



# TWO BELLS

Vol. III

DECEMBER 4, 1922

No. 27

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

## Plans Made for Christmas Rush

### SAFETY HINTS FOR RAINY WEATHER GIVEN

By J. C. COLLINS  
Supervisor of Safety

The man who has mastered the art of reading conditions, and applying the road space scheme, is troubled very little during the rainy season, because he recognizes the conditions, and automatically does the right thing at the right time. Other trainmen have a great deal of trouble.

At the start of a rain, the streets and rails are slippery, autos are more unruly, consequently more dangerous. The motorman needs to be more cautious in passing, maneuvering for position while following them, also there is a greater danger of having collisions of cars.

The time when things are at their worst, is when it starts to rain, and just after it stops, so keep the rails sanded at approaches to all dangerous places—just a little sand from each car will do this. If the rails are washed clean, there is little trouble.

In No. 2 zone, there is no excuse for a collision of cars, because your road space is 600 feet from the car ahead while it is running, and does not permit your car to get nearer to the one ahead than 100 feet while standing, unless you are signaled to do so, after you have made the arbitrary 100-foot stop. Many men are careless in observing this one hundred foot rule.

In No. 1 zone, you have the most slippery rail, cars are more numerous, and your movement is governed by semaphores over most of the crossings, therefore the need of faithfully living up to the road space is greater.

While following other cars in the rain, coast every foot that you possibly can, run slow, and stay three times as far away from them as you now do. This means slower speed, greater space between moving cars,

(Continued on Page, 2 Cols. 1-2)

### Operator To Get \$108,000 If He Marries in a Year

OPERATOR F. H. DONOVAN of Division Four has received word of the death of his grandmother.

He is also informed that by the terms of her will, if when he is thirty-one years old he is married and has lived in matrimonial bliss for one year he will receive the income on an estate valued at \$108,000. If he fulfills the terms, he will receive the principal sum in the year 1930. The annual income of the property is about \$8000.

Donovan has a little more than a year to find a wife and fulfill the requirements of the will. He plans to stay with his job unless this matter of hunting for a life-mate takes more than his spare time.

Donovan was born in Georgetown and before entering Los Angeles Railway service three months ago, was a motorman with the United Railways of Baltimore.

### Bonus Dec. 14

The annual Christmas bonus will be paid Thursday, December 14. It is planned to hold three meetings that day at Recreational Hall, when the winners of extra awards will be announced and checks will be distributed. Full details will be contained in next Two Bells.

### DECEMBER SAFETY CONTEST STARTS

The November safety contest ended Thursday night and the December contest started at the same moment. The December contest will be one of the most interesting, as it will offer the greatest possibilities for accident prevention work. This is due to the fact that the Christmas season brings out the heaviest traffic. Therefore the winner for this month will have much to be proud of.

When this edition of Two Bells went to press, the scores up to Wednesday morning showed that Division Four had taken the lead and left Division One in second place, with Division Three third, Division Five fourth and Division Two in the hole.

### Miss Ruchonnet Of Main Office, To Be Married

Miss B. M. Ruchonnet, secretary to Mr. Anderson, manager of transportation, resigned last Wednesday and will be married December 20 to C. S. Klarquist, a business man of Los Angeles. The wedding is to be solemnized at the home of Mr. and Mrs. Anderson.



Following a honeymoon trip, they will make their home in Wilshire Boulevard Heights.

Miss Ruchonnet has been with the company nearly three years and is one of the most popular young women of the main offices.

### LOADERS SUPPLIED WITH CAP BADGES

The loaders at the downtown corners have been equipped with a "Traffic" cap badge, which is expected to be of considerable assistance to them in their work of moving cars through the downtown district with as little delay as possible.

The badge will indicate to passengers that the loader is in charge of the front gate of cars, under ordinary conditions, and he can be distinguished easily by the motorman.

### Loading Rules at Market St. Terminal

With the change in service on Line O, the following instructions for loading and unloading passengers at the Market Street terminal are given by the transportation department:

Cars running north on Main on reaching the terminal, will unload passengers. If there are any passengers standing at that point they may be loaded there and then the conductor will close the gates. After the motorman has changed trolleys and fenders and pulled over the cross-over, the conductor will open the entrance gates so that additional southbound passengers may board at the south end of the cross-over.

### TRAINING OF NEW MEN IS OVER TILL JAN. 1

The employment department has ceased hiring new men and no applications will be considered until after the new year.

This action marks an important step in the program of the transportation department toward meeting the increasing traffic which reaches the top point in the Christmas season. When the last men employed are qualified by the instruction department, all divisions are scheduled to be supplied with an adequate number of trainmen.

#### Instructors Return

Seven men who have been serving as special instructors have returned to their divisions. They are Motormen J. M. Short, J. D. Messick, E. C. Secrist, H. O. Lille, John Coward, R. Aldworth and Conductor Ira Gott.

The force of supervisors is ready for the big rush of the year. Necessary instructions have been given the full staff. Forty-four traffic men have been assigned to the important downtown corners to help in loading the cars and saving the seconds of delay that pile up in minutes.

#### Working on New Cars

The engineering department is giving every possible car for passenger service and working to equip the new cars which recently arrived. The new schedules of several lines increasing service are working out satisfactorily.

In past years it has been necessary to keep out a large part of the morning rush hour service which ordinarily pulls in to the car houses and it is planned to follow the same scheme this year. The time when this will be done will depend on the traffic.

Indications are that Christmas shoppers are buying earlier this year.

### Three More Cars Placed on Line "C"

Three extra cars were temporarily added to Line C last Monday to overcome traffic delays on Hill street during the evening rush hour.

## Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

### New Men: Be Sure You Know; If Doubtful, Ask Questions

IT IS a snap to be a regular conductor or motorman, as the case may be, compared with the job of the extra men, and especially the new men, of which a large number are strangers in the city.

Having been instructed on several lines by line instructors and taken examinations at the chief instructor's office, the new men report at their respective divisions, where on their arrival they are given information, such as how to read extra list, how to report for their runs, how to read schedules, and some hundred and one more items, which all told, give the man, who is just starting in railroad life, a great deal to remember, and a new man being human, is subject to forget.

Right there, remember this one thing, whenever in doubt about a certain run, step right up to the office window and tell your troubles to the clerk, who will put you on the right track in a second.

A number of new men have missed their runs recently, because they did not quite understand the schedule, they took it for granted that the run they were assigned to made relief, when it in reality pulled out of car house, or in one instance, a conductor was assigned to a run due to pull out at 12:10 P.M. and he promptly went to 7th and Maple, intending to make relief, and it was not until waiting some 15 minutes for his car, that he discovered his mistake, which could have been avoided by asking the clerk a simple question.

After you are out on the road and you find out the other member of the crew has copied his time different from yours, to decide who is right, stop at the first telephone box and call the emergency supervisor. To all you new men, I'll say this: "Never go out on the road thinking you know, but always be sure you know."

The office force and supervisors were once new men themselves, and they are all anxious to see you get along well. "Motto: 'If you don't know, ask the man who does.'"—C. L. C.

### In Rain, Avoid Your Leader As If You Owed Him Money

(Continued from Page 1, Col. 1)

and having a definite stop at which to stop, this spot being at least twenty-five feet from the car ahead, then instead of stopping, move up slowly to about five feet from the other car. **If you do not use this kind of judgment, you will be sure to collide with the car ahead of you.**

In doubling with the car ahead of you over an intersection on loader's orders, run slow with a good safe space between you and your leader. A heavy application of air may lock your wheels, so always keep the air just under the skid, or release it just ahead of it. You can do more by judging your speed with the controller, than in trying to check it with the air.

#### Sand Blocks Switches

In No. 1 zone, stay as far away from the car ahead as you would if you owed the conductor on it ten dollars. During the rush hour, or when cars are blocked, run just as slow as possible, without drifting. If rails are covered with water over four inches deep, drift through, feeling your way. To dash into deep water is very dangerous, as the fender catches it throwing such a quantity against the front windows as to break them.

A switch under water may be set wrong, on account of sand. A curve may be full of sand. Any place where water runs over the rails it deposits sand, and may derail the car. Note such places during the day, and be very careful at night. Feel your way by running slow. In going through such places, always listen, feel, and anticipate either the front or the rear trucks going wrong or derailing. A motorman should always prepare against the rear trucks going wrong at every switch point in any kind of weather.

In descending grades, the secret of stopping is at the top. Keep your car

under control at all times, never letting it gain excessive speed.

#### Know Stopping Distance

When approaching track crossings and curves, use caution, for they are dangerous places. If lost after night, feel your way by coasting. Run so you can stop within your range of vision. If ten feet is as far as you can see, run at a speed so you can stop within ten feet. Remember when your windows are covered with fog or rain, that the other fellow's are likewise, street cars the same as automobiles.

During a hard rain, there is no trouble to keep the windows clear, all that is needed is to wipe them, blending the rain drops, so they run freely. Fog or mist is a different story, but you can keep windows in fair shape by frequently cleaning, rubbing with a cloth, tobacco, or saliva. Newspapers are good, but may scratch if used too hard. Clean your windows before leaving the end of the line, or while car is standing.

#### Beware of Ostriches

People on the street carry umbrellas with which to cover their heads, and like the ostrich, feel secure if they do not see a moving car or vehicle, so watch out for the human ostrich. Remember that every one is in a hurry, and that every one is slowed up.

1. Remember loyalty to your division.
2. Remember you control your accidents by your mind.
3. Remember your accident record is a prototype of your intelligence.
4. Remember, feed slow, and run slow on slippery rails.
5. Remember to stay a greater distance away from cars, or autos, both in running and stopping while on slippery rails.
6. Run slow through deep water.
7. Run cautiously over switches, and around curves, and where water is running over the rails.
8. Keep the windows clear.
9. Remember the other fellow is up against the same conditions as yourself.
10. You do not need to use poor judgment because some one else does.
11. Remember there are more nice days than bad ones.
12. Remember to say to yourself every day, I am careful, I am careful, I am careful.

## BULLETINS

Issued December 4, 1922

BULLETIN NO. 189  
Notice To Conductors

Pass No. 6318, issued to J. Hoy, Motorman Division No. 2, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN 190  
Pass Stolen

Pass No. 4816 issued to W. Meier, Motorman Division No. 2 has been stolen. If this pass is presented for transportation, take up, collect fare, and send to this office with description of party using same.

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

### Conductor Finds Store Mail Sack; Gets \$10 Reward

Mr. G. J. Kuhrts,  
Vice-President & General Manager,  
Los Angeles Railway,  
Los Angeles, California.

Dear Sir:

We are herewith enclosing our check for \$10.00 which we ask you to kindly deliver to W. McDougall, conductor of Division Four, Los Angeles Railway.

We wish to present this check to Mr. McDougall for taking to your Lost and Found Department a sack of mail that was lost by one of Bullock's drivers. We do not want Mr. McDougall to think that we are offering him this small token for honesty and integrity, but do want him to know that Bullock's appreciates the service that he rendered us.

We also want to mention the prompt and courteous manner in which your Lost and Found Department handled the matter.

Again expressing to you our sincere appreciation for the kindness of Mr. McDougall, we beg to remain.

Yours very truly,  
BULLOCK'S,  
"J. G. Bullock."

### HISTORY RELATED BY OLD RECORDS

The old brick building adjoining Division One and which was once headquarters of the Los Angeles Railway, has yielded some more interesting papers. The building is being torn down for new construction and the last of the brick and cement is being smashed now.

The latest discovery is a collection of trip sheets of 1897. Among the names noted are Conductor C. D. Clark and Motorman P. B. Wilkinson. C. D. is now at the main offices and Wilkinson is an elevator operator at the building. Ed. Yonkin of the instruction department was then a conductor on the Grand and Downey Ave. line. Supervisor J. L. Gough's name appears as a conductor on the old University line. P. C. McNaughton, now of the main offices, was then a conductor.

An interesting thing about the old trip sheet is that conductors were required to note "Number of dogs carried."

#### LIBRARIAN BACK

Burt Rees, librarian, has returned from a vacation of two weeks. He spent the greater part of the time in his garden.

## FOUR MORE RY. CROSSINGS GUARDED

Four additional railroad crossings have been placed under guard of flagmen from 6 A.M. to 6:30 P.M. These crossings are Vermont and the P. E. Air Line; Grand Avenue and the P. E. Air Line; Central and the P. E. Air Line and Second and Alameda.

The usual rules for operation at crossings guarded by a flagman will prevail at these points. Motormen are asked to remember that they must not proceed unless signal is given correctly and they are to check the observation of the flagmen.

With the addition of the four crossings mentioned above, to the list of those protected, six additional flagmen have been assigned to this work.

### Information About Panama Available

Recently Two Bells published an enthusiastic commendation of service, written by Harold H. Clark, progressor, Province of Chiriqui, Panama, and this resulted in some interested employes writing to Mr. Clark for information about the country he represents.

A detailed letter has been received with information about the country and while it is too long to publish, those who are interested may look over the information by calling at the office of the public relations department, room 601, at the main offices.

#### THANKS, OFFICER

Twenty police officers are working in the downtown district and their presence is being felt considerably in the movement of traffic. With this increase of men on the traffic squad, effective work is being done in checking up those who violate traffic regulations, particularly in double line parking and blocking street cars.

### New North Track At Temple Block

The new northbound track at the Temple Block was cut into service successfully Tuesday night. A new southbound track is to be laid and the old north and southbound rail will be removed. The changes are necessary in placing the track in the true center of the street. The work, completed last Tuesday, involves 1100 feet of rail and a crossover at Arcadia street.

The Temple Street double-tracking job is progressing, excavation having been started from Park View to Andrews boulevard.

### Temple St. Loading Cuts Down Delays

The new arrangement for loading northbound Spring street cars at the Temple Block has proved to be one of the biggest improvements in many months. The cars load at the Temple street property line and then proceed through without a second stop at the safety island. Heretofore the two stops were made. The new plan prevails only in the evening rush hour.

Two loaders are assigned to help passengers and as a result, delay at the Temple Block and Plaza has been reduced from nine to twelve minutes.

# Conductor Ding and Motorman Ding Ding

By Rollins



## Bouquets And Things (Hand Picked)

For Condr. D. W. Gibbs, Div. 4  
Los Angeles Railway,  
Gentlemen:

It gives me pleasure to commend Conductor 2618, whom I have observed more than once. He is punctilious about calling all streets and connections clearly, and in time to be of value. And he is alert to contribute to the comfort and convenience of the passengers.

Any cases of discourtesy from your men are, considering their number and the exasperating nature of their work, surprisingly few.

Yours very truly,  
MATHE S. F. BENT,  
116 West Avenue 45.

For Condr. R. D. Benner, Div. 5  
Los Angeles Railway,  
Gentlemen:

I am writing this note because I feel that it would be an injustice to the conductor if I did not.

On your Moneta-Manchester line on Tuesday evening about six o'clock, an elderly lady (not dressed any too handsomely either) boarded the car, but was ably assisted by the conductor. I watched him all along the line, and when about 70th street the lady got off, he very courteously ran to the step and assisted her.

I don't know the young man's name whose cap bore No. 1912, but want to put the praise where it belongs. He will not always have this job, but something better.

Yours truly,  
J. MASON,  
R 3, Box 804, Los Angeles.

For Mtr. J. H. Critchett, Div. 3  
Los Angeles Railway,  
Gentlemen:

As a rule there is a tendency for the general public to report an employe for the lack of efficiency, but in this case I want to report Motorman No. 1681 on the West 11th Street (L) line, for what I consider good practice and what I think would be a good thing for all front end men to do as well as rear end, and that is to call the name of the streets as they come to them. A native here has no idea what a help it is to a stranger to have the street called, when it requires so little exertion.

Trusting we can have a few more men like No. 1681, I am,  
H. F. NELTHORPE,  
Vice-President-Treasurer,  
Damon Investment Company,  
740 South Broadway, City.

For Condr. B. Jones, Div. 3  
Los Angeles Railway,  
Gentlemen:

You have a splendid conductor, No. 1238, on the Eagle Rock and Hawthorne line. He was unusually kind and courteous in helping me with my three months old baby, on and off the car, and I noticed he helped all mothers with young children.

Yours respectfully,  
MRS. R. B. DAVENPORT,  
Inglewood.

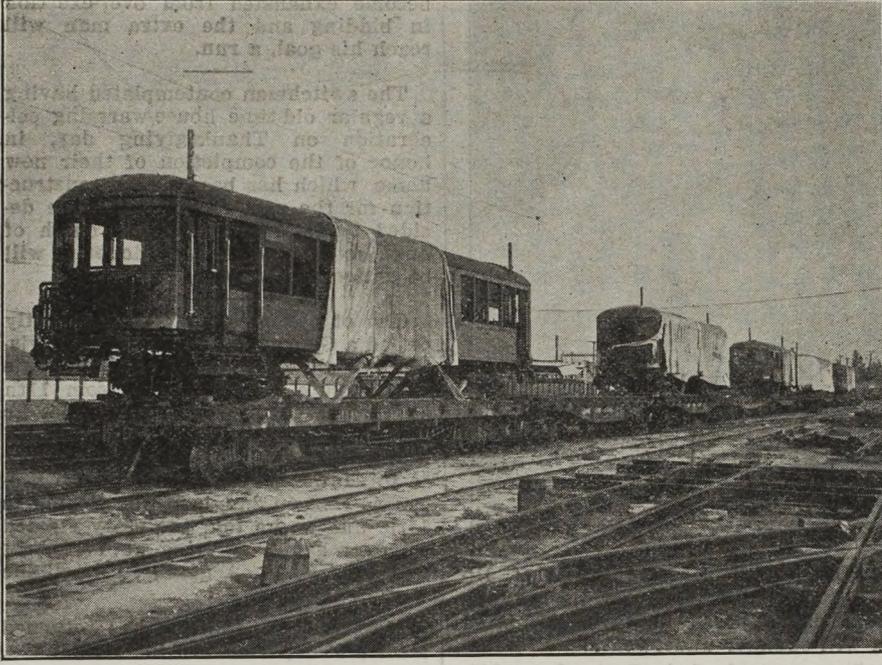
For Condr. A. W. Horton, Div. 4  
Los Angeles Railway,  
Gentlemen:

I read in one of your little papers, A-z-u-r-i-d-e, if one sees a kindness by a conductor or motorman to report it, as it will make a difference in their bonus. A few weeks ago I was a passenger on a Temple Street car and a lame lady wanted to board the car. Conductor 1566 got off the car and helped the lame lady on the car and was very kind, seeing that she got seated. At other times he has done little things that I do not now call to mind.

Yours respectfully,  
MRS. H. R. COFFMAN,  
1423 Edgemont Street,  
Hollywood, California.

## NEW CARS ARRIVE AT VERNON YARDS

This picture shows part of the shipment of "Twelve-hundred type" cars being transferred from steam line cars to L. A. Railway tracks.



## 17 NEW STEEL CARS IN SHOPS BEING EQUIPPED

SEVENTEEN of the new steel cars have arrived from the east and the work of installing electrical and air brake equipment is proceeding at top speed in the main shops. The cars were delivered by the steam line to the Vernon yards and there transferred to Los Angeles Railway tracks and towed to the shops.

Interest is centered on how many of the cars will be available by Christmas.

The Company will ask permission of the Board of Public Utilities to combine the Western Avenue and the

Stephenson Avenue lines for the operation of two-car trains. By this arrangement, the trains would serve local travel on Seventh street and on Western Avenue, where the patronage is considerable. The patronage is even heavier on East Seventh street and Stephenson Avenue so it is believed such a combination would be a considerable improvement to service.

Arrangement of other lines on West Seventh will be necessary if the proposed change is approved but the details are not yet determined.

## Service Includes Nabbing Runaways

Miss E. G. Alexander, with J. W. Robinson Co., reported that a small boy left in her charge broke away from her and ran up the street.

Conductor 2698, M. T. Donovan of Division 5, seeing her difficulty in catching the child, asked if he might be of assistance to her. This was gratefully accepted and the child was brought back to her.

She said that his thoughtfulness and kindness was greatly appreciated and that she would like to have him receive credits for this.

Conductor Donovan was off duty.

Tommy (almost asleep)—Now I lay me down to sleep, I pray the Lord my soul to keep.

Mother (prompting him)—If—  
Tommy (almost asleep)—If he hollers, let him go, ennie, meenie, minie, mo!—Ex.

He who lives for self and self alone is a successful failure.

## Chicago Railway Men Visit Shops

Seven officials of one of the elevated railway systems of Chicago visited Los Angeles last Tuesday and were shown through the main shops and other parts of the engineering department by P. B. Harris, chief engineer. Six of the men were connected with the engineering department and the seventh represented the managerial executive department. The men are on a tour of the country inspecting electric railways.

## On the Sick List

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

DIVISION NO. 1  
Conductors—E. S. Wright, 207 N. Chicago St.; W. E. Holland, 3040 Upper Boulevard; D. L. Wieland, 462 W. 45th St.; A. C. Stanley, 768 Stanford Ave.; Z. S. Longuevan, 1847 E. 2nd St.

DIVISION NO. 2  
Conductors—B. Merrill, 834 E. 31st St.;

## On The Back End (Contributed)

Among other things to be thankful for, Conductor R. L. Meyers of Division Five, was married Thanksgiving Day. He probably was looking forward to this when he and Motorman Frugoli made a stop at Santa Barbara and Hoover one day last week with the trolley on a breaker. Meyers jumped out and put up the front trolley while Frugoli removed the handles and crowded back through the car to the rear end and backed off the breaker.

A frantic call came over the phone to Division Two one morning last week, asking the clerk to dispatch a car to Fifty-third and Moneta, as the party on the other end of the wire had been searching for a lost collar button, and after finding it, found himself unable to report for his run in time by walking the three blocks. The clerk politely informed him of the shortage of cars and men at that moment, so an extra man got another full day's work.

Supervisor Al Miller called in on the emergency board for orders last Tuesday morning when the rain was threatening. The following conversation paraded along the telephone wires:

"Better stay where you are Al till we see what St. Peter is going to do with the sun."  
"Who? San Pedro?"  
"No. St. Peter."  
"Who's that?"

Conductor Bedwell, a new man, came into the instruction department promptly on the dot of 9 A.M., Friday, when he should have been in at seven o'clock, so Daniel Healy wanted to know.

"I came in on the Juanita Avenue line," explained the new man. "Shall I come down tomorrow morning?"

"No, Bedwell, you seem to like your bed too well," said Daniel, with gestures indicating humor. "Besides tomorrow is Thanksgiving Day. Come in Monday morning."  
Look it upon the calendar, Danny.

G. A. Stowell, 999 E. 34th St.  
Motormen—J. W. Bond, 1559 E. 49th St.; J. M. Graves, 1029 E. 45th St.; B. M. Ihrig, 5917 S. Los Angeles; A. G. Johnson, 219 W. 58th St.

DIVISION NO. 3  
Conductors—P. T. Davis, 2613 Jeffries St.; W. O. Butler, 2627 Alice St.; S. T. Wride, 6014 Fayette St.; W. P. Leggett, 5500 Buchanan St.; D. Garrett, 141 1/2 N. Griffin.

Motormen—J. Harbison, 1219 Cypress Ave.; T. Canning, 963 Dexter St.; A. A. Middlecoff, 2643 Arvia St.

DIVISION NO. 4  
Conductors—A. W. McFarland, 806 South Fur, Inglewood; A. Senator, 935 Girard St.; G. L. Cairns, 8925 Cedar St. S. M. Wales, 201 East Ave. 31; R. O. Sheets, 4731 S. Vermont; W. Doovas, 743 East 17th St.; S. H. Duncan, 1120 S. Grand Ave.; J. H. Meiers, 3000 E. 2nd St. Operator—T. M. Fitzgerald, 935 Winfield St.

DIVISION NO. 5  
Conductors—H. A. Peyton, 945 1/2 S. Grand Ave.; G. E. Moore, 5514 St. Andrews Pl.

# Looking 'em Over at the Divisions

## DIVISION 1

L. F. Camack

Hello Fellows!

Don't think, Russell, that the stork does business only at Division Three; he manages to find the way to Division One once in a while, too. At any rate he made a trip this week and left a bouncing eight and a half pound baby boy at the home of Motorman Hazer. Needless to say, Hazer is some proud dad. Mother and baby are doing fine, thank you!

H. L. Maze, who was night mechanic at Division One a year ago, and who quit and went east, is back with us again. Maze made the trip east on a motorcycle with a friend. He also put a year in at college while in the east. Everyone is glad to see you, Maze, and extend to you a hearty welcome.

Robert Cullen, who was motorman out of this division and who quit a short time is doing nicely in his new position and wishes to be remembered by his old friends of this division.

Motorman A. B. Parker is now domiciled in his new home at Alhambra. A. B. also has a new car to make the trip to work and back home. Keep it up, Parker, you're doing good.

Former Motorman Sequin and Conductor B. D. Smith were around to visit us this week. Both are doing well, but can't help visiting Division One once in a while.

Conductor Priestley resigned this week to take up other work.

## DIVISION 2

C. L. Christensen

Last Saturday I enjoyed attending the monthly entertainment at Recreation Hall, where a very good program was put on by C. V. Means, after which everybody enjoyed themselves dancing till late in the evening.

Division Two trainmen made themselves conspicuous by their absence. Only about half a dozen attended, but perhaps they didn't know the location of the hall, so for their information, it is located at Georgia and Girard streets, right at Division Four. So, fellers, there is a big doings there on the last Saturday of every month. The admission is free, so we expect to see you there next month.

Motorman P. A. Clark has been wearing a black eye for the last week, and on inquiring how the other party looked, P. A. got up his Irish, and exclaimed: "No other party concerned in it, as Oi was splitting wood, when a large piece hit me in the eye."

Conductor G. W. Clark, one of the oldest men in the service, has recently been appointed flagman.

Motorman R. W. Carroll has resigned, to take up his former duties as bookkeeper.

C. R. Thompson, ex-conductor, who resigned about eight years ago to go east, died last week at Chamois, Mo., according to Motorman R. E. Thompson, a nephew, who is with Division Two.

Our Cash Receiver Melton is on leave of absence at the present time. It is rumored he fell heir to a big bunch of money, but we don't need to worry, he'll know how to spend it. Mr. Miller, from Division Five, is officiating during Melton's absence.

Register Clerk H. T. Hansen is taking a few days off to undergo an operation upon his throat for the removal of tonsils. We hope for his speedy recovery. Conductor H. A. Glenn is taking care of the register cards during Hansen's absence.

## Who's Who



MOTORMAN J. M. SHORT of Division One is shown in the picture above posed in garb calculated to sell summer underwear.

It was way back in September, 1911, that Short started to work and at present he is on the West Sixth line. He is mighty well liked around Division One and is loyal to the L. A. Railway from the drop of the hat.

Short is a line instructor and a good one. During the recent period when a large number of new men have been breaking in, Short was a regular instructor working out of the main offices.

## DIVISION 5

L. W. Burwick

Motorman Geo. Halsey is the happy man of Division Five this week. The reason is that the stork paid a visit to his home Sunday morning and left a 6½ pound baby girl. Many thanks for the smokes, George.

Conductor J. B. Barton has returned to work after spending two weeks on leave building himself a home out at Hawthorne.

A lady with three children boarded Conductor Cumpston's car at the end of the line and sat down in the rear section of the car. She was telling them about Santa Claus and what a kind old gentleman he was when an old man boarded the car at 74th street. The lady was very much embarrassed when one of the children cried out: "Oh, mamma, there's Santa Claus now."

Conductor L. Solomon, more commonly known as the "Wandering Jew," has been elected by the gang to the position of janitor at the "Haven of Rest," i. e., the barber shop next door to the company restaurant at Division Five. He is planning to install more seats for off-duty trainmen.

Motorman C. H. Conrad and J. Carr have resigned to accept other positions.

Motormen H. O. Lillie and J. Coward are returning to train service from

## DIVISION 3

H. A. Russell

The South Main O line, recently transferred to this division, is reported by the men as easy picking, in fact, a snap; a nice little lay over at each end and always relieved on time. The runs thrown open by the men going over to this line will furnish great indoor sport for about a month while the men are bidding them in, and in the meantime the office force claim the pleasure all theirs, and the extra men are anxiously looking forward to the time when the regular men will become exhausted from over-exertion in bidding and the extra man will reach his goal, a run.

The switchmen contemplated having a regular old-time house-warming celebration on Thanksgiving day, in honor of the completion of their new home, which has been under construction for the past month, but have decided to defer it until the Fourth of July, as by that time no doubt it will be entirely finished.

One of our new motormen recently pulled a Garvanza tripper out of Division 4, and by mistake took the Eagle Rock Route on Broadway from 11th and Main. Arriving at 2nd street he threw the switch. Other cars behind him prevented him from backing up, so to show his resourcefulness he proceeded east on 2nd, south on Spring to 11th, and as he told the story started all over again, arriving at York just one hour later. A genius, I'll tell the world.

Motorman A. Johnson has returned after a 60-day visit to Alberta, Canada, where he has been to look after some property interests that he has there. He says that Alberta is a wonderful country, but California for him.

Supervisor Ted Harrison has left us, and is now holding down a job on the front end with P. E. Ry.

The famous athlete, Jules Moreno, our one-time motorman who left us some time ago for the P. E., has made another move. He is now doing a drummer stunt for the Kahn Beck Candy Co. This is a sweet proposition, and no doubt the irresistible Jules will make good.

To show our friendly feeling toward the Lost and Found Department, a two-quart pail of fresh sauer kraut that was turned in was immediately transferred to them that they might receive it in time for Thanksgiving day.

I hope that you were all fortunate enough to get your fill of turkey on Thursday last. As for myself the closest I came to it was to snatch a tail feather out of the much abused office feather duster. Although rather unpalatable, it was at least a souvenir of what was once a magnificent bird, so I should worry.

Conductor Cady had the misfortune to have his pocket picked while on duty the other day, losing a bunch of hard earned cash. This is a warning to the rest of you to keep your large money out of reach.

Motorman C. J. Wycoff is wearing a happy smile these days, the reason therefor being the arrival home of Mrs. C. J., who has been on an extended visit to their old home back east.

the Instruction Department where they have been working temporarily during the breaking in of a great many new men for the Christmas rush.

## DIVISION 4

C. J. Knittle

Thanksgiving Day found us in first place in the safety contest. No one was more pleased than our genial superintendent, Mr. Wimberly, who ate his "ham-and" with thanks to his artful dodging operators, ever alert conductors, and "wreckless" motormen.

Conductor A Senator is on a thirty-day leave to attend the government school.

Supt. Wimberly sent a trainman a note a few days ago stating he would like to see him personally. The trainman appeared and before "Wim" had a chance to speak he burst forth, "I know what you want to see me for. It's about an altercation I had with a young fellow at 4th and Main. I'll tell you about it. He got on with a bad transfer. I handed it back and told him to pay a nickel or get off. He called me a ——— and got off. I jumped off and slapped his mouth. Was there anything very wrong about that?" "Yes, there was," replied Wim, "but that isn't what I wanted to see you about. I wanted to show you a letter recommending your efficiency, courtesy and the fine way you call the streets. However, I'm glad to get this other dope. That will be all." The trainman went out and bumped his head several times on the trash box.

Last Tuesday morning Conductor Larry Smith's Temple car was east-bound with a seated load and a few passengers standing. Two of the female standers were conversing when suddenly one of them yanked off her hat and said there was something alive in it. She looked and could not see anything. She then asked the other lady to look but her search was likewise unavailing. Larry was given the hat. He could see or feel nothing. Another lady inspected it. "Yes, conductor, there is something alive right in here," she remarked. Larry took it again, tore the lining a little and out jumped a mouse. Terror reigned for fully a minute, as the mouse ran back and forth in the car. Larry says the conglomeration of screams and raised skirts was so awful that he had to put his hand over his face—and look thru his fingers.

## Introducing New Men

The following men have been assigned to their divisions during the week ending Nov. 25, 1922:

### DIVISION NO. ONE

Motormen—H. O'Reilly; T. M. Adams; L. L. Ferris; H. L. Glass.  
Conductors—J. L. Eaker; O. F. Surman; E. B. Jameson; R. E. Jackson; H. R. Ennis.

### DIVISION NO. TWO

Motormen—D. J. Weiman; R. C. Curran; R. C. Townsley; L. Hayes; C. Bucy; J. P. Grunz, Jr.  
Conductors—J. B. Pierceall; H. A. Kincaid; R. V. Stanford; M. L. Porter; J. A. Johnson; L. G. Ziegler.

### DIVISION NO. THREE

Motormen—J. Olone; L. R. Shaffer; J. A. Murphy; J. F. Vincent; A. L. Davenport.  
Conductors—P. T. Davis; H. J. Peterson; W. J. Ford.

### DIVISION NO. FOUR

Motormen—E. W. Moore; W. V. Dempsey; C. R. Dean; J. T. Martin.  
Conductors—J. L. Vincent; L. G. Renois; M. J. Wilson; W. C. Johnston; W. L. Orey; G. W. Hopper; W. H. Dyson; P. Ryals.

### DIVISION NO. FIVE

Motormen—D. Frugoli; W. F. Hefron; F. Osborne; E. Kasal; H. L. Davis; W. N. Rulapaugh.  
Conductors—R. G. Miller; W. F. Thompson.