



# TWO BELLS

Vol. II

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No. 28

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

# \$88,059 BONUS FOR TRAINMEN THURSDAY

## DIVISIONS TO HAVE DAILY SCORES IN SAFETY

Throughout the fifth safety contest, daily scores will be posted at the five divisions by the Safety Bureau.

This information will give continuous indication of the runs of accidents and show each division's chances of winning the Premier Safety Division flag which is now held by Division Four. The daily scores are of particular interest in this contest as they will show what is being done in the hardest period of the year, namely the Christmas season.

Scores last Tuesday showed Division Three is starting out with determination to get the championship flag back. When the contest started November 27, Division Five held the lead for one day, having only one accident. But in the second day Division Three took the lead, and up to the beginning of the following week was still in the lead with Division One close behind.

Division Four accidents have fluctuated. A steadier pace is necessary to hold the flag. Division Two shows signs of making a good showing in the new race. The contest ends February 4th.

During the interval between the fourth and fifth contests, Division Five was leading in accident reduction. Supt. Morrison is urging his men to do as well in war as in peace.

### BOOK IS BUSINESS HELP

If the mathematics of your bank book or tax bill is a problem, there is a new book in the company library that will be of service. It is called "Business Mathematics," by Edgerton and Bartholomew."

## Special Efficiency Prize for 77

Hey Officer! Here's one Mr. Volstead Must Have Missed

*DON'T be lulled into a sense of false serenity by over-confidence in the powers that be, or of mechanical contrivances whose simplicity of manipulation appears only too evident.*

*The above is the conclusion reached after viewing a case of over-confidence, or was he drunk?*

*Sitting inside the car on an early morning trip, a passenger rose and pressed what he thought was the buzzer then lolled back to wait for the car to stop. When it did stop he was four or five blocks away from his destination.*

*"Shay" said he with a thick tongue, "I pressed that (hic) button two blocks (hic) back (hic), why didn't it stop—thash wash I (hic) said, why didn't it (hic) stop?"*

*Upon investigation I found that in his befuddled condition he had been pressing one of the screws in the casing.*

C. E. P.

## Experienced Men Begin Service

The Christmas holiday traffic rush and resultant need for extra service brought 20 new men to the instruction department Monday and 17 Thursday. They are about evenly divided as motormen and conductors. Two-thirds of the men employed have had previous street railway experience and come from all parts of the United States.

Among the new men are two safety car operators who have had experience on the Birneys.

## PLAN OF CHRISTMAS AWARDS IS EXTENDED

**R**EWARDS for efficient street car service will be given by the Los Angeles Railway next Thursday when \$88,059 is distributed in Christmas bonuses to trainmen.

The original plan of giving a special award of double the full bonus to the most efficient trainman at each division has been doubled and the most efficient motorman and most efficient conductor at each of the five car houses will receive double bonus.

Another extension over the original plan is contained in the announcement that a special award of double bonus will be given the most efficient safety car operator.

The notice announcing the 1920-21 Merit and Bonus system promised:

*Special awards in addition to the regular bonus to the men having the highest rating of record, and including a few "top notchers" in each Division. In making these special awards there will be taken into consideration not only the actual percentage shown on the records of the men, but the number of demerits and the number of times a man may have been demerited."*

Seven motormen and seven conductors at each division will receive these special awards and one man of the seven in each class will receive the top prize of double bonus. The same applies to the safety car list, seven operators receiving special awards. Seventy-seven men in all will receive special awards.

### Surprise is Mystery

There is one element of mystery connected with the bonus payment. It is contained in the statement by George Baker Anderson that "the operating department officials have a surprise in store for one trainman." Just what the surprise is will be revealed next Thursday at Recreation Hall.

In selecting the men to receive special awards...

## WATCH INSPECTION CHANGES ARE MADE

A change in watch inspectors has been made and all persons affected are asked to take note.

The firm of Nicolson and Isaacs, 1053 South Broadway, just across the street from the Los Angeles Railway Building has been appointed watch inspectors. Mr. Nicolson is known personally as "Nick" to many trainmen. He was formerly with the P. J. Flaherty Company, 631 South Main Street. The Flaherty Company continues as watch inspectors.

A. P. Tarter, formerly of 801 So. Spring, an official watch inspector, has moved to 107 West Ninth Street.

The G. D. Davidson Company, 445 South Spring Street, is no longer doing watch inspection for the company.

## All But 38 Earn Courtesy Credits

Only 38 men failed in November to receive the extra credits that go with a clear courtesy record. A total of 666 failed to receive clear safety sheets.

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

# Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

## Reducing Blockade Delay

THE most vital thing in the street railway industry is continuous movement of traffic. When a street car, an automobile or a truck can not move properly with traffic it is better for it to be off the streets than on because it blocks other vehicles that are ready to go.

This principle is demonstrated every day of the year with blockades of street cars, automobiles or trucks which result in delays of a few seconds or several minutes. The Los Angeles Railway puts every effort behind the movement of cars with proper regard for even service and safety. Every possible precaution against blockades by street cars is exerted but every day blockades arise from causes over which the railway has no control.

If autos collide on the car tracks or a truck breaks down or a fire occurs along the car lines, traffic is halted. Scores of people on street cars are delayed. Unless blockades are quickly cleared, traffic conditions become chaotic and the tangle becomes more and more difficult to clear.

For these reasons it is apparent that immediate notice of a blockade must be given the telephone emergency board.

There was a case recently in which a crew ran into a blockade within 100 feet of an emergency telephone and yet no report was received for 20 minutes. Fortunately such incidents as that are few and far between.

Every trainman should know the location of the emergency telephones along his line. He should know in an instant the location of the nearest store telephone that he can use in case of emergency and in the residential sections not one person in a hundred would refuse permission to use a telephone when a courteous request is made and an emergency exists.

In calling in daytime over private telephone, call for Main 4187 or 108-06 and ask for the emergency board. Between 5:30 p. m. and 8 a. m. call Pico 4629.

Again let it be emphasized: Blockades must be reported immediately. Don't wait for the other fellow or guess that he has reported. Do it yourself.

## CHRISTMAS BRINGS BIG TRAFFIC TEST

The festive season of Christmas is at hand and with it come the ever increasing travel. Every mother's son and everybody and their sister will be on the go for the next three weeks. The company is making every possible provision in the way of equipment to handle the crowds. They look to you boys for your co-operation. Everyone will be trying to get home on the same car at the same time, and all loaded to the limit with packages and after a days crowding around in the stores making their purchases.

Although filled with the Christmas spirit, they are liable to be worn out and irritable and it is likely to tax the conductors patience to the limit. But as it is all a part of the game, it will be necessary for you to absorb the Christmas spirit and jolly them along and do everything in your power for the convenience and safety of the passengers.

The motorman who has the habit of starting on the 5th notch, would say, go easy. When a woman, or a man for that matter, boards a car with an arm full of packages unable to obtain a hold on anything to steady themselves, a sudden start of the car throws them off their balance and bingo away goes a window, or up comes a claim for damage. So let's all get together and do our best possible with a strenuous proposition, that the company may be able to congratulate you in the handling of the business under these trying conditions.

## Thanks Company for Good Service

November 29, 1921.

The Los Angeles Railway, Attention: Traffic Department.

To Whom it May Concern:

We wish to express our most cordial appreciation of your co-operation with us in our first production on November 16th.

Our home-going audience was very well taken care of by the extra equipment furnished on the Vermont Ave. car line.

Sincerely,  
THE SOUTHWEST  
COMMUNITY PLAYERS.  
S. POSITO, Sec.

## New Intersection at 12th and Maple

A new intersection at Twelfth and Maple is being installed, entire new special work being used for this job. The old track at that point had seen its best days and the new work will be a considerable improvement at that point.

The Melrose track from Heliotrope to the end of the line is being rebuilt with new ties and ballast where necessary and general smoothing of the line.

Similar work is being done on Ascot Avenue between Vernon Avenue and 48th Street.

# BULLETINS

BULLETIN NO. 381  
Notice to Trainmen

In a number of recent cases trolley pick-ups have been used and left at point of trouble without mention being made on motorman's card.

This notation must always be made in order that the Mechanical Department may replace the missing pick-up.

Telephone report should also be made to Emergency Supervisor.

BULLETIN NO. 382  
Notice to Conductors  
Transportation Books Lost

The following Transportation Books are reported lost:

No. 1169—issued to A. Robertson, account fire department.

No. 1453—issued to J. L. Kelley, account fire department.

If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 383  
Notice to Conductors

The following passes have been lost: 2642—issued to Mrs. Dorothy Fleetwood, wife of A. Fleetwood, foreman, Vernon yard.

3733—issued to E. Brown, conductor, Division No. 3.

5368—issued to T. M. Schrader, motorman, Division No. 5.

If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 384  
Notice to Conductors

Effective Dec. 2nd, honor for transportation Police Shields Nos. 1 to 794 inclusive.

BULLETIN NO. 385  
Notice to Conductors  
Transportation Book Lost

Transportation Book No. 78157, issued to G. A. Loebel, account fire department, has been lost. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 386  
Notice to Conductors  
Passes Lost

The following passes have been lost: No. 1373—issued to C. V. McClure, machine shop.

No. 1843—issued to Mrs. A. I. Hill, car cleaner, Div. No. 5.

No. 2432—issued to Mrs. Anna H. Reinohl, wife Motorman H. F. Reinohl, Div. No. 3.

No. 5021—issued to Motorman J. I. Mullins, Div. No. 5.

If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 387  
Notice to Trainmen

Effective Dec. 5th, 1921, Messrs. Nicolson and Isaacs, 1053 South Broadway, were appointed Local Watch Inspectors.

BULLETIN NO. 388  
Notice to Conductors  
Transportation Book Lost

Transportation Book No. 789, issued to A. H. Hitchcock, a/c Fire Department, has been lost. If presented for transportation, take up, collect fare, and send to this office with report.

*P. B. Hill*  
Supt. of Operation.

## Little Stories OF Street Car Life

A man connected with the company boarded a street car just to observe service conditions, operation and matters in general. He turned in a report like this:

West Adams—Lincoln Park Line car, No. 860 T 21 (Through Car), trip Arlington 7:10:30 A.M.

Motorman No. 191 in charge, R. C. Lindsey, Div. No. 4.

Did not start car before passengers were safe aboard the car.

Did not start without taps on gong.

Did not start suddenly, but was feeding the controller 100%.

Did not make sudden and rough stops, had perfect control of air.

Did not "Run" track crossings, but crossed same in an easy manner.

Did not pass up any passengers, made all stops and kept on time.

Did not crowd passengers in loading by giving two taps on gong before he was ready to go.

# EMERGENCY IN POWER MET BY FAST WORK

For the first time in the history of the street railway industry in Los Angeles, a complete motor generator was moved intact from one substation to another, to relieve the emergency power situation which developed at Ardmore substation, Saturday, Dec. 3, when one of the machines there was damaged by power interruptions resulting from the wind storm. Ordinarily the job of dismantling and reassembling the machine would have occupied a week.

Insulation on one of the Ardmore generators was burned out by a sudden surge of power which followed interruptions of 30 and 46 minutes. It looked at first like a two week's job but it became apparent that the repair work will take until after the first of the year.

The generator was moved from the Soto Street substation. Work began at 8 A. M. Tuesday and continued steadily for 24 hours. The job was finished in time to relieve the power shortage for the Wednesday morning rush hour travel.

Last spring the railway made application to the city council for permission to build an automatic substation in the Melrose district to give the power necessary for street car service in that territory. Residents objected and their opposition had a serious reaction in curtailing their service when the emergency developed. If the railway had been allowed to build the station, it would have been ready for use and the accident would not have affected service.

## Div. 2--Let's Go

By P. V. MANN

DIVISION TWO—ATTENTION:  
A NEW SAFETY CONTEST HAS STARTED—

IN THE LAST WE OCCUPIED THE CELLAR POSITION—

THERE IS NOTHING IN THE CELLAR, NOW-A-DAYS—

EXCEPT HOME BREW—

MAYBE WE HAVE HAD TOO MUCH—

LET'S SIGN THE PLEDGE—

LET'S GET SOBER—

LET'S CUT OUT THE ACCIDENTS—

LET'S PLAY SAFE AND GET UP-STAIRS—

LOOK AT DIVISION ONE—

THEY WERE ONCE—IN THE CELLAR—

THEY GOT OUT—

THEY ALMOST GOT ON THE ROOF—

LOOK AT DIVISION FOUR—

THEY WERE ONCE IN THE CELLAR—

THEY GOT OUT—

LOOKS LIKE THEY DON'T KNOW THE WAY BACK—

LET'S SHOW THEM—

LOOK AT DIVISION THREE—

THEY ARE ON THE TOP FLOOR, TOO—

LET'S KEEP THEM DOWN A LITTLE—

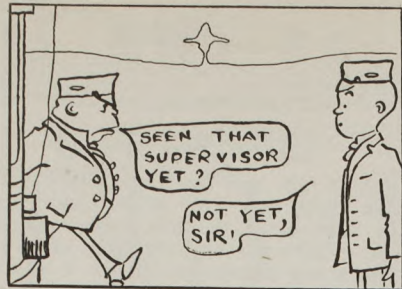
LOOK AT DIVISION FIVE—

LOOK!!

DIVISIONS ONE, THREE, FOUR AND FIVE, WE LIKE YOU BUT, OH YOU DIVISION TWO. STOP, LOOK, LISTEN LET'S WIN THIS ONE WE DID IT ONCE— WE CAN DO IT AGAIN— LET'S.

# Conductor Ding and Motorman Ding Ding

By Rollins



## Bouquets And Things

(Hand Picked)

### BOUQUETS RECEIVED LAST WEEK

- Condr. F. Slattery, Div. 1.
- Mtr. H. G. Loe, Div. 1.
- Condr. H. R. Kelly, Div. 4.
- Mtr. S. W. Porter, Div. 5.
- Condr. C. A. Palmer, Div. 2.
- Mtr. A. A. Middlecoff, Div. 3.

For Conductor A. M. Brown, Div. 1.  
Los Angeles Railway.  
Gentlemen:

We wish to advise that we are in receipt of a letter dated October 5, and signed by your car conductor, Mr. A. M. Brown, cap No. 902, Division No. 1, Mr. Brown advising us that on the evening of October 3rd he found a large envelope belonging to us on a West Sixth Street car, he also having immediately mailed same, due to the fact that he found a special delivery stamp thereon.

This courtesy and consideration on the part of one of your employes is gratifying indeed.

We will appreciate your advising Mr. Brown to the effect that the above action on his part is highly appreciated by us.

Very truly yours,  
Consolidated Distributors, Inc.  
J. T. McCarthy,  
Pacific Coast Manager.

For Conductor K. S. Baker, Div. 2.  
Los Angeles Railway.  
Gentlemen:

Will you please grant me the privilege of commending to you one Mr. K. S. Baker, conductor on Brooklyn car, cap No. 2044.

After living on this line for six years, I have come in contact with many conductors, but I have noticed Mr. Baker several times handle a load of from 85 to 110 people at once without a murmur, while others are yelling to the top of their voices and making 50% of passengers mad.

I hope you will remember this young man when merit day comes.

Hoping for better men and more of them and prosperous transportation,

J. W. Epps,  
3144 Blanchard Street.

For Conductor E. L. Corwin, Div. 3.  
Los Angeles Railway.  
Gentlemen:

Having noticed on two different rides down town lately the unfailing courtesy and good nature of conductor 2656 of the Garvanza line, I decided to call your attention to the fact that he offered his seat to a lady standing, answered questions pleasantly, and assisted passengers on the car. It was perhaps not so much what he did, as the gentlemanly pleasant way he did them.

Sincerely yours,  
(Mrs.) Jas. Chapman,  
4501 Marmion Way.

For Motorman O. J. Lamm, Div. 2.  
Los Angeles Railway.  
Gentlemen:

Several people have remarked to me about the violence with which many drivers of your cars start and stop, and I have noticed that there is much room for improvement in many cases. Yesterday, however, I had the pleasure of riding behind a driver who certainly knows how to drive a street car properly, and he was so exceptionally careful and intelligent in his work that I determined to let you know that I had noticed and appreciated it.

His number is 179, and if a recommendation from a passenger is any help to him, he is welcome to mine.

Yours truly,  
F. H. Keeling,  
Respectfully,  
206 West 33rd Street.

## SIGN LANGUAGE TEACHES SAFETY

One of the old time cars, 9320, helps the needs of today by promoting accident reduction.



## "NO ACCIDENT" MESSAGES CARRIED TO L. A. ON CAR

SOME forceful safety messages have been carried to Los Angeles in the past week on a "tickler car" operated out of Division Three. The railway, as a member of the Los Angeles Safety Council, arranged for the stunt during No Accident Week.

Motorman Quirk and Conductor Simmons spent about two hours each day running it through the downtown

section where the safety messages have been shown to thousands of Angelenos. The route covers all the downtown territory between the Temple Block and Pico Street and Main and Figueroa.

The full length of the car on both sides is used for the safety slogan signs.

## TRAINMEN TO RECEIVE BONUS NEXT THURSDAY

(Continued from Page 1, Col. 1)

cial awards practically everything entering into street car service has been considered. Some of these points are promptness in reporting for duty, personal appearance, consistent safety and courtesy records, care of equipment, accuracy and promptness in reports of all kinds.

George J. Kuhrts, general manager of the railway, is expected to attend the three meetings next Thursday, Mr. Anderson will have charge of the arrangements with Mr. Hill, superintendent of operation, and other officials of the operating department.

The meetings will be held at 10 a. m. 1 p. m. and 7 p. m. Trainmen of all divisions will attend whichever meet-

ing does not conflict with their working time. They will be seated according to divisions, as was done last year. The ceremonies will be brief.

### Rewards, Not Presents

Coming just ten days before Christmas, the bonus checks will come as a most welcome present, but it must be emphasized that the bonus checks are not presents, in the sense that one usually regards a Christmas gift. The checks represent reward for efficient service. By giving efficient service trainmen have earned the money they will receive and the amounts they will receive are proportionate to the efficiency they have shown, as accurately as it can be recorded.

## On the Sick List

The following is a list of men who have gone on sick leave recently:

### DIVISION NO. 1

- Conductors—O. Arguello, 707 Camulos; H. Capps, 975 1/2 E. 10th St.
- Motormen—T. W. Hartford, 137 S. Hicks St.; J. F. La Barre, 755 Central Ave.; A. A. Matsen, 600 Wall St., Watts;

### DIVISION NO. 2

- Conductors—C. F. Eastman, 482 East 49th St.; M. W. Nelson, 511 E. 62nd St.
- Motormen—J. M. Stine, 1124 East 52nd St.; A. E. McLaughlin, 317 West 89th St.

### DIVISION NO. 3

- Conductors—E. L. Cady, 2682 Griffin;

- J. W. Reynolds, 3304 Pepper Ave.; J. O. Murray, 757 S. Main.

Motormen—W. T. Travers, Metropole Hotel; E. Eabeart, 2615 Merced St.

### DIVISION NO. 4

- Motorman—A. D. Butler, 926 1/2 Blaine St.
- Operator—J. H. McCintoch, 1616 S. Flower.

### DIVISION NO. 5

- Conductors—R. H. Harris, Hawthorne; G. J. Cowden, 5315 9th Ave.; M. S. Donovan, 1253 W. 60th St.; J. T. Burns, 5439 4th Ave.; H. R. Johnson, 126 W. 65th Pl.
- Motormen—R. W. Jones, 329 W. 36th St.; D. C. Ross, Lawndale; W. T. Miller, 2408 W. 54th St.; L. L. Culp, 4513 3rd Ave.; S. I. Spikes, 5349 1st Ave.; R. T. Todd, 5345 1st Ave.; F. Sims, 2103 W. 54th St.; F. J. Murray, 5411 2nd Ave.

## On The Back End

(Contributed)

Condr. H. J. Hitchman stood at Pico and Hill last Friday waiting for a Pico car. A Hebrew paced up and down the sidewalk with an irritated air. Finally he turned to H. J. and said, "How often must you wait for a car here?"

After thinking it over, H. J. replied wisely: "Well, if I were you, I would only wait once."

C. J. K.

In a city where the double-deckers operate on the streets, a farmer boarded and asked the conductor the fare.

"Five cents," replied the conductor. Then the farmer came back with this: "Say, mister, would it be any cheaper in the loft?"

CONDR. CLARK, Div. 5.

The man who on a street car,....  
A woman friend does meet,  
Is sure to lose his standing  
If he retains his seat.

I was North Bound on Santa Fe Ave., when crossing Vernon a Supervisor (whose name I will not mention) ran across the street and headed me off and in an excited and good-natured way with a smile of seriousness, came up to the side of my car and SAID:

"Mr..... don't you know the seriousness of running an intersection? You certainly should, you have been here long enough. I informed him that I did, but that I wasn't going fast, so he instructed me to pay more attention to the signs, that under all circumstances where one of those signs are, that read STOP, to make a full stop. I told him I didn't know that I was to obey those signs when operating an automobile: well I will be D.....D!"

MODEST YOUNG MAN.

A motorman was operating cautiously up Spring Street following a line of autos that was on the track (of course). A woman said "Oh do come on, I'm so late." As she spoke the truck ahead turned out and showed its sign "Ducommon Hardware Co." Now who doesn't believe in signs?

When north bound on Spring Street, an old lady came to the front of the car after leaving Seventh Street. She said: "Mr. Motorman, is the next stop Sixth Street?"

"Yes, ma'am," I replied.  
"Well" said she "I want to get off there."

We stopped at Sixth, I opened the gate. She then said "I want to get off across the street, that's why I am getting off at the front end. I thought this end stopped across the street."  
"No, ma'am," I said, "But think how much slower you are to the sidewalk on Sixth Street!"

R. B. MARGWEZ.

Operate your car as if every auto driver was a natural born idiot.

Operate your car as if all children and most pedestrians were bent on suicide beneath your wheels.

Operate your car as if every hill had a chasm at the bottom.

Operate your car as if every corner was a steam road crossing, a traffic cop, a highwayman, a Bengal tiger and a stone wall.

Examine your air and sand before you leave the barn, make a test stop to see if your brakes are O. K. And you won't have any accidents. If it works O. K. Just try it for the next ten weeks and our division will win back that safety pennant. DIV. TWO.

# Looking 'em Over at the Divisions

## DIVISION 1

We have the pleasure of having with us Mr. Geo. Thronson, who is now a conductor out of this division. Mr. Thronson gave up 14 years service in San Francisco to come here in an effort to benefit his wife's health. We hope the climate of Southern California does her good and extend to you a hearty welcome, Thronson.

Someone suggested putting marines on the cars, since so many conductors are getting run over at railroad crossings, and being held up. To hear some of these trainmen talk of what they would do in case they were held up is very good to listen to, but I am telling them that when they are looking into the smiling countenance of a 38 they might think different.

"Well, what the Sam Hill do you think about this" Conductor Fink asked me, as he pointed to the neatness of Conductor Priestley. His nails were manicured, he was clean shaven, had on new suit, etc. After asking him a few questions, we discovered that he had deserted our "Bachelor's Club," and had been married. We offer you our congratulations, Priestley. Fink said when a bird like you gets married he has hopes for himself.

Motorman L. F. Moore was injured this week in an accident at Stephenson Ave. and Bernal St. He was taken to the Receiving Hospital, where it was found his knee was fractured. He is at present at home and getting along nicely.

Did you see the new "No Smoking" signs tacked up outside the waiting room? This means everyone of us, so don't you walk blissfully out on your car smoking a cigar or cigarette.

## DIVISION 2

Condr. R. L. Wortman came around a few days ago with a big smile on his face, when inquiring as to the cause, he informed us that he was now a papa, as a bright 8 lb. girl had arrived at his home the previous day. Both mother and baby doing fine. Congratulations, (Thanks for the cigars.

Condr. A. O. Johnson is on an extended leave, going east to attend to some business.

Some thoughtful conductor recently took a fire bucket of sand and filled in all the holes outside the gates, which had been made by the ladies' French heels. If he thought someone would sprain an ankle he evidently figured on smaller feet than the average Div. Two man.

Two women were arguing as to whether they would get a shock if they put a foot on each car track. They appealed to a trainman for a decision. He explained that there would be quite a shock if one of them should place one foot on the rail and touch the trolley with the other.

## Introducing New Men

The following men have been assigned to their divisions during the week ending December 3rd, 1921:

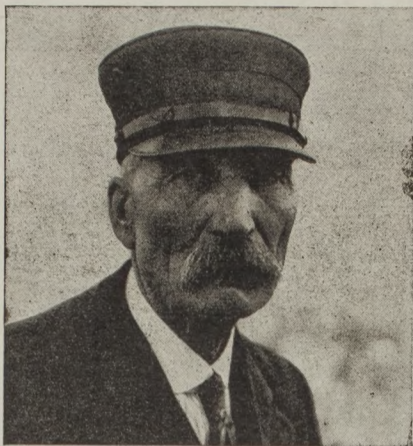
DIVISION NO. 1  
Motorman—W. H. Hardin.

DIVISION NO. 3  
Conductor—L. F. Helfer.

DIVISION NO. 4  
Motorman—J. W. Handley.  
Conductors—M. A. Grigsby, R. Hardy, H. J. Lee.

DIVISION NO. 5  
Conductors—E. F. Miller, J. H. Miller, T. R. Miller.  
Motorman—H. M. Brown.

## Who's Who



INTRODUCING an old timer, Motorman J. W. McElroy of Division One.

The record card that bears his name shows the date of 1895 as his starting time. Since that time Mc has seen many come and go in the street railway game and has seen many changes. He has met many men and is admired by all of them.

Years ago Mr. and Mrs. McElroy, a charming Irish-Canadian couple, left the northern dominion and moved to Texas. There Mc worked for a furniture concern, but the climate did not suit him so they moved to Los Angeles. Two weeks later he was at work as a motorman.

He has a pretty home at 1622 West 46th street, and has other property in Boyle Heights and some valuable holdings in the railroad district. He has a son connected with one of the big banks here.

J. C. Owens, now a member of the schedule department, had a daylight run with Mc back in 1905. For 17 years Owens has had Christmas dinner at the McElroy home. Last week Mc dropped into the schedule office to be sure there was no change in the established plans for December 25, and you may be sure there was none.

## DIVISION 5

Foreman John Robinson's slogan: "Don't ask to get off, men, and save us the trouble of saying 'No.'"

In riding over the lines, I notice that there are a great many trainmen that do not use enough caution when crossing "blind streets," in throwing off their power and checking the speed of their cars so that they could make a quick stop in case of a machine or other vehicle coming out of these streets. Boys, we should be more careful. It seems to me as though a man doing as I have seen some trainmen doing, does not care much for a job. Look out, boys, the company is watching if you are not.  
A. MOTORMAN.

Division Five is making another brave effort to win the Safety Penant for this period. We are keeping pretty well to the top of the list up to date, even with luck breaking against us. We are not making any boasts of what we intend doing, but we have a new flag pole at our division and it looks mighty bare without anything more than a rope on it, so just watch our smoke.

Clerk W. E. DeMuth is on the sick list again this week, this being the second time his health has kept him off the job in the past month. The last time he was away the report that he was married was circulated. Now we wonder what disaster has befallen

## DIVISION 3

Atta boy, you are doing bully. You are right now just where you belong in first place in this safety contest, but believe me they are right after you just a few points behind, so it will be necessary for you to keep everlastingly at it. No let up. Keep up the good work and we will get that old flag back again, yet. Whenever you find yourself in a tight place, just remember the flag and take no chance.

Jarris C. Phillip, G. C. (good conductor), was observed around the barn with lanterns the other night. Someone suggested that he was looking for an honest man, but me thinks that he was looking for some of those locks of hair he lost so long ago.

It is said that it is an ill wind that blows nobody some good, but nevertheless the old Bird Stork braved the gale last Saturday and visited the French Hospital and left therein a fine bouncing baby boy to bless the home of Mtr. W. Quirk. This is the first in the family and take it from Quirk it is the finest that ever happened. The mother and child are doing well.

Mtr. Slim Barrett's family have been having quite a seige of illness. His four children having been laid up with the mumps. They are all now on the way to recovery. Slim has an idea that it was a case of Gout brought on by high living.

We have another record for the other divisions to shoot at. Our very proficient bunch of conductors got through the past two Sundays without a solitary over or short, and believe me that is going some.

Mtr. G. V. Hopkins after an absence of about three years has returned to the fold, and says Division Three looks pretty good to him. Glad to see you Hop old boy.

Condr. J. P. Martin undertook to explore the inside of a perfectly good cartridge the other day. He found among other things an explosion. The results being that he almost lost his eyesight. Both eyes being badly damaged and his face filled with powder. The doctor has hopes of saving his eyes, but it will be some time before he will be on the job again, and likewise sometime before he will again monkey with powder.

Ex-Condr. Palmer Shaw was in to see us the other day, he is now operating a garage and machine shop at King City, Cal. He was looking fine and wished to be remembered to all the boys.

Our old friend P. C. McNaughton was over to see us the other day and was telling us of a swell trip he took into the country last Sunday. He said it was sure some dry party alright. How about it Mac?

him. Anyway we all hope for his speedy and permanent return to good health.

Motorman W. A. Huffman has started on a 30-day vacation to visit his brother, who is in poor health, and who lives up north.

Conductor E. W. Hartz and Motorman J. W. McDonald have just begun a 90-days' leave of absence to take up their new duties on the L. A. Police Force.

Motorman D. W. Iler has taken a 90-day vacation for his health.

Conductor R. E. Thompson has resigned to accept a position in Torrence, where he resides.

W. H. Blanchard has returned to duty after a week's absence. Mr.

## DIVISION 4

Harry Travis, the insurance man, paid us his bi-monthly visit recently, but while here had the misfortune to lose his hat. Motorman "Shorty" Gingrich agreed to show him where it was if Travis would reward him with a cigar. Travis took him up and the pair went across the street to the lunch room where "Shorty" recovered the lost hat. But instead of a cigar, Travis became real gay and gave him a nice ketchup shampoo.

Division Four made another contribution to the police force during the past week. Conductor C. R. Long is on a ninety-day try-out this time.

Visited Motorman Warner last Saturday. Mr. Warner has been having a run of hard luck during the past six months. Had his back hurt when he stopped his car one day, and his follower ran into him. At another time he received a bad cut in his left leg and now he is crippled with rheumatism. But he says he is going to get over it soon and will be on hand to wiggle a wicked fiddle at the Division Four entertainment.

We suggest that during the holiday rush, fare boxes be equipped with funnels so they will be an easier target for the flippant young sports who continually shoot their nickels at it, and continually miss.

Nerve is that thing which enables a man seated in a street car to attempt a flirtation with a woman who is standing.

"Do you go beyond the end of the track?" asked a lady of H. E. Ketchum, a conductor on Yiddisha Heights.

"My goodness, no" answered H. E. "Then give me a transfer," she demanded.

"Where to, lady?" inquired H. E. "Why to the shuttle car, of course," she replied, "my but you are ignorant."

As through this world we make our solitary way,  
And clamber o'er the stepping stones of life,  
We find great problems thrust before us every day  
To solve and prove that all's not born of strife.

We see the good, we see the bad, and it's an awful fight  
To do as conscience bids us every time.  
But if we preserve and follow the goodly light  
Of faith, we'll win, if we but stay in line.

Follow that good impulse. Urge it on and do  
The thing that you've been heeding much too less.  
If not there'll come a day, you'll find this all to true  
And you're wondering why you didn't gain success.

—Operator R. E. Chandler.

Conductor Memmers is nursing about two dozen chilblains and we feel that this is worthy of our sincere sympathy.

Many trainmen of this division will be interested to know that Mrs. Poin-dexter, whose husband, L. M. Poin-dexter, was a motorman at this division at the time of his sudden death, is now in the mileage department at the main offices.

Blanchard returned to Los Angeles from Bakersfield last Saturday over the Ridge Route and was caught in the wind storm, losing the top of his automobile.

T. W. Earl wishes to report that he has recovered his automobile which was stolen from in front of Recreation Hall a few weeks ago.