

TWO BELLS

Vol. III

DECEMBER 18, 1922

No. 29

A Herald of Good Cheer and Cooperation Published by and for Employees of the Los Angeles Railway

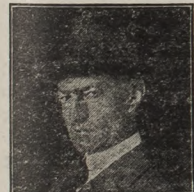
Edited by J. G. JEFFERY, Director of Public Relations

110 GET SPECIAL PRIZES

USUAL SAFETY RULES WILL MEET XMAS TRAFFIC

BY JOHN C. COLLINS
Supervisor of Safety

The last safety contest should have been won by Division One. They were 15 points ahead, to within about a week of the end, when five men from that division, three of them new men, set them back six points behind Division Four, with one week to go. Four had worked her way up from the cellar, and was working steadily. Division One made another effort, and again took the lead, but on the last day, three men put her in second place again.



To win in any game, you must play from start to finish—do not look to the goal, but play the game each day. The goal will take care of itself.

Christmas Is On Us

Christmas is upon us, we can hardly realize it. Many new men are in the service. The streets are crowded with pedestrians, and autos. Now is the time that every man connected with this company, should have confidence in every other man, and the predominating mental attitude of each should be safety to all, for all.

You trainmen must blot out fear the first thing, and have confidence in your ability to pilot your car safely through the streets. Let no man be the cause of unhappiness in the home of any other man. Do not let the fact that the other fellow is careless enter your head. You yourself, are the one who needs to be careful. The predominating mental attitude of this whole organization should be safety and courtesy. It should radiate in such a way, that there is no question or doubt about it whatsoever.

It takes a conscious effort on the part of most people to get hurt, or hurt others. If each person did as

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Special Xmas Schedules To Start Monday

The special Christmas schedules on all lines go into effect Monday and will be used up till next Saturday, when a special Saturday schedule will be used. The extra Saturday service was scheduled for Saturday, December 16 also.

The special daily schedule gives an increase of approximately 25 per cent over ordinary week day service. The Saturday special is maintained by keeping out the A.M. trippers through the morning and the noon trippers through the afternoon. During the holiday week there will be one supervisor stationed at a strategic point on each line and when schedules are

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Dick Smith Leaves Hospital; Improving

R. R. Smith, assistant superintendent of operation, is resting at his home, after having been rushed to a hospital following an attack of appendicitis. His condition is improved and he hopes to be back at his office soon.

3500 Children Will Ride To Xmas Party

About 3500 children are to be carried on the cars between various benevolent homes and the Washington baseball park next Thursday night for the annual children's party staged by Los Angeles Shriners. The party will be an out-of-doors affair with entertainment and presents for the children.

Japanese Railway Man Visits L. A.

M. N. Oyamada, assistant general manager of transportation of the municipal electric railway system in Tokyo, Japan, was a visitor at the main offices last Tuesday, and was shown matters of interest in the transportation department. Mr. Oyamada landed at Vancouver, British Columbia, from the Orient, and has visited some of the leading electric railway systems on the coast.

He will go to eastern states in his extensive study of modern street railway operation and then travel through Europe.

Extra Awards Make Bonus Payment of \$94,916.51 Earned by 1830 Trainmen

THE big day of the year brought big surprises last Friday when 110 special cash prizes, ranging from \$10 to \$100, were awarded to trainmen in addition to the promised Christmas bonus. The final figures announced by the auditing department show that the regular bonus money totaled \$91,011.51, and the special prizes, \$3,905.00, making a grand total of \$94,916.51. Checks were given to 1,830 trainmen. This is the third and largest Christmas bonus that has been

paid by the company.

The meetings at 10 A. M., 1 P. M. and 7 P. M. went through as scheduled. The largest attendance was at the evening meetings and was the one attended by most of the old timers. George Baker Anderson, manager of transportation, presided.



R. B. Hill, superintendent of operation, spoke briefly and C. A. Henderson, secretary, spoke in behalf of Mr. Kuhrts, general manager, who was forced to be out of the city on business.

The ten top motormen and conductors of each of the five divisions, and the ten top safety operators received special prizes.

The special prizes were: \$100, \$75, \$60, \$40, \$25, \$15, and four awards of \$10 each.

Last year special prizes were awarded to the seven highest motormen and conductors at each division and the safety operators. The awards were: \$60, \$25, \$15 and four \$10 prizes. It will be noticed that the amount of special prizes as well as the number of men receiving them was increased this year.

One man, Conductor Ed Lloyd, of Division Two, was selected last year as the top man of the entire system, and received a special cash prize subscribed by officials of the company. Because of the great difficulty of judging, this feature was dropped this year. Conductor Lloyd was on extended leave of absence during a part of the past year.

The men receiving special prizes were selected at a meeting of transportation officials and divisions superintendents which lasted all night. Records were examined carefully but the search for the top men went further

than record cards. It included an analysis of a man's general attitude to his work and at his work, his cheerfulness, his willingness and his loyalty.

In his short talk, Mr. Anderson commented specially on a letter he received recently from a passenger who described a conversation with a motorman about the Merit System. The motorman said in substance, that

"Congratulations" Says, Mr. Kuhrts

Here is the message of G. J. Kuhrts, general manager, expressed to bonus men by C. A. Henderson, secretary:

"At the bonus meeting last year I spoke of the high praise the company had received from officials of many eastern street railways who visited Los Angeles. I am glad to be able to say that your work in the past year has kept the company in high standing. The bonus is payment for efficiency you have shown. I congratulate you on your achievements and wish you a very Merry Christmas and a Happy New Year."

if a trainman just did what he knew was right, he scarcely realized that there was any boss. "Unconsciously, perhaps, this trainman hit the keynote of the Merit and Bonus system," Mr. Anderson said, "as the aim and effect has been to bring about just such co-operation as will enable the business of transportation to go forward so smoothly that the fact that there is a boss is almost lost to mind."

"Mr. Kuhrts extends to you his

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Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

The Merit System Spirit

LAST Friday the company balanced the efficiency ledger with trainmen of five divisions and paid approximately \$95,000 in Christmas bonus. This is the third year that Christmas bonus money has been paid and the amount and number of special prizes sets the high mark.

It is no secret now among officials and among trainmen that when the Merit and Bonus system was announced in the spring of 1920 there was considerable speculation among some of the skeptical. More than one man ventured the prediction that it would be "all demerits and mighty little bonus." The thing was something new and perhaps the doubt of some was not to be wondered at. We are all somewhat dubious of something new.

But the company fulfilled its promises to the letter in the two succeeding Christmas seasons has gone beyond the original promises of cash reward.

The Merit and Bonus system was something new and it brought something new. It brought a new spirit.

The company has never regarded the bonus money as a Christmas present, but as a genuine payment for efficiency. A trainman does not "win" a bonus in the way something is pulled out of a grab bag. He **EARNs** his bonus by genuine work.

The spirit of willing co-operation that the Merit and Bonus system has established is a thing that can not be put in terms of dollars and cents or in efficiency percentages. It means much to the public we serve, officials and trainmen. And down in the heart of every man connected with transportation, it gives a feeling of satisfaction that a big job is being done with the finest spirit of co-operation.

Railroad Crossing Danger

THE transportation department intends to make a thorough check of violations of Rule 71, regarding flagging and operation at railroad crossings. The responsibility is not shifted on to the flagman, but the trainmen have very definite duties to perform. Failure to perform these duties opens wide a tremendous danger that may mean disaster. The rule is highly important or it would not be in the rule book. If you need some information see the instruction department or your division superintendent.

Do not guess you know. Know that you know.

SAFETY CONTEST CONTINUES CLOSE

Scores in the monthly safety contest continue close. Division Five has got away to a galloping lead but the other four are well bunched.

Figures announced at the middle of the week by the Safety Bureau showed Division Five with a low score of 64.04. Division Two is doing good work in second place with a score of 90.50, but is closely followed by Division Four with 93.10. Fourth place is held by Division Three with 101.20 and Division One is last with 103.85.

With the heavy traffic and the large number of machines on the streets, the scores may be expected to vary considerably before the end of the month, but the safety champion in the heaviest month of the year will have something worth while.

Jumping at conclusions is not good exercise.

SACKS AT DUARTE

Word has been received from M. M. Sacks, conductor of Division Five, who is on indefinite sick leave at a sanitarium in Duarte. He asks to be remembered to the boys. He spends a large part of his time writing verse.

Nothing doing is the result of doing nothing.

ANNOUNCE PRIZE IDEAS NEXT WEEK

The service suggestions presented during November, which won cash prizes, will be announced in next week's Two Bells. Owing to the sudden illness of R. R. Smith, assistant superintendent of operation, and his absence from the office, the usual examination of the new ideas for service was delayed until the middle of this month.

Monthly prizes of \$7.50, \$5 and \$2.50 are given for the best written suggestion for service betterment submitted by a trainman.

Introducing New Men

The following men have been assigned to their divisions during the week ending Dec. 9, 1922:

DIVISION NO. 1

Motormen—J. J. Hubbell, C. C. Halton.

Conductors—L. I. Kiser, G. J. McLean, T. F. Lockett, R. W. Johnston, W. B. Harvey.

DIVISION NO. 2

Conductor—D. F. Parshall.

DIVISION NO. 3

Motormen—A. Allen, R. B. Stewart, V. W. Tamplin, E. W. Wilder.

DIVISION NO. 4

Conductor—E. L. Bailey.

BULLETINS

Issued December 18, 1922

BULLETIN NO. 193

Notice to Trainmen

A new crossing has been put in about 160 feet north of the north intersection at Vermont and Santa Fe.

Conductors need not flag this railroad, but motormen will make the safety stop in both directions.

BULLETIN NO. 194

Notice to Conductors

The following passes are reported lost: 4737, issued to J. McGregor Safety Operator, Division 4.

5605, issued to L. H. Wilson, Conductor, Division 2.

6594, issued to E. Dunigan, Motorman, Division 2.

385, issued to John C. Hay, Asst. Foreman, South Park shops, pass stolen.

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

BULLETIN NO. 195

Notice to Conductors

Transportation Book No. 7236 issued to C. O. Peters, account Fire Department, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 196

To All Trainmen

Our attention is being called almost daily to the violation of rule No. 71 in regard to flagging and operation at railroad crossings. For your safety and the safety of your passengers, it is very essential that this rule be lived up to to the letter.

It is the intention of the management to make a careful observation and check at all railroad crossings, and any deviation from this rule, as laid down in the General Operating Rules, will be considered as a just cause for severe discipline, as careless operation at any railroad crossing **MUST CEASE**.

If there is any question in regard to the interpretation of this rule, please get in touch with the Instruction Department, immediately, as no excuse will be taken for these violations.

R. B. Hill
Supt. of Operation.

Wife of Trainman Uses Auto; Saves Four Miss-Outs

Owing to the fact that the motorman on the San Pedro "Hobo" the other morning at 5 A. M. could not see anything but the end of line and passed up his connection with the Griffin cars, Motormen Sharp, Southers and Kleinschmidt and Cond. Clark were left standing at 20th and Pasadena Ave. with chances good for missing out at Div. 3.

Just then Mrs. Smith, wife of Cond. H. F. Smith, was returning from having driven her husband to work, saw their predicament and picked them up and brought them to the car house, where a vote of thanks was passed and is hereby tendered to Mrs. Smith for her kindness.

Xmas Schedules To Start Monday

(Continued from Page 1, Col. 2)

disrupted, this supervisor will give crews leaving time to maintain even headway, as near as possible.

A meeting of night supervisors was held Thursday at 12:30 P.M. and the day men at 6:30 P.M. for instruction on the schedules.

With everything in readiness for the big week of the year, appreciation of the co-operation given by trainmen during the heavy traffic thus far and an appeal for the utmost help was made by R. B. Hill, superintendent of operation. It may be necessary at times to ask men on regular runs to work extra trippers to meet traffic demands. Headwork and alertness at all times and the fullest co-operation with supervisors and loaders will enable the company to meet the big test of the year satisfactorily.

NEW CARS RUN SINGLY ON LINE "S"

Nine of the new "1200" type steel cars were in service as single units on the San Pedro and Western Avenue line last Wednesday.

After the first car of the new shipment was turned out of the shops, equipped and ready for service, a pace of one car per day was made by the mechanical men. All preparations had been made for the shipment and the apparatus was waiting beside the pits for the cars.

As each car was turned out it was turned over to "Doc" Robey, foreman of the mechanical department of Division Two, for a tryout. A test run singly and in two-car train operation was made with every car before it was put in passenger service, and this plan is being followed out with the remaining cars.

Like Working Without a Boss

Mr. G. B. Anderson,
Manager of Transportation,
Los Angeles Railway.

Dear Sir:

I thought it might interest you to know what at least one of your motormen thinks about the Credit System that you started two or three years ago.

I ride on your cars a great deal, as my business calls me every day to various parts of the city. The other day one of your motormen, who had on his cap No. 1617, in answer to some questions about the way the men were treated, said that under your Credit System the man whose average did not drop below 100% in the month received \$5 a month or \$60 a year in addition to his regular pay.

He said also that the days when Supervisors thought they could get the best service out of the men by "bawling them out" were past, and that under the new plan the Supervisors treated the Conductors and Motormen like white men.

One of the things he told me that interested me the most, was that so long as the men did the right thing in working for the Los Angeles Railway, they were practically working without a boss.

I have traveled a good deal on street cars over various parts of the United States in my line of business, and I want to say that if your Credit System works with 50% of your men like it does with Mr. No. 1617, it would not be a bad thing if the same plan were in force on all other street car systems.

I hope I have not hurt the Company's feelings in writing this letter

Yours truly,

HARRY C. PAYNE.

Obedience to the laws of this country is the acid-test of every citizen's patriotism.

R. W. Reid Proud Dad Of Eight Pound Girl

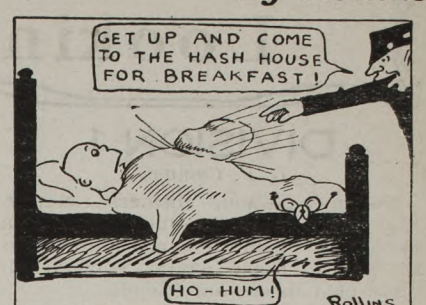
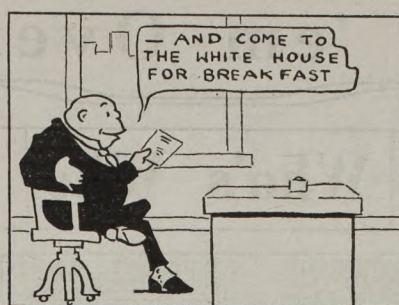
After passing this division for a week or two, the old bird Stork on Saturday morning, last, Dec. 9th, arrived at the Maternity Cottage with a fine bouncing boy of the 8-pound variety, for the family of Clerk R. W. Reid, and as R. W. declares, another knight of efficiency. This is the first in the family, and we are pleased to report mother and baby doing fine.

EXPRESSES THANKS

Motorman J. F. LaBarre of Division One, wishes to express his appreciation of the sympathy expressed at the time of his wife's death last month.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things

(Hand Picked)

For Condr. J. C. Phillips, Div. 3
Los Angeles Railway.
Gentlemen:
It is a great pleasure to report an efficient and courteous conductor on the street car.
Too often the patrons and conductors are not in harmony, so it is with gladness that I wish to commend Conductor No. 426, who left 7th and Spring streets on the Garvanza car at 5 P.M. Monday. The car was late, the passengers were cross and looking for an argument, or worse, but the conductor handled the crowd on the worst crowded car it has been my misfortune to ride, and my discomfort was turned to joy in witnessing the extreme kindness and courtesy of the conductor in creating a kindly atmosphere, and showing little acts of kindness to the tired shoppers and workers.
I hope No. 426 has a big family of boys, who have inherited the kind traits of the father.
Yours sincerely,
MRS. ANNA LUNDAHL,
1535 Kulli St.,
Los Angeles.

For Condr. G. O. Hall, Div. 3
A patron who has frequently been riding on line "W." called to give a word of praise for Conductor No. 2052.
She says, he is courteous, obliging, efficient and in all respects a perfect gentleman.
She is moving out to Garvanza today (10-26-22) and feels delighted to know there is one so courteous on the line on which she is to travel.
(Name not obtained as communication was cut off by central.)

For Condr. S. M. Fox, Div. 5
Los Angeles Railway.
Gentlemen:
I want to thank the conductor of the University car No. 142 for taking care of and turning in to the "Lost and Found" Department a package I left on his car Saturday evening.
I remember the number of his car as I wished to write you of his kindness to a blind man, who rode on his car.
I have found all the conductors and motormen on this line very kind indeed.
Very truly yours,
MRS. LUCY F. SMALES,
West 125th St.,
Los Angeles.
R No. 9, Box 101, Athens.

Mtr. H. Lozier, Div. 1
Los Angeles Railway.
Gentlemen:
I wish to congratulate the Los Angeles Railway for having in its employ such an efficient, courteous and obliging employee as Motorman No. 2167 has proven himself to be. I want him to know that his many acts of kindness have not gone unnoticed. The safety and comfort of his passengers is apparently uppermost in his mind at all times. I sincerely trust that his trustfulness is appreciated by your company.
Yours truly,
J. O. ALLISON,
2832 North Main St.,
Los Angeles.

For Condr. G. R. Stevens, Div. 2
Los Angeles Railway.
Gentlemen:
I want to express my appreciation for the courtesy shown me by your conductor, No. 2094, with whom it has been my pleasure to ride on the Moneta Ave. car.
He is very polite and nice to everybody who enters his car. He treats old and young, rich and poor, alike.
In my estimation he is a very fine young man and if he keeps up his good record, will be rewarded.
Yours truly,
MRS. JACOBSEN,
22nd and Main Sts.,
Los Angeles.

EFFICIENCY BONUS FOR 1922 IS LARGEST YET

(Continued from Page 1, Cols. 3-4)

heartiest congratulations for the achievements of the past year," said Mr. Henderson. "Your work has kept the Los Angeles Railway in a foremost position among street railways of the country." Best wishes for a Merry Christmas and a Happy New Year were extended to bonus men and all other employees.

Mr. Hill spoke of the increasing difficulty caused by automobile congestion, particularly in the downtown districts and complimented all trainmen on the work they have done in the past year in the face of these conditions. He said he was sufficiently optimistic to predict that in the near future there will be effective steps taken in regulating traffic for the greatest good of Los Angeles as a whole.

The list of men receiving special prizes follows. The first six in each group received the special prizes from \$100 to \$15, in the order the names appear and the last four receiving \$10 prizes. The names in black type, 21 of them, are of men who received special bonus award last year and repeated in 1922:

- DIVISION ONE**
Conductors—A. G. Rex, M. C. Perl, H. N. Cole, J. H. Stanley, E. Urban, D. W. Tinsley, R. W. Brigham, L. Adkins, D. L. Wieland, E. L. Ayers.
Motormen—W. S. Service, J. O. Huffman, H. S. Christiason, D. F. Hodges, D. Rogers, J. A. Wigren, W. O. Watson, A. B. Parker, R. H. Schatz, G. James.

- DIVISION TWO**
Conductors—E. C. Hickey, N. W. Wagner, C. A. Rogers, E. A. Moxley,

- L. F. Crandell, C. A. Risley, G. W. Clark, C. Eiserman, M. F. Nar, E. H. Rosebrock.
Motormen—W. E. Hancock, E. C. Secrist, H. Smith, F. Weselon, W. C. Bourland, A. E. Holmberg, J. A. Godwin, C. H. Coolman, F. B. Dodge, W. McLean.

- DIVISION THREE**
Conductors—J. C. Phillips, S. S. Wollman, G. W. Chapman, I. C. Acuff, J. G. Visser, W. J. Millican, H. F. Smith, A. Auger, O. G. McDermith, J. P. Martin.
Motormen—J. L. Ott, A. Benson, L. M. Runyon, B. S. Head, W. Pearson, J. Hellman, C. M. Ward, G. C. Platt, G. H. Bedbury, C. J. Wykoff.

- DIVISION FOUR**
Conductors—R. S. Bliss, A. W. Horton, W. G. Figg, H. Buckman, J. H. Pace, C. W. Beckner, F. W. Reynolds, W. B. Huddy, A. L. Layton, J. L. Carnine
Motormen—J. G. Dixon, J. W. Votaw, R. Creger, Z. Gascon, R. A. Knudson, A. H. Hepp, D. L. MacDonald, M. B. Boyd, C. Larson, J. B. Woodland.

- DIVISION FIVE**
Conductors—E. H. Link, L. B. Fowler, A. R. Graves, R. A. Eisenhart, J. C. McHenry, H. Hazen, J. R. Dean, G. C. Bemis, F. A. Keersmackers, G. J. Armstrong.
Motormen—M. R. Ballard, W. G. Dugger, G. J. Smith, H. Conklin, W. Moore, S. A. Johnson, E. M. Austin, T. A. Golish, J. E. Croff, A. J. Eaton.

KEEP STEADY; REALIZE YOU CAN MAKE CHRISTMAS SAFE

(Continued from Page 1, Col. 1)

they know they should do, then there would be no accidents.

Keep Your Head

Do not let a large load bother you, your car may be slowed down when and where you desire. Do not run too fast. Do not cross one cross street without anticipating the danger existing at that street. In fog, or in rain, do what you know you should do. If you cannot see, do not run. If you are not sure where you are, feel your way, for when you take a chance in this game, you gamble with a human life. If you need help, come up. If you need courage or confidence, come up and see us.

Do not make the mistake of making mistakes. The Christmas rush is no different to us than any other time. Our business is the same, the safe transportation of passengers. The very thought of being afraid, causes you to do the very thing you are afraid of.

All that any man need do is stick to straight street car operation. In Number One zone, where loaders are on the corners, crowded cars are ahead, slippery rail, people all around at cross walks and in the middle of the block—play your road space. If you have not been interested enough in it up to this time, do not delay another moment, think about it, apply it.

Watch Intersections

If someone is trying to hurry you, realize that you are doing work different to his work. There is no judgment used

in mobs, and mobs are nothing but a disorganized body of people. Do not let yourself become induced by that spirit, but proceed in the same orderly manner as you would in July.

Take the proper observation in the direction danger comes from before starting across a track intersection. Do not cut too close to the car that has just crossed ahead of you. Do not feed your controller to more than five points when crossing any track crossing. Be sure the electric switch is properly set, and do not double with another car.

On account of the semaphores at Second and Broadway, that crossing is different from any other on Broadway. First and Spring is also different. Both of them need special attention. Stay away from the car ahead of you at all times.

Use Road Space

Some of the motormen are getting careless in observing the road space in Number Two zone. This rule has not been changed. All traffic accidents are caused by a conscious effort of the will. At first your intentions are all right, then you do a thing you know to be wrong, and get away with it. In a short time you will find the thing you were afraid to do, you now do without a thought of the consequence. You either do too much, or too little. It is not our intention to allow ourselves to become careless.

We have confidence in you men, confidence in your judgment. You must have confidence in yourselves, not as to your ability to run fast but to run safe. Think safety, act safety, in short, be the personification of safety. Try, then try again, ease and perfection comes from repetition.

On The Back End

(Contributed)

Conductor C. E. Robinson is a traveling loader on the two-car trains. A man tapped him on the shoulder and asked him if he was hard of hearing. "Why no," Robbie answered "did you say something that I did not hear?"

"No, but isn't that shiny box on your chest so you can hear people talk?" asked the man.

"No, no," replied Robbie, "that's to make the nickels talk!"

When a man begins to know how little he knows in comparison with what there is to know—there's hope.

The early bird not only catches the worm, but he gets first whack at the morning newspaper.

Motorman Wooley and Conductor Block, of Division Three, said they found the best lunch they ever tasted left on their car and next day were relating the fact to another trainman, when a passenger spoke up and said: "I am glad that you enjoyed it as my wife always puts up a swell lunch and that lunch was mine."

He—"Would you scream if I kissed you, little girl?"
She—"Little girls should be seen and not heard."

The trainmen of Division Two, working "S" line cars, consider themselves a little above the men on the other lines, as the new "1200" type cars are placed in service on that line as fast as they are fully equipped at the shops. Instructor Grant Clear is kept busy qualifying motormen for the operation of the new cars.

Holding its ground is what made the acorn an oak.

A passenger on a southbound Hawthorne car left his seat and staggered through the car to the conductor and asked if he "hic—use the—hic—tele-hic—phone."

"I left my money at home," said the lady to the conductor on the train. "You will have to trust me. I am one of the director's wives."

"I am sorry, madam," replied the conductor, "I can't do that even if you were the director's only wife."

Judge—"What had the defendant been drinking when you arrested him?"

Cop—"Whiskey, I think, Your Honor."

Judge—"You think? You think? Aren't you a judge?"

Cop—"No, Your Honor, only a patrolman."

Looking 'em Over at the Divisions

DIVISION 1

L. F. Camack

Tommy Nelson, formerly stenographer of Division One, paid us a visit this week. Tommy quit to go to Texas. Come again, Tommy, always glad to see old friends.

Conductor J. W. Courtwright is going around with a smile as big as Motorman Hazer's, the reason being he is the daddy of a beautiful nine-pound baby girl. This is the first in the family, so Courtwright is very proud. Mother and baby are doing fine.

Well, I suppose by this time you have all received your bonus and are busily engaged in Christmas shopping. Ever stop to think that it is mighty nice to work for a company that gives you \$60 for Christmas? Better look around at other companies and at conditions and then think it over.

A FAIRY TALE

SCENE I—Time 1875.

Lady waiting for a street car.

Street car stops with steps exactly in front of lady. Conductor steps down and assists lady on car. After assisting her on the car he escorts her to a vacant seat. She sits down. Conductor removes his cap, and says in a very polite tone of voice, "Madam, may I have your permission, now, to start the car?" She nods her consent. He now says, "Madam, do you wish a transfer?"

That's the way it was done in 1875.

Now we will show how it is done in 1922.

SAME SCENE—Time 1922.

Lady waiting for street car.

Car scoots up and stops. After getting on without any assistance, the conductor tells her to move forward, and asks her to have the exact change ready next time so she won't delay the rest of the passengers.

DIVISION 2

C. L. Christensen

Motorman J. T. Hall is back with us again, having resigned a year ago to go to Kansas City. We welcome you back, J. T.

Conductor E. F. Loyd has resigned to accept a position with the Western Products Company.

Conductor C. J. Petersen is at the present time working "Traffic," says he likes it fine for a change.

Motorman D. D. Cellers, who has been in ill health for some time, has been appointed flagman.

Motorman A. E. Russell has returned from a three months' vacation, visiting his mother on a ranch in Texas, and reports a fine time.

W. L. Zoll and R. H. Gillith, who were safety car operators at Division 4, have transferred to this division as motormen. Division Two welcomes you.

Conductor B. E. Allen, who has been on sick leave for several months, recently underwent an operation and is slowly improving at Phoenix, Ariz. according to word just received from him.

Motorman W. C. Bourland has returned to train service from the schedule department, where he was temporarily assigned.

News from the L. H. Wilson Camp! On a recent journey around Los Angeles, the old bird John Stork, stopped long enough at the home of Conductor L. H. Wilson to leave a dainty package, containing an 8-pound baby girl. This is the first heiress

Who's Who



HE comes from Boston and has worked for the "Haavahd" club at that but just the same he is a regular fellow and is known at Division Three as Conductor William E. Gillibrand, and will complete three years' service next Spring.

Conductor Gillibrand is rated as one of the best conductors and a willing worker. At present he is busy buying some real estate to establish a home for himself and his mother.

On the Sick List

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

DIVISION NO. 1

Conductors—W. E. Holland, 3040 Upper Blvd.; C. W. Austin, 1157 Delphi St.; H. Capps, 724 John St.; O. Arguello, 2628 E. 4th St.; J. H. Morrissey, 3016 E. 4th St.

DIVISION NO. 2

Conductors—E. F. Loyd, 1241 W. 91st St.; J. H. Kirkpatrick, 1462 E. 48th St.; E. H. Robertson, 815 E. 6th St.; C. E. Hill, 331 W. 50th St.; E. Marshall, 343 E. 53rd St.; R. E. Hampton, 200 E. 53rd St.

Motormen—W. W. Sheckler, 502 Lyfort, H. Pk.; W. Meier, 603 1/2 E. 7th St.

DIVISION NO. 3

Conductors—W. O. Butler, 2627 Alice St.; O. G. McDermith, 3312 Loosemore St.; J. E. Gorham, 3226 Dayton Ave.; R. E. Mohrter, 701 Aragon St.; W. H. Liberty, 106 Chestnut St., Pasadena.

Motormen—A. A. Middlecoff, 2643 Arvia St.; W. W. Yates, 5925 Monte Vista Ave.; E. M. Eahart, 2615 Merced St.; O. A. Dunman, 717 Isabel St.

DIVISION NO. 4

Conductors—D. W. Gibbs, 940 1/2 West Pico; F. H. Cavanaugh, 239 West 70th St.; E. F. Hedtke, 1520 West 22nd St.

Motormen—S. H. Duncan, 1120 S. Grand Ave.; T. L. Roberts, 1437 West 12th St.; D. F. Martin, 1196 S. Bond St.; M. P. Cooper, 1738 1/2 Reid St.; A. H. Montrose, 2941 Antietain St., Sawtelle; H. DeJager, 1624 Grover St.

DIVISION NO. 5

Motormen—S. A. John, 3506 W. 63rd St.; J. I. Mullins, 813 Oxford Ave.

and L. H. is some proud daddy. We congratulate.

One rainy morning last week, when everybody seemed to show up for their runs in time (something out of the ordinary) the clerks, after holding a short consultation, announced from their platforms, at the window, in a loud tone of voice: "Step forward, gentlemen, any of you can get off today or for the balance of the week for that matter." Only one elderly gentleman responded to the week-end proposition, while a number of them decided to take a day's rest.

It is hard to resist temptation.

Grant Clear, of the instruction department, is now comfortably settled in his new "flat" home at 51st and Main, which was recently completed.

DIVISION 3

H. A. Russell

Mot. O. L. Sanford says that when he used to be a trouble shooter, he would climb poles with spurs and he says that has got trying to climb them with a street car beaten to a frazzle. And also after his shower bath from the fire plug, he declares that the report that California is bone dry, is all bunk, to which his conductor, Victor Smith, adds yea verily, as he still shakes the water out of his ear.

Cond. L. L. Sweet and Pat Olexo have been added to the staff of loaders.

Mot. F. W. Beacham, who has been on vacation for a couple of days, on account of stubbing his toe a little bit, is back on the job again and we are glad to see him.

We regret to report the death of the baby of Mot. Frank (Kelly) Cummins, which occurred on Dec. 8th. This being the only one in the family, the blow was very severe to the family. We tender to the family our sincere sympathy.

Well, as regards the safety contest, would say that you are still in it. Did you get that? Still? Not exactly in the cellar, but on the ragged edge, liable at any moment to drop in, so back up a little and make another run for it. This is the month for us to win it, so buckle up and go after it. Two Bells, let's go!

Our angel janitor has left us and we have now Mr. George. Pleased to meet him.

As proof that great minds always run in the same channel, Mot. B. A. Witter and his conductor, E. B. Peterson, unknown to each other bid on the same run, it being open on both ends and they were both successful and E. B. is still tagging around after E. B.

Cond. Bill Rogers the other day found a nifty handbag on his car, containing a considerable amount of jewelry and one hundred and two dollars in currency. Bill, like a good sport, turned it in, and evidently the loser was tickled to find it, as she called for it and Bill has been notified to that effect. Alas 'tis a cold world.

DIVISION 5

L. W. Burwick

Conductor A. J. Doty has resigned to accept a position for the city.

Much to our surprise we learned that Motorman A. E. Downing had disposed of his "Spark Plug," his "chevro-one-lung auto-go." We have been told that he delivered same to the new owner, in a basket, and applied to the cash receiver for change for a dollar so he could collect for it. He says he now has enough ready cash to make first payment on a wheelbarrow.

And our little friend, Jimmy Mullins, reports the arrival of a ten-pound baby girl. Jimmy, himself, only weighs about 93 pounds soaking wet, so he can't expect to be the head of the family many years. This is the first child and Jimmy is a very proud daddy and came across with the cigars right away. He reports the mother and daughter doing nicely.

As the result of the contact with the wrong end of a lighted cigar, Conductor A. J. Vreeland has sworn off smoking. We all know that it is a

DIVISION 4

C. J. Knittle

The painters wound up their work here last Wednesday by dolling up the office. A state of confusion existed when "ye scribe" ventured in on Thursday for the news. Supt. Wimberly was engaged in replacing his office furniture, Clerk Driggs was busy checking out runs and Foreman Boyd and Stenographer Ellis were figuring out reliefs to allow men to attend the "bonus" meetings. It was no place for a minister's son.

Foreman Boyd is featuring a new suit. Says he likes it, except that the trousers hurt him under the arms.

Operator R. J. Teal has been granted a fifteen-day leave to try the police force.

Motorman E. D. "Nemo" Smith, says he likes his conductor, "Doc" Hubbard, but "Doc" has a nasty habit of flagging Vernon Ave. and 54th St. on their Hoover St. run and the unnecessary delay is exasperating.

Conductory Huddy was counting out his day's receipts last Monday evening. The hub-bub of voices was very annoying. Huddy could not get his cash straightened out. He called for silence twice but to no avail. Then he boiled over, and slammed his tray on the floor and lost a dollar and a half. He's still sore.

A naval officer boarded Conductor Frank Deuber's W. Adams Owl and after paying his fare asked in humble sailor fashion, "Do you allow smoking on board, cap?" Deuber, an ex-marine, responded wittily, "Yes, mate. On the fo'castle deck." "Aye, aye, sir," answered the naval officer with a half salute as he made for the front end.

The Temple St. motormen are finding cause for very careful operation between Rosemont St. and Occidental. The new double track is partly laid between these streets and with wet roads, slippery rails and vehicles running both ways on one side of the street, the fact that there has been no accidents to date in this section, is worthy of note.

Speed Cop—"Hey, whaddya mean, going so fast?"

Moses—"I've gotta get home before the gas gives out."

poor policy to get excited while smoking a cigar.

Conductor "Shorty" Evans, the Assistant Sheik of 54th Street, has been inspired by the pools of water around the Seal Gulls' Roost and is studying the art of Gold Fish raising. He has discovered that by pouring oil on the water in which the little fish swim he can produce a very fine quality of oil sardines.

We wish to thank Scribe Russell, of Division Three, for calling to our attention the fact that Division Five has not as yet produced a division entertainment. Not that we have ever had the safety contest off our mind, but there are vague rumors circulating around the division about a proposed entertainment and we are looking forward with pleasure to the time when we will proudly announce the event.

It looks as though the safety contest is all in our favor so far. Let's stow that bonus check away in a deep pocket and settle down to break all previous safety records and have the pennant back in its usual resting place.