



Plans Made for Christmas Traffic

FORM REGULAR SYSTEM FOR OPERATING

BY JOHN C. COLLINS
Traveling Supervisor of Safety

The law allows the Company officials to put any kind of an apparatus on the car they wish to safeguard the lives of passengers, but when it is once on it must be used for that purpose, or the Company is liable.



Gates are put on a car to keep people from falling off while car is in motion, and should be handled exactly the same as those on an elevator. Exit gates should be handled so that no one could fall off the car while it is in motion even if they wanted to.

The "sure-thing" crook takes advantage of the conductor who gives starting signal before people are all on the car. He also takes advantage of an open exit gate while car is moving; will fall and collect damages. At times it is just a new suit of clothes, and again the claim is far greater, but it costs money to investigate it just the same.

Left Hand for Gate

When a motorman stops his car, he should glance to the mirror, or just before stop is made is better. If someone wants off, pull the gate handle loose from the lug, just as the car is about stopped, hold left arm stiff, using body for leverage and your foot for a brace, and open gate. Left hand is the best to use, as it leaves your right free to make an easy stop.

If you unload before getting signal to proceed, close your gate while standing. If not, just as soon as you release your air, let the right hand fall back on the gate handle and close it while you are feeding up the controller. Don't run across the street before closing; have it done with right away. The move soon becomes automatic, and you do it while at a slow rate of speed.

Wait for End of Line

Never open gates on either side as you near the end of the line, as many people have formed the habit of leaning against them while waiting for car to stop, and through force of habit don't look to see if they are open or

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

Two Credits To The Office Completing Merit Marks for Christmas Bonuses Dec. 15

SOMEbody wanted to know why all the pictures in Two Bells have been about men. "Why don't you write some stories about some of the girls, or are you married?" was the query.

The only comeback possible is to print a picture, so here we have Miss Cecelia Eimers at the left and smiling and Miss Alice Johnson at the right doing the same thing. They have charge of the credit and demerit records in the office of the manager of service. Just off-hand, one might say that seems impossible, because they would be a credit to any office. Fair enough.

As the Merit System records for 1920 close November 31, so that the bonus money may be distributed to



efficient trainmen just before Christmas, the two girls are quite busy these days. The bonus money is to be paid December 15, just handy for the holiday season.

Motorman J. B. Haston of Division Four and Motorman Reid of Division Three are high men at present.

Well, we started to write a story about the girls, so we will ask the good-natured printer to put the type of this story all around about the picture and everybody ought to be pleased. But we are going to have some more pictures of some more girls in Two Bells just

to answer our friend who wanted to know why we didn't.

Now, whose picture do you want to see next in TWO BELLS?

EXTRA HEAVY TRAVEL IN HOLIDAYS EXPECTED

With the heaviest Christmas travel in the history of Los Angeles predicted, plans affecting every department of the Los Angeles Railway are being made to meet the heavy demands for street car service.

While the shops are making every effort to put all possible cars into service and give a maximum service, R. B. Hill, superintendent of operations, is planning to facilitate service through the downtown district by placing an adequate number of fare collectors at the busiest corners. These men will assist in the loading of cars and give information to the hundreds of visitors to the city.

Supervisors on Job

An effective distribution of supervisors will be made to handle emergencies. Necessary flagmen and switchmen will be kept on duty.

Where the electrical department is putting in new feeders or rearranging the old ones to give the best possible voltage conditions, work is being speeded up as fast as possible to be ready for the extra travel. The new Heliotrope Drive feeder, No. 19, from Sixth and Rampart to Dillon street, has helped power conditions in that district materially. Similar improvement has been made on Vermont from First street to Pico.

Safety Specially Necessary

With the approaching record traffic a special safety warning is issued by the Safety Bureau. It is vital, more than ever before, that cars be kept under control and that both motormen and conductors make special efforts to prevent step accidents, as there will be many strangers in the city unfamiliar with street car service of Los Angeles. In the downtown district the auto congestion is expected to present a serious problem.

"Shop earlier" must be the slogan this year rather than just "shop early." If employees will urge relatives and friends to shop earlier and shop between the morning and evening rush hours so as not to add to the usual heavy travel in those hours, they will help materially in handling the phenomenal traffic anticipated.

Former L. A. Ry. Man Has Royal Position

A pretty good sample of getting ahead in the world was shown recently when Gustav Lindman, who was an employe of the drafting room 16 years ago, returned to Los Angeles as technical adviser of a Royal Swedish commission investigating street car systems in the United States. The commission visited Los Angeles recently.

Lindman was born in Sweden and returned to his home land when he left the Los Angeles Railway. He visited with several of the old-timers who remembered him.

Accuracy is Vital In All Reports

Accuracy is vital in all reports made by trainmen, whether it be on trip sheets, mileage cards or anything else. In telephoning the trouble board, give the information correctly and specifically. If it is a question of the number of passengers on your car, be accurate and don't guess. If you have been delayed state exactly what was the cause.

MTR. E. B. VALENTINE PROPOSES ORCHESTRA

Motorman E. B. Valentine, of Division 4, is quite busy these days (when off duty). He is trying real hard to get an orchestra together. E. B. says he wants an orchestra to represent every division, which, you will agree, is a fine idea. He says, "I would like to get in touch with all trainmen who handle orchestra instruments. Would like to have all divisions represented. We are going to push it through." We wish you good luck, E. B.

C. J. KNITTLE.

As a help to conductors, especially men new in the employ of the Los Angeles Railway, it is suggested that they count their personal change before beginning a run. This can prevent much of the confusion that new men often experience.

Another point to be remembered is that if a conductor is "over" one day and "short" the next the overage must be turned in, and conductors can not proceed on the theory that one balances the other.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Ideas on Traffic Wanted

TWO very annoying traffic traps of the downtown section of Los Angeles have long been a problem to street car operation. They are at the Plaza district and the junction of Spring and Main at Ninth. They are like the neck of a bottle through which cars must pass in entering and leaving the congested zone.

No doubt many of the men on the cars have noticed that these points cause serious delay and have thought over ways of speeding up the cars. One suggestion for Spring and Main intersection is stopping the "cross fire" of auto traffic between the two streets at that point. Another is prohibiting the left hand turn. At the Plaza, perhaps a rearrangement of the stop points might help.

But the points present an annoyance to trainmen as well as expensive delay to the company. R. B. Hill, superintendent of operations, is working on the problem and asks the cooperation of employes. If you have an idea, send it to Mr. Hill and it will be welcome.

Handling street cars for Los Angeles is one big job, but success can come through cooperation. Two Bells is a herald of cooperation and urges it early and often. Now here is a chance to show the real spirit by sending in your ideas on this traffic problem.

Protection Is A Duty

THERE is fun in the day's work and there is the serious side. There is a risk and there is plenty of protection, but it is a risk even to walk across the street.

Employes of the Los Angeles Railway have a distinct advantage over employes of some other corporations in that they have a valuable protection in the Los Angeles Railway Employes Co-operative Association. For a slight expense, a fund is provided for sick and death benefits of different classifications that can be applied to dependents outside the employ of the railway.

When a man leaves the house in the morning hale and hearty, with a wife and four children dependent on his earnings, and then unexpected death leaves the wife and four tots in serious financial difficulties, it makes a man stop and think of what would be the consequences if the unexpected happened to him.

Mr. Charles Means, assistant secretary of the Association, is ready at any time to discuss the matter with you. See him at his office in the Pacific Electric Building.

STATEMENT ON STARTING RULE

(The following official statement is issued by John C. Collins, traveling supervisor of safety, and A. K. Plummer, director of traffic.)

Referring to the STARTING SIGNAL RULE effective Monday, November 22, a reasonable compliance to a reasonable rule is all that is expected. Conductors were too lax on this rule and there is a misunderstanding on the part of the trainmen how to enforce the new ruling.

Starting Signal must not be given until people who are at the step and are making a reasonable effort to board the car are safely on. A man standing near the center or front end of the car is not making a reasonable effort to board.

When it becomes necessary to pull away from people who can not board your car, through lack of space, do so using extreme caution.

Motorman H. R. Armstrong's morning salutation: "Good morning. Gimme a cigarette."

Introducing: New Men of The Week

The following men have been assigned to divisions during the week ending November 13:

DIVISION 1
Motormen: G. E. Huey, E. B. Goodnow, H. Raymond, C. C. Roush, C. A. Florio, C. A. Payton, W. D. Boskowitz.

DIVISION 2
Conductors: J. F. Floyd, J. C. Swift, R. J. Walker, S. K. Fair, L. D. Riggs.

Motormen: R. A. Jackson, M. M. Mandelbaum, C. P. Roberts, T. M. Waters, F. S. Ainsworth.

DIVISION 3
Conductors: H. Thomas, C. W. Chapin, J. E. Erwin.

Motormen: C. T. Swartz, J. E. Bolch, J. G. Brittain, A. S. Johnstone, C. W. Talbot, S. D. Moody, R. R. Cranick.

DIVISION 4
Conductors: F. A. Bryant, W. A. Dake, C. E. Tyndall.

Motormen: J. H. Willock, M. A. Mather, G. L. Snyder, R. W. Mathies, F. C. Rumley.

DIVISION 5
Conductor: J. G. Worley.
Motormen: S. L. Meyers, M. McConnell, J. I. Mullins, R. G. Rector.

L. A. Bank Displays Photos Shown In Employes' Exhibit

THE fame of Los Angeles Railway employes' artistic ability is spreading as a result of the photo exhibit recently conducted in the library, room 767 Pacific Electric Building.

A request has been made by one of the large downtown banks for the privilege of exhibiting some of the best pictures and the request was granted. The bank's display will include the work of G. E. Campbell and Leland E. Dye of the drafting room and T. G. Duvall of the paymaster's office.

240 MORE STOOLS HERE, REMAINING 1200 EN ROUTE

The plan for putting two stools on each car and making them a part of the permanent equipment has been speeded up effectively with the arrival of 240 more new stools to be wired and stamped with the car number and installed for the convenience of motormen and conductors. Two hundred were received some time ago and have been placed on cars.

The remaining 1,200 have been shipped and are expected shortly. Completion of this plan will provide every car with stools, and every effort will be made to maintain this condition. The principal thing will be to see that stools are not taken from cars. The car number stamped on the stool will show when it is out of its place, and indicate the responsibility for the property being misplaced.

An indication of why the stool problem has been such a perplexing one is contained in a letter received from a trainman. He says he has bought three stools in three months and has had them taken. He has them marked with his name, and declares he is ready to take drastic steps to recover his property and give an example to all offenders.

The safety car operators have quite an advantage because those cars are equipped with an adjustable stool that adds greatly to convenience of operation.

Car Governed By Traffic Signals

A few reports have been received that some motormen are not respecting the automatic traffic signals on Broadway. The signals are a big help in evening traffic movement and must be respected absolutely, and movement of cars will be governed by the signals even if the officer is not at the intersection.

The traffic officers on Spring and Hill are endeavoring to move vehicles and pedestrians in conformity with movement on Broadway and cross streets. Motormen should remember this and co-operate with the traffic officers in their efforts to speed up travel.

FAMOUS MEN

John Duncus threw a mighty bridge across the river Spiffy,
He tunneled through the Goofy hills and did it in a jiffy.
A building 90 stories tall went up at his dictation,
But poor John Duncus could not stop his fond wife's conversation.

JOY OF SEEING MEN MAKE GOOD SPURS INSTRUCTOR

"A word to line instructors," says "Dick" Smith, chief instructor, in presenting this article to readers of Two Bells. Are you anxious to earn the extra money paid line instructors? Are you a new man, eager to know the possibilities for increasing your pay? Are you outside the train service, but curious to know how new men are trained and how instructors are selected? Then read this interesting article!

THE EDITOR.

BY R. R. SMITH
Chief Instructor

A millionaire can furnish the money to pay for the building of a beautiful home, and while it may be constructed along his own ideas, he can not feel the pride in the completed structure that is felt by the architect who designed the building, or by the workmen who have actually put the building together, piece by piece, because the building stands as a completed and enduring monument to their skill.

If this pride can be felt in the creation of some inanimate object, how much more pride ought to be felt by the man who takes the rough material in the shape of an inexperienced fellow man and makes a good workman out of him. We know that this pride exists, because every day we are asked by line instructors how certain new men are getting along. When told that the new man is doing well, they remark with pride, "I knew he would; he was one of my students."

One Man Responsible

Among the best new men whom we have put to work, we find those who, as students, were instructed on all the lines of their division by one line instructor, the new man thereby receiving his ideas from one man alone, who took sufficient pride in his work to see that his student received proper instructions. We are frequently asked by trainmen why they are not given students. It is sometimes embarrassing to answer that question.

To go back to the builder: If the article, when completed, is not only beautiful to the eye, but well built in every respect, then the builder may not only take pride in his work, but he may be considered competent to instruct others in doing the same work.

Fault Their Own

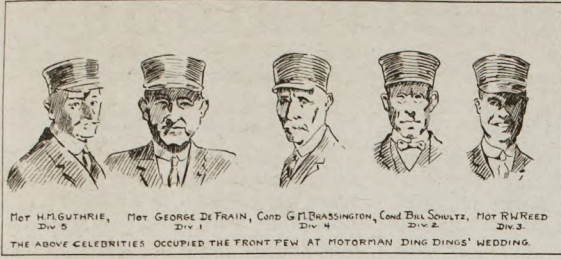
For this reason, we sometimes hesitate to put students in the hands of certain men for instruction, as their performance of their own duties is not such as would make their example a good one for the inexperienced student.

Another reason why some men are not fitted as instructors is because they acquire just sufficient knowledge to "get by" with their own work, but do not take any pains to acquire any information other than what is absolutely necessary.

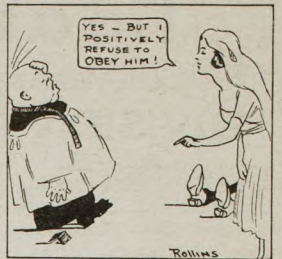
The Instruction Department can explain the printed rule to a student. We can lecture him on the proper observation of these rules. We can talk to him about safety, courtesy, and good service. But it depends upon the line instructor to give the student the necessary practice and instruction to enable him to put his knowledge of the rules, and any instruction which we may have given him, into intelligent use. Therefore, the line instructor who neglects his duty is guilty not only of rendering improper service to his employer, but is not true to himself and is doing the student a rank injustice by permitting him to assume a responsible position for which he is not fitted.

Conductor Ding and Motorman Ding Ding

By Rollins



MOT. H. GUTHRIE, Div. 5; MOT. GEORGE DE TRAIN, Div. 1; COND. G. L. BRASSINGTON, Div. 4; COND. BILL SCHULTZ, Div. 2; MOT. R. W. REED, Div. 3.
THE ABOVE CELEBRITIES OCCUPIED THE FRONT FEW AT MOTORMAN DING DING'S WEDDING.



Bouquets And Things

(Hand Picked)

Mr. R. B. Ross informed the manager of service that Motorman A. E. McLaughlin of Division Two is a careful and efficient employe. The commendation is based on an experience Mr. Ross had on a car piloted by Motorman McLaughlin, in which an accident was narrowly averted by quick work of the motorman. He concluded by saying:

"If all you men use the judgment this one did, your cars are safe to ride on."

□ □ □

Motorman F. W. Hacker of Division 1 gets this bouquet for careful operation and obliging service. May his tribe increase.

Los Angeles Railway.
Gentlemen:

Today, while riding in the forward end of the First street car, I was pleased to find a genuine careful and obliging motorman. His number is 2297.

To my idea, he was working in the interests of his employers. Give him a good mark.

Yours truly,

F. W. PELZ.

732 South Flower Street.

□ □ □

Conductor W. E. Cunningham is nominated for champion of courtesy by this writer. It is worth a lot to find an obliging man when one forgets car fare.

Los Angeles Railway.
Gentlemen:

Coming home last night I found that I had no money left when the conductor came to collect another fare into Eagle Rock, so by his kindness he let me ride on the condition that I would mail the extra nickel to you tomorrow, for I had only paid a school ticket fare.

I would recommend credit for this act in favor of the conductor, whose name is W. E. Cunningham, No. 2128, car run No. 4, car No. 623.

My address is 339 West Palm Avenue, Eagle Rock City, working address as above (Torrance, Marshall & Company, Los Angeles).

This check is for the fare unpaid. If this is satisfactory, let me know at my home address.

Yours truly,

MR. W. D. HUME, JR.

□ □ □

Motorman P. A. Russel saved the writer a lot of time waiting for a car and his courteous deed has not gone unnoticed.

Los Angeles Railway.
Gentlemen:

This is to express appreciation of the courtesy shown me by Motorman 2549, on car number 825, Washington street line, time 8 p. m., October 31.

We were on the wrong side of the car, running diagonally across the street, trying to avoid the autos and reach the crossing, when he saw us and stopped his car, thus saving us a long wait there.

It was a kindly act, and we thank him.

Sincerely yours,

E. F. WILLIAMS.

1106 W. 54th Street.

DIVISION 2 HOLDS LEAD 5 PASSES 1 IN SAFETY RACE

DIVISION 2 has increased its lead in the safety contest by holding accidents down to the same number as on the corresponding date in October, in spite of the increased traffic congestion and passenger patronage. The standing of Division 2 is 973.

Division 3, with 968, has lost some ground, and although the accidents have not been held as close to last month's average, as during the first week of the contest, maintains second place, closely crowded by Division 5, with 966.

Division 5 has nosed out Division 1 for third position by holding her acci-

dents down to one less than the same date in October. Division 1's score is 963.

Division 4, with 955, has firmly defended the cellar championship, as, through some streak of hard luck it shows an increase of 35 accidents over the same date in the preceding month.

Special observations are being made to determine the reason for the disproportion of increases of accidents at Division 4, and we hope to see this Division return to the form she has shown in the two preceding months, during which time she showed greater improvement than any other Division.

"Hard Times" Dance Saturday

IT COSTS money to look prosperous, and it is going to cost some more than usual at the monthly employes' dance in Recreation Hall next Saturday night. The social evening this time is to be a "hard times" party, and everyone is expected to appear in old clothes. Overalls and sunbonnets will have the call over silk shirts and evening dresses. No masks.

Just to make things interesting,

a prize will be given for the best "hard times" attire. Still more interesting is the fact that the prize will come from those who dare to appear in nifty clothes. Fines of a few cents will be assessed against those who transgress the "hard times" rule, and the money will provide the prize for the evening.

Good entertainment, good dance music, and Oh, that punch!

OPERATING CAN BE AS METHODICAL AS EATING

(Continued from Page 1, Col. 1)

not, and out they go. This foolish act on the part of a passenger might make you think his head must be cracked. When you pick him up you find it is. Conductor's gate should be handled the same as the motorman's.

A motorman sometimes fools his conductor by not making the stop when he should. Either run or stop; don't drift. A car may have such a large load that the conductor can not close his gates. Under such conditions just leave them open, that's all, until you can close them. If the gates are open the passengers have the right to assume the car has stopped, as they should be closed otherwise. All they need is to prove the gates were open and car did not stop. Every accident of this nature is man failure, and the company is responsible for the carelessness of the trainmen.

Nine Points in Eight Seconds

Passengers who are thrown in the car against rear window, or break their ribs on cross-bars in the car, because the motorman made a rough start, are as costly as automobile accidents to the company. You can feed your controller as fast as it is consistent with the safety and comfort of passengers, keeping the spin out of the wheels, and from blowing the overhead. The most efficient feed on a controller is to feed it up to nine points in about eight seconds. If on up grade, or with a heavy load, you might have to slow up a second or two.

You can tell this by the way the car responds to each notch.

Remember you start as soon as passengers are on the floor of the car. They are standing sideways to your position, and usually have one foot ahead of the other. Try standing this way and see how light a shove will throw you off your balance. No matter how easily you start, you start suddenly. Just as your wheels start turning you are moving. Passengers' feet move with you, but their bodies go the other way. The move is the same as if you were pulling their feet out from under them. Start so they have a chance to catch hold of something to steady themselves. A very large motorman is liable to start roughly and not realize it, as he is harder to move himself, and is holding on to controller or air handle, and knows when start is to be made.

Count Controller Feed

Take a man who braces himself for the motorman to start, and the motorman does not start, that man will lose his balance going forward. Of course, there is no danger here, but it shows how easy it is to lose one's balance on a car, and the necessity of the proper start.

For a few days count your controller feed to yourself, say just for the start, hitting a notch when you say the number one and two and three-four-five. The feed of the first two notches is slowed up a little, which gives your wheels the traction necessary. Feed the last three faster, a slight pause on the fifth notch, then six-seven and eight and nine, allowing a little more time between the notches as you go to the ninth.

Sweeping is Dangerous

The man who is running at full speed, and throws the controller off for a circuit breaker, then sweeps controller up to nine again, while he does no material damage, still he gains nothing, and if careful in all other things shows me that he is careless in feeding. He acquires the sweeping habit, and will, at times, sweep up to a point on the controller that does not correspond to

On The Back End

(Contributed)

A certain young man got married, and after several happy years spent together, the wife took sick and died. The young man was very unhappy after this and erected a tombstone over his wife's grave with this inscription, "The light of my life has gone out," showing the world he would never get married again. However, after a few more years he found himself another, but he became worried over the inscription on his first wife's tombstone, and so he finally decided to change it, and this is the way it now reads, "The light of my life has gone out, but I found another match."

W. H., Div. 4.

* * *

"Kid" Thomas of Division Three steps forth with a defi for "the leather pushers" of all other divisions. It is suggested that winner take all except black eyes and bleeding nose.

* * *

One joy about these new traffic signals on Broadway is that they are no respecters of persons, humble or mighty, and all have an even break at getting across the intersection. This was demonstrated by an interested car rider who asked Motorman Gunner of Division Two what he thought about the signals. To which the jovial Englishman replied: "Aw, fine. I, Sir Sid and the Poor Little Rich Girl have the same chance to be first over."

* * *

Arriving at the end of the Western Avenue line recently, a lady who was just sightseeing got up and inquired if the front end went back. My quick reply was, "The front end goes front way back to town."

"Then I'll ride on the back," she said, and calmly took a seat in the center of the car. Maybe she thought we left the back back.

A. F. STEINER, Div. 1.

* * *

They are still talking about the national election at Division Three and Conductor 652 (C. E. Nelson) rallies to the humbled ones and says, "Never mind, Messrs. Walker and Merrill. That fellow who sees you wearing sackcloth and ashes is due with thousands of others for a very rude awakening some time before November, 1924."

* * *

The other day a lady boarded my car at Pepper street. She had a small lap dog weighing about 40 pounds. She said: "Conductor, I want to get off at Sunset."

It was about 2:30 p. m. then. Can you beat it?

Conductor G. B. Dunn.

the speed he is traveling. This throws passengers back, one against the other, until you throw someone through the rear window. Your hand soon acquires the sweeping habit; you are sure to make rough starts at times.

The man who keeps his hand on the wooden handle of controller instead of the brass part, always feeds it the best.

The motorman should study out an easy system of doing his work right, and in regular order.

The easy stop, the glance to the mirror, opening the gates as the car stops, and releasing the air, starting the controller and closing the gate, and at times it is necessary to ring the gong. With a very little practice it soon becomes just as natural as it is for your mouth to open every time your elbow bends, when going after a big feed.

Looking 'em Over at the Divisions

DIVISION 1

It was a glorious and rainy night when little Conductor Crewiston called out "Doris street" on the Stephenson avenue line. Not loud, for he had only one passenger, and it was a young lady, and she was sitting on the rear seat. She turned and said, madly: "My name is not Doris, it's Gladys, if you please. After this don't get so fresh, young man. I'd hit you with this can of salmon if you weren't so small." We consider him badly called down.

While a conductor was ringing up fares on a Johnson box a little girl said to her mother: "Oh goody, goody, mamma, we're going to have some music."

Conductor Staten has left the service to work for his father.

Conductor Howell acted as traffic cop at Seventh and Figueroa streets the other night and relieved that corner of a bad tie-up. He sure made it stick. When a motorman would call for a right of way, autos waited for the same signal.

A line shake-up on West Sixth proved to be a success as there are several good runs from which to choose.

Mr. Bates, night cashier, wants somebody to beat him playing checkers. Try him if you can play good.

DIVISION 2

E. R. Forsythe thinks he is some hunter. He went forth recently but did not get game.

C. L. Christensen, our chief clerk, is enjoying the visit of his brother, A. M. Christensen, who arrived recently from St. Louis with his wife and son. He likes California very much and is now employed building houses for the Los Angeles Railway.

We understand that Clerk A. M. Emerson is on a two weeks' lay-off.

Our friend C. M. Garrison has not missed out for a week. Wonder who gets him up in the morning.

Come on, boys of Division Two. Let's go to the top and put some stuff in the Two Bells.

E. J. Eden is setting on the world. He has a switchman's job at Division Two.

Motorman "Fatty" Munn is doing pretty well. He hasn't laid off for two or three weeks. Something wrong somewhere—no ball games.

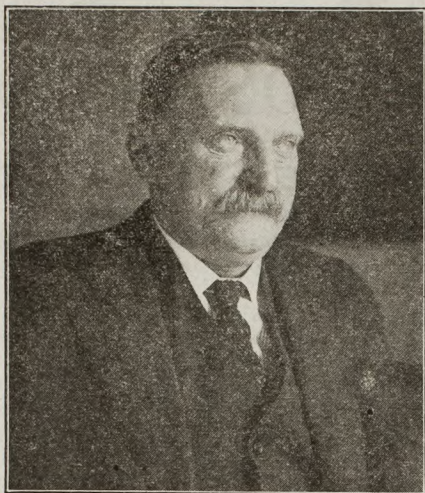
ENGINEERING DEPARTMENT

Members of the office staff at the main shops visited the library just before the photo exhibition closed and they showed a keen interest in the display.

Word has been received from L. J. Turley, engineer of electric power, who is in the east on business for the company in connection with purchases of electrical equipment contemplated in the 1921 program. Mr. Turley said that, after looking over the Kansas City street car system, he liked the Los Angeles Railway still more, but was better impressed by service and general conditions in Chicago.

Earl Sherrill of Division One, night mechanical shift, challenges any person on the Los Angeles Railway to a game of bottle pool. Persons who can play must not accept this challenge. It is reported that Motorman Ding Ding will accept.

Who's Who



IT TOOK three weeks for Mr. A. K. Plummer to find three minutes in which to have his picture taken, and he had to be enticed out of a division superintendent's meeting. So that gives you some idea of how busy a man is the director of traffic.

In this position Mr. Plummer has charge of the supervisors on the streets, and his is the job of arranging traffic during parades and the more unexpected interruptions in traffic. Mr. Plummer has seen as many changes in street car service as any one with the Los Angeles Railway. He has devoted most of his life to the game, and began in the horse car days.

He came to Los Angeles from San Francisco in 1903 and was a motorman on a Pico street car. He went to Division Two next year, when that headquarters opened. In 1906 he was made an inspector. Another promotion came in 1917 when he was appointed traveling instructor, and he began the present duties just a few weeks ago, when continued ill health made it necessary for Mr. F. E. Denison, then director of traffic, to resign.

OFFICE NEWS

Having recovered the \$130 he lost recently, Guy Wheelock, chief dispatcher, left for San Francisco last week for a vacation.

R. B. Hill, superintendent of operations, gave an interesting talk on schedule building at the last semi-monthly luncheon meeting of department heads. He explained the checks necessary to determine how much service is needed and how the schedule is maintained.

Cash Receiver Tune, who accompanies the cash to the bank every morning, undertook the other morning to present Motorman Barrett and Conductor Chapman of the money car with \$1,000 each without saying a word about it, but Chapman discovering it on the way to the barn, decided that in consideration of the fact that he was working 14 hours a day and draws a handsome check every two weeks, that he didn't need the money, so took the first cross-over and beat it back to the bank, much to the relief of Brother Tune, who was singing another tune entitled, "Bring Back My Gold."

DIVISION 3

The wise old bird, the stork, has been in this vicinity again. On Friday morning it arrived at the home of Motorman T. R. Bates and left therein a bunch of loveliness in the shape of a beautiful baby girl. The following morning the stork arrived at the home of Motorman Upthegrove with a fine bouncing baby boy. This makes a half a dozen in this happy family. We are pleased to report that mother and kiddie are both doing well.

Motorman Geo. Plannett and his conductor, J. A. Rudd, turned in a large sack of spuds the other day. We do not know which one of them pulled it off the Jap wagon, but they got them back after three days. George wheeled them home in a wheelbarrow and Rudd went along as guard. We believe they went 50-50. Alas, poor Jap!

Yes, Conductor Sam Wride really missed out the other morning, but then of course it wasn't his fault. You know that old stuff about the alarm clock, that little rigging called the "Silent." Well, it was so darned silent that it *did* wake him, that's all.

Motorman Charlie Aldridge and Motorman L. A. McKnight are bosom friends. Thick as mud. Charlie thinks L. A. is the candy kid, so calls him a Lollypop. J. A. retaliates, so the war goes on.

Motorman V. A. Light was heard to say of the man that stole his stool that he would "Shoo-oot him if he could cat-ch him—yes, he wo-uld."

A conductor's job is not always a continual round of pleasure. Conductor Frank Clark will swear to that. The other morning as his car was coming to a stop at Ninth and Spring a woman was standing beside him ready to get off. Frank happened to put his hand into his coat pocket and the woman turned to him and said: "You have stolen my purse." He said, "No, I haven't." She said, "You certainly have," attracting all the passengers' attention, and she immediately began a search of his pockets. Of course she didn't find it. He asked her where she had been sitting. She showed him, and there was her purse on the seat. She said, "Excuse me."

Now wouldn't that get your "Toggenburg"? Frank deserves a medal for his patience in the matter.

Conductor Ira Gott was on the job Thursday, taking applications for the Association and looking up the sick men. He has taken close to 100 applications since he has been on the job. Any of you men who have not yet made application, get busy and do so now. If you cannot see Ira, ask at the window for application blanks and get into this. It's a good thing and costs you nothing.

The Company has just had the pool table renovated and put into first class shape. New set of balls and a dozen new cues. First day one cue was broken in two. Now that's not fair, boys. The Company supplies all these things for your use and enjoyment. Play square and cut out the roughhouse stuff.

Conductor Dunn left his empty changer in the rest room the other day. An honest trainman found it and turned it in the next day. Dunn left it in the same place again with \$3 in it to see how they would treat it, but he has been unable to tell us the result of his experience as he hasn't seen it since.

DIVISION 4

The other morning we noticed a new face in the assembly room. We were all curious to know who the new trainman was, and we gazed at him shyly. He smiled. Ah! It was Conductor R. E. Chandler. He had removed the sagebrush from his upper lip. And he looked so odd we thought we could never get used to the change. But now we can almost tell him at sight.

Say, listen, fellows, if any of you have a B. O. alarm clock, and intend to take it down town to get it fixed, don't carry it on Broadway. The alarm is liable to go off and ball up the traffic.

Conductor D. E. Croushorn has been working in the office the past few weeks and seems to be handling his new position in first-rate manner. We hope he will like it all right. For some unknown reason it seems as though he looks much better working at a desk than on the back end of a street car. Here's luck to you, D. E.

The following boys are on the sick list: Motormen Wm. Sloane and J. Wayne, Conductors G. W. Davis, F. A. Keeler, P. A. Brissonneaud, J. S. Milburn and F. D. Ware. We hope to see them all back in the near future.

Conductor E. C. Croughan is "bucking the list" these days. He tells a pathetic tale about how he is far enough up on the seniority list to get a good straight night run or an early night swing, but friend wife says he must be at home early in the evening. Too bad, E. C., but, then again, you are liable to fall heir to a straight daylight any day—if some one should die.

The new car run tags are a great help when it comes to making a relief. But say, boys, isn't it "Halifax" when you come in at night, have five minutes for coffee and doughnuts, and you hurry into the assembly room and find that you have left your tag on the car? Motorman Dixon will agree with this. He missed his owl the other night trying to find the car he had pulled in.

DIVISION 5

Conductor Hugh T. Smith is taking a 20-day lay-off to get married.

Motorman W. L. Brophy is taking a 30-day leave of absence to attend to business.

Conductor H. F. Morency is taking a few days off for the purpose of helping his father build a house.

Motorman R. O. Farmer is back from a trip to Kansas, with a hearty smile on his face.

Conductor S. E. Curl is taking a 30-day leave of absence and he and his family are visiting at Obelo, Texas.

Conductor Harry Dean is taking a few days off, having gone to the Imperial Valley.

Motorman Claude Beach is off for 30 days having gone to Kentucky to settle up his father's estate.

Conductor J. H. Osborne announces the arrival at his home of a brand new youngster.

Motorman W. R. Davison is getting ready to build a new house, to be located on Second avenue near Slauson.

Conductor H. L. Sugg has been taking a few days' vacation showing his wife around the city, Mrs. Sugg having just arrived from the East.