

TWO BELLS

VOL. 1

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No. 8

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

Safety Committees to Be Formed

CONTEST OPENS FOR POETS TRAINMEN AND

1st AUTOMATIC DISMISSAL RECORDED

By George Baker Anderson
MANAGER OF SERVICE.

The first case of a trainman automatically discharging himself has been recorded in the merit system records of Division 2. Through offenses including reporting for duty under influence of liquor, oversleep and missing out, and being absent without permission, the conductor put himself below the 75 per cent efficiency deadline.

When a man puts himself below that mark he has demonstrated very clearly that he has so little interest in his work that he cannot be of use to the company and is blocking his own chances for success in life.

He exercised the privilege of all trainmen in appealing from the decision to the manager of service, but a survey of his record and review of the case resulted in the division superintendent's rulings being upheld.

Entering service of the Los Angeles Railway May 7, he received his first demerits May 24. His record is as follows:

May 24: Reporting for duty 5/23 under influence of liquor, 50 demerits, rating 90 per cent.

June 1: Oversleeping, missing out 5/21, ten demerits, rating 88 per cent.

June 30: Clear record for June, 25 credits, rating 93 per cent.

July 7: Absent without permission, 30 demerits, rating 87 per cent.

July 11: Absent without permission, 40 demerits, rating 79 per cent.

July 16: Absent without permission, 50 demerits, rating 69 per cent.

This record shows that repeated violation of a rule will bring increased demerits. The clear record for June gave the conductor a chance to get out of the rut and "hit the ball," but he did not show the disposition to do so and continued in the steps that resulted in his automatic dismissal.

A motorman of Division 3, who modestly declined to sign his name, sent the editor a plan and description of stools supplied motormen in Omaha, Neb. The idea seems a good one, although the editor is no engineer, but it was given to the engineering department of the company with the hope that it may be of use to all trainmen.

Cash Prizes To Be Given for The Best Limericks Boosting Merit System

POETS front and center. Natural born poets, trained poets and untrained poets here is a chance to "obey that impulse" and make the impulse make some money.

Two Bells goes ahead and as it goes it boosts, so it is going to encourage other boosters.

Boosters of the Merit System are to be found wherever two or three trainmen are gathered together at a division point. Now we are going to combine the efforts of boosters and poets.

Accordingly Two Bells hereby announces a Merit System Limerick Contest. This is the idea: you jot down a few lines of equal proportions with a rhyme here and there and call it a limerick. For example:

There was a conductor named Jim,
Who for nickels was always in trim;
He got every fare
And rang it with care,
So the boss voted credits for him.

Maybe you think that is pretty poor for a start. If you do you can be sure you are not alone and most likely can do lots better yourself. But conductors are not going to walk away with this. Not while a motorman has a mirror. He can reflect a little, you know. Here's one about a motorman:

A motorman named Harry Tryer
Saw a piece of bad trolley wire;
He phoned it in fast
Before his car passed,
And set his efficiency higher.

Eleven dollars in prizes will be given to the limerick sharks. Five dollars will be first prize, \$3 second prize, \$2 third prize and \$1 fourth prize. The winning contributions will be published in Two Bells. The contest opens with the distribution of this issue and will close Saturday, July 31, at midnight. Division clerks will receive your contributions up to that time, but no later.

Put your limerick in an envelope addressed to "Limerick Editor, Two Bells," and give it to a division clerk. He will forward it to the Limerick Editor. The limerick must boost the Merit System. As trainmen are the only ones affected by the Merit System, the contest will be for trainmen only, as they will be best qualified to write poems about it.

Follow the style of limerick about Conductor Jim and Motorman Tryer and try for the \$5 prize. The winners will be announced as soon as possible next month.

Conductor Held Up When Trolley Jumps

Conductor O. Mays of Division 2 had an unwelcome visitor on his Brooklyn and Hooper Avenue run Monday night last week in the form of a lone masked bandit. Conductor Mays was confronted at Thirty-second Street and Ascot Avenue at 9:05 p. m. outside the car after the trolley had left the wire and the car was dark. The hold-up man got \$23.95, and Conductor Mays' changer.

Lee Uses Hot Air When Gasoline Fails

The shortage of gasoline holds no terrors for Mechanical Foreman Lee Lewis of Division 3, as he claims to have a hot air attachment for his auto. He cares not how far from home his gas runs out, he always has a big stock of hot air on hand. So he should worry, or as he says it: "I should kiss a pig."

Monthly Dance To Be Held Saturday

Yo! Ho! Ho! and a glass of punch. Big time next Saturday night, folks, for the monthly dance of Los Angeles Railway employees will be held in Recreation Hall, near Division 4.

As usual, an entertainment will precede the dance and Charlie Means is planning to make the affair a dandy with several new features. If you can possibly come, if for only part of the time, be on hand and get acquainted with other employees of this company and their families.

Motorman's Home Is Visited By Burglar

The home of Motorman W. R. Westman, Division 3, who lives at 2400 Valley View street, was robbed last week of property worth more than \$200. Motorman Westman took a day off to take stock of the loss, but is on duty again working to make up the loss.

MECHANICAL SECTIONS TO JOIN

To develop and carry out comprehensive plans for preventing accidents with their consequent risk to trainmen and passengers, safety committees are to be organized among officials, trainmen and employees of the mechanical departments of the Los Angeles Railway. It is planned that the General Safety Committee, which will be headed by the general manager, meet once each month to consider and pass upon safety measures submitted by the divisional or departmental committees.

The General Safety Committee will be composed, according to present plans, of the general manager, claim agent, manager of service, general superintendent, superintendent of operations, chief engineer and safety supervisor.

Trainmen Have Active Part

Trainmen will have an active part in proposing safety measures through their division safety committees. Three regular motormen and three regular conductors will sit at each session of the division safety committees. These trainmen will be selected quarterly by the division superintendent, safety supervisor and division instructor. At the end of three months another six men will be chosen so that as many as possible may have a chance to take active part in the safety work.

Permanent Members

The permanent members of division safety committees will be division superintendent, safety supervisor, division supervisor, division mechanical foreman, division instructor, supervisor (track department), assistant safety supervisor and one claim adjustor. Meetings of this branch will be held twice a month to consider safety plans from varied sources and of carrying out methods agreed upon.

The permanent personnel of the mechanical department safety committee will be, according to the plans at present, master mechanic, mechanical engineer, superintendent of electrical repairs, general foreman, foreman of car houses, paint shop foreman, foreman of carpenters, repair shop foreman, machine shop foreman, blacksmith foreman and the safety supervisor.

Each Shop Represented

The periodic personnel of the mechanical department committee will be one employee for each shop department.

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Editorial Comment

WORTH OF MERIT SYSTEM

THE Merit System was introduced a comparatively short time ago but it has soon come to the fore as a vital feature of street car operation on the Los Angeles Railway. In the time that it has been in force, the records have reflected the attitude of trainmen. They regard it clearly as a means whereby the actual cash can be earned for special help to the company and specially good service.

The records have shown that the majority of trainmen are earning the monthly bonus, which will be paid in a lump at the end of the year. **The percentage of men earning the bonus is growing rapidly.**

There are a few who will not play the game wherever you put them, in war or peace. A few such men will "beef" that the company will find ways of demeriting men to prevent them getting the bonus.

Such an idea is so apparently false that it scarcely merits denial, for any reasoning man can understand that efficiency in trainmen is worth as much and more than the price of the bonus in reducing accidents and increasing public good will.

THE LITTLE POINTS COUNT

THE story about the acorn that grew up to be a big tree for the squirrels to play in is too well known to warrant re-telling. It has been told in various forms, but there has never yet been a version in which the acorn did anything other than grow. It did not go smaller or even stay where it was.

It is the little things that make the whole good or bad. Some of the rules cover little things about street car operation, but if the rule book were dropped down the well it might be just as well to quit trying to operate a street car system.

An example of the smaller things, is the operation of car pulling into the car house. It is a mighty big matter to a man who is passed up when he has waited for several minutes and that car would serve his needs. Street cars are in service from the moment they pull out of the car house until they pull in, according to regulations.

Every once in awhile a trainmen has to have this called abruptly to his attention and it does not make for good street car service or for good efficiency records.

New Suggestion for Illuminated Signs

Dear Sirs:

Since the rerouting of cars it has been necessary to have new destination signs, naturally made of wood; during the night where there are two or three cars of different destinations on same line, people cannot see what direction a car is going. I would like to suggest that cars with illuminated signs be reserved for night runs. If, as I believe, this could not be managed, why not have a colored electric light for different routes, or as shown, color the glass. This is the most inexpensive plan I can think of and although suggestion may seem unreasonable, I can honestly say passengers would be thankful to you. In the short space between Sixth and Alvarado and Sixth and Rampart, west, people have to stand in the road to see if it's their car or not. Maybe it is. If it is not it means walking to the pavement and back again until the next, and sometimes, through unavoidable reasons, it may not be it then. With lighted signs it would save all this. Could have made this more brief, but wanted you to have proof of statement. Respectfully yours,

F. W. HACKER,
Division 1.

P.S.: Under present conditions cars either have to slow down or stop entirely if they are wanted or not.

Introducing: New Men of The Week

The following men have been assigned to divisions for the week ending July 17, 1920:

DIVISION 1

Motormen: Ed Seybold, C. O. Steele, A. M. Uline, K. W. Gale, E. O. Rousseau, L. H. Bowers.

Conductors: W. B. Hopkins, L. H. Brown, J. M. Elliott, F. E. Creviston, C. E. Anderson, M. L. Wrestler.

DIVISION 2

Motormen: H. C. Peck, T. L. Carnine, C. C. Adams.

Conductors: E. E. Ford, C. E. Harnecker, F. Newell, Geo. Best, M. A. Simon, E. J. Flanagan, G. W. Shaffer, F. E. Hamilton.

DIVISION 3

Motorman: W. Volkens.
Conductors: H. E. Case, P. T. Rimmer, F. R. Waldo.

DIVISION 4

Motormen: J. P. Michels, C. Frazier, R. W. Noble, W. C. Scott, C. F. Price.

Conductors: O. Leisv, G. E. Howe, E. H. Hedenberg, T. F. Mannix, R. L. Downing.

DIVISION 5

Motormen: J. H. Strauch, W. F. Hembd, N. H. Durland, M. L. Fletcher, R. W. Jones, E. Rice.

Conductors: F. L. Winning, Paul LaKey, A. V. Pehrson, J. M. Wells, E. L. Wagner, E. L. Carlson, W. A. Price, W. E. Cunningham, O. F. Marshall.

Transfer Right Sure Enough, But Place Was Wrong

CONDUCTOR C. F. WOOD, who now works a Griffin Avenue run, tells of a little surprise he had the other evening. Making a stop, he picked up a gentleman of the labor profession about 6 feet 3 inches tall, together with his diminutive wife and bairns.

The man paid his fare and, taking a good, keen look at the conductor, said good night. Wood probably did not show much recognition for his tall friend of some former run remarked: "Oh, I remember you always, for once you made me pay a nickel when I had a right transfer." Wood said: "I remember! You had a right transfer at the wrong place."

Truthful Mechanic Tells Fish Story That Stopped Boat

Charlie Unwin, who makes 'em go round in the mechanical department of Division 3, has caught the fish story idea that has spread through the department until anglers' yarns are as common as grease.

He now offers to back up this story with reliable witnesses. Probably other mechanics:

"I had fished for several hours, then got a good tuna bite. The fish was a fighter and started to pull the boat away at a great clip. It got behind the steamer from Los Angeles Harbor, U. S., and started in the opposite direction. Would you believe it, the suction from our boat was so strong that it stopped the steamer in its tracks."

Why They Stand Up In Back of a Car

One of our conductors on the Brooklyn line was curious about why people liked to stand on the rear end of a car when the seats were vacant.

While ruminating on this question a dapper young fellow came in, paid and remained standing.

"No extra charge for seats," remarked the conductor by way of a feeler. Thus encouraged, the youth sat down, only to rise and stand back again.

"Want a cushion?" said the conductor.

"No," said the boy, "I just feel so darn good I can't sit down." Next one questioned replied it was too cold. The next was a stout old boy, who, when questioned, said: "I chews tobacco and I likes to speet out the door."

The Editor,
Two Bells:

I met Supervisor Ownby two weeks ago and since then have met the 10 p. m. Santa Fe train under his direction and believe I have benefited by the experience—hence the enclosed article, for why wait till a man is dead to extoll his virtues?

Yours sincerely,
MOTORMAN ROBERT W. REID,
Division 3.

"JUST CALL ME JOHN." That is the way that Supervisor Ownby introduced himself to me, a trainman whom he had never seen before, when I had occasion to take a special car to the Santa Fe Depot, and by these few words and the way he has backed them up, "Just John" has made a friend and one who will co-operate with him to the full extent of his ability. I have found it a pleasure to work under John's direction and if you doubt the worth of courtesy and helpfulness to the public go to one of the depots and watch John work. It will convince you that it is worth while.

Supervisor Ownby is about to take a new district, which does not include the stations. His familiar face will be missed around the depots.

CO-OPERATIVE ASSOCIATION EMBLEM IS PROPOSED

Editor "Two Bells."

Dear Editor:

I have looked forward to every issue of "Two Bells" and have enjoyed them immensely. Think they are great. When I have read them I send my copy to the folks at home, who look forward to them as eagerly as I.

If acceptable, allow me, my dear Ed, to congratulate you and your staff for the rendering of the most interesting and breezy little paper that I have ever had the pleasure to read.

I see in your issue of July 12 that Mr. R. S. Bliss, secretary of Section 4 of the Co-Operative Association of Los Angeles Railway Employees, gave a column explaining the great service and actual benefit of that organization. Now, if suggestions are in order, may I make this one:

Have an emblem made that every member could wear in his button-hole, or a pin for her shirtwaist or coat. Not a cheap one. Every member would gladly pay for theirs, as we could not ask for them free of charge, for it would be too big a drain from the association.

I can think of no better symbol than the emblem on the Los Angeles Railway uniform buttons. The hand grasping waves of electric force in center of circle, with Co-operative Association of Los Angeles Railway Employees printed in circle around the after-mentioned emblem.

You can readily see that I am interested in this association and would appreciate it if you would mention the suggestion through Two Bells.

Yours very truly,

CONDUCTOR L. L. SWEET,
Division 3.

Wait Till You Finish Run Then Turn Register

A word of caution about handling a street car register may avert some difficulty and inconvenience to new and veteran trainmen alike. It is a good rule never to turn back the register until at the very end of the run, but always turn it before leaving the car to telephone the dispatcher.

One of the important features in attending to a register is connected with making reliefs. When a relief is made at a busy corner the relieving conductor often has to start collecting fares immediately and does not have a good chance to check the register figures of the retiring trainman and must, to a large extent, depend on his word for the reading of the car card.

Many trainmen, in making a relief, take the opportunity to walk up a block from the actual relief point and, for their own protection, check the register reading and car card.

"Oh, dear, there's another earthquake," exclaimed an old lady when Motorman Gunner threw the electric switch under her foot at Sixth and Vermont.

Bouquets And Things

(Hand Picked)

Motorman L. Cromeans and Conductor C. V. Judd, both of Division 3, are the men entitled to this bouquet praising them for accommodating passengers and still keeping to schedule.

July 14, 1920.

Manager L. A. Railway.
Dear Sir:

I wish to express my appreciation of the courtesy and consideration of motorman No. 263, Brooklyn Avenue line, and his conductor. They earnestly endeavor each night at about 4:35 P.M. to accommodate the employees of the S. P. Co. by holding their car for the men to catch it on their way home.

They are by far two of the best men I have observed in their efforts to accommodate the shop men and thereby increase the earnings of the car.

I could, if I had time, obtain many signatures to this statement. Their names are unknown to me. These men have the interest of their employers at heart.

Yours truly,

F. A. WALLACE.

3524 Eagle Street.

□ □ □

Here is an Easterner who was impressed by more than the earthquakes. The other as the courtesy of Conductor James H. Hood and Edwin A. Hilty, both of Division 5. Unfortunately the writer did not give his address so the company could express thanks to Mr. Clafin.

July 15, 1920.

The Los Angeles Railway.

Gentlemen:

This is to be a letter of praise toward two of your trainmen.

I am connected with a large street railway in the east so am well qualified to criticize or say a word in favor of the crew I am writing you of.

Last evening my wife and self were on a Hoover Street car coming to the city from Manchester.

The men concerned were conductor No. 2622 and motorman No. 133. We are strangers in your city and asked the conductor more than was really fair to expect him to answer, some of our tenderfooted questions must have amused him, but yet he answered all politely and seriously; in regard to a car connection, he said he was not sure but would ask the motorman as he was an older man in the service of the company.

I went forward with him, fully expecting to get some rude and gruff answer, but surely was pleasantly surprised to find him just as kind and polite as the conductor. He was able to tell what I wanted to know correctly. I wish to state that all the information these men gave us was absolutely correct and we were very grateful for such kindness.

Very truly yours,

HOWARD S. CLAFIN.

□ □ □

Cap No. 2748 covers the head of Conductor O. F. Jeske of Division 5, so it is to him that this praise is due. The commendation is from a regular passenger on the line.

"Conductor 2748, University and Central 'Manchester' Line is to be commended for the manner in which he handles heavy travel. I was on his car Saturday, July 17, and the car was so crowded that other passengers could hardly get on and people insisted on standing near the rear end of the car. He kept after them in a nice way and finally succeeded in getting some of them to move forward. People kept asking questions pretty fast, but he did not lose his patience, as some men would have been inclined to do."

□ □ □

For Motorman Thomas Newman of Division 1:

Mr. James H. Cranston of 2026 West Seventh Street gave this commendation in a letter to the Los Angeles Railway:

"I was pleased to observe the courteous manner in which Motorman No. 525 handled his passengers who passed him as they alighted from his end of the car. There was nothing that was too much trouble for him, and believe me, it is that kind of a man that makes people glad they ride the cars."

□ □ □

Here's to the passengers who play the street car game like good sports. We have them. They are the folks who never sag back against the rear wall or falter in the doorway or place themselves in awkward positions or hang on to everything in sight or puff two or three big clouds of smoke before they throw that stinker away. As I was going to remark, if we didn't have a lot of white kind of folks there would be a bigger scarcity of conductors.

DIVISION 3.

MERIT SYSTEM DEVELOPS JUNE REPORT SHOWS 756 AWARDS HIGH EFFICIENCY REACHED

THE following letter to the manager of service gives a detailed survey of the Merit System records for June, compiled by a representative of his department. A general analysis of the month's marks was given recently in Two Bells but the following figures are complete to the last detail. Here is the report:

I hand you herewith survey of the merit system for the month of June. The number of individual merits allowed for the month of June was 756, as against a total of 165 allowed for the month of May and that portion of the month of April when the merit system was installed, an increase of approximately 500 per cent in one month over the months of April and May together.

During the April-May period 92 demerits were assessed, as against 251 for the month of June.

This survey has been delayed by reason of the pressure of stenographic work in this office, which you can yourself readily conceive was considerable when the credits and demerits alone numbered more than 1,000 and the clear records approximated at least the same number, making more than 2,000 individual entries to be made by the stenographers of this office. The survey shows 474 credits allowed to trainmen for tying broken trolley and span wires as against 96 allowed for the same good work during the April-May period.

Because of the large and increasing number of credits and demerits it has been necessary to provide a key system. The key is as follows:

No.		
1	Fixing broken wires.....	474
1a	Special courtesy.....	5
2	Help with wrecks.....	9
3	Help with autos on tracks.....	34

4	Help in accidents.....	18
5	Miscellaneous credits.....	82
6	Help with BO equipment.....	35
7	Care for company property.....	56
8	Helpful special reports.....	25
9	Traffic helps.....	18

This list is for credits. The demerits begin with No. 10 and are as follows:

No.		
10	Oversleeps.....	46
11	Smoking on duty.....	4
12	Fare troubles.....	5
13	Passing up passengers.....	8
14	Wrong signs.....	4
15	Violating road space.....	2
16	Miscellaneous demerits.....	36
17	Missing reliefs.....	31
18	Miss-outs.....	34
19	Discourtesy.....	20
20	Absent without permission.....	15
21	Not securing witnesses.....	14
22	Accidents.....	15
23	Mishandling property.....	2
24	Starting too soon.....	5
25	Insubordination.....	4
26	Ahead of time.....	6

The No. 5 miscellaneous credits and No. 16 miscellaneous demerits are arranged because they include only one of a class. As it develops in the working out of the demerit system, it seems necessary to give credits and demerits for a number of strange things.

Permit me to call your attention to the record established by R. W. Reid, which now amounts to 137 per cent, and to H. W. Gilmore, which is now 135 per cent.

SAFETY COMMITTEES TO INCLUDE ALL EMPLOYEES

(Continued from Page 1)

ment selected quarterly by a committee consisting of the general foreman, shop foreman and mechanical engineer; one mechanical department employe from each car barn selected by a committee consisting of the mechanical foreman and division mechanical foreman and one employe from the electrical repair department selected by the superintendent of electrical repairs. These men will serve for three months. Meetings will be held once a month.

The safety committee of the Way and Structure Department will have a permanent personnel of six and periodic personnel of three, selected quarterly by the engineer of ways and structures and the supervisor and foreman of the Vernon yards. The permanent members will be engineer of ways and structure, chief supervisor (operation), supervisor (track), foreman of the Vernon yards, general foreman and safety supervisor. A derrick man, a conductor of work trains and a motorman of work trains selected quarterly by the engineer of ways and structures, supervisor and foreman of Vernon yards will complete the committee. Meetings will be held monthly.

Electricians on the Job

The "live wires" of the electrical

department will have a safety committee with six permanent members and six periodic. The regular members will be the engineer of electric power, superintendent of lines, superintendent of substations, superintendent of electrical construction, line inspector and safety supervisor. Two towermen, two operators, one repairman and one construction man will be selected quarterly by the superintendent of lines, superintendent of substations and superintendent of electrical construction. Meetings will be held monthly.

Directed by Safety Bureau

The entire work will be co-ordinated and directed by a safety bureau with a safety supervisor as the working head. While the general plan has been outlined and agreed upon by executives of the Los Angeles Railway, numerous details will have to be worked out before the first selections of committee members are made and first meetings are held. It is realized that the task of cutting accidents to the minimum is a big one, but it is one in which the trainmen and mechanical department men can give great service to the company, to their fellow-workmen and to the public.

On The Back End

(Contributed)

For the benefit of Conductor Ed Urban of Division 1 and other fishermen who tell of the "one that got away," Conductor Ira E. Gott of Division 3 recommends his alarm and holder. It has all facilities except the alibi.

* * *

They are long enough now.

This is the answer for last week's query: "Why don't they make the one-man safety cars any longer?"

* * *

While working a San Pedro and Western avenue run, a colored woman got on my car at Seventh and Broadway going east. She offered a transfer and I told her the transfer was 30 minutes overdue. Then she said:

"Lawdy, mister, the conductor been punched the transfer 45, so I thought you was allowed 45 minutes on them."—Badge 70.

* * *

Where Knockers go to!

Remember the devil lived in heaven till he started knocking. You see where he is!

* * *

ON LIFE'S SCREEN

'Twas midnight on the ocean, not a street car was in sight;

A blind man dodged a flake of snow,

The sun so bright winked in delight at the stars up overhead;

A dumb man shouted out the news: "Another raise in bread."

He created Adam and he made him square, Then he borrowed one rib to make the pair; Then Eve, the rib, the hank of hair, Passed the apples with disarming air. "The apples are fine," he did declare, "But now I find that my rib is a bare."

MOTORMAN ALBERT W. RABE, Div. 1.

* * *

A few days ago the key to Division 1's mail bag lock was mysteriously lost, and the whole office force lost many valuable hours (?) searching for the miscreant without any semblance of success. Every drawer was turned upside down, every pigeon hole emptied of its voluminous contents, pockets were all inverted, dozens of keys, pieces of wire, hairpins, etc., were pressed into service, yet the faithful old lock held fast and would not release the division's mail. But joy at last! the efficient night clerk, Mr. Ruggles, appeared on the scene and wisely found a solution to the difficulty. Picking up the heavy loaded bags, he proceeded without delay to the dispatcher's office and got them to use their duplicate key, returning triumphantly, and apparently in the best of humor to his regular duties. When in trouble leave it to Ruggles.

DON'T HOG THE POOL TABLES!

SOME DON'TS

DON'T run through trolley breakers; it will play "ding, doll, dell" in power house.

DON'T put your front sign down when running in; lock your rear door, sit down and say, "Joy ride," like getting money from home.

DON'T tack a cushion to a stool and call it your own. Everybody at No. 2 is doing it.

DON'T soak the man behind.

P. S.—I hope my leader from "Land of Snows" won't get so many "hot boxes."

G. H. GUNNER, No. 2.

"Fatty" Munn, a well-known chauffeur on the West Jeff line, had a very heavy trip the other evening at Vernon and Pacific. His Lizzy refused to go. He blamed it on the conductor and Mayor Snyder. The dispatcher finally sent a mechanical man from Seventh and Broadway to see what the trouble was. If you want to know what it was ask "Fatty."

Looking 'em Over at the Divisions

DIVISION 1

Conductor J. W. Courtwright, working the owl car on West Pico and East First, has just returned to work. He has been taking a week's vacation to work around home.

Conductor Chitwood is sure a good judge of speed. When he and Motorman Hile were east bound on Seventh at Mill streets they were held up for about three or four minutes with a tower wagon and an auto south bound on Mill street tore a step off the street car. Chitwood made out an accident report answering all the questions and when asked how fast car was moving said: "About 10 miles per hour." After standing still for three or four minutes!

Some demerits ought to accompany Student Instructor I. M. Short's record this month. And he had a student this time when he missed his relief, too. I. M. says he was so busy telling his student about the job that he forgot to get his car. Student says they were so busy lamping an extraordinary display of hosettes that Short just simply was knocked cuckoo, and when he recovered the car had passed.

Could you imagine such a thing? Nobody missing out, and the A to Z running out of hot cakes and everybody holding onto their trolley rope, no overs and shorts, the claim department taking a day off, no accident reports—nobody to Mr. Williams. Gee, it would be heaven!

Conductor McPhearson saved 40¢ the day of the earthquake. Mac was just going to dinner when the shock came, but you know Mac's stomach is weak.

Mr. Bright, our cashier, is back again after a two weeks' vacation and is looking fine. Let's see how fast you can let us go home at night, Bright.

Our night switchman, Charlie Adolphson, relates his earthquake experience thusly: "I returned as usual, but at 10:30 or thereabouts, I awoke suddenly and dressed quicker than that; then after waiting awhile and no more shocks, I retired again at 12:26. I repeated the first performance, only breaking my former record by one minute and ten seconds actual time in dressing. After waiting awhile longer and no more shocks, I went to bed and all was well. Saturday night when I went home I retired as usual, but only kept my clothes on, left my room door open. I didn't want to be bothered, for I didn't want to waste any time in dressing and opening the door." That's all right, Charlie, we know you can move fast when you have to.

DIVISION 5

Motorman Charles A. Malcolm has selected Murietta Springs and Glenn Ranch for his vacation.

Conductor D. N. Bailey will feed the pigs and herd the cows, etc., on his father's ranch for the first half of August.

"Commodore" H. Conklin and Motorman H. S. Campbell will spend August in the northern part of the state hunting and fishing for trout, mountain lion and squirrels.

Motorman Chas. N. Stowe leaves next week for a two weeks' vacation in the mountains.

Conductor K. R. Anderson is going to Kernville next week.

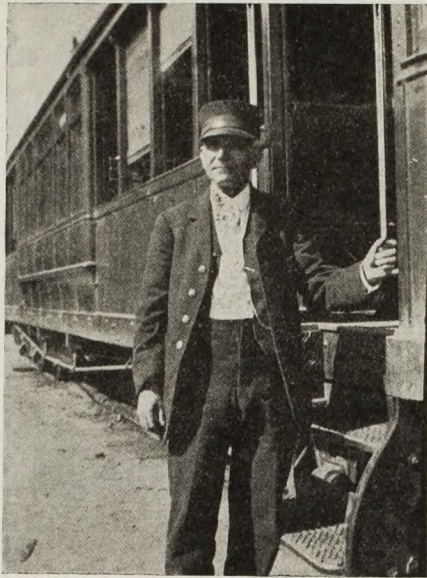
T. V. Maitland is now a supervisor at Division 5. Dave Rogers is another who has quit piloting a car and now acts as supervisor.

Motorman A. G. Ewing is enjoying a month's rest, combining business with pleasure.

Conductor C. R. Zoll is in Minneapolis on business.

Motorman H. O. Lillie will leave about the middle of August for a camping trip on Mt. Whitney.

Who's Who



FIRST BOUND was out when Motorman J. R. Hardin of Division 3 brought home the ball game crowds in the old days, and it was not with an electric car, but with the old cable coach. The cable looked like quite an improvement to Jim Hardin in those days, because he had piloted a horse car prior to that. He entered service in 1887, which is just about 33 years ago. Now he has a day run on the Hawthorne line and admits it's a great life.

Jim's horse car run was from North Broadway to what is now Rosedale Cemetery on West Washington street, and if conditions were O. K. the trip could be made in two hours. Even in those days cars would run off the tracks or a farmer's rig would stick in a mud hole. Then the driver would put a few stones in front of the wheels to clear both from both the tracks, then drive the car to one side of the road and back onto the tracks a little farther along.

Jim Hardin worked with Frank Nye, now of Division 1, for 12 years without a break, but feels that Frank is quite a youngster at the game, because he has only been in the street car game here since 1889, whereas Jim came on in 1887. Quite a difference.

DIVISION 2

Motorman T. A. Bewer plans a hunting and fishing trip for the latter part of August.

Motorman William Still leaves this week to take his wife to Chicago. Mrs. Still has been in ill health recently.

Motorman William F. Wellage is busy showing some friends and relatives the sights and wonders of Southern California, so is taking two weeks off to make a good job of it. He will be back next week.

Conductor Eiserman is at Catalina for a short vacation.

Conductor J. A. Conty is resting at the beach preparatory to beginning the strenuous life of a supervisor.

Motorman C. A. Robinson is going to drive to Ventura with his brother beginning August 16, and will remain on vacation until the end of the month.

Teddy Parsons, who was a motorman, has fallen from grace and will be a supervisor hereafter. Conductor E. Perkins will assume similar duties when he returns from vacation.

DIVISION 3

The genial Mr. Anderson, private secretary to Superintendent P. C. McNaughton, arrived on the job Monday with a nice sunburn on his face and his eyes very red. He said he had been for a long auto ride, but when we were young and good looking we used to get that way looking 'em over at the beach. How about it, Anderson?

At 10:11 a. m. July 16, when the earthquake hit Division 4, about twenty men rushed out through the doors and windows. A. A. Goldsmith went out through the window, knocking down two students on the way. B. B. Boyd rushed out through the office window and the balance of the office force through the front door, not stopping for hats or coats.

Motorman Jack Williams is back at the wheel now, after being on the sick list for some time. We are all glad to see him back and are sure he is too.

Conductor C. E. Vasser was observed at Long Beach recently displaying his fine points in a bathing suit and he sure has some figure.

Clerk H. A. Russell has returned from his two weeks' vacation at Coronado and Long Beach and reports having had the time of his life. Did not see much of 'em, as his wife was along.

Conductor S. A. Hall says nix on the lady barbers. That several hundred dollar shave was too close a shave for him. Never mind, Hall, might have been worse. He has bought himself a cute little coupe and is very proud of it.

Motorman W. Pearson, champion walker, has just returned from his hike to Oregon. If you pin him down he will tell you just how many ties there are to a mile, but there was no war tax attached.

Division Superintendent McNaughton's new office is completed and all ready to move in, but Mr. McNaughton hesitates, as he claims it is too hot, it being on the sunny side and all windows. There are many of us who will be sorry that we did not take advantage of the chance to get used to lots of heat in this world in preparation for the next.

A passenger boarded a Main Street car the other day and told the conductor that he wanted to go to Car-buncle Heights. The conductor scratched his head and said it must be Bunker Hill you want. No, he said, that wasn't it. "Well," he said, "there is Boyle Heights." "Ah, yes; that's it—Boil Heights."

Motorman George Houdashelt is to disport himself at Catalina next month.

Conductor G. W. Clark will swim at Redondo from August 15 to 23, according to his vacation plans.

Hereafter Conductor C. R. Preston and Motorman William Still will be known as "the official car cleaners."

D. C. Smith, the "Arizona Kid," left the nickel snatching job and is on his way to Rattle Snake Creek, Bear Cat County. But he thinks he will return in two or three weeks.

A conductor of Division 2 looking for merits, picked up a P. E. fender at Seventh and San Pedro, dragged it down to Division 2. The mechanical man, George Morse, took one look at the fender and told the conductor that it did not belong to the L. A. Railway. The conductor replied it was stretched by the accident.

DIVISION 4

Conductor J. R. Keyes found it necessary to take a sixteen-day leave to go back to his home in Douglas, Ariz., where his baby is very sick.

The boys of Division 4 surely appreciate the fine suggestion sent in by Motorman Breakenridge of Division 3 in regard to putting stools on the cars and numbering them the same as the car.

Conductor Frank Keeler had to be relieved last Friday evening because the earthquake caused him to rip the west end of his trousers as he was facing east and the draft became too chilly.

Somebody sent in a miscellaneous report the other day when they should have made out an employees' accident report. Here is the content. You can judge for yourself. "I regret to inform 'Two Bells' that a serious damage has been done to company property at Division 4. G. E. Mosier seems to have been a victim in an accident and recovered from same minus that thing he had on his upper lip." (The company ought to be able to win this case, because burning dead grass is against the law.)

The boys of Division 4 have been full of excitement this past week over the shake-up. We must say we had a good many fine runs to choose from and with this shake-up came the initial choice of the new one-man safety cars on the Angeleno & Crown Hill line.

Conductor C. D. Sayers, the boy with the everlasting smile, has left for his home in El Paso, Texas, on a thirty-day leave. His mother is in ill health. We hope things will brighten up for Brother Sayers and that he will be back in the very near future.

Conductors B. J. Robey and H. E. Rice left the service during the past week to take up other positions.

The editor has received a number of suggestions and jokes from one of the boys who failed to sign his name to them. Most of them are very good articles. (You tell 'em earthquake, I'm a little shaky.) The editor wishes to extend his thanks to "that something" who is helping him out so much.

Conductor Paul Tromblay, who has been doing a good bit of work as supervisor lately, got to talking with a traveling salesman the other day who told him that in all the large cities which he had traveled in the Los Angeles Railway had every system beat that he had known for courtesy and service. And then he presented Tromblay with his card, which read—Eugene A. Snowden, New York.

You have a right to believe anything that's right,
One can't think crooked and act straight,
So ring 'em up, fellers—

—L. T. W., Div. 4.

DIVISION 2 GOSSIP

(In reply)

Division 2 holds to time with four-motor cars on the line.

Divisions 1 and 4 do not need four-motor cars as they are noted for running ahead of time.

FROM ONE WHO KNOWS.

Conductor W. Gilliland made a trip to Tia Juana a few days ago and says he had a fine time. Left here with two bits and came back broke.