

Two Stools on Every Car

ZONES SHOW NECESSARY ROAD SPACING

TWO DISTRICTS MAKE RULE EASIER

By GEORGE BAKER ANDERSON
Manager of Service

Just suppose, Mr. Motorman, that your wife, mother or some other fond relative was on the back end of a standing street car which you were approaching in Zone 2. You took a chance on it starting at any moment and coasted along toward it, disregarding the 100-foot space rule. Your attention was diverted for a moment and when you looked ahead again you were within a few inches of the front car and unable to stop in time to avoid the crash. Steel gives way, wood splinters and glass flies in every direction.

Several persons on both cars are hurt, including yourself. The ambulance comes clanging up the street and you see men carrying away on a stretcher your mother, wife or other relative as the case may be.

Map Shows Zones

That is a little word picture of the danger of failing to space cars properly. It is a serious proposition.

The map on this page shows the road space zones indicated in Rule 61 of the 1920 book. It is printed in Two Bells so that there may be no misunderstanding as to where the boundaries of each zone are located.

Zone No. 1 lies within these limits:

From Plaza, south on Main street to First; thence to Central, to Twelfth to Main, to Pico, to Figueroa, to Sixth, to Olive, to Fifth, to Hill, to First, to Broadway, to Temple, to Spring.

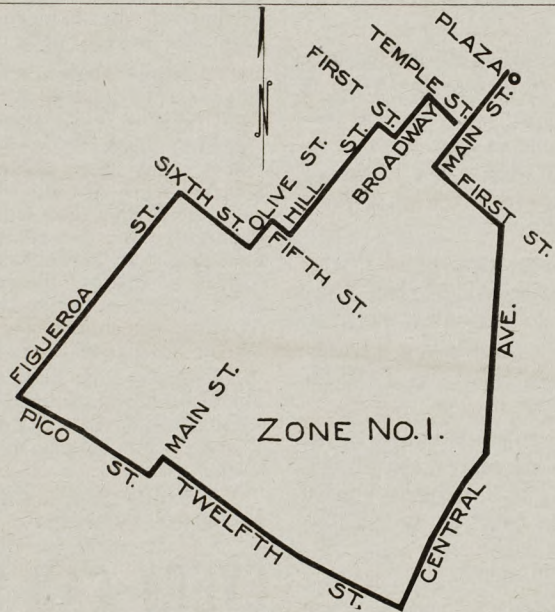
Zone No. 2 does not need as much detail description because it includes all territory outside of the above limits.

Modify Old Rule

In fixing those zones they were made much simpler than in the old

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NOTE
WHERE
YOUR
RUN
CROSSES
THE
LINE



PROPER
ROAD
SPACING
WILL
GREATLY
REDUCE
ACCIDENTS

This map shows Zone No. 1. All territory outside is Zone No. 2. The map illustrates road spacing as described in Rule 61 and discussed by the manager of service in this week's "service talk" for Two Bells.

Division Safety Committees Hold Initial Meetings

With the keen interest forecasting great success for the division safety committees in their campaigns to reduce accidents, first meetings were held last week.

Mr. H. K. Visscher, of the Safety Bureau, presented some of the plans for the organization. J. N. Sheridan represented the claims department at the meetings. It is not expected that with a system the size of the Los Angeles Railway, accidents can be eliminated so surely that the claim department can be sent home, but is expected that additional safeguards can be given men on duty and the company save some damage suits.

Charts will be posted monthly at each division showing the number of accidents for the month, how it compares with last month and with the average for the quarter. The accidents for August have been below the average for the past three months.

Athletic Teams Proposed for All L. A. Ry. Men

HERE is something that will interest every fellow that has real pep. What do you think of starting athletic teams at the divisions with contests in regular league style between the divisions and departments of the Los Angeles Railway?

The suggestion comes from Motorman J. C. De Deck who states that many of the boys at Division 4 are interested in forming baseball teams. He adds:

"It is late in the season now but we would like to form a team any how. If we can't do much this season, probably when the next opens, we will be prepared. Maybe you could suggest some kind of sport for the winter season."

Winter baseball is played here every year and the climate in Southern California certainly permits ball games the year round. But as a diversion, what do you think about basket ball?

NUMBERS WILL BE BURNED ON NEW SUPPLY

Through arrangements made by the Los Angeles Railway for comfort and convenience of employes, two stools will be placed on each passenger car, one for the motorman and one for the conductor. The stools will be painted yellow, the color of the cars and the number of the car to which each stool belongs will be burned in.

In this way the stools will be made part of the equipment of every car and can not be moved from one car to another.

Will Have Numbers

According to the plan announced by Mr. F. Van Vranken, general superintendent of the Los Angeles Railway, the four-legged stools which are still in good condition will be painted and marked the same as the new ones. While a slight inconvenience may be occasioned for a day or two while the stools are being painted, this will be more than offset by the permanent convenience of having two stools always available.

A number of years ago the peg-legged stools were placed on the cars by the company. Last year a full supply of the four-legged type was given but they had no identification as to car numbers and they found their way by various devious routes to back porches, lunch counters and in the trees at the ends of the lines.

Strict Discipline Planned

A full equipment of stools represents a considerable investment and to protect property and the convenience of men, severe discipline will be given trainmen who take the new stools from a car.

In connection with the announced plan, Mr. Van Vranken has received a letter from a trainman who signed himself "A motorman who does not

(Continued on Page 3, Cols. 3)

Editorial Comment

Fare Increase Necessary To Keep Your Wages Up

THE attention of trainmen is called to this editorial particularly because it involves the most important problem that has confronted the Los Angeles Railway since Two Bells was started and for a considerable time before that. *It is a question of whether the company is to receive enough money to make continuance of adequate service possible.*

The Los Angeles Railway has asked the State Railroad Commission to authorize an increase in car fare. By this means it is hoped to produce a revenue that will meet operating costs. *Every feasible plan to keep fares at five cents and still escape bankruptcy has been tried* but to give adequate service under present conditions, increased fare is absolutely necessary.

Since the re-routing, service has been speeded up for the convenience of passengers but unfortunately *the economies which were expected to result from the re-routing have been more than offset by increased operating expense*, particularly the price of power. Cost of electricity was increased 27 per cent in addition to a previous surcharge.

Los Angeles is the largest city of the west, according to the government census and its growth demands adequate street car service.

The public is slow to get the idea that a street car company is in the business of selling transportation. *That is the only thing it has to sell. The dealer who sells food, clothing or machinery adjusted his prices to meet his increased expenses and it is accepted as a natural result of the times.* But there is the idea that a street car company must keep on selling its goods at the old price and meet new expense without a murmur.

Recently your wages were increased to meet increased costs. The justice of such action was apparent. The two raises this year increased the annual pay roll \$990,000, which is almost a million dollars. *Some of the people who you will hear opposing a higher fare, would have opposed your recent pay raise. THAT IS THEIR TYPE.*

You can see that in justice to you and the company there must be more revenue to meet the increased wages and other expenses. You will probably be asked by passengers "Does the company really need increased fare?" You know the answer is positively "YES, TO KEEP MY INCREASED PAY GOING."

ZONES SET ROAD SPACING

(Continued from Page 1, Col. 1)

rule book. That provided for three zones but the old plan has been discarded and attention must be centered on the present system of two zones.

The best rule of road spacing for Zone No. 1 is never approach to the point where there is the slightest risk of a collision. In the business district where traffic is congested, naturally street cars can not be strung all along the block, but it is best to keep six or eight feet away from your leader and always have the car under perfect control so that an immediate stop can be made if necessary.

Keep 100 Feet Away

When you leave the business district and enter Zone No. 2 you are out of the heaviest traffic but the necessity for close watch in preventing accidents is just as vital. When you have to approach a car that is making a long stop, under no circumstances come within 100 feet of the car ahead in Zone No. 2 and remain there until the lead car starts.

Do not try to creep up on the leader because that is one of the causes of accidents, demerits, a thorough reading of the want ad pages of next day's newspapers and many other things. With this map and the cards that have been distributed there can be no excuse for you not knowing the safety zones and points where your line crosses the boundary.

Few Violate Rule

The safety rule for life and prop-

erty is very important in road spacing.

I am glad to say that of the 1200 or more motormen at work there are only about five or six who persistently violate the road space rule and I can assure you that number will be reduced.

Wait for Transfers

Another matter I want to mention in the service talk this week is waiting for transferring passengers at regular transfer points. It has been mentioned before but seems to necessitate another reminder. Motorman and conductor must hold the car until transferring passengers have entered unless an emergency exists and another car of the same destination is immediately following.

Hereafter I shall require all trainmen who see another car pull away when passengers are to be transferred to make out a miscellaneous report giving the number of the too-speedy car, the time and location. The rest will be a matter of getting the crew names from the dispatcher's sheets and another demonstration of discipline.

But like the road-spacing, I believe the majority play the game according to rules. Nevertheless, a dissatisfied passenger will forget the 99 times the car waited for him or her to transfer when on the hundredth time it glides away.

Fish Story Tells Everything Except Where they Get It

THAT truth is even stranger than fiction was again verified Sunday afternoon recently in the following fish story which is true. In proof of which I, the undersigned, also offer the testimony of Motorman E. M. Gallaher.

For thus it happened that while I was in charge of car 913, run 626, crossing Vermont about 6:30 p. m., I espied a fish of the specie mackerel, coming down Vermont in a state of great exhaustion. Taking him aboard my car he told me, while gasping for breath, that he had on the previous night, left his briny and pacific home, prompted by a curiosity to see the city; had become lost in the new environments and was fast perishing.

Motorman Is Witness

Having stated thus he gave up and expired. I carefully wrapped him up and put him away, in witness of my motorman and we proceeded on our journey.

The moral of this truthful occurrence is, of course, not new, as many a poor young fish in the past left his good old home environment for the glamor of the modern city, strayed from the beaten path and perished.

Cites Darwin's Theory

As to the possibility of, and scientific fact in this story, we submit Darwin's doctrine of evolution which states that our present amphibian reptiles were at one time fishes and could dwell in water only. This is undoubtedly in accordance with this principle. In some future day when fishes, according to evolution, shall frequent our hills like their amphibian cousins, the name of the mackerel will be enshrined in undying glory.

The above has been written in reply to numerous inquiries as to where I caught that fish Sunday night, and if you do not believe my story I can't help it.

Truthfully yours, Conductor Chas. E. Nelson, Division 3.

EVERY CAR WILL HAVE TWO STOOLS

(Continued from Page 1, Col. 4)

want to stand up all day." The general superintendent declares that the writer has expressed the views of the company exactly in these words:

Let's Co-operate

"It is to be hoped that it will not be necessary for the officials to take any drastic action because of any employe removing from a car one of these stools. I think every trainman will agree that after the cars are equipped with stools, it should be made a dischargeable offense for anyone to remove a stool from a car, because when he does, he is depriving his fellow workman of a stool and working a hardship on him, which certainly is wrong.

"Now boys, let us kick in, show our appreciation, and do our part. Use the stools as they should be used and leave them where they belong. In doing so, we are working for our own interests. If we don't, I have a strong hunch, after talking with an official of the company, that something will happen to the fellow who does not co-operate. Maybe, he won't need a stool, as he will be busy looking for a job and perhaps he will find one where they don't use stools."

Passenger: "Say, conductor, is smoking on the front open section allowed?"
Conductor: "Yes, but not too loud."

MEMORIAL TO EX-SERVICE MEN AIDED

Showing the same determination that marked their efforts during the war, ex-service men of the Los Angeles Railway have been actively at work to procure a heavy ballot for the Memorial Auditorium bonds which are to be voted on at the election tomorrow, August 31. There can be no opposition to a plan that will provide a useful and lasting monument to the heroic deeds of men who fought and won in the Great War but the big task is to acquaint the voting public with the proposition.

The Los Angeles Railway men realize that a determined effort is necessary to accomplish the desired purpose tomorrow because there are many other matters to be voted on and they divide the attention of the public.

The proposition is for the issuance of \$4,100,000 in bonds for the construction of the big auditorium at Normal Hill. The plans call for a seating capacity of 13,451, representing the number of men of Los Angeles who served in the Army, Navy or Marine Corps. All patriotic organizations such as the American Legion, the Spanish War Veterans and the G. A. R. will have spacious quarters in the proposed building and at the same time the auditorium can be utilized for big conventions which will be attracted to Los Angeles.

Coupled with the Memorial Auditorium plan is the proposal for a Civic Coliseum at Exposition Park. This would provide a combined amphitheater and stadium seating 75,000 people. Bonds for \$900,000 are proposed to finance the project.

The management of the Los Angeles Railway is back of the men in their patriotic efforts to make the campaigns successful.

WATCH TRANSFERS URGES CONDUCTOR

Conductor K. F. Stuhr of Division 2 has written a letter urging all trainmen to take special care in accepting transfers. He has noted the numerous attempts to make a round trip for a nickel by the use of a transfer which patrons trust the conductor will not notice. He says:

"A man got on at Third and Main with a Central avenue transfer. I told him in a nice manner that the transfer point was Fifth and Main. He had been down shopping like so many of them do. Can't we conductors get together on this matter and all watch transfers better? It makes it bad just for a few to watch the work. This means a great loss to the company as it amounts to more than two dollars a day on my run alone."

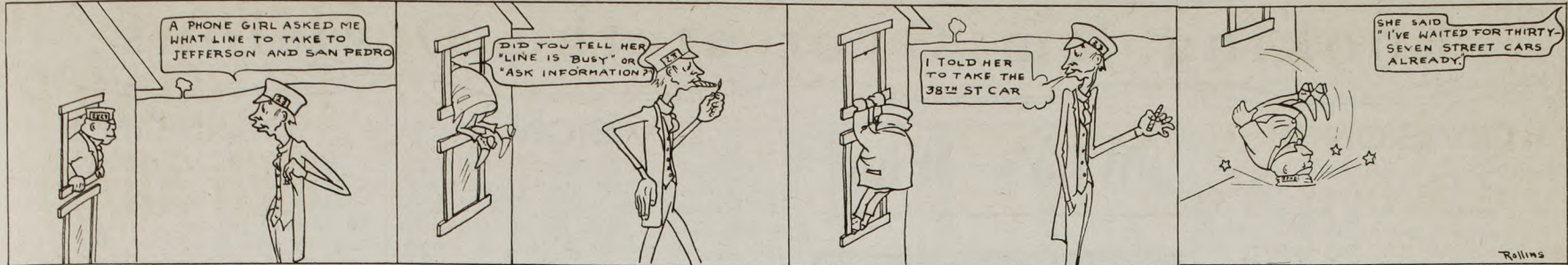
Handy Device Used To Locate Streets

One of the best suggestions for betterment of service that has been received for many weeks came from C. J. Knittle of Division Four. He has perfected a compact device, of special use to student trainmen, that shows the conductor at a glance his position on the line in relation to streets and house numbers or important buildings near the car line.

A model was sent to Mr. George Baker Anderson, manager of service, and the suggestion was considered so good that it will be taken up at a conference of company executives.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things

(Hand Picked)

Pin a nice large bouquet on Conductor George B. Newberry of Division 1. He graces cap No. 2440 and his courtesy won this commendation. It would be fine if a lot more folks would adopt Mrs. King's attitude and report the good things in life.

Supt. of L. A. Railway, Dear Sir: Pardon the liberty I take in writing you. I feel it my duty to inform you of the courtesy of one of your conductors on the Maple Avenue car line. He is always on the alert to help his passengers that are not able to help themselves on and off the car; also I lost a pair of gloves on his car and through his carefulness and kindness I received same the next trip. Other passengers spoke of the interest he takes in finding same. The number on his cap is 2440. I am employed in the city and ride these cars every day and find no fault with any on this line. I feel when any good reports can be given, why not report them. The public in general is always ready to give out the bad reports. I think we each and all should have credit for all the good we do. Respectfully,

MRS. G. B. KING,
203 E. Santa Barbara Ave.

Two Bells seems to make quite a hit when it gets away from home and wanders around in the east, judging by this friendly expression from H. B. Flowers, second vice-president and general manager of the United Railways and Electric Company of Baltimore:

"Just a word to say I think your little publication, Two Bells, is very snappy, and contains a great deal of very good operating advice, and I feel that you must be getting good results from it."

This brief note from an A-Z-U.R.I.D.E reader shows appreciation of street car service. It reads:

"A-Z-U.R.I.D.E received. Send next issue. Have no suggestions. Service good. Your men 9/10 accommodating. Keep it up."

OSCAR M'NEIL,
2869 West Pico St.

Motorman T. J. Cimmino received this nice commendation a short time ago. He is a Division 3 trainman.

Los Angeles Railway Co., Gentlemen:

Desiring to do some good and to give credit when I think it is due, it is with pleasure I write you about Motorman 315, Washington and Garvanza car line.

He has always seen me when I was running to get his car and seems to so cheerfully accommodate passengers.

He calls nearly all old ladies "Mother" and seems to be a general favorite.

I think he would be a good man for other motormen to follow.

Yours very truly,
A. O. HOLLY.

4827 W. Washington St.

Conductor W. S. Sylvester of Div. 2 does not need a megaphone judging by this letter:

Wish to recommend Conductor No. 1844, Maple Avenue and Heliotrope Drive car, because he is the only conductor since my return last November to this city who announces the streets so as to be heard in front end of enclosed part of car. As this is a great strain to any conductor's voice, it occurs to me that a small megaphone might help both conductor and passenger; unless, better yet, the London-England system were adopted here. I am landlady at 2314 Maple Avenue.

CONDUCTOR Ding and Motorman Ding Ding will not have to buck the extra list very much. It looks like they will have a regular job every week and then a few weeks ahead. They are here to get bossed around and want you to tell them of some funny stunt to put on. This week's suggestion was signed "Motorman 893."

Funny things happen every day on the cars, at the divisions or in the shops. Write the editor of Two Bells as to what you want to see the trainmen with the funny forms try next.

Four Men Get 171 Trout In Four Hour Contest

THIS week we have the third and final installment of an interesting vacation story written by Motorman R. C. Lindsey of Division Four. He made a trip far into the Redwood country, far from any settlement and describes the beauties of nature and the fine hunting and fishing. Last week he told about "falling" the giant Redwoods.—The Editor.

BY R. C. LINDSEY

After the tree falls, the limbs are removed by a "swamper," then the "barker" peels off the bark, which is a job requiring both skill, and a good set of spikes in your shoes, as the sap beneath the bark is as slick as a soaped rail. When most of the tree is slanting at a steep angle due north, and maybe twenty or thirty feet off the ground, and you prying away on the thick bark with a fifty-pound crow-bar, and slip,—it's curtains maybe, or just a few days in bed. I tackled one tree and had a dandy time, simply wonderful. It looked easy but I soon found out the easy part was removing the seat of my trousers sliding down the mountain, with a crow-bar coming along a few feet behind me.

Far up the mountain I heard my buddy yell, "You tell 'em, sunburn, you're going to peel." But my bark-peeling days were over, no fooling.

HERD OF DONKEY ENGINES

Taking the logs out of the woods, after the "bucker" has sawed them in short lengths, is the big job. It requires a number of donkey engines, a log chute, a crew of "rigging slingers," with each donkey, and also a "whistle punk" or signal boy. Down in the canyon, along the log run, will be a donkey with a line running up the side of the mountain, around a stump, and back to the donkey, practically a circle. The main line pulls the logs down to the chute, and then reversing, the back line will pull the main line back up the mountain, where another log will be attached to the line, and pulled down to the chute, and so on. Down the chute will be another donkey, and so on until they reach the main, or "bull" donkey, which is located along the railway track. Here the logs are loaded on cars, and taken down to Elk.

and dumped in the mill pond, ready for the saws. It's a great life, getting out the timber, but I'd rather fish, and I did.

25 TROUT FROM POOL

The next day I went down to the creek, and finding a promising pool, settled down for a few hours of sport. You don't have to walk up and down the creek to get the limit up there. In about two hours I had twenty-five trout, varying from six to twelve inches long, and I threw a great many small ones back into the creek, to grow up. And I kept in that one spot, so all of you of timers who claim you can't take more than one or two trout out of one pool, had better change your tune, for it can be done.

FISHING CHAMPIONSHIP

The following Sunday, four of us chose about one hundred yards each of the creek, and fished for the championship of the camp. We all had salmon eggs, which were brought up from Elk; spinners, flies, and periwinkles, the fisherman to choose his bait. The contest to end at noon.

I tried my spinner, then a fly; finally I sat down and fished with periwinkles, taking my merry old time, and began to get results. At noon, I had thirty-one, my buddy thirty-six, one of the other forty-two, and the winner had sixty-two. One hundred and seventy-one fish we four took out of about four hundred yards of that creek in less than four hours. Sounds like a fish story, but listen; think of a creek up in the mountains, where only loggers have ever dipped a wicked hook, and very few of them, at that.

CLOSED TERRITORY

The entire property around there is owned by the Goodyear Redwood Co; their rangers patrol the mountains, keeping outsiders out, to lessen the danger of fires, which would destroy the valuable timber. I believe one can obtain permission to fish and hunt on their land though, if the proper credentials are obtained. Even then a ranger will watch you like a hawk, and see that you break no game laws, as it is hard for some men to pass up a buck. Venison is common meat in the camp, during the season, and the loggers who have a gun usually take it along with them to work, sometimes bringing in a buck on their shoulders, at the end of the day. Next year I'm going to take my vacation during deer season, up there—absolutely.

INSTRUCTORS INSPIRE POETRY

The Editor,
Two Bells:

I have been reading your fine paper ever since the first issue and have been much interested in the news from the different Divisions and departments but never much from the Instruction department. Now why are they not worthy of mention? They surely are on the job every day.

A Friend of the Instructors.

There's R. R. Smith, the big chief of the bunch,
And Bob Pierson, his assistant, gives new
Con's the punch.
To always be ready their courtesy to show
And all other rules Conductors must know.

Now Instructor Scott does the same to motormen new,
Always making it clear their mistakes must be few.
Frank Mennrick is general utility man you know,
Takes any one's place when on vacation they go.

The mysteries of the big 9010 are told
By one Dan Healy who's not very old.
Walter Hole is the outside instructor you see,
All others with his ideas agree.

The Birney Car expert, Sir Grant Clear,
Tried to enter his car from the door in the rear.

The ones called the "rough edge" instructors are:
Oscar Elrod and A. Miller always on their car.

There's Starling, Anderson, Mathews and two Millers
"Traveling Instructors" and always speed killers.

Now Bill Bailey is Instructor at Division One,
C. F. Crandell at Division Two,
Division Three has Harry Beales,
And Goldsmith takes charge at Division Four,
Ernie Dye is at Division Five.

These Instructors sign out the runs to all men new,
A big job it is, but their duty they do.
The books at the office are always kept straight,
By Secretary Williams who never is late.

On The Back End

(Contributed)

In answer to the challenge of Motormen J. Gelt and I. Kudler of Division 2 as champion pinochle players, we wish to accept the challenge for five, fifteen or twenty-five games at Division 5 or 2. Motormen E. J. Knapp and T. L. Stevens, Division 5.

A lady got quite excited asking the conductor "At which end of the car do I get off?"

"Quiet yourself madame," he said "they both stop at the same time."

Conductor D. E. Ulrich of Division 1 thought something was missing from his car and looked around. He found it was the motorman and was preparing to notify the Lost and Found Department when he spotted his pilot, W. D. Everett, out fixing a trolley brake ahead of the next car, and adding up some credits.

Why is a trainman so much like a doctor?

They both have to have patience (and patients) to get along.

Conductors running on different routes Should be able to tell a stranger the whereabouts,

And be always ready to lend a hand To the aged and crippled without command.

By doing so they will gain renown, And the merits will show that their acts are known.

—Conductor A. Warren.

My wife, since reading of that conductor's wife removing a spring leaf from the car tracks, is putting in all her spare time and then some removing fall leaves from the tracks. I don't think she is looking for any medals nor has any desire to see her picture in the paper, but I believe she has a sneaking idea that it may help hurrying up her free transportation pass.

H. H. LEE, Div. 1.

BUY CARLOADS OF FOOD TO BEAT HIGH PRICES

A determined move to swat the famous high cost of living is being made at Divisions 3 and 5, through the purchase of a carload of government food at wholesale prices. Trainmen who wish to buy bacon, roast beef or corned beef at the low prices should speak to one of the division clerks.

OLD JOHN STORK SHIFTS COURSE TO DIVISION 4

Old John Stork, purveyor of promising progeny to particular people, decided to port the helm after his recent visit to Division No. 3 and steered toward Division No. 4. Division No. 3 got a couple of prospective trainmen but the stork left two baby girls for Division 4 men.

Conductor Eddie England comes to work with a big smile and keeps it all day. Conductor S. T. Cooper has a good-looking baby girl who takes after her father. Congratulations to both.

Mr. Stork where do we go from here?

Looking 'em Over at the Divisions

DIVISION 2

Motorman H. H. Fairman, who has been on an extended vacation visiting Eastern points, is back, and glad of it. He was captured by the "flu" while there and looks thin, but expects to regain his rosy cheeks in a short time.

Conductor A. E. Clark, who has been pinch hitting for Two Bells, was forced to spend an involuntary vacation in the hospital. We sincerely hope he will be back in the line-up very shortly.

Motorman G. W. Gunner and daughter are back from a short visit to Catalina. Gunner annexed a dandy case of sunburn and is practicing walking on his hands while his legs heal. When he reached home he found that some crook had ransacked his house from front door to screened porch and annexed several articles of value.

Mr. C. J. Clark, of the office force, is now on his vacation, recuperating from the nervous shock sustained by him during the recent earthquakes.

Motorman C. E. Kelly is just starting on an extended visit to "Birmingham, Alabam.," where his relatives are located.

Mr. F. Van Vranken, General Superintendent, and Mr. G. B. Anderson, Manager of Service, both were visitors during the past week. "Come again, boys."

Mr. P. V. Mann, our Division Superintendent, who has been away on vacation, is back on the job, feeling fit as a fiddle after his rest.

In these days of mirrors and—er socks, can you think of a more desirable job than motorman? No wonder they never quit!

Dad Clark, who is so high on the seniority list that he is lonesome, is back from a few days' lay off. Dad is never so happy as when he is bossing the south end of 402.

The boys don't seem to be so anxious to get off since the pay boost, as they seem to want a good look at a man's size pay check.

MECHANICAL DEPARTMENT

DIVISION 1

Mechanical Foreman L. Martin is planning to leave September 2 for a vacation in Bear Valley. He will be away for two weeks.

* * *

Mechanic W. T. Creavling will take his vacation beginning September 4, and starting toward San Diego, which is also in the direction of Tia Juana.

DIVISION 3

Mechanic H. B. Truitt has been in Los Angeles 36 years and with the Los Angeles Railway for the past 16 years, but in that time he has never roamed so far from home as San Diego, so he will start for the southern point on a few days' lay off.

* * *

Mechanical Foreman Lee Lewis returned from his fishing trip in the Sequoia Park with wonderful stories and a sprained wrist. The painful memo of his vacation was quite an inconvenience for a few days.

Everybody makes mistakes. The only ones who don't make them are slumbering in the cemeteries, and it is not unlikely that some of them are there because the doctors also make mistakes.

Who's Who



TWELVE years on one line might be considered quite a record in street car service and that record goes to Conductor W. R. Price of Division Four. He set the long distance record on the Angeleno and Crown Hill line and in that time saw the territory develop quite a lot. In the last general choice he selected a daylight run on Pico and East First. Conductor Price has been in street car service here since April 14, 1908.

Another record he holds is Sunday attendance record, not at church, but on the job. Week in and week out, he shows up Sunday and does a regular shift just because he likes it. "I'd be lost without a street car to run," he said, "and I get a lot of pleasure out of it." Conductor Price is one of the leaders on the Merit System records, having a rating of 121 at present.

Introducing: New Men of The Week

The following men have been assigned to divisions for the week ending August 21, 1920:

DIVISION 1

Motormen—R. E. Thompson, R. O. Combs, H. E. Meason.
Conductor—H. Payne.

DIVISION 2

Motormen—J. D. Brubaker, F. C. Raymond, J. A. Wear, H. A. Mayfield.
Conductors—E. A. Somerville, H. M. Pearce, R. D. Donner, Leslie Falk, R. F. McDermed, Jr., E. T. Colligan, C. F. Osborne, E. W. Saurin, C. E. Hill.

DIVISION 3

Motormen—R. P. Stephens, F. Brown, F. Byers, F. H. Miller.
Conductors—E. C. Bradley, A. R. Nimocks, J. M. Campbell, E. F. Hunter, C. W. Loveless.

DIVISION 4

Motormen—E. P. Linder, E. A. Cutler, F. Venuto.
Conductors—E. F. Mayerle, A. Vejar, E. M. Marshall, J. H. Lowry, C. C. Medearis, W. L. McAfee, Z. L. Thomas, J. H. McClintock, I. D. Proctor, C. C. Baldwin.

DIVISION 5

Motormen—W. F. Kanpke, G. Sheppard, C. L. Newlin, J. T. Nusko, W. F. Webster, C. M. Detrick, A. D. Stewart, R. Evans.
Conductors—H. S. Herbert, H. L. Sugg, G. A. Baltas, H. E. Pickett, O. E. Oatley, I. K. Hadlock, J. E. Erwin, J. Williamson, H. E. Estep, W. L. Pettit.

EVERY DAY ETHICS

The honesty which is unswerving.
The truthfulness which abhors a lie.
The helpfulness which lightens the burdens of life.
The human sympathy which gladdens aching hearts.
The honor which scorns to take a mean advantage.
The courage which always dares to do right, and
The courtesy of kindness.

DIVISION 4

In the issue of August 16, the editor for Division 3, is quoted as saying: "We expect the winner of the 'Limerick Contest' will be a Division 3 boy as we generally lead in everything." It's a fine thing to be able to feel that, but "self praise is no recommendation." We'll give Division 3 credit for possessing fine pool sharks but in answer to the above remark we request you boys to, "go away back and sit down."

Conductor H. H. Winchel has left for Cleveland, Ohio, on a sixty-day leave. He is paying a visit to his folks and his old home town.

Division 4 takes credit for having among its trainmen, the famous "Brigham Young" (motorman) and also Conductor "H. E." Ketchum. We understand Division 1 has got us beat in this respect in having a conductor by the name of "Rob Nichols."

Say brothers, here is some news which just arrived and you can believe me, it sure is news. Motorman P. J. Hayden of the East Fourth line is all set to get married next week. He's got the ring and everything. This is no joke. Congratulations, old man.

Conductor H. Beckwith is on a thirty-day leave. He is going to Somis, Calif., to spend his vacation.

Conductor H. F. Hames is also on a thirty-day leave. He has left for Kansas City to pay his folks a visit.

Did Motorman E. P. Willis say anything about getting married? Well boys, congratulate him because it really happened on August 15. It seems he was a little too bashful to break the news to the boys so we will break the news for him. Best wishes to you, E. P.

The following boys of this division resigned during the past week to take up other positions: Conductors, D. J. Ernsberger, J. H. Thacker, J. G. Scott. Motorman C. Gould found it necessary to leave the service on account of ill health.

Motorman J. R. Deenean is on a five-day leave. He is changing his residence these days because his landlord got to profiteering too hard to suit J. R. We hope to see him back soon, well satisfied with his new location.

Motorman R. B. Young is on a sixteen-day leave to attend to some out-of-town business. He is also going to spend part of that time in resting up so that he will be ready to resume his duties in due time feeling fresh and happy.

DIVISION 1

Superintendent Ed. Williams has been deer hunting, but no particular shortage of game is reported as a result. He journeyed far into the hills with Dick Smith, chief of the instruction department, and Andy Anderson. The latter claims to have almost kicked a deer with his knee, but you can believe that or not as you like.

J. B. Lair has been the boss of the division for the past two weeks, but he will go back to his former duties this week.

The alterations at this division have been practically completed. The superintendent will have a private office, which will serve his purpose far better than the cash receiver's "cage," which has been put to double use heretofore.

DIVISION 5

Motorman E. J. Haggerty has been ill for quite a while and is at the Crocker Street hospital. He would be glad to see any of the boys who can find time to go there during visiting hours. Motorman Haggerty is an ex-service man.

Owing to the acute shortage of houses at reasonable prices near the division, the building habit is growing fast. Motorman W. Moore is spending his vacation with hammer and nails rigging up a new home and Motorman A. J. Eaton is doing the same.

It is a good thing the boys of Division 5 did not break off diplomatic relations with the neighborhood butcher on the strength of promises of venison made by Conductor G. F. Stevens. The hunter is back from the wilds but did not even see a deer, as near as can be learned.

Conductor A. J. Konecuy is vacationing in the mountains.

Conductor C. F. Bates is another who has hit to the hills for a short rest.

Conductor C. D. Fisher has gone to Catalina for 15 days. The veteran trainman says he is out for anything from jack smelt to leaping tuna.

Conductor J. M. Chandler and Motorman A. J. Udall, both old timers, are leaving to take up other business.

DIVISION 3

The general choice on West Eleventh Street line, occasioned by the return to school-day service this week, created considerable interest at Division Three and kept all hands busy.

Foreman E. E. Smith is vacationing at Catalina.

Supt. P. C. McNaughton has received word from C. E. Zimmerman, one of the real old-timers, who is on indefinite leave of absence in Kansas and Nebraska. Motorman Zimmerman has been in ill health for some time but is making some headway now, according to his letter.

Motorman L. H. Roberts has written from Wright's stating that his wife is still seriously ill. Motorman Roberts is on a 90-day leave.

These "from Missouri" motormen who "have to be shown," when they claim a schedule is too fast or too slow, are just pie for Superintendent McNaughton, because he shows them sure enough. Recently a motorman on a Garvanza car had the superintendent as a passenger and invited him to see if he could get the car to the bridge on schedule. Mac took the car and landed it there, not only in the required time, but a little ahead of time.

Motorman C. H. Owens has gone to Bedford, Indiana, where he found his brother seriously ill. Motorman Owens says he lost 24 hours on the trip, due to washouts along the railroad lines.

LIGHTNING STOPS POWER

Power trouble Tuesday August 24 was caused by lightning affecting the Southern California Edison Company's Big Creek plant, according to the chief engineer's office. The "juice" was off eight to twelve minutes. The trouble was recorded at 8:38 a. m.