A lady stopped his car and said to the "con.," "Would you mind telling me where I left my parcels this morning?" His "con." answered, "I'm sorry, lady, but I cannot tell you. You had better ask a traffic officer."

Motorman Edwin Gregory has been called to his home in New Orleans, where his mother is in very ill health. He left on a thirty-day leave. We hope that things will brighten up soon for Edwin, and also hope to see him back with us again in the near future.

Well, boys, the motormen-conductors on the one-man cars did fine last Sunday, their first day out. Only three of them jumped the track, but they are only slight mishaps for these kind of cars. It only takes a minute to lift them back onto the track. One of the boys overheard this bit of conversation in his car:

Male Darkey (to lady friend)—"Well, honey gal, what do you all think of dese here new kind of cars?"

Female Darkey—"Dey sure is a cute little cootie, Rastus."

## DIVISION 5

Conductor K. R. Anderson left the first of the month for Kernville, to spend a few days vacationing.

Conductor R. H. Harris will be back this week, after a rest at his home, here.

Motorman E. M. Devall is spending his vacation working industriously around the house.

New covers have been placed on the pool tables so the boys who enjoy playing in their spare time are urging all others to be careful that the cloth is not torn.

The new office of Superintendent Morrison has been painted and looks slick as the proverbial whistle.