

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

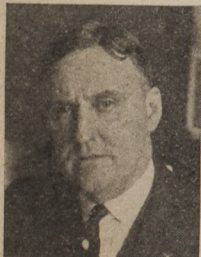
Div. 1 to Present Show May 27

VITAL POINTS IN ACCIDENT REPORTS LISTED

By C. M. McROBERTS
General Claim Agent

I desire to point out to trainmen a few things they should do in the event they are unfortunate enough to be involved in an accident. By following the suggestions I am going to make, they not only make it easier for this department, but save their company from a financial loss.

We quite often have cases where an automobile comes up immediately after an accident or possibly the occupants of the automobile may have witnessed the accident.



Sometimes the driver of the automobile will volunteer to take an injured person to the hospital. It is very important to have the name and address of the driver of the automobile in order that we may

interview him with reference to the facts in his possession concerning the accident. We quite often find that the crew fail to get the name and address of the driver, or the license number of the machine.

Get Correct Numbers

We quite often also find that the crew fails to get the correct license number of the machine. It is a simple matter to mistake a license number and transpose one of the figures, which gives this department the wrong information and when we check up on that license number we find that it is held by some party in the northern part of the state and upon writing to the holder of the license number we receive information that he was not in Los Angeles on the date of the accident. It is important that care be taken in securing the license number of the automobile. Also secure if possible, the names and addresses of all occupants of the automobile.

Valuable Time Lost

In the event of damage to an automobile, we send an inspector out to

(Continued on Page 2, Col. 3)

THE MAN Behind the Smile

*I don't know how he is on creeds,
I never heard him say;
But he's got a smile that fits his face
And he wears it every day.*

*If things go wrong, he won't complain,
Just tries to see the joke;
He's always finding little ways
Of helping other folk.*

*He sees the good in everyone,
Their faults he never mentions;
He has a lot of confidence
In people's good intentions.*

*You soon forget what ails you
When you happen 'round this man,
He can cure a case of hypo
Quicker than the doctor can.*

*No matter if the sky is gray,
You get his point of view,
And the clouds begin to scatter
And the sun comes breaking through.*

*You'll know him if you meet him,
And you'll find it worth your while
To cultivate the friendship of
The "Man Behind the Smile."*

—Masonic Monthly.

Charlie Eagan Opens New House

Charlie Eagan, one of the best liked and least hated fellows who ever rebuilt a schedule, held a house warming at his new home last Wednesday night. While the abode was not exactly opened with a corkscrew, "a good time was had by all."

The new home is at 4030 Arlington street with plenty of room for the rose bushes to grow and for gophers to chew up the lawn. A crowd variously estimated at from 20 to 30 people from the schedule and mileage departments and other friends gave expert testimony on Mrs. Eagan's ability to prepare good things to eat.

THANKS FOR HELP

Miss Isabel Emptage, a successful contestant in a recent popularity contest, says a most sincere "thank you" to all employees who assisted her—especially R. J. McEntyre, foreman in the mechanical department of Division Four night shift.

General Choice Delayed During Schedule Work

AT A conference of officials held after last week's Two Bells had gone to press, it was decided to postpone the general choice which was originally set for May 25 and notice of the postponement was given at all divisions.

The operating department has some plans in mind which have a bearing on the general choice and which it believes will be a benefit to trainmen. The plan necessitates some additional schedule work and then will be put before the trainmen so that there may be a full expression of opinion.

In any event, there will be a general choice of runs in the near future.

Switchboard Will Have Second Unit

A second telephone switchboard is to be installed at the main office to care for the peak load of conversation. Just like street car traffic, telephone calls reach two peaks daily, making the extra equipment necessary.

The new board will have several additional trunk lines.

Electrical Show to Be Given June 14

A special entertainment is to be given at Recreation Hall next month on the evening of Wednesday, June 14, according to C. V. Means, traffic manager and director of the Association programs and dances.

A large part of the special program will be devoted to an electrical demonstration with many weird effects. Further details will be announced later.

TRACK MEN APPOINTED

S. I. Mouser, who has reentered the service of the company in the track department, has been appointed a foreman. G. W. Jones has been appointed sub-foreman.

YOSEMITE VACATION

T. G. Du Vall, assistant paymaster, started May 15 on a vacation trip to the Yosemite country.

SONS TO HELP DADS STAGE SURPRISE PROGRAM

Division One will hold the center of the stage and several of the wings at the monthly entertainment and dance in Recreation Hall next Saturday.

Under the direction of Motorman Nate Robinson, a flock of acts offering varied entertainment will be presented for the employes of all departments who rally to the monthly gatherings. The names of the trainmen who will participate are not being made public for some unknown reason, but Nate declares that surprises and mystery will mark every act.

Relatives to Help

Division One is following in part the plan used by Division Four in putting relatives of trainmen on the program. Among these contributions will be a solo by the daughter of Motorman W. Mathews and a fancy dancing number by the daughter of Motorman R. J. Orphan.

A combination of jig dancing and rapid-fire crayon drawing is one novelty promised. Some mysterious magic comedians are billed and a classical number featuring Dempsey and Carpenter sounds promising.

Sons to Be Featured

The coming generation of trainmen will get an early start in company affairs in an act staged by sons of trainmen.

Divisions Three and Five will give samples of the entertainment they are to furnish. Supt. Morrison and Supt. Dye will make speeches. This is in connection with awarding of the Premier Safety Division Flag to Division Three for safe keeping during the summer months and the surrender of the emblem by Division Five.

The usual dancing will follow the program.

WATCH INSPECTOR MOVES

A. P. Tarter, local watch inspector, has moved from 107 West Ninth street to 841 South Spring street. Trainmen are asked to note this change.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Closer Attention to Mileage Cards Needed

THE correct handling of the mileage card is an important factor in the arrangement of work for trainmen. One of the purposes of this card is to give an indication of the number of passengers being carried on various trips. This information is needed to determine when additional service is required on a line and to show how the schedule is working in the actual tests of traffic.

Defects in service, which give some men overload of work, can not be corrected promptly without continuous co-operation of the men on the cars.

In some cases trainmen have repeatedly recorded the total number of passengers carried on a trip when they should have noted the number on the car at the checking point. Such action wastes a lot of time as it necessitates investigation and sometimes causes an entry of demerits.

Another trouble is that many cases have been reported of trainmen making the notations of passengers at the various check points by doing some tall guess work as they lay over at the end of the line. This information is valueless and a trainman in such a frame of mind might better leave the card blank.

Correct reports on switchbacks and diversions are necessary for mileage records. The company has to have exact information on the number of car miles operated every day of the year.

As has been said repeatedly, the trainman who never made a mistake has never cranked a fare box or wiggled a controller. The difficulties of the job are known and recognized.

The fellow who shows that he can meet and master difficult situations does it by work. That is the only way it can be done. He is the fellow who pushes himself ahead of the others and receives the rewards of efficiency.

KEEP CLEAN SUPPLY OF WITNESS BLANKS

(Continued from Page 1, Col. 4)

make an appraisal of the damage and where the license number is wrong, the appraiser goes to the wrong address, resulting in delay and expense to the company.

It would materially help this department if in taking the name and address of the driver or owner of the machine, the telephone number could be secured. In fact in all serious accidents it would be well to secure the telephone number of the witnesses. There is a place on the card for the telephone number, but we rarely find it given.

Keep Cards Clean

There is another thing I would like to call to the trainmen's attention and that is seeing that the names and addresses of the witnesses are legible. In this connection, I have had my attention called to cards turned in by trainmen which were so dirty that it was impossible to write legibly on the cards. Witnesses do not like to handle cards that are in a dirty and filthy condition. Trainmen should see that they keep a fresh supply of witness cards with them, and they should be clean.

We occasionally have cases where a crew will have two accidents on the same day and the witness cards will become mixed, and when the reports reach this office, it is impossible for us to determine what particular accident the witnesses saw, and it is quite often necessary to send inquiries to all the witnesses in each accident. This requires additional time and expense here and is confusing to the witness. Care should be taken to keep

the witness cards separate in each accident and it is usually well to write the time and place at the bottom of the witness card. In that way you cannot get the witness cards mixed.

Falling in Car

There is another important thing I would like to call to the attention of trainmen, and that is this— We quite often have an accident occur on account of the motorman having to make a quick application of the brakes to avoid a collision with a pedestrian or an automobile, and as a result of the quick application of the brakes, a passenger is thrown down inside the car. Possibly the passenger will be on the rear end of the car and the witnesses secured are those who only know as to the stopping of the car and the falling of the passenger, and they have no idea as to why the car came to a quick stop. The testimony of these witnesses is not of much value to the company. The witnesses who would be valuable in that case is the person who knows that the motorman had to stop to avoid a serious accident. The railway company is held to the highest degree of care consistent with the practical operation of their cars, and where a car is brought to a quick stop and a passenger is thrown down on the inside of the car, there arises a presumption of negligence, which can only be rebutted by showing that the motorman was required to make this quick application of his brakes in order to avoid a more serious accident. Therefore, witnesses should be secured who can testify that the motorman did the proper thing and the only thing he could do, and that was to attempt to avoid striking the person or object in front of his car. These witnesses generally are on the front of the car and both members of the crew should exercise care in seeing that the names and addresses of these witnesses are secured.

I well appreciate the difficulties under which trainmen are working and, generally speaking, I have nothing but the highest praise for the men in the train service, but a little more attention to these details will be of value to us all.

BULLETINS

ISSUED MAY 22, 1922

BULLETIN NO. 73.
Notice to Conductors

In all cases when pulling switch, conductors must hold the chain until the last pair of wheels on the train has passed over the switch point.

A number of switches have short switch tongues, and derailment will result if switch is released between the wheels of the rear trucks.

BULLETIN NO. 74.
Notice to Conductors

The following passes are reported lost and in improper hands:

249 issued to P. W. Douglass, Cash Receiver, Division No. 4. This party is no longer in the employ of the Los Angeles Railway.

1752 issued to Ella Smith, Car Cleaner, Division No. 4.

1863 issued to Jim Bell, Scrubber, Mechanical Department.

2355 issued to Florence Lewis, wife of E. L. Lewis, Assistant to General Mgr.

5822 issued to Carl Grove, Safety Operator, Division No. 4. This man is no longer in the employ of the Los Angeles Railway.

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

P. B. Hill
Supt. of Operation.

**1904 Pacific Blvd.
Just 18 Years Too
Late for Delivery**

Just to prove that every good man is entitled to make one mistake in his lifetime, Jim McArdle, assistant supervisor of the track department and one of the veterans in service, breaks into print with a good story.

Jim started a big truck from the Vernon yards with a piece of track and told the driver to take it to the crew working opposite 1904 Pacific Boulevard, Huntington Park. The pilot started the search with the big piece of steel in tow. He searched the length of Pacific Boulevard and way points but could not find 1904.

Returning to the yards for more definite information, the driver passed a track crew under the watchful eye of Foreman J. A. Southworth. He asked the whereabouts of 1904 and Southworth confirmed his suspicion that the number did not exist. Further conversation brought forth the fact that the piece of track was for Southworth's crew, working in front of the city hall.

The driver and the foreman looked up to see the house numbers of the vicinity and sure enough in large numerals, Huntington Park proclaimed to the world that its municipal edifice was erected in the year 1904!

Trainman's Sock Purse Recovered

The old-fashioned man who rode a high-wheel bicycle is not very conspicuous these days, but the old-fashioned fellow who puts his money in a sock still circulates, according to Fred Clothier of the Gloom and Joy department, which handles articles lost and found on the cars. The funny part of it is that the possessor, or rather the former possessor, of the sock purse is a trainman.

The article containing some money was found on a car by another trainman and turned in. The loser is asked to call at the Lost and Found bureau and identify the property.

INCREASE IN EFFICIENCY AVERAGE SHOWN

Division One motormen and Division Two conductors made the best showing in increased average efficiency, according to a comparison of the April and March reports of the Merit System records. In both cases gains of four per cent were recorded.

Division Three has the highest standing for motormen and conductors, the figures being 119 per cent and 116 per cent respectively.

The standings for all divisions are:

	Conductors	Motormen
Division 1.....	116%	115 %
Division 2.....	117%	114½ %
Division 3.....	119%	116 %
Division 4.....	115%	115 %
Division 5.....	118%	115 %

MAIL MEN PRAISE CREWS OF LINE N

An indication of co-operation between trainmen and employes of Uncle Sam's post office is given in a letter received by Mr. G. J. Kuhrts, general manager, from a committee of three mail carriers of post office substation C. The letter expresses appreciation of the courtesies shown by all men on the West Ninth and mentions particularly Conductor A. L. Layton of Division Four.

The letter is as follows:

Your Conductor 116, running on the West 9th car line, has shown exceptionally courteous treatment toward the letter carriers working out of postoffice substation "C" ever since the station was moved to its present location on December 1, 1921, and at the last regular meeting of the I. O. H., a social organization composed of approximately ninety carriers working out of this station, the undersigned members were appointed as a committee to write a letter to your company expressing appreciation for this courteous treatment extended by the conductors and motormen running on the 9th street line, conductor 116 in particular.

With best wishes for amiable relationship between the trainmen and carriers at all times, we are

*Very truly yours,
J. A. MONTAGUE
W. M. F. SAVAGE
W. C. STICKLER*

*I. O. H. Hall,
355 West 9th Street.*

On the Sick List

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

DIVISION NO. 1
Condrs. W. J. Williams, 1663 Fairmont St.; E. S. Wright, 207 N. Chicago; C. C. Daniels, 4310 Hammel St.; C. L. Bailey, 6928 Ethel Ave.; Van Nuys.
Mtr. J. H. Alexander, 615 Kohler St.

DIVISION NO. 2
Condrs. S. F. Sutherland, 853 N. Hicks St.; E. J. Marceau, 5358 Pacific Blvd.; G. A. Stowell, 999 E. 34th St.; J. E. Llewellyn, 1345 E. 58th St.; E. Loyd, 624 E. 49th St.
Mtrs. L. Vance, 5312 McKinley Ave.; W. W. Stewart, 1052 E. 51st St.; A. A. Rooke, 1123 W. 55th St.

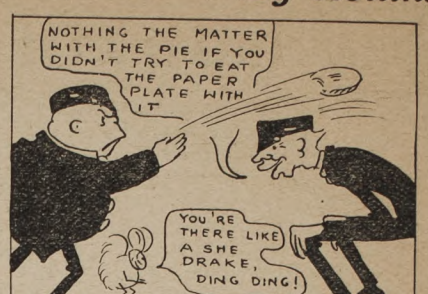
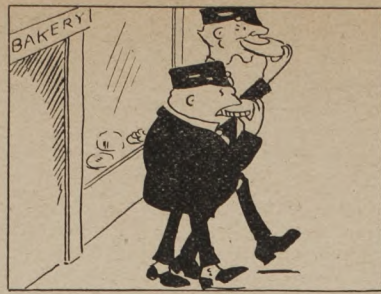
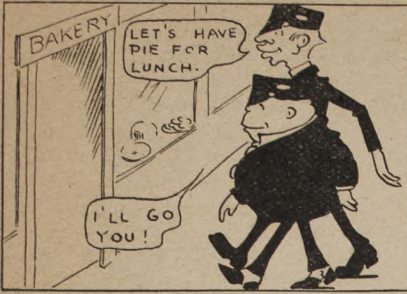
DIVISION NO. 3
Conductors E. Proctor, 2270 Edendale Place; D. L. Daniels, 521 So. Ave. 21.
Mtrs. G. O. Reavis, 308 Loretta St.; J. W. Shane, 2640 Alice St.; G. Anderson, 2645 Alice St.; F. M. Newell, 3359 Andrita St.

DIVISION NO. 4
Condrs. D. L. Lowen, 1327 Wright St.; E. T. Smith, 2411 W. Jefferson.
Mtrs. G. Jensen, 3306 Opal St.; T. H. Speed, 225 W. 15th St.; F. T. Ruelas, 1642½ E. 27th St.
Operators C. E. Lambert, 1136 S. Georgia St.; E. J. Knapp, 2408 W. 54th St.; O. O. Reed, 843 Maple Ave.; H. A. Cornwell, 1303 Winfield St.

DIVISION NO. 5
Condrs. E. L. McClain, 344 E. 60th St.; O. S. Briley, Hawthorne, Cal.
Mtr. T. M. Schrader, 2955 7th Ave.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things

(Hand Picked)

BOUQUETS RECEIVED LAST WEEK
 Condr. M. F. Hurst, Div. 1.
 Condr. A. L. Layton, Division 4.

For Operator R. A. Bandleman, Div. 4
 Los Angeles Railway,
 Gentlemen:

I want to write you a line or two in praise of Operator 1036. I think he ought to have credit for the splendid work he does for the public. He is the most polite man on the South Main line.

I ride the cars every day and I always wish I could get his car for he always calls the stops and he is so nice to his fellow riders. I hope he will get credit for his good work.

Thanking you for having such a good man on the line.

MRS. ANNA FILMAN.

□ □ □

For Conductor P. N. Bailey, Div. 5
 Los Angeles Railway,
 Gentlemen:

I wish to express my appreciation of Conductor 302 on the University line. Yesterday morning, in transferring from the Hoover to University line, carrying umbrella and parcels, I dropped my purse. The conductor, seeing my dismay, inquired the trouble, looked through the car. Glancing back, he saw where it had slipped from my hand, and ran back in the rain for it.

I thanked him, but thought maybe a word of commendation for his courtesy from his chief would mean much to him.

Yours truly,

MRS. ANNA R. REDPATH.

923 West Tenth Street.
 □ □ □

For Operator A. B. Colson, Div. 4
 Los Angeles Railway,
 Gentlemen:

I wish to inform you of the good Operator, No. 288, who has on the Crown Hill and Angeleno Heights car, and how much I appreciate his service on this line.

Being a railway man myself, going to work at 11:30 P.M., I need good car service. He told me the time he was due at my corner and I have not known him to miss it ten seconds in the last five months. He also handles his car smoother than any one I know of on this line.

He also is very kind to tell me the nights he is going to lay off, so I will not miss the car the next day, as other men sometimes run ahead of time, causing me to take the P. E. car and pay double car fare to get to work.

If there is any advancement in his line of work, I hope you will give him due consideration.

Very truly,

E. L. MISTKOWSKI.

Switchman, A.T. & S.F. Ry.
 606 North Figueroa Street.
 □ □ □

For Condr. J. O. Murray, Div. 3
 Los Angeles Railway,
 Gentlemen:

Please return this fare to Conductor No. 264, and oblige,

A. E. SWEENEY.

□ □ □

For Mtr. L. Strain, Div. 4
 For Condr. W. A. Lear, Div. 1
 For Condr. L. L. Johnson, Div. 1
 For Condr. F. E. Beverly, Div. 5
 For Condr. F. Fauver, Div. 2
 For Condr. A. W. Hall, Div. 5

To Two Bells,
 Greetings!

Quite a while since you heard from the crippled colored man. Here I am with six, I believe, good numbers. Nothing wonderful performed, nor heroic deeds displayed, but something greater.

These six gentlemen have been courteous, manly to their charge, and have cheerful dispositions all the time. A monument unto themselves and an asset to whom they represent.

C. H. JOHNSON,

678 Wall Street.

LOOK AT TIME PUNCH AS YOU TAKE TRANSFER

By R. A. PIERSON
Chief Instructor

A NUMBER of conductors have called my attention to the fact that often times when a passenger presents a transfer with a coupon attached, the coupon is partly torn off and the body of the transfer folded in such a way that the conductor can not see the time punch. The conductor should, as far as possible, see that the time has not expired on transfers he receives.

Through an error, two cuts were placed in the wrong position in the article on transfers in last week's Two Bells. Correction was made at the divisions.

The instructions which was given and the correct placing of the transfers is as follows:

Bulletin No. 165, issued in 1921, states that when leaving terminal of any line having two terminals at one end, until reaching the junction point, conductor will place an extra punch mark in the space showing "In" or "Out" trips, and giving the name of the terminal from which the car is started, punching at the left of the word "From" when car is leaving the first named terminal, and to the right of the word "From" when car is leaving the last named terminal. Conductor will not honor these transfers when so punched if passenger attempts to return on the same leg of the line as indicated by the punch mark. See samples below.

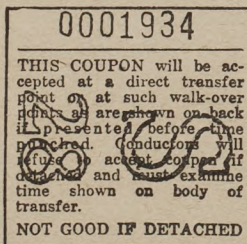
sheet is wrong, as bulletin No. 13, 1922, cancels these instructions. This paragraph should read, "A rubber stamp may be used by conductor to stamp his name at top of trip sheet, but his name at the bottom and motorman's name must be in their own handwriting, as rubber stamps cannot be used for this purpose."

When car makes an extra trip over some other line, and this trip is included in the schedule run, it will NOT be necessary to make out an extra trip sheet; but where car makes an extra trip other than schedule calls for, it WILL be necessary to make an extra trip sheet.

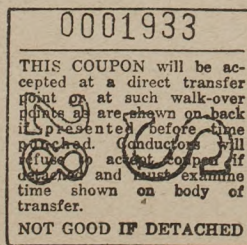
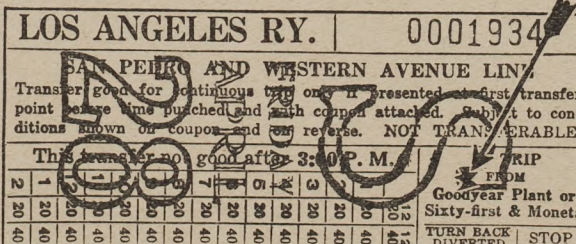
Decides Fare Questions

I have been asked to explain the fare limits on the Washington and Garvanza line, where the car goes through to Eagle Rock Park on Sundays, also firemen's tickets, and police badges.

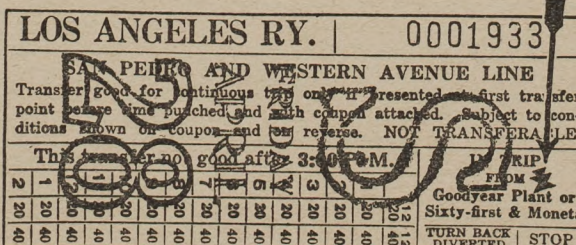
On line "W," leaving Eagle Rock Park, fare is ten cents to the city, with transfer privileges. Fare from Eagle Rock Park to Springvale Drive is five cents. Fare from Buena Vista Terrace to the city is five cents without transfers, or ten cents with transfers. Fare from Springvale Drive is five cents with transfers. Northbound, collect an additional fare from all passengers riding past Buena Vista Terrace, who boarded car before reaching Springvale Drive. The fare to passengers boarding car at Springvale Drive, or beyond, is five cents to the Park; half fare privileges for children between the ages of five and twelve do not apply to this line.



Punch transfer as per sample when leaving the Goodyear Plant.



Punch transfer as per sample when leaving 61st and Moneta.



Explanation of Trip Sheets

In the last order of trip sheets there were a few changes made. You will note that the train number, car number, line, and date, have been set up, this making room for register change without making an extra trip sheet. Each register space is provided with a space for "S" ticket reading, as this reading must be shown.

If using Ohmer register, write key number in register reading space, (see paragraph No. 14 on back of trip sheet).

Paragraph No. 5, on the back of trip

Police badges up to and including 1000 are good to the terminal of all lines. There are a number of police badges numbering over 1000, but they are not good for transportation. Firemen's tickets are good within the city limits of Los Angeles only. These tickets are not good on Indiana shuttle.

If there are any questions pertaining to the work that you would like answered, call, write, or 'phone, and we will be glad to assist you in every way possible.

On The Back End

(Contributed)

Our heart goes out to Conductor Liles, Division Three. When a passenger handed him half a dollar for fare he absent-mindedly charged 45c in the fare box and gave the passenger the nickle. It surely is a hard world.

People who stick transfers in the fare box are not so bad after all. A newspaper story relates that in Philadelphia a woman tried to put five street car tickets in the gas meter and wondered why it wouldn't run.

Wonder why the brakes on Motorman T. H. Peterson's car always become too tight or slack at Temple Block on trips when he has no lay over. Sure worries Division Four.

Conductor H. F. Kurth, Division Five, has been suffering for the past several weeks with that strange malady known as "speeditis," and has caused his friends considerable worry about his recovery, but he took a small treatment from the city police department last week after doing a mile out South Main street in about thirty seconds. He said the dose was bitter, that he shook well after taking, and that he didn't like a speed cop for a chaser.

Operator Chas. Caper lived up to his name last Wednesday. He was starting up at a street near the business section when a man came running up, pounded on the door and yelled that he wanted to get on. Caper didn't hear him (?), whereupon the would-be passenger smashed the glass in the door with his fist and beat it. Caper jumped off, chased him, caught him, brought him back to the car and made him stay on until he found a policeman. The man was arrested. It was the cutest caper that Caper ever cut.

Worthy Grand Exalted Chief Yardmaster Arthur Walker, of Division Three, with several fishermen of high standing, hiked to the mountains in Arthur's gas wagon and cast a wicked line for a day or two last week. They reported great luck, but our informant declares that the nearest to fish he saw was three lobsters in an automobile. Wham!

Introducing New Men

The following men have been assigned to their divisions during the week ending May 13, 1922:

- DIVISION NO. 1
Motormen—P. K. Huffer, R. M. Still.
- DIVISION NO. 2
Conductor—J. C. Bairens.
- DIVISION NO. 5
Motorman—W. H. Enlow.
Conductor—E. J. Holand.

Looking 'em Over at the Divisions

DIVISION 1

L. F. Carmack

Well, what the Sam Hill you know about this? Conductor Ben Smith was married a week before he went to the hospital which was about a month ago, and no one knew anything about it until this week. Remember how I told the boys to visit the sick fellows in the hospital? I guess Smith and Burnett feel like murdering me for doing that. Can't you see how we bothered them in the hospital when their mind was so busy with other things? But how is a fellow to know what is coming off? The next time I go to the hospital to visit any of the boys and I see a young lady there, I am going to say "Hello and goodbye." Conductor Smith, old boy, best wishes for a happy married life.

Hold her sheriff, one at a time, here comes Conductor Impusene, who paid out a good two dollars for a little slip of paper and said, "I do" with Miss Mae Burroughs this week. Impusene is one of the most model conductors we have at Division One, and everyone is wishing him the best of luck. After a short honeymoon the happy couple will return and make their home on South Rowan Ave.

Motorman J. H. Cubberly returned this week from a 90-day leave of absence and is now going to wind her up on the front end, until he gets ready to go on another vacation.

Division One is progressing very nicely with the show and Director Robinson is lining up some good talent.

DIVISION 5

L. V. Burwick

Conductor P. D. Chamberlin has taken a short leave to visit relatives in Vermont.

Motorman H. A. Zerby makes the suggestion that each car be equipped with a radio outfit so the conductors may be able to obtain any information which the passengers may desire.

Conductors B. K. Doman, W. A. Trailor, H. C. Smith, and Motorman C. J. Jacobson started on their vacation during the past week.

H. E. Brown has resigned to accept a position with the So. Cal. Bell Telephone Co.

Motorman Geo. Halsey has returned to duty after spending a short vacation visiting friends and relatives in the northern part of this state.

Motorman R. S. Drew's pipe has caused considerable comment and we have been asked to explain that although it very much resembles a wart on his chin it is merely the latest style briar pipe.

A. D. Kemp has resigned to accept employment with the Santa Fe Ry. at San Bernardino.

J. H. Atkinson has resigned to take a position with the local Ford assembling plant.

Two country women were arguing on a car the other day in regard to the matter of thrift. "Do you know," said one, as she proudly displayed her purse as the conductor collected her fare, "that's the one I bought when I married twenty years ago and it's as good as new yet?"

"Oh, that's nothing," sneered her friend, "you know my husband, John?"

"Sure," replied the other.

"Well, he is my first husband and you've had three. Don't you preach thrift to me."

A man boarded Conductor Keersmacker's car and asked to be let off at "Ioth" street. After racking his brain, and looking over his street

Who's Who



WELL, I declare, if it isn't Conductor D. E. Croushorn himself. Of course, realizing that there may be a few readers of this column who do not know the gentleman whom we picture above, it might be well to outline his "checkered" past.

Away back in Rockingham Co., Virginia and away back in January, 1908, D. E. started the new year by attaching the badge of deputy sheriff to his suspenders and then went out to see that Dr. Jones did not run over any of Si Hoskins' chickens with his Ford Electric. Six years later Croushorn ran for sheriff and won.

He craved excitement and was getting enough of it when we got mixed up with Germany in 1917. But it was perfectly natural that he should resign his sheriffship and enlist in the emergency officers' training corps. In November, 1917, Captain Croushorn was sent to Vancouver Barracks. He was stationed there throughout the war. On receiving his discharge he came down to Frisco where he engaged in clerical work from December, 1918, to February, 1920. From there he journeyed to Los Angeles and entered the service here on March 3, 1920.

Conductor Croushorn is a good all-around sport and a gentlemen in every respect. Very few of his acquaintances know that he is an ex-army captain, a fact which he has never mentioned around the division.

DIVISION 2

C. L. Christensen

Motormen W. B. Crunk and P. A. Clark are on short leave to rest.

Motorman R. Hickson has been appointed flagman.

Conductor H. T. Hansen is taking a few days off to attend to some personal business.

Conductor F. C. Ham has returned to work again after a two months' vacation.

Conductor L. C. Welch missed out the other morning, which was the first time in three years. The following night L. C. dreamed that he missed out again, so he got up and found it was only two A. M., so putting the coffee pot on the stove, he hit the hay again (just for a little while), and in about four hours, L. C. realized his dream had come true. He missed out again!

directory and maps Keersmacker informed the gentleman that he had never heard of Ioth street and did not believe there was such a street in the city. "Sure," replied the passenger, "you must know where it is. It is the first street north of 11th street."

DIVISION 3

H. A. Russell

The notice of a general choice of runs was received by the men with various emotions. Some were tickled and some had a pain, some are working just the run that suits them and some are not. This old life is just one thing after another. Pretty hard to suit everybody, but now that the choice is postponed some are glad and some are sad.

We are in receipt of a letter from Ex-Motorman J. A. Rudd, who is now located on his ranch at Oakley, Cal., and he appears to be getting along nicely and he says that he is located right on the highway between L. A. and Frisco, and would be pleased to see any of the boys who may be passing that way.

The Seelig Zoo people were recently preparing a picture and at the last moment found that they needed a large fish to complete same. An SOS call was sent out and Conductor Trout responded, but he was just a few minutes late, but was told that he could fill in as a lobster, which he did.

Ringling Brothers will certainly overlook a good thing if they fail to sign up Traveling Supervisor Starling, as he was observed one day last week at 3rd and Spring balancing on one ear after turning a perfect loop the loop, caused by some unthinking person throwing a wicked banana peel on the unsuspecting sidewalk.

We are in receipt of a letter from Ex-Conductor C. H. McElfresh, who is now located in East San Diego. Mac congratulates us on winning the pennant, and reports his health very much improved.

Conductor Proctor has an auto, the history of same dating back to the time of the flood, and with which he has had more worries than a one-armed paper hanger with the hives. The last argument he had with it resulted in a broken wrist and it will be several weeks before Proctor will be on the job again.

Evidently when Fred Klothier was telling Scribe Knittle about that wire episode, he was just stringing him, as I received no wire. It was unnecessary anyway, as there was no swelled-upness in the matter. Even if there were, it would be pardonable, considering that we have a slight edge on all the rest of 'em when it comes to expert operation.

We are pleased to report that Motorman Gus David, who has been in the County Hospital for some time, is improving rapidly, and expects to be on the job again shortly.

My wife's gone to the Country, Hooray, Hooray! She left for Seattle the other day and expects to be away all summer. Oh, Boy!!

Conductor Geo. McDonald, who recently sold his home, has taken a 30-day lay-off, and is building himself a new one. Geo. has the right idea.

We have a foxy motorman, Robert McCartney by name. Now this gent took 30 days off, next thing we knew we received a postal from him from St. Louis and the very next thing we knew, he was back again and had the missus with him. We have not met the young lady, but we understand he captured her at Bunker Hill, and knowing Mac's good judgment we are sure she is just all right. We extend to the happy couple our

DIVISION 4

C. J. Knittle

Motorman M. Zoll is on his annual thirty-day leave to rest up. Conductor J. C. McQuoid is taking a ten-day rest and Motorman L. Bryant is on a thirty-day leave to take care of his father-in-law's hog ranch at San Diego.

Operator J. M. Nicholson of the Crown Hill line was running north on Flower St. a few days ago. A truck driver got in his way and dragged him for two blocks. Then he steered off the track. As Nicholson passed, he opened the front window and gave the truck man a verbal pedigree. The driver got sore and knocked part of Birney's step off by running against it. Nicholson stopped and got off and endeavored to get the man's name and address. The man jumped down and the argument ended with a wrestling match. Neither was hurt in the tussle. While making out the accident report that evening, Nicholson's desire for revenge overwhelmed him. So he decided to go look for the driver. And he did, and he found him, and he came back with a black eye.

Motorman J. E. Hauff is back from his desert homestead where he has been digging a well. Hauff says the farther down he got the more sandy it became, so he stopped at ninety feet.

Switchman Frank Byers of Division Two challenges Operator A. Vejar to a Buck and Wing dancing contest. Byers said if he could not dance any better than Vejar did at the division show he would have stayed out of it. This news almost ruined Vejar's giggle-box, but to calm Byers' fluttering heart he accepts the challenge and will meet him at the first dance in which no division is putting on a show.

Conductor "Jack" Milburn has sold his Overland to Conductor T. J. Vale for \$150. What was the matter, Jack, fear, disgust or poverty,

Talk about a real sport, Conductor T. J. Vanderlinden brought three gunny sacks of oranges over to the division the other day and bade everybody to help themselves. Very nice, Van, old boy.

And then another good sport in the person of Operator Gillette jumped into the limelight last Monday when he came around with two large boxes of cigars and after briefly announcing that he had promised a certain sweet lady that he would "love, honor and try to behave," he opened the boxes, set them down on the office counter and walked off. Congratulations, big boy.

Conductor H. E. Beckwith came to work last Tuesday and you ought to have seen how he was dolled up. He had brushed his uniform very carefully and was cleanly shaved and wore a clean shirt, 'neverything. But he was a little color-blind on arising and had put on a pink soft collar instead of a white one, and so, of course, he was adjudged unfit for duty by Clerk Ellis and had to go back home. Oy, oy, donner vetter!

sincere felicitation for a long life and a happy one.

Scribe Carmack of Division One was out this way Wednesday night. We believe that there is some big attraction out Garvanza way. Next time, Mac, don't pass us up, drop in and see us.