

TWO BELLS

Vol. III

NOVEMBER 13, 1922

No. 24

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

Safety Committees Named

PRIZES GIVEN FOR MONTH'S SERVICE IDEAS

Prizes for suggestions submitted in October have been awarded to the following men:

Mtr. W. O. Rhinehart, Division 5, wins first prize for a suggestion in regard to securing safer operation at steam road crossings.

Cond. L. H. Wilson, Division 2, is awarded second prize for a suggestion in reference to loaders wearing a distinguishing badge.

Mtr. A. Foster, Division 4, wins third prize for a suggestion relative to some means of preventing the opening of windows on the rear end of safety cars.

In regard to the suggestion winning first prize, this is very timely, as it has been realized that there was a certain amount of slackness creeping in in connection with the proper observation of rules at steam road crossings.

Rules Specific

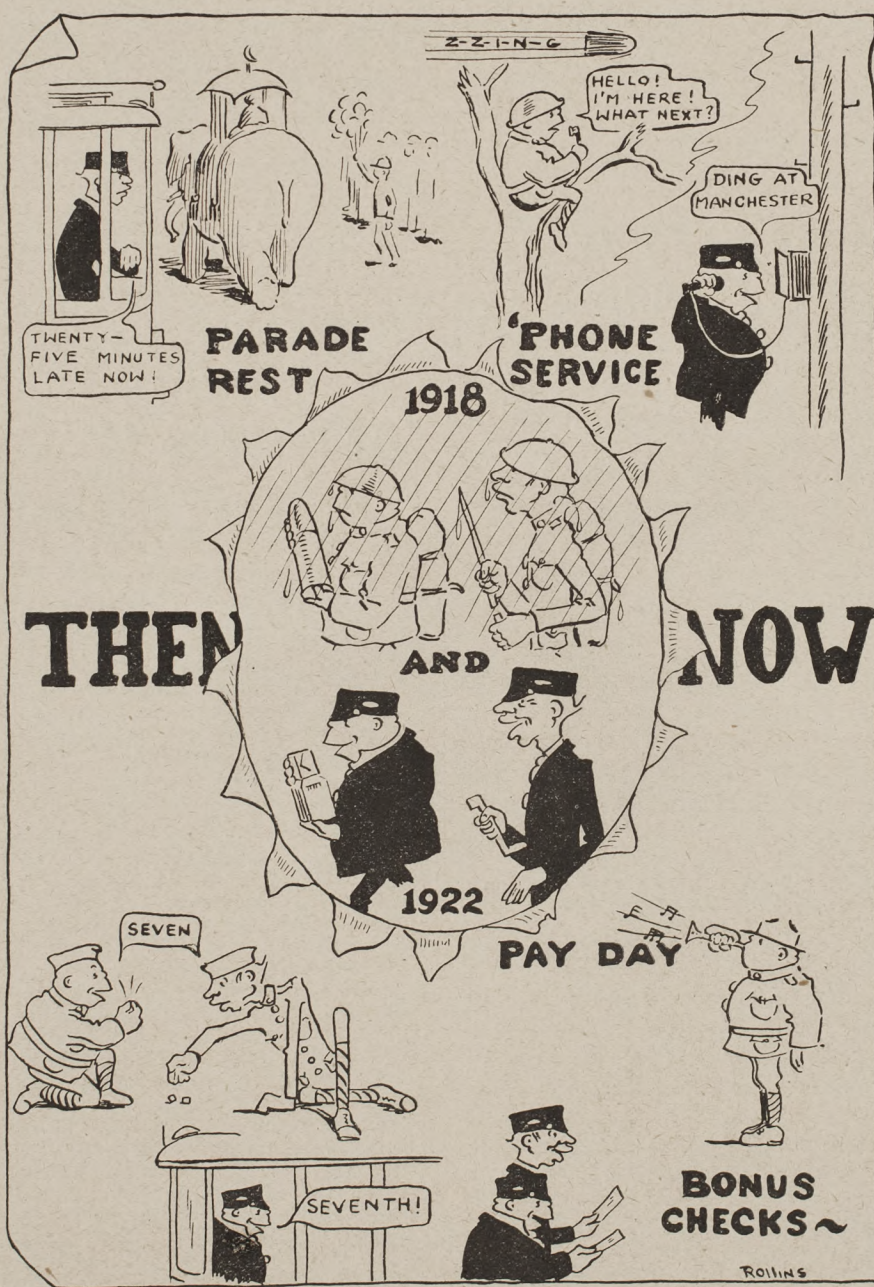
The principal points on which crews are letting down in their operations are first, that the conductor does not go to the proper place and assume the proper position before giving signal. The point from which every crossing should be flagged is plainly designated by the rules, and any man deviating from these rules in this respect is, of course, subject to discipline.

Second, a large number of conductors fail to give proper signal to the motorman. It must be distinctly understood that after the conductor has assumed his proper position facing his car and has made the necessary observation, the signal **MUST** be given by raising the hand with which he signals above the level of his shoulder.

To Shoulder Level

The suggestion offered in this connection was that it should be specified with which hand the signal should be given. It is not considered necessary at the present time to go to this length, but regardless of whether the right or the left hand is used, the conductor **MUST**, as stated above give a distinct signal by raising his hand above the level of his

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Mr Anderson Back From Visit in East

George Baker Anderson, manager of transportation, returned to his desk last Monday to tear into the pile of letters, reports, schedules, etc., that had been waiting his attention during the five weeks he spent in the East. Mr. Anderson attended the convention of the American Electric Railway Association at Chicago, October 2 to 6. Following this, he visited other leading cities of the East and inspected their street railway systems.

North Main Early Service Improved

Two extra trips in the morning rush period have been added to the L line, serving the factory district in the north side. The former four-minute headway is reduced to three minutes and this improvement is maintained from 6 to 7:45 o'clock.

You cannot corner a square man.

Don't be afraid to invest in a smile, it is always worth its face value.

MEETING HELD TO OUTLINE WORK AND METHODS

Following the appointment of safety committees at the five divisions and in the mechanical department, the first meeting was held at the main offices, Friday, when the scope of work and methods to be followed were discussed. From these general plans, the procedure of the organization will be shaped and details will be rounded out at later meetings.

Each division is represented by four men, two being appointed for six months and two for three months. Division Four has six representatives as the safety operators' list is represented as well as the motorman and conductors.

The appointments are as follows:

Division One, for six months: Condr. E. Urban and Mtr. N. Robinson; for three months: Condr. J. H. Stanley and Mtr. J. E. Stewart.

Division Two, for six months: Condr. D. M. Wood and Mtr. L. W. Merskoetter; for three months: Condr. F. Fauver and Mtr. T. C. Strobel.

Division Three, for six months: Condr. I. C. Acuff and Mtr. G. E. Hendry; for three months, Condr. S. J. Riggs and Mtr. P. C. Smith.

Division Four, for six months: Condr. A. C. Freeman, Operator A. E. Seyers and Mtr. J. G. Dixon; for three months, Mtr. J. W. Hanchey, Operator A. C. Beck and Condr. G. T. Lashbrook.

Division Five, for six months: Condr. H. Hazen, Mtr. H. Conklin; for three months, Condr. Frank Nelson and Mtr. C. G. Hoffmeister.

The mechanical department will be represented by the general foreman of car house mechanical departments, W. T. Brown, and the foreman of each division's mechanical department as follows: Division One, L. Martin; Division Two, "Doc" F. F. Robey; Division Three, Lee Lewis; Division Four, J. W. Melvin and Division Five, R. C. Gordon. Arthur Orton represents the machine shops and John Coxen the carpentry shop.

The proposal of division safety committee (Continued on Page 2, Col. 3)

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Courtesy Due Every Patron

THE pompous looking man who gives the appearance of holding a commanding position usually commands attention and service—and gets it. Perhaps he doesn't amount to a hill of beans in the business world and the commanding appearance is just bluff. But be that as it may, it is well known that there are certain men and women who seem to dominate wherever you find them and others who are just ordinary folks.

The street car serves every class of man and woman from the capitalist who rides from his office to his club at noon, because none of his dozen automobiles can call for him conveniently, down to the most humble foreigner.

Most of us are swayed by a commanding personality and perhaps unconsciously will make an effort to please the seemingly important one, although his nickel in the fare box does not go any further than that of the foreigner.

Now the moral that may be derived from these observations is that **courtesy is due to every passenger on a street car.** Courtesy is a universal language, understood and appreciated by rich and poor, high and low.

Be courteous to EVERY street car passenger.

Show New Men Loyalty

THE Instruction Department urgently requests the full co-operation of line instructors who are training the large number of new men. The large number of men on the "breaking-in" list is due to the plan to have a maximum number of qualified men in service before the Christmas season rush travel reaches its height. According to present plans, no new men will be employed and trained during the Christmas season.

The men entering service now will be permanent trainmen and take their places with the other 2200 or more motormen, conductors and safety operators at the five divisions.

A little carelessness by a line instructor makes no end of trouble in the offices. When training a new man, the line instructor has card Form 520-0 and this is to be sent in to the offices through the division. It is the record from which the line instructor gets his extra pay. The student carries card Form 513-0. The line instructor must make the necessary notations on the card and return it to the student.

A man who is careless in such matters as this clearly demonstrates that he is not of the caliber the instruction department had rated him and that he is scarcely fit to help train new men.

A "Bawl Out" Helps No One

WHILE on the topic of student instruction, a recent incident may be mentioned to teach a moral.

A student had gone through the office training and was assigned to a line instructor. He went out and found the instructor and introduced himself. The trainman exclaimed "What's the matter with them up there at the offices. They know I don't take students."

Somewhat puzzled at such an attitude by a man supposed to teach him, the student reported back to the main offices. It was necessary to slap 50 demerits on the record of the offending trainman. He showed disloyalty in the worst degree because his action naturally made a marked impression on the new man and it would need the encouraging words, such as are given by the majority of line instructors, to remove the bad impression from the new man's mind.

And just a word to regular men: If your working partner is a new man and a little green, don't "bawl him out" for his lack of experience. Help him out. Show him his mistakes in the proper spirit then he can learn. A "bawl out" is never instruction.

Duvall Finishes Summer Vacation

T. G. Duvall, of the paymaster's office, has spent the past week at San Diego, taking the balance of his vacation. Mr. Duvall took a week off earlier in the year and made a dash to the Yosemite and back, leaving a week of his summer rest for later use.

WITH SCHEDULE DEPARTMENT

W. C. Boreland, motorman of Division Two, is temporarily assigned to the Schedule Department for special work.

It pays to be careful; the more careful you are the better it pays.

Life's happiness depends upon the amount of its service.

BULLETINS

Issued November 13, 1922

BULLETIN NO. 179

Notice to Conductors

The following passes are reported lost: No. 920—Issued to S. Hardison, watchman, way and structures dept.

No. 1697—Issued to Miss Josie Rayford, car cleaner, mechanical dept.

No. 1889—Issued to Paul B. Boob, repairer, mechanical department.

No. 6541—Issued to W. J. Bradford, conductor, division 2.

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

BULLETIN NO. 180

Notice to Conductors

Identification cards furnished Police Officers for use in connection with the old Star Badge were dated to expire October 31, 1922.

The time on these cards has been extended, and these badges may be honored until January 1, 1922, when accompanied by card.

A. B. Hill

Supt. of Operation.

NEW SCHEDULE FOR WEST ADAMS LINE

A new schedule on the West Adams line which goes into effect next Wednesday, adds five regular runs to Division Three and reduces the trippers from 18 to 5. Division Four gains one extra run on the line in place of one tripper. There is an increase in pay time for both divisions.

The new schedule gives a six-minute mid-day headway in place of the former seven-minute service.

COMMITTEES TO PROMOTE SAFETY

(Continued from Page 1, Col. 4)

Committees was presented in September by Mtr. Merskotter, who is a member of the Division Two safety committee. The suggestion was awarded first prize for the month and was in line with ideas brought home from the Chicago convention of the American Electric Railway Association.

45 Men Miss Clear Courtesy Records

All but 45 trainmen received ten credits in October for clear courtesy record and 528 missed the ten credits given for a clear safety record for a month. The number failing to get clear courtesy record is two higher than in September, and one less than August.

The number failing to get clear safety record for October sets a high mark for the year. September was comparatively light with only 398 marks and August scored 440. The increased number in October is due chiefly to the fact that the safety bureau is tightening up on these marks with the inauguration of the new safety contests.

L. A. MERIT SYSTEM INTERESTS BOSTON

Indicating the widespread interest in the Merit and Bonus system of the Los Angeles Railway, Motorman N. N. McEwan of Division Three, received a letter from his nephew, G. O. Nelson, who is connected with the Boston elevated system, asking for details of the merit and demerit plan.

Mr. McEwan sent his nephew some copies of Two Bells, some credit slips and other information, so the Merit system may be flourishing in the Bean city before long.

DIV. 3 TAKES EARLY LEAD IN SAFETY

Victory in the October safety contest must have gone to the head of Division Five, because Supt. Morrison's men were in fifth place before the November contest was many days old. Division Three started in with a winning pace, determined to bring the flag back.

Division One has made a good start in second place with Division Two in third place and Division Four in fourth.

Division Five started to climb out of the cellar last Monday, when the men went through the day with only one accident, and that was in class three.

The standings at the first of the week were:

Division Three	40.59
Division One	44.30
Division Two	52.98
Division Four	53.67
Division Five	61.63

PICO SCHEDULE INCREASES RUNS

The new schedule on West Pico and East First Street line, established last Wednesday, gives Division One eight new full runs and drops 13 trippers. At Division Four it gives six new runs and drops nine trippers. Working time on this line is increased 50 hours.

Service between 9 A. M. and 4 P. M. is materially improved. In place of the former five-minute headway, a four-minute headway is established. Three minutes has been added to the time allowed for the round trip on the line.

SYMPATHY EXTENDED

The sympathy of men at the South Park shops is extended to George W. Record, veteran pattern maker, whose wife passed away October 3 after a long illness. The body was taken to Norfolk, Nebraska, the old home town, for burial.

George Record is a brother of Joe Record, cashier of the company.

HONEST ACT WINS PATRON'S PRAISE

A letter received from H. Barnett, of 5201 Baltimore St., Highland Park, directed attention to a good deed performed by a conductor on a late Garvanza car. A passenger boarded the car and gave the conductor what he supposed was a dime. Later the conductor came through the car and showed the passenger that he had paid two dimes, stuck together. The conductor parted them and gave the passenger one of the coins with a smile.

Unfortunately it was not possible to determine what conductor performed the good deed but it is just another illustration of how passengers observe the work of trainmen and will report good deeds that help a trainman's record as well as report the wrong practices which need correction.

SUPERVISOR GOUGH ILL

Supervisor J. L. Gough is reported ill at his home with typhoid fever. Jess is a veteran in company service and his many friends hope for his speedy recovery.

Courtesy is a transfer issued by Duty and is good on all lines.

Bouquets And Things

(Hand Picked)

For Condr. R. C. Perry, Div. 5
Los Angeles Railway,
Gentlemen:
Recently, while traveling on an "M" car, I was very much impressed with the courteous manner of Conductor 778, in regard to answering questions and directing passengers, also with his neat appearance.
Respectfully,
J. J. WALTON, Tourist,
Spokane, Washington.

For Condr. A. Valenzano, Div. 3
Los Angeles Railway,
Gentlemen:
Yesterday evening, when in a great hurry to keep an appointment in the city, I boarded a Garvanza car at West Ave. 50 and Monte Vista Street, and found that I had brought no money with me. However, the conductor, Mr. A. Valenzano, No. 2232, to whom I explained my plight, very kindly lent me the necessary five cents, offering also to loan me the return fare.

I now desire to bring this act of kindness to your notice, and also to enclose in stamps the five cents I owe Mr. Valenzano. Will you please let him have this as soon as possible, and also again thank him on my behalf for the timely assistance.
Thanking you in anticipation, I am, Sir,
Yours respectfully,
W. N. YARROW.

For Mtr. F. Barrett, Div. 5
Los Angeles Railway,
Gentlemen:
I take pleasure in commending you on the efficiency of Motorman No. 2285, on car 577 Moneta Avenue, at ten-thirty A. M. today, by being strictly on the job, avoiding an accident at 9th and Spring Streets, which could have been very serious.

Yours respectfully,
M. A. YOST,
444 East 31st St., City.

For Mtr. J. Wayne, Div. 4
Los Angeles Railway,
Gentlemen:

I noticed in the A-z-u-r-i-d-e pamphlet regarding bonus at Christmas, so would just like to put in a good word for Motorman 271.
He has been our motorman on the Dalton Avenue line and I have had occasion to ride down on his car every morning on my way to work. I am thankful for the kindness shown by Motorman 271, in waiting for me when I came running a short distance away.
Motorman 271 usually wore a smile, and I am sure all of us regular riders appreciated it. Many times when all seats were taken, he was generous in offering me or someone else the use of his stool.
We certainly miss him now, and would be glad to see him back again on our line.
Very truly yours,
LAURA AND ALMA STENBERG,
1821 W. 43rd St.

For Condr. J. H. Morrissey, Div. 1
For Mtr. G. James, Div. 1
Los Angeles Railway,
Gentlemen:
Last Friday evening I rode on your W. 6th Street car with Conductor 1142 in charge. He was polite and gave me the information about St. Andrews Place, where I was going, in a friendly manner, which was very pleasing to me.
Late in the evening I came back to town again and the same conductor was in charge. I think you have in him an efficient servant.

The motorman, also, I have a good word for. He started and stopped the car in an easy manner, and coming back, when he saw me running to get the car, he gave me a chance to get on.
Yours sincerely,
GEORGE GOEBEL,
343 So. San Pedro St.

For Condr. J. C. Phillips, Div. 3
Los Angeles Railway,
Gentlemen:
While on a Garvanza car this afternoon, I was impressed by the courtesy and thoughtfulness of the conductor, whose number was 426.
He went to considerable effort to aid a Mexican woman disembarking at Elysian Park, with a tiny baby in her arms, and did it in a very kindly manner. Another time he was very solicitous over a young child whose mother was preceding it in getting off the car. He restrained the child until all danger of its getting off or being thrown off had passed. This also was done in a nice way.
I am glad to speak in this man's behalf.
Very truly yours,
WM. J. LADD,
933 So. New Hampshire.

GET RIGHT WITNESSES GIVE THEM PROPER HELP

Remember That Races and Nationalities Will Stick Together in Their Own Interests

By JOHN C. COLLINS
Supervisor of Safety

KEEP out of accidents, but if you do get into one, see that your work of procuring witnesses is done thoroughly and intelligently. In the great majority of accidents, primary responsibility does not rest with the motorman, conductor, or safety operator. This shows the importance of procuring as witnesses passengers or others who will give a fair and frank statement of facts.

A point in this connection can best be illustrated by an accident that happened some time ago at Sixteenth and Central.



The motorman's statement was to the effect that he did not have a chance. One of the witnesses gave about the same version of the affair, but most of the evidence was against us, indicating the motorman was at fault, as shown by his own witnesses.

Missed Real Witnesses

I, knowing the motorman to be one of the best, did not think he was to blame, so investigated a little, and found that he had secured five witnesses, one white man and four colored men. The machine he hit was the property of a colored man, the owner was driving it at the time. It is safe to say, that some of these witnesses did not see the accident happen at all. Their story was a one-man story, rehearsed, so each man had it just like

the other. The evidence was too great to let such a case go to court. There was nothing to do but stand and deliver.

Get a white man for a witness if possible, when a colored person is involved. The same thing holds good with different nationalities; they are found to stick together to some extent, in favor of their own people, especially foreigners who do not readily pick up our customs.

Get Truthful Ones

Very few of you men like to have some fellow cause you to have an accident, especially when you know you are not to blame. Then on top of that, get paid for the damage to himself, when he should have had to pay for the damage to the street car. There is only one way to beat such people. That is, prove that they were to blame every time you can do it, and you can do it every time if you properly study and apply the road space idea.

To be a good witness, one must see the combination start, and unfold itself. To see it just as it happens, gives an entirely different construction to it. If a witness does not see it, all he missing gaps should be bridged by the motorman, or conductor, without the party knowing that he is being successfully persuaded. The view point, the mind, and damage, carry great weight as to how the witness makes up his mind how the accident must have happened. After thinking about it for a few days, he imagines he saw it happen just that way.

PRIZE SUGGESTION BRINGS CAP BADGES FOR LOADERS

(Continued from Page 1, Col. 1)

shoulder, and any motorman starting on a signal given in any other manner will be considered as having started on an improper signal.

Read Bulletins

It is noted that a large number of motormen evidently failed to read the bulletin in regard to steam crossings recently published in "Two Bells," as a considerable number of men are failing to be on their feet when receiving signal from flagmen, and are also failing to make observation themselves, as to safety conditions.

In regard to points protected by flagmen, I wish to add that all crossings at which flagmen are maintained will in the future be covered by such flagmen on Sundays and Holidays during the same hours as on week days.

The suggestion winning second prize is also considered a very good one, as it has been called to our attention that passengers frequently fail to approach the loader, due to the fact that he wore only a trainman's uniform, and was not recognized as being in charge of the loading situation.

Badge for Loaders

As soon as proper bands can be provided, all loaders will be equipped with such bands which they will wear around their caps at times when on duty. This will not only be an aid to the passenger, thereby preventing confusion and rendering the work of the loader more efficient, but will also be a means of identification for motormen, who, on account of the fact that the loader is to a certain extent also a director of traffic, sometimes fail to recognize his authority.

Mr. Foster's suggestion speaks for itself, as you have probably all noted at times the fact that passengers, especially small boys, sometimes drop the windows on the rear of safety cars and climb into the car, thereby causing their fares to be lost to the company.

One suggestion made by Conductor "Mike" Phelps of Division 5 received very careful consideration, this suggestion being to make a rule of the method pointed out by Mr. Collins, supervisor of safety, in a recent article in "Two Bells," by which conductors could save time by attending strictly to the work of collecting fares and issuing transfers until the motorman called for bells by tapping his gong twice, the conductor then to make observation of the step, and give bells if safe to do so.

Work Together

The objection to making this plan a rule instead of offering it simply as a suggestion for team work is because we have certain conductors who would merely give the bells when called for by the motorman, without making any observation of step conditions. This is something which cannot be permitted. It must be distinctly understood that both conductor and motorman are equally responsible for safe step conditions, and that this responsibility must not be left for any one man to assume.

New motormen frequently inform us that conductors who have been in the service for some time tell them that they will give starting bells as soon as all passengers are unloaded, and for the motorman to then start his car when, in his judgment, it is safe for him to do so.

New conductors in the service inform us that older motormen tell them to give signal bell whenever they feel like it, and leave the loading of the passengers to the motorman.

Any conductor or motorman who is guilty of so misinforming his working partner should be deemed unfit to remain in the service.

On The Back End

(Contributed)

In Tokio the street railway officials have organized a bureau to assist the unmarried trainmen in finding wives, according to news dispatches. In Los Angeles, company restaurants are provided and good-looking waitresses employed. Just a difference in methods.

A man is known by the company he keeps and a company is known by the men it keeps.

Ed. Link, the notorious conductor of Division Five, is back from San Quentin, but he made the trip voluntarily, assisting as a guard.

The other day when Ed's car reached Fourth and Traction he got off and ran up to flag the crossing, thinking it was Alameda Street. When his motorman asked him why he wished to flag at that place he said he didn't intend flagging, but was merely taking his morning exercise.

A kindly and courteous manner is not only a mark of a self-respecting man, but it is to words what oil is to machinery in making them move effectively to their purpose.

We note that Conductor E. B. Sonnenberg of Division Four is now wearing glasses. Wonder if he weakened his eyes looking for Andy Gump's name on the ballot.

Preacher—"Rastus, do yo' all take this here woman for better or for worse?"

Rastus (from habit)—"Pahson, ah shoots de works!"

Conductor Gillbrand of Division Three recently turned in a white accident report in which he stated that a lady had her hand squeezed. He did not state whether he was to blame, but we will suppose that it was squeezed in the door and let it go at that.

Another conductor on the Hooper line has made the mistake of asking a passenger to remove a suit case from the aisle and been told "that's ma feet."

Introducing New Men

The following men have been assigned to their divisions during the week ending November 4, 1922:

DIVISION NO. 1

Motormen—M. Rodick, A. J. Ecord, A. W. Peschke, G. L. Thompson, G. C. Grayson.

Conductors—Geo. Boyd, A. W. Greengard, Wm. Beattie, Fred Michael, P. J. Gossen, A. Wenzel.

DIVISION NO. 2

Motormen—W. W. Allen, E. E. Dunigan, T. J. Bullum, L. E. Lewis, M. L. Howard, F. Kirkland.

Conductors—J. B. Kelley, R. E. Hampton, T. F. Hinshaw, J. W. Jones.

DIVISION NO. 3

Motormen—J. R. Wagener, J. B. Edmunds, D. M. Stevens, C. W. Cread, E. E. Avis, C. M. Smith, C. Newton.

Conductors—G. R. Necochea, H. A. Dutton, M. L. Bybee.

DIVISION NO. 4

Motormen—H. O. Guthrie, C. R. Wamsley.

Safety Operators—A. B. Tyler, E. D. Collins, T. Walsh, W. E. Stephens.

Conductors—G. A. Davis, F. O. Boyd, M. Chaney, G. R. Pulsifer.

DIVISION NO. 5

Motormen—D. O. Livingston, P. J. Kelley, C. S. Booth, E. Hunter, J. A. Maginnis, L. K. Herman, H. C. Lehnhart, G. J. Emerson, M. A. Stoltz.

Conductors—A. F. Reinbold, D. Crawford, G. F. Simpson, H. P. Haynes, W. H. Clemens, L. E. Walter.

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

Conductor J. D. Altizer worked a run on Mateo the other day which had about 10.06 minutes in it. This is the way he figures he earned his money, carried fare box back and forth with supporter, about 40 times. Total weight of box and supporter is about fifty pounds, adding it all together he figures he lifted about four tons. He flagged 16 railroad tracks and ran about four miles in doing this. Total receipts for the day \$11.10. The wages of the crew were \$9.60, cost of power about \$3.50, use of car \$4.00 and other miscellaneous expenses about \$1.00, so Conductor Altizer figures he owes the company about \$8.00 after all.

Conductor D. L. Wieland is taking a few days off to fix up his house for the coming winter months.

Lots of the boys on the extra list are now getting regular runs owing to the change of schedule on the different lines.

All of the boys were pleased with the new schedule on West Pico line which went into effect this week.

Motorman F. DeGuire is the proud owner of a brand new tin lizzie, with all the fixings.

Register Clerk Swartz says this is fine weather for ducks, and proves his statement by bringing in a few every so often. As we never see them we can't say whether he really shoots them or runs them down.

DIVISION 2

C. L. Christensen

Well, Division Two did not win the safety pennant this time, but believe me, it was a close call and we certainly had Mr. Morrison's klan scared the last few days of the contest. So here we go on the next one, and by doing a little better, watching your step a little closer in this coming month than we did last month, we are sure the flag will be brought to Division Two, where it ought to be.

For the convenience of trainmen who have any news for Two Bells, there is, and has been for the past year, a little black box hung on the wall just at the entrance to the office. Anything in the line of news is sent to the editor of Two Bells every Thursday morning, but so far, I have only found about a half-dozen news items in said box during the last year. Now come on, boys, drop your witty notes in. There surely isn't a day gone by but you hear or see some joke on your fellow trainmen or the public.

Oh, say, did you folks know we have snow in Southern California? Well, we have, and not very far away either. Last Saturday I was very close to it, taking a trip in my flivver to Redlands. I noticed it got colder right along, and looking eastward from that city I could plainly see the snowcapped mountains. And being a long time since I felt real winter air, I jumped into my flivver again and away "we" went ("I almost forgot to say that I had the Mrs. along") up into Mill Creek Canyon. Having traveled about 15 or 20 miles between the solid stone walls of the mountains, we decided we had had enough of winter air to do us until next year.

Our cash receiver, J. L. Williams, is having his annual vacation. Not being used to taking things easy, he is putting in his time at Seventh and Broadway, helping the ladies on the car. He is an expert at the game, as he has been loader for nearly two years in his spare time. Some time

Who's Who



FRANK SHUSTER, conductor of Division Four, is one of those fellows who counts as lost that day in which he does not learn something new. Six weeks after he had chosen a run on the F line, Frank found out that round trip tickets are sold out in the country and he doesn't expect to be caught without them again.

Frank is also one of those fellows who believes that the surest way to find out something is to ask somebody. He comes by it honestly because he used to be an insurance agent but is doing his best to live down his past and should be given due credit for his efforts.

Conductor Shuster will round out five years of service next February, having started February 7, 1918.

ago J. L. saw a number of people kicking a roll of bills around, and none of them seemed to think it worth while to stoop and pick it up, not so with J. L., he grabbed the roll at first opportunity, put it in his pocket and promptly turned the money in to Lost Article Dept. The result is: J. L. is \$15 richer today.

Motorman E. G. Force was recently run down and badly injured by an automobile. He lives in the rural district and his address has not been ascertained, for that reason all details are lacking.

Motorman G. W. Coulter has taken a couple of weeks off and is just resting.

Motorman B. H. Keller, who is a young "husky," has heard so much about how easy a job it is to be a policeman in Los Angeles, so he took 90 days off for the purpose of qualifying for said position. Division Two is sorry to see a good man leave, but of course we wish B. H. success in his new undertaking.

Motorman S. E. Weeks has returned to work, after a couple of weeks spent on his ranch home in Ramona Acres.

Conductor L. C. Welch and R. Wilkin, who by the way, are next door neighbors, have returned to work again, after having been confined to their homes for some time on account of sickness.

DIVISION 3

H. A. Russell

Well, we are beginning already to feel lonesome for the old safety pennant, although we have only loaned it for 30 days to the home of the Seagulls. Days seem like years and we trust that it will be kept from the reach of the Gulls, that it may return to us spotless to adorn the space on the wall of this division, where it

usually reposes. We have already made a good start, at the time of writing, we are in our place. Do you get me—first place—and all it is necessary to do, is to run strictly to Division Three form and in 30 days that old flag will be home again. So let's go.

Our sympathy goes out to our old friend Jarvis, for aside from losing his hair, he has now lost his teeth, for no longer will he be able to chew the rag in his old-time form. Cheer up Jarv, old boy, you still have your mind and a reputation as a A No. 1 conductor, and that helps some.

Mot. Glen Chapman and bride have returned from their honeymoon trip and report having a wonderful time and Glen is now doing duty again on the front end and will now more than ever keep his eye peeled for the lost nickel, etc., on the street, for the finding of which he holds the world's record.

Mot. C. J. Chuty has resigned and will return to his old home in the East, taking with him as a souvenir, a couple of beautiful black eyes, which he received the other day in a fall during his mad rush from ear to office. He tripped on a rail and landed on his nose.

The old bird Stork is still doing business around these parts. On Sunday night he visited the home of Mot. H. L. Edwards and left therein a beautiful baby girl of the 8-pound variety. This makes a pair of Queens in this family. H. L. reports mother and babe doing fine.

Mot. L. M. Runyun is enjoying a visit from his eldest son, who has just arrived by auto from North Dakota. He reports that it was snowing when he left home, and he experienced all kinds of weather en route, but he admits that the road weather and the people of Southern California make up for any kind of hardships that a person may encounter in getting here. Amen.

Cond. F. B. Love has been working a P. M. tripper for several weeks, devoting his spare time in an endeavor to raise a moustache, but alas, he has thrown up the sponge and rubbed it off and henceforth will devote his entire energy to working two trippers.

It has been necessary for the past two weeks to put a conductor from the extra list on my run, No. 633, West Eleventh and Lincoln Park. I take this means of expressing my appreciation of their work. They are, without exception, well broken in and thoroughly conversant with their duties.—Mtr. L. B. Dundas.

DIVISION 5

L. W. Burwick

Division Five expects to be heard a little more often now that Shorty Hague has returned from his leave of absence. We have certainly missed that "homelike" atmosphere, which always prevails when "Shorty" is around the division. But he hasn't grown any teeth since he has been gone.

Conductor F. E. Beverley has been appointed permanently as towerman. Conductors will kindly refuse to honor his pass in the future when presented for transportation, as he has been instructed to ride on student tickets. (Don't take this for a bulletin!)

We wish to thank Division Three for the neat manner in which they delivered the safety pennant. But the "Return in Thirty Days" sign on the package has been changed to "Rest in Peace" On the same date Supt. "Shorty" Morrison received a birth-

DIVISION 4

C. J. Knittle

Now that the rainy season is on, Midget Bryant is searching the Broadway stores for a topcoat. Last winter, when the cold and fog caused the chin of "His Lilliputian Highness" to chatter, Bryant went to a Jewish merchant on Main Street, laid down five (5) dollars and received a "foisaclass" coat. That night it rained quite generously. Bryant was wearing his new garment. In a couple of hours it shrunk to a choking size. Then POP! went the buttons and ZIP! went the seams. Next day he took it (and the sleeves) back to the store. The dealer would not compromise. Shorty demanded justice. About ten minutes later a policeman escorted him forcibly from the place—sans money—sans coat.

The six top motormen and conductors on the extra list are rejoicing over the six new full runs on Pico.

About the most patient man 'round these parts is the jovial Conductor Huddy. Last Monday Huddy had a very new motorman on his West 11th run. It was pulling-out time in the morning. After pulling out of the yards to the street, Huddy pulled down the trolley and dropped the fender, preparatory to taking the cross-over. Then noticing that the new man's mind was not functioning properly he ran to the other end and put up that trolley, turned the seats, switched the headlight and advised the motorman to take his tools to the front end. He then pulled the switch and yelled, "Right!" And right it was. The motorman shoved the controller to nine and left it there. *And Huddy was left behind!* "Oh well," he murmured as he started running down to 11th St. after the car, "we were all new once."

A few days ago a Pico car, east-bound, halted behind a small truck, between Hope and Grand. The truck had developed engine trouble. A policeman, standing nearby glanced at the car and at the truck and immediately went over and helped the driver push it off the track. This sounds like a Bughouse Fable, but the officer was ex-conductor C. R. Long, who hasn't forgotten the days when he done it for the good of service.

If you can't co-operate with the company that employs you, throw up your job and go where you can.

day cake with sixteen candles. The pennant was a very appropriate birthday gift to our superintendent.

Two conductors were talking about the U. S. C-2 dirigible, which made the flight from Virginia to Los Angeles in such a remarkable short time. One of them was a conductor on the East Fourth Street line and he remarked that such a stunt was nothing, as he went from "St. Louis" to "Chicago" several times each day.

Conductor A. G. H. Trager has returned from his leave of absence, but the Honorable Sir Arthur G. H. did not return alone. All of his friends were certainly surprised when he walked into the office and gave us the startling news. Boys, if you want to get married just buy a "Ford" and take a trip up north. Congratulations Trager.

At a recent speed contest at the company restaurant at Division Five, Conductor E. P. Sinclair won first honors and the title of "The Sheik of 54th Street." Cash Receiver Walter Miller took second place, with the title of "The Assistant Sheik."