



TWO BELLS

VOL. II

MARCH 27, 1922

No. 43

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

Hunting & Fishing Club Proposed

REAL EFFORT VITAL FOR RESULTS ON CARS

By R. B. HILL

Superintendent of Operation

For a few paragraphs, I want to talk about two subjects that have been brought before you several times before, but there is a present need for repeating and emphasizing them. The first is about personal appearance and the second is about moving passengers ahead in the car as much as possible.

In another column of this issue there is a statement that the uniform department is prepared to handle a spring rush for new uniforms, cleaning and pressing. I certainly hope you keep that department busy.



Neatness pays many ways and is so easy if you will only give it your attention. A man who does not care enough for himself to keep neat and clean can scarcely be considered of the right mental make-up to be the kind of a trainman he should be to hold a place with the Los Angeles Railway. There are some men on the cars today whose appearance is not up to standard, although they are very few now. *Untidy appearance has been a factor in a number of men leaving the service—by request.*

A shave, a clean uniform with some semblance of having been pressed, a clean collar and shoes shined make a man able to give twice as good service as the man who is untidy. It has often been said that passengers will co-operate with a neat trainman when they will disregard the requests of an untidy trainman. It is certainly true and moreover *neatness makes the trainman feel better himself.* If you have not tried it, don't delay the experiment.

On the whole the appearance of trainmen is excellent and has brought forth favorable comments from street car officials of other cities. *That is why a few untidy men are as con-*

(Continued on Page 2, Col. 3)

Wrong Color Used On Irish Day To Deck Wheelbarrow

EVER since Noah cracked that joke about wheelbarrows having been invented to teach Irishmen how to walk on their hind legs, Pat and Mike have been the center of the fun where ever you find them.

The law of averages places so many Irishmen in the maintenance of way department of every railway and the name of James J. Lavin leads all the rest, as far as the Los Angeles Railway is concerned. His speciality is track spikes and a wheelbarrow.

St. Patrick's day dawned uneventfully at the Vernon yards and James J. brightened things up with his usual good humor, a happy whistle and a generous display of green. He hunted up his trusty wheelbarrow, but others had remembered Jim and St. Patrick's day. They had painted his wheelbarrow for the occasion.

But they used yellow paint!

Here's Autoist Who Actually Admits Blame

Wonders will never cease as long as we have street cars, supervisors and accidents, for the trio conspired to add an unusual incident to the daily routine last Wednesday.

Supervisor G. W. Bruffet reported that at Brooklyn and Rowan, a man introducing himself as J. F. Stoffe, of 3906 Brooklyn Avenue, said that he had driven his auto into a street car on Rowan Street, between Michigan and Brooklyn Avenue; that it was his fault and he was anxious to pay the damages. He asked the supervisor with what office he should take up the matter and Bruffet concealed his amazement long enough to direct him to the claim department.

To those who have had experience with the kind of man who whistles blithely as he runs into the back of a standing car, then wants \$10,000.00 to soothe his nerves, this incident will be a morsel.

Gold Piece Found in Fare Box Given Condr's. Widow

A five-dollar gold piece which was dropped into the fare box of a car in charge of the late Conductor L. S. Roney, of Division Two, has been turned over to the widow by the office of the superintendent of operation. The gold piece was dropped in the box in mistake for a nickel and went through the box registering as five cents.

When Roney discovered the coin he turned it in with a miscellaneous report and it was held for a claimant, but no claim was made. In the mean time Mr. Roney was taken ill of influenza. After he had apparently recovered, a recurrence of the illness claimed his life suddenly.

SUPER. GILMORE QUITELY MARRIED

The many friends of Supervisor E. G. Gilmore will be interested to know that he and Clara F. Sharp were united in marriage Saturday evening, March 18, at the home of the bride, 918 So. Concord Street. The ceremony took place at 8 o'clock, the bride and groom standing beneath a beautiful bower of ferns and flowers.

After congratulations and best wishes were extended to the happy couple a bounteous supper was served to about forty relatives and friends. Music and dancing followed and late in the evening the newly-weds managed to escape and left by auto to spend a short honeymoon at a quiet mountain camp.

Stork Gives Div. 2 Margain Over Div. 3

Division Two has again been visited by the old bird, Joe Stork. This time it was Conductor W. H. Laing, who brought in the news of a seven-pound boy. Mother and baby are doing fine and dad is busy receiving congratulations.

This puts Division Two one to the good over Division Three, which was for a time recognized as Joe Stork's headquarters. Division Three has a reputation for upholding traditions, so something will have to be done about this.

IDEAS WANTED FOR FORMING OUT DOOR OUTFIT

A hunting and fishing club of Los Angeles Railway employes! How does that appeal to you?

Plans for such an organization have been outlined by J. B. Hayner, superintendent of employment and are being considered by officials of the railway. It is known that a number of men in all departments of the company are greatly interested in out-door activities, which can be arranged through such an organization. Accordingly an expression of opinion is asked.

Hunting Trips

The plans call for trips conforming with the game laws of the seasons, such as rabbit drives and duck hunting expeditions. Trap shooting contests is another feature suggested for those who enjoy the sport of scatter guns and clay pigeons.

Arrangement could be made where by those without guns could procure them and ammunition at low cost so that no great expense would be attached to the organization. The mountain streams and beaches being near at hand, conditions are ideal for fishing expeditions.

What Do You Say?

In addition to the out-door activities there would have to be occasional meetings to plan the trips and attend to business. Social affairs might be included in these meetings.

The whole thing is in the suggestion stage so far. There are some difficulties to be overcome, but no doubt good sport and great benefit could be derived. Mr. Hayner is anxious to receive the names of employes who would be interested in such an organization and suggestions for formation will be welcomed.

Speak up.

APPOINTED FOREMAN

Sam Bevilacqua, who has been with the maintenance of way department since 1902, starting at the bottom, has been appointed a foreman. He replaces A. Casale, who resigned.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Demonstrating Team Work

A WEST Eleventh Street car was nearing Ninth and Broadway, north-bound. The motorman noticed a two-bit piece in the street. He slowed the car down and gave the conductor a designated signal. The conductor jumped off and picked up the quarter right by the step and was back on the car giving two bells before the car came to a complete stop or before any of the passengers saw what was happening. At the terminal or at the end of their run they probably smiled extensively through the smoke of "two-for" cigars. They enjoyed the benefits of team work; genuine co-operation.

John Collins, supervisor of safety, happened to be on the car. He smiled with the conductor and motorman. They gave an excellent demonstration of team work—the thing he has preached month in and month out. The conductor and motorman knew exactly what to do when something out of the ordinary line presented itself. They had prepared for it.

An accident is another thing that presents itself unexpectedly. It calls for team work between the motorman and conductor in reporting to the emergency supervisor by telephone, in caring for the injured party, if there be any injuries, and in getting witness names. How many of you who work together regularly ever took a few minutes to plan your work in such an emergency, so as to avoid confusion and do the work in the best possible manner?

The need for team work exists in all parts of street car work. At terminals, at cross-overs, pulling out or pulling in, all require co-operation and co-operation makes the work easier. That is one of the big things to remember.

A Chance for a Kind Act

THE SICK list reappears in this issue of Two Bells, containing the names and addresses of men who went off on sick leave since March 10.

During the recent wave of influenza, the sick list mounted rapidly, but as many of the men were only off for a few days it would have been confusing to print the list. The sickness seems now to be pretty well over.

It is obviously impossible to give an up-to-the-minute sick list each week, as some may have returned before the paper is off the press and others may have been taken ill. Nevertheless it is the aim to give as nearly accurate a list as possible for the information of friends of men off on sick leave.

A friendly visit, even if for just a few minutes, means a lot to a man when he is ill. Those who have been through the experience know the truth of this statement. The sick list published in Two Bells gives a chance for such little acts of brotherly kindness. A complete list of men who have been off for long periods is available at the division offices.

LOADERS RETURN TO TRAFFIC WORK

Practically all the loaders who work at the downtown corners during the busy hours of the day are back on the job after having been withdrawn during the shortage of crews, which was caused by the wave of influenza. For several days during the peak of the sickness, runs had to be held in and every available trainman was on the cars. The return of the loaders is a welcome sign and means a big help in speeding up rush hour traffic.

C. A. Park at Army Sawtelle Hospital

Conductor C. A. Park, Division Two, who has been at the government base hospital at Palo Alto, has been transferred to Soldiers' Home hospital at Sawtelle. He is suffering from chronic bronchitis and stomach trouble. He would like to see some of the boys of the division if they should happen to stray out toward Sawtelle and prevent Uncle Sam making an old man of him before his time.

UNIFORM DEPT. IS READY FOR SPRING

Now that the winter season is officially ended and the rains seem out of the way, the uniform department is prepared to do a great deal of cleaning, pressing and repairing. Those who need new uniforms and have been waiting for the good weather are urged to place their order promptly. The new serge uniforms make a neat showing and a little repair work and pressing of the old uniform may be a considerable improvement.

The uniform department is operated for the exclusive use of employees and they are urged to make the fullest use of the opportunities.

For Condr. H. Nadeau, Div. 2.
Los Angeles Railway,
Gentlemen:
Kindly permit me to commend to your attention Conductor 2646 for his unflinching courtesy towards the patrons of his car, and his watchfulness tending to the conserving the interests of the railway company.
The other evening he undoubtedly prevented an accident to an elderly lady who was getting off his car the wrong way.
Yours very truly,
A. ROBBIE,
108 West 89th St.

BULLETINS

ISSUED MARCH 27, 1922

BULLETIN NO. 42.
Notice to Trainmen

The rule prohibiting the distribution of advertising matter on cars must be enforced.

Trainmen must under no circumstances allow the distribution of any advertising literature on our cars.

BULLETIN NO. 43.
Notice to trainmen on line "E" cars.

All trainmen operating on line "E" must familiarize themselves with the Mail Schedule on that line, noting carefully point where mail is delivered to our cars, and mail must not be refused by any train arriving at point of delivery at approximately the time provided for by schedule.

BULLETIN NO. 44.
Notice to Conductors.

Conductors operating cars which are scheduled to make one or more trips on other than the regular line, must familiarize themselves with the checking points on the extra line, and fill in mileage card properly.

BULLETIN NO. 45.
Notice to Trainmen

Toilet facilities have been provided in the rear of 6022 Moneta Avenue, and same are now available for use.

BULLETIN NO. 46.
Notice to Conductors

Pass No. 1306, issued to Mary V. Dockstader, Clerk, Master Mechanic's Office, has been lost.

Pass No. 4496, issued to E. P. Johnson, Conductor, Division No. 1, is in improper hands, as this man is no longer in the service.

Pass No. 1140, issued to Wm. J. Hunter, lineman, has been lost.

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

P. B. Hill
Supt. of Operation.

GENUINE EFFORT BRINGS RESULTS

(Continued from Page 1, Col. 1)

spicuous as a cabbage in a rose garden and it is so important that the few who appear on the cars slopily dressed and unshaved drop their untidy ways and present a proper appearance.

One of the important jobs in the rush periods is keeping the entrance as clear as possible by moving passengers ahead in the car. Here, as in everything else requiring co-operation, the neat trainman with a pleasant voice has a big edge over the one with untidy uniform and voice to match.

I know perfectly well what a job it is at times to get passengers to move forward. I have tried it on some pretty heavily loaded cars. But in making this additional reminder I want you to realize that loading cars is the important thing of rush hour travel. Delay to your car delays the cars behind you and gives you an overload.

There seems to be only one way to get passengers to move ahead in the car and that is to ask them. Some conductors can get results this way and others cannot. The difference is in the way passengers are asked. The man who is successful asks them not once but repeatedly, always with a cheerful voice and a "please." Say "thank you" to those who move and then ask the others again. Some motormen give real assistance by calling out to passengers that there is room at the front.

You may agree that the two points I have mentioned in this talk are important but remember they cannot be accomplished without effort on your part—a real effort and a continuous effort.

NOTICE GIVEN CONDUCTORS IN MONEY ERRORS

Two new forms to notify conductors of the disposition of money turned in to the office of the superintendent of operation have been put in use. In cases where a conductor finds he has short changed a passenger or a gold piece is dropped in the fare box in mistake for a five-cent piece, the money must be turned in as usual.

The conductor will then receive a slip from the main offices acknowledging the receipt of the money and the statement that if no claim is made within 60 days the cash will be returned to the conductor. Another slip is used to notify the conductor if the money is claimed and if no such claim is made within 60 days, the conductor is so informed and receives the money.

The new forms pertain only to matters involving car fare and not lost and found articles.

When money is returned to a conductor under these conditions he will sign the slip as acknowledgment and return to the superintendent of operation.

Extends Thanks for Remembrance

Main Office Employees,
Los Angeles Railway.

Dear Friends:

My wife and I wish to extend to you our most sincere thanks for your kindness at the death of our son, Charles, who was office boy in the auditing department.

It was hard to lose a boy like Charles. His death brought deepest sorrow to our hearts. But it was not quite so hard to bear when we received your beautiful and generous tribute to his memory. It brought the gratification which only a mother's and father's heart can know—that their boy had done his part in this world faithfully and well.

Sincerely yours,
J. W. SHARP.

Elephants Can Use Streets Denied to Army Men's Parade

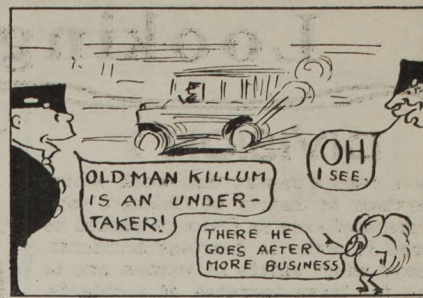
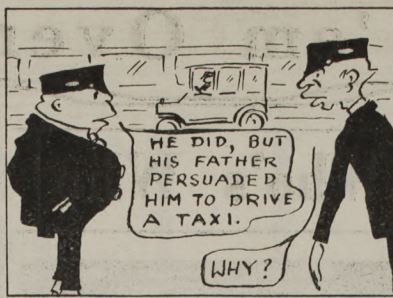
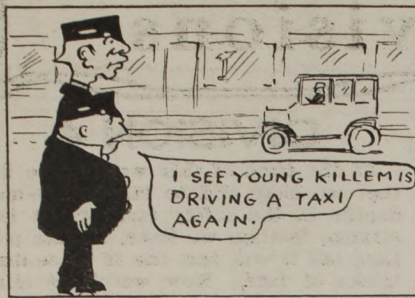
The downtown district was treated to a beautiful traffic tie-up last Monday so that Los Angeles might pay fitting tribute to a few elephants, a wagon load of monkeys and the wild man of Borneo.

A circus parade had cars of practically all lines halted or else badly delayed due to diversions from the regular routes. Automobiles were not allowed south of Ninth Street for about half an hour and this added to the confusion at the edge of the congested district.

As Leo Londrville, supervisor, commented as he viewed the demonstration: "When the ex-service men parade on Armistice Day they have to use Figueroa Street and keep out of the downtown district, but a few elephants can get the exclusive use of the busiest streets."

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

BOUQUETS RECEIVED LAST WEEK

Condr. W. E. Smith, Div. 3.
 Codr. W. J. Millican, Div. 3.
 Condr. E. H. Link, Div. 5

For Condr. L. H. Parker, Div. 3.

Upon the eve of my departure from Los Angeles Railway, Gentlemen:

Your city, I wish to thank you for the kind treatment your men on the cars have shown me while here, especially 1546, who is one of the most obliging men I have ever met. He directed me to five or six places while on his car, and told me it was only a pleasure to him to be able to help me.

Respectfully,

T. W. BIRK, Hotel Mitchell.

□ □ □

For Condr. E. P. Johnson, Div. 1.

Los Angeles Railway, Gentlemen:

I wish to commend very highly Conductor E. P. Johnson, cap number 2148, for his courteous treatment toward two elderly ladies, the one being myself and the other a crippled lady, on the above date.

He was attentive in helping me on the car, as well as to alight from car.

He got off the car to aid the crippled lady board car, and was very polite, cheerful and gave information readily to all passengers, and is indeed worthy of special mention.

Yours very truly,

MRS. F. WIGGIM, Venice Apartments, 1323 So. Hill St.

□ □ □

For Condr. H. E. Ketchum, Div. 4.

Gentlemen: Los Angeles Railway,

Am a daily passenger on Temple Street line, and have been for years, and I want to express to you my appreciation and high regard for one of your conductors on said line who does not know me. The party is H. E. Ketchum, No. 698.

His courteous treatment to all and exceptional care in assisting old people, cripples, women and children on and off his car prompts me to tell you that his name belongs on any roll of honor that the company keeps. He attends to business with dispatch, but is most pleasant and agreeable with it.

Most respectfully,

Geo. B. DeSellem, 121 Temple Street.

□ □ □

For Condr. F. E. Clark, Div. 3.

Gentlemen: Los Angeles Railway,

Kindly allow me to say a word of praise for one of your employees. I have not the slightest idea what his name is, but the numbers 1058 are on his cap, and as I am a regular passenger on that line I have often watched him under different circumstances.

His courtesy to all, his unfailing kindness to women with small children, and his willingness to direct and give information, also his patience, are among the things I have observed. Another thing I noticed, which I wish might become a rule, is to call the name of the streets in order as they come.

I am writing this not from any personal motive but because I believe efficiency should be recognized.

Sincerely,

MRS. E. R. GREGORY, 2118 West View St.

□ □ □

For Mtr. W. H. Neighbors, Div. 1.

(Part of letter received from Mr. Fred Shaw, 4215 Bernice Street, Los Angeles.)

My wife and baby were getting off on East Seventh when she caught her heel, and if it had not been for the prompt assistance of the motorman, No. 17, she would have fallen and perhaps broken a bone.

A NEW ONE IN BOUQUETS

Letter from Father of Boy Hit by Car Praises Crew for Efficiency and Gentlemanly Conduct

SOMETHING new in the line of bouquets has been received. It commends a train crew for efficiency and courtesy in an accident and is apparently written by the father of the victim. Such praise from one particularly interested in an accident indicates a fine spirit of fair mindedness on the part of the writer and good work by the crew.

Vincent Terry, a three-year old boy was playing alone on Wall Street near Forty-first Street. He was hit by a car manned by Motorman G. E. Westray and Conductor P. J. Boyer, of Division Two, but the car was so well under control that the little fellow was only knocked off his balance and did not sustain any injuries. The incident brought forth the following letter:

General Superintendent, Los Angeles Railway Company, Los Angeles Railway Building, Los Angeles, California.

Dear Sir:

This is to call your attention to an accident which occurred in front of my home at 4166 Wall Street, on Maple Avenue car line, about 4:30 p. m. on Tuesday, March the 7th, when one of your cars struck Vincent Terry, knocking him down, inflicting very slight external injuries, but as far as can be ascertained at this time, no internal injuries.

My object in writing this letter is simply to commend the trainmen in charge of this car for their splendid behavior in stopping car almost immediately and being courteous to my wife and bystanders.

Yours very truly,

ARTHUR TERRY, 4166 Wall St.

DIVISION 2 HOLDING SAFETY LEAD AT HALF-WAY POINT

THE RATHER unusual situation of the safety contest lead resting with one division for four days in a row marked the half way point in the sixth safety contest, which is the last of the 1921-22 season. Division Two held first place when the last notices were posted at the divisions and still held the lead when Two Bells went scampering off to press.

After running up and down Fifty-fourth Street between Division Five at Second Avenue and Division Two at South Park Avenue, the lead settled down at Supt. P. V. Mann's headquarters on St. Patrick's day. Being a good day for a good deed, the men of Division Two set out to hold the lead and have been successful so far.

Late figures given by the safety

bureau showed that Division Two has cut responsibility from 8.5% to 8.1% and Division Five has increased from 9.2% to 9.7%. Division Three has passed Division One for third place and Division Four is at the end. This is no place for two-time winner of the pennant and does not conform with former work done by Supt. Wimberly's men.

The last figures announced by the safety bureau show the following percentages of responsibility:

Div. 2	8.1 %
Div. 5	9.7 %
Div. 3	10.06 %
Div. 1	11.6 %
Div. 4	12.6 %

Little Stories of Street Car Life

To facilitate the movement of safety cars on the South Main line, a man is stationed at Main and Market Sts. to turn the trolleys as the cars come to the terminal. It is a busy job under ordinary conditions.

A few days ago the man usually assigned to this duty was away and Motorman H. H. Baxter, of Division Three, was pinch-hitting. Naturally a new man on the job would be just a little busier than the regular man, but Baxter demonstrated his ability to observe a number of things and act quickly.

At the window of a rooming house near the terminal he noticed something peculiar. A man would draw the shades apart a few inches whenever a police officer went by. He would conceal himself as much as possible but still keep a watch on the patrolman. This aroused Baxter's curiosity and in a spare moment he noti-

fied Officer McAuliff of what he had seen. The patrolman went quietly to the man's room. Investigation disclosed that the man was wanted on three or four charges of forgery and had been hiding almost in the heart of the downtown district, waiting for a chance to skip out of the city.

Just another little incident in street car life, and a demonstration of useful citizenship.

Brevity being the soul of wit, Condr. L. H. Wilson, of Division Two, is in Mark Twain's class absolutely. The other day an argument started between Wilson and three over-sized male passengers regarding the validity of a transfer. His report reads thus:

"I had an argument with three men over a transfer and when it was over my collar was torn and a window was out."

On The Back End (Contributed)

Sam, the janitor de luxe, of Division Four, who has offered to edit the colored supplement, if Two Bells wants to imitate the Sunday papers, pulled a good joke while the circus was in town. Bob Pierson saw him in a crowded elevator getting the mail as usual and remarked that he had expected Sam to be carrying water for the elephants to earn a ticket for the big tent show.

"No sah!" said Sam emphatically, "Ah done toted watah fo' de elephants one tahn. Ah toted watah and toted watah all day long, about a ton, ah guess, and then ah foun' out they done switched elephants on me, and ah done watered the whole circus."

* * *

V. E. Scott, of Division Two, has avoided missing out by a hair's breadth two or three times recently, because he shaved off his moustache and the clerks mistook him for a new man.

* * *

Two pints, one quart.
One quart, one fight.
One fight, two cops.
Two cops, one judge.
One judge, thirty days.

* * *

Conductor R. W. Damon of Division Two, who has for the last 90 days tried to be a good policeman, has returned to his old job, saying, "It can't be done."

* * *

A Missourian boarded an East Fourth street car on which Conductor C. M. Smitt was working. He presented a transfer which was no good and as usual wanted to be shown. Smitt gave him the following reply:

"First, as to date; three days old. Second, as to time, two hours past due. Third, as to transfer point; all out of place."

He paid.

* * *

Hey! You Division Four Scribe.

I can operate a car in a continuous line, completing a circuit and returning to starting point, without operating on same track more than once, except between Temple Block and Plaza, in 8 hours time and adhere to schedule (provided there is no interference in traffic).

"A. Non. E. Mus."

* * *

It is reported that "Slats" Kerr of Division Three is taking dancing lessons to reduce his avoidupois, specializing in the shimmy.

Introducing New Men

The following men have been assigned to their division during the week ending March 18, 1922:

DIVISION NO. 2.

Motormen—C. E. McClain, F. L. Wellman.
Conductors—C. O. Ashton, F. Carlyle.

DIVISION NO. 4.

Motormen—R. R. Reed, H. F. Prosch, R. S. Wilson, L. V. Brown.
Conductors—R. C. Clark, V. B. Williams.
Safety Operator—A. H. Biggs.

DIVISION NO. 5.

Motormen—R. H. Johnstone, O. N. Wright, H. H. Crawford.
Conductor—L. Hunnable.

Looking 'em Over at the Divisions

DIVISION 1

Have read a report this week where Supervisor of Safety of Chicago, says that steps of cars in Chicago should be lowered in order to decrease accidents. He says short skirts of women are to blame for large increase of accidents. He also says that trainmen are unable to make their time on account of it. He should come to Los Angeles and get a few ideas.

The rains this week put some of the boys back on the sick list, but we are going to have good weather now. And we hope to see not one man on the sick list.

The Grand and Moneta Men who pull trains into this division like it very well. How could they help but like it. Every one who visits Division One is highly pleased with it. Division Three please copy.

Conductor Howard, of East First St. and West Pico fame, is now grabbing nickels on the San Pedro Line. The other night his run got in late. Roy Ruggles thought maybe he was lost out in South Park. Be careful Howard, it's an easy line to get lost on.

Warren G. Harding paid us a visit this week. He liked Division One very well, in fact he liked it so well he decided to stay. We are not referring to President Harding, however, but to our new Conductor W. G. Harding.

Atta Boy! We seem to be getting a good start now in the safety race, so keep it up. Division One is going to win, never fear.

DIVISION 2

Conductor P. J. Boyer is taking a few weeks off and has left for Oakland and San Francisco, where he will visit friends and relatives.

Motorman C. H. Byers, F. DeLong, I. B. Crain and Conductor R. M. Falkenburg, have resigned to engage in other work. Conductor H. W. Bailey, who has "bucked" the board for nearly a year as conductor, has changed over to the motormen's side of the list. H. W. certainly liked the extra board.

Conductor K. E. Sloan has returned from a three months' trip to Kansas City, where he took care of his father's business, while the latter was in a hospital for a couple of months. K. E. says it is fine to be back in Los Angeles again.

Motorman J. F. Floyd is back on the job after two months' leave, most of which was spent in Seattle and Tacoma. J. F. reports having had a fine time.

Motorman E. J. Eden has just returned to Los Angeles from Tucson, Arizona, where he went about six months ago to undergo treatment at the government hospital. E. J. is very much improved and has gained 45 pounds while down in the desert country.

It is with regret we learn of the sudden death of Mrs. Shore, wife of Motorman J. A. Shore, of Division Two, who was sick only a few days and passed away on March 18. J. A. has our sincere sympathy.

ALLOTING THE CREDIT

Doctor: "You have been at death's door and only your strong constitution saved you."

Patient: "Kindly remember that when you send in your bill, Doctor."

Who's Who



RUNNING around on line "F" with a street car and a happy smile any one who is interested can find Motorman T. A. Golish, of Division Five. About the only thing that can upset his peaceful disposition is spell his name Goldfish—and it has been done.

Motorman Golish took his first flip at a controller May 10, 1918. Prior to entering street car service he was a machinist in charge of water pumping station in Los Angeles and for a time worked in tungsten mines at Bishop.

He usually has a good story of some incident in street car life so now that you are introduced to him, you may butt right in and get as much of his life story as he cares to reveal.

DIVISION 5

R. J. Wright is leaving for Miami, Arizona, to spend a sixty-day leave to try to improve his health.

Motorman W. J. Burdick who returned from a ninety-day leave last week has taken another leave on account of poor health.

Clerk W. E. DeMuth was on the sick list for a few days this week, but with the aid of numerous bottles and boxes of medicine is able to be back on the job.

A lady rushed into a hardware store, asked for a mouse trap and requested, "And please wait on me as fast as you can for I want to catch the next street car."

Motorman J. A. Limes has taken a ten-day leave of absence to attend to some personal business.

Conductor J. S. Jones has changed over to Motorman for Division Five.

Motorman G. A. Erwin, who has been in the hospital for several weeks suffering from a very severe case of pneumonia, has recovered sufficiently to be able to return to his home.

Conductor R. H. Raines, who has been on the sick list for the past two months, paid us a visit at the Division one day this week. It will probably be some time yet before he is able to be back on the job.

A homely young chap, having his view obstructed by the headgear of the girl in front of him, ventured to protest. "See here, miss," he said, leaning over. "I want to look just as well as you do."

"Oh, do yer?" she replied in a rich Cockney accent. "Then you'd better run home and change yer face."

Pop, what do we mean by an elastic conscience?"

"An elastic conscience, my son, is what enables a man to stretch the truth without breaking his word."

DIVISION 3

At the time of writing (Thursday) we are headed for 1st place in safety contest. That is we are about one notch closer than we were a week ago, being now in third place, nearer where we properly belong, in first. Someone remarked that he thought that if I would not say a word that we would be right up where we belong, so this time I am not going to say a thing, but as you have made a turn in the right direction I just can't help saying, stay with it, keep up the good work and we will arrive at the top yet.

Motorman J. A. Rudd, whose health has not been very good for the past year, has resigned and will go to Stockton, California, to get next to nature, and has hopes of regaining his health. J. A. is a good fellow and we wish him every success.

Don't know if it is the Spring Fever or the Missouri Ague that is bringing forth this profile flock of would be raisers of moustaches of highly fantastic shapes and varieties, but anyway they are with us. For oddity, that wonderful specimen that adorns the uppermost lip of Motorman O. L. Sanford has the rest of 'em beaten to a frazzle. Yea, verily it is some fuzz.

Harry Beals, he of the sunny smile, arrived on the scene the other morning and informed the clerk that he had missed out. The information, although a little late, was appreciated. The old boy, you know, has just recently been rewarded for the last trio of mishaps but still has two points to go in the second series.

Motorman Bill Millican, having recently purchased a lot on Springvale Drive, is now having a home built thereon. Bill says that's the only way to beat the rent profiteer and there is more truth than poetry in that, I'll tell the world.

Notice is hereby given of the dissolution of partnership existing between Motorman Slim Barret and Conductor Harry Walkinshair, "Slim" having bid in a swing run on the "W" line.

Motorman S. Garren, who has been on sick leave for past six months, has resigned and will work at his old trade as carpenter, as he claims the front end does not agree with him.

A colored woman approached Motorman J. F. Phillips' car and said, "Does this 'ere car all go to Eagle Rock?" Phillips said, "Yes, to Eagle Rock City." "Well," she said, "I don't all jes know where dat is, but come on youse all, get on here, dis car's all right, I'se shure of dat."

Motorman W. H. Wilkinson has joined the back to the farm movement and has resigned and will return to his old home in the East.

Conductor Van Keuren, while putting the trolley on in the barn, slipped and fell into the pit, resulting in a badly lacerated knee and a severe shaking up, putting him out of commission for a few days, but he is now back on the job.

Motorman Tom Canning is breaking in as extra supervisor. Tom ought to make good on the job and we wish him success.

Motorman O. E. Wood has entered into negotiations with Motorman R. W. Reed for the purchase of a pair of spectacles. Reed holds them at two bits. Hood has made him an offer of fifteen cents. Reed has taken the offer under advisement.

Hooray! Motorman Steele almost got a run but "Slats" Kerr (Steele spells it Curr) beat him to it. But at that, Kerr is not sitting pretty, as there are others right after him.

POEM

Under the leather hanging strap
The homely maiden stands,
And stands, and stands, and stands,
and stands
And stands, and stands, and stands.

DIVISION 4

At the time of this writing we find that we have slid to the bottom-most depths in the safety contest. It is a strange feeling, we have, in this position, but it was just one of those dirty tricks of fate. Now watch us climb out.

Motorman J. E. Hauff has gone back to his homestead and intends sinking a well on it. He is on a ninety-day leave. (No, not an oil well; a water well.)

Was riding Conductor R. M. Knourek's car last Tuesday. He was about to call "Figuroa," when a lady passenger said, "Next stop." Knourek absently yelled, "Next Stop!" instead of "Figuroa!"

Motorman L. N. Woodard was stalled on Spring Street with his Garvanza car last Monday during the circus parade. He was getting quite a kick out of the procession and was having as much fun watching the clowns as a kid. But along came the steam calliope at the end and had to brush against the rear end of the car and knock off the mirror. Then it were'n't so dern funny, y'know.

Two weeks ago Mr. Boyd could not find room in the "off book" for all the names of those who were sick. Now we have only two conductors on the sick list.

A man carrying a suitcase boarded Conductor W. B. Huddy's West 11th car last Wednesday, out on the west end. Jovial Huddy was feeling "jovialer" than usual and just for the fun of it he looked at the suitcase, which had no unusual features, and said to the man, "It's leaking." The man made a dash for the step, gained it, turned to Huddy with "You *!?!?!*" and jumped off. (Huddy had unknowingly alluded to the contents of the grip.)

About a week or so ago Supt. Wimberly posted a bulletin requesting the trainmen to tidy up a little. The response was very gratifying to Mr. Wimberly and he has asked me to express his thanks. Several of the boys went so far as to buy new uniforms.

My motorman, E. Reichett, is wearing a badly swollen jaw. I often thought I gave him a pain but I'll swear I never hit him.

On the Sick List

The following is a list of men who have gone on sick leave since March 10:

DIVISION NO. 1.

Conductors—B. D. Smith, 731 S. Hillvale; E. S. Wright, 207 N. Chicago st.
Motormen—J. Barber, 1125 Prado st.; J. E. Fagin, 642 Stanford av; J. D. Brewster, 3741 Eastside blvd.

DIVISION NO. 2.

Conductors—L. C. Welch, 348 E. 52nd st.; A. F. Haws, 158 E. 55th st.
Motorman—J. A. Shore, 1016 E 49th st.

DIVISION NO. 3.

Conductors—A. F. Eckenwiler, 3304 Granada; H. Tupper, 2620 Ganahl; W. W. Kidd, 1827 W. Ave. 56; J. O. Murray, 603 1/2 E. 7th st.; R. C. Perrine, 648 W. Ave. 28.

Motormen—C. A. Dunman, 747 Isabel; T. T. Fletcher, 6302 Crescent st.; J. Harbison, 1219 Cypress; O. L. Sanford, 2616 Idell; C. R. Meador, 2613 Jeffries; G. O. Reavis, 308 Loretta; J. Lasserre, 618 Isabel; M. L. Edwards, 122 N. Ave. 20; T. Canning, 963 Dexter; H. N. McConaha, 2930 Jeffries; W. W. Strong, 934 Beatrice; C. E. Aldridge, 2640 Maceo; C. J. Wykoff, 3328 Mercede.

DIVISION NO. 4.

Conductors—J. Federbusch, 1334 Alsace st.; J. L. Lyerly, 2425 S. Grand; R. C. Gillette, 809 W. 12th st.; A. Vejar, 4017 Hubbard st.

Motormen—G. H. Shaw, 1916 Bonsella ave.; F. Lehman, 930 Court st.; M. J. Mesquit, 3236 E. 3rd st.

DIVISION NO. 5.

Motormen—W. O. Seaberry, 5411 2nd ave.; E. J. Zumault, 941 W. 79th st.