

# TWO BELLS

Vol. IV

DECEMBER 31, 1923

No. 31

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

## 1045 Cars Set Service Record

### ACHIEVEMENTS MAKE 1923 BANNER YEAR

The year 1923 which is now closed has been one of the most important in the history of local transportation. It has been a year of development along lines of service and heavy expenditure for new track and equipment. There have been 10.32 single track miles of extensions built and 14.35 single track miles have been rebuilt. At the car houses 3.38 miles of new track have been provided for storage of the additional cars placed in service. The company has paved 18.10 miles of single track during the year.

#### Bus Service Started

The introduction of bus service on main lines, feeder lines and jointly with the Pacific Electric through the Los Angeles Motor Bus Company, has been one of the high lights of the year.

New buildings have been provided at Division Four and Division One, at the garage and the Division Five substation.

An extensive survey of the transportation situation has been made for the company by Joe R. Ong, a nationally known consulting transportation engineer, and this has resulted in improved service along several lines.

#### Co-operation Promoted

Early in the year, an exchange of courtesies between the police traffic department and the company resulted in excellent cooperation which has benefited the public.

Last May the lines were redistributed among the divisions, and resulted in a general choice of all runs.

"Courtesy Week," April 15 to 21 gave a new touch of cooperation between passengers and trainmen that produced lasting benefits.

#### Pay Raised \$200,000 a Year

The increase in the pay scale last April which amounted to \$200,000 a year was a big help to all trainmen.

The group movement of cars established last June, has been a big help in speeding up transportation.

The present type of transfers in

(Continued on Page 2, Col. 4

### Supervisor Does His Stuff While Garbed as Chef

SUPERVISOR O. D. SUTTON is proprietor of the Pollie Prim Cafe at Temple and Belmont. Incidentally O. D. is supervisor of the "C" line.

Just as things were getting good in the pre-Christmas rush, the car of C. J. Knittle, scribe of Division Four, arrived at Temple and Belmont westbound 12 minutes late.

The scribe went to a telephone to worry the dispatchers.

Just then Sutton, who had not gone on duty, came out of his hash emporium wearing his white cap and apron. Instead of telling the dispatcher all about it, Knittle told Sutton, who instructed the crew to turn back at Temple and Hoover.

As they started out Temple Street, the motorman, who was a new extra man, called the scribe to the forward deck to ask:

"What has that darn dish washer got to do with us?"

—Happy New Year—

### MANY CARS ADDED IN 1923 PROGRAM

Throughout 1923 the company has "said it with street cars." Fifty cars have been received from the factory in St. Louis this year, and 25 more are scheduled to be delivered in the spring.

The program for constructing 40 new type "K" cars in the Los Angeles Railway shops has been carried out, but delay in receiving equipment has prevented the placing of these cars in service.

The first of the "made in Los Angeles" cars began operating several weeks ago, but the others are held at the shops.

Twenty more type "K" cars are to be built in the shops this year, and work will begin soon after January 1. Ten flat cars for the maintenance of way department are to be built within the next few months.

On December 27, the company had 1059 passenger cars equipped and available for service.

—Happy New Year—

Coffin linings cost more now. So, as a matter of economy, one should pay more attention to brake linings.

### 95 Extras Operated To Serve Big Crowd

THE DAY before Christmas set new records in service provided and passengers carried and the heavy travel was met with thorough efficiency and excellent co-operation.

There were 1045 cars in service, and they covered a total of 110,084 miles, and carried 1,136,146 passengers.

Ideal weather facilitated the movement of cars and started traffic moving heavily at an early hour. At 10 A. M., 38 extra cars had been called out of the divisions. At noon, there were 70 extras running, and at 4 P. M., the number had been increased to 95. The extra cars continued in service through the evening rush hour, and pulled into the car houses between 7 P. M. and 9:30 P. M.

There were only 174 turnbacks made Monday, and 45 of them were due to fires.

Through the co-operation of police traffic officers, trainmen, loaders, and traffic men, from four to seven cars were put across the downtown intersections in both directions with one drop of the "go" signal. The dispatch with which passengers were loaded and cars moved in the evening rush hour of December 24 reflects great credit upon all transportation department men connected with the actual moving of cars.

On the day before Christmas in 1922, there were 883 cars operated as against 1045 this year, and 946,125 passengers were carried as against 1,500,000 this year.

—Happy New Year—

### Dan Healy Is Given Ring For Christmas

Dan Healy of the instruction department was presented with an handsome Masonic ring by members of the department as a Christmas present. The emblem is inscribed "Dan, from the Instruction Force, Christmas, 1923." The presentation was made by Oscar Elrod in the famous few and well chosen word to which Daniel replied with words equally well chosen, but fewer in number.

Magistrate—"What's the charge?"  
Policeman—"Intoxicated, your honor."

Magistrate (to prisoner)—"What's your name?"

Prisoner—"Gunn, sir"

Magistrate—"Well, Gunn, I'll discharge you this time, but you mustn't get loaded again."

### OLD PASSES GOOD UNTIL JANUARY 10

Special attention is directed to Bulletin 219 which states that 1923 passes will be good up to and including January 10. Some of the new 1924 passes will be in use and will be honored for transportation, but as the entire supply is not ready the life of the old passes has been extended 10 days.

—Happy New Year—

### NEW CROSSTOWN LINE TO BE READY SOON

The special work for First street and Evergreen is due to be delivered soon. The installation of this track will complete the proposed cross-town line for Boyle Heights between Wash-bash avenue and Whittier boulevard.

The track department is rebuilding Flower street between Pico and Washington with new ballast, ties, and paving.

Work started last Thursday on removing the track on Hoover, Wilshire and Commonwealth boulevard between Sixth and Seventh streets. This track was abandoned when the Seventh street extension from Hoover to Vermont was completed and the line "S" cars were rerouted over the new track.

—Happy New Year—

### Big Track Job To Be Done on Central

Soon after the first of the year, reconstruction of Central Avenue track from Fourteenth Street to Slauson will start. The present rail will be continued in use but new ballast and ties will be installed. This job calls for reconstruction of 24,000 feet of single track, and is one of the biggest jobs the track department has scheduled for 1924.

## Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

### Requirements For 1924

**A** NEW year is starting, and it provides specific obligations which fall upon every employe of the Los Angeles Railway.

With a million or more passengers using the cars daily, the transportation business has extended a phase which was considered improbable five years ago. The extension of service in all lines will be continued in 1924, and it calls for continued effort on the part of every employe to do the best he can.

As the demands for service increase, the need for close co-operation between all parties concerned with the production of this service increases. Not only must there be thorough co-operation between departments of the railway, but there must be co-operation between the men who actually deliver service on the cars and the passengers they carry.

Courtesy is the standard element for producing co-operation between passengers and trainmen. Every man who practices courtesy—and it should be every man—knows that courtesy gives the desired results. Courtesy which is shown only because the rules require it is not as likely to produce the desired results as courtesy which comes from a genuine desire to serve.

—Happy New Year—

### What Courtesy Produces

**M**UCH has been said about friendly relations between passengers and trainmen being a factor in cutting down accident damage claims.

When a man is feeling cheerful on the job, he is less likely to have an accident than the man who carries a frown and is putting more attention on his frown than on his job.

A case where courtesy actually prevented a claim following an almost unavoidable accident would seem to be an extreme demonstration of the theory, but such a case has been reported to the company.

An accident occurred recently at 60th Street and Moneta in which a woman was thrown from the rear step by the sudden starting of the car. Investigation showed that some small boys had been playing with the sand box pedal on the rear of the car, and as the motorman stepped from the controller to the side of the car to look back, he moved the controller handle one notch.

Fortunately the woman, who was 60 years of age, was only slightly hurt. She was visited by a representative of the company, but she said the conductor had been so nice to her before and after the accident, that she would not consider making a claim.

The majority of passengers are fair-minded and this case serves as an excellent example of the effect of courtesy.

—Happy New Year—

### Christmas Cheer Carried To Retired Company Men

**C**HRISTMAS cheer was carried to some of the retired men of the transportation department whose popularity will last as long as their memory.

A party of 18 drove to the home of F. E. Dennison at Encino in the San Fernando Valley, and staged an impromptu Christmas celebration, and fitted up a radio set which had been purchased by Mr. Dennison's friends in the company. Despite the high wind, the aerial was installed and the party had the pleasure of hearing the first program over the air. The feat of George Ferguson in climbing over

the roof to put up the wires was by no means the least interesting feature of the party. A Christmas dinner, was prepared by Mrs. T. Y. Dickey, Mrs. J. A. Bodley and Mrs. Dennison.

Harry Cord, former motorman of Division One, was remembered with a Christmas purse contributed by his friends and presented to him at his house by officials of the transportation department.

C. D. Clark, patriarch of the schedule and dispatching rooms, who is now on the retired list, was visited by the party and given a box of cigars.

—Happy New Year—

For Condr. J. C. Rainey, Div. 5  
Los Angeles Railway,  
Gentlemen:

Mrs. Hoopes spoke in highest terms of commendation of Conductor 1440, line "F." There was an old Mexican lady who could make no one understand where she wanted to go. He took the trouble to ascertain from passengers whether or not they could interpret what she said. Finally a Mexican boarded the car and through him, learned her question. He then saw that she transferred to her car at Vernon Ave.

Said he was exceptionally gentlemanly and courteous.

MRS. THOS. HOOPES.  
1308 West 93rd Street.

For Mtr. T. A. Bloom, Div. 3  
For Condr. C. O. Bird, Div. 3

Los Angeles Railway,  
Gentlemen:

Where your Washington car passes Mt. Washington Drive the track is so high that a lady can hardly get on the car. 1 P. M. Motorman F. A. Bloom, No. 2609, ran the car down to a place where an elderly lady and I could get on. The conductor No. 2792 was very kind also. I think such men should be commended.

Respectfully,  
MRS. E. M. FEURT,  
MRS. C. M. WARNER,  
310 Mt. Washington Dr.

## BULLETINS

Issued December 31, 1923

### BULLETIN NO. 216 Notice to Trainmen

Public schools will re-open on January 2, 1924. On school days between the hours of 7:30 A. M. and 4:30 P. M. all cars must in compliance with City Ordinance stop at the first line of special painted zones which are established for the benefit of schools and ascertain that there are no pedestrians in the zone before proceeding.

This ordinance must be observed to the letter, as the Police department are making arrest for violation of such ordinance.

Motormen and operators must become familiar with the location of such school zones and operate accordingly.

### BULLETIN NO. 217 Notice to Conductors

The following passes are reported lost: 2946 issued to Katherine Belman, wife of Motorman B. G. Belman of Division No. Three.

5212 issued to M. M. Pierce, Conductor Division No. One.

6613 issued to C. R. L. Ford, Conductor Division No. Three.

7455 issued to L. W. Taylor, Conductor Division No. One.

7807 issued to I. G. Fenter, Conductor Division No. One.

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

### BULLETIN NO. 218 Notice to Conductors

Pass No. 6354 issued to H. C. Brotherton, Conductor Division No. Three, reported lost in Bulletin No. 201, has been recovered.

### BULLETIN NO. 219 Notice to Conductors

Honor 1923 passes up to and including Jan. 10, 1924, and honor 1924 passes on and after Jan. 1, 1924.

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

—Happy New Year—

### Warning Given on Police Rule For Traffic Law Tags

The practice of "squaring" tags for violation of traffic rules, has been given further attention in the official police bulletin. The notice is important to trainmen as it sets forth the policy of the police department in emphatic terms.

It is addressed to all officers and reads as follows:

Your attention is directed to an order issued in the Bulletin of March 15, 1923, which reads as follows:

#### IMPORTANT NOTICE

The system of O K-ing or squaring traffic tags has grown to an intolerable condition. I am reliably informed that over fifty per cent of traffic tags are "Squared" by some members of this department, and the situation grows worse every day. This condition must stop. It simply makes a joke of the laws and breeds contempt for the officers that attempt to enforce it.

Hereafter traffic tags will be retired by Division Commander only, and then only in cases where there is some justifiable excuse. Any action of any other member of the department in preventing the appearance of a person who has received a traffic tag from appearing in court or at the Bail Clerk's office, will cause him to be suspended upon evidence of such action.

Division Commanders will be held responsible for the proper enforcement of this order.

That order is still in effect and must be complied with. Report any infraction of the order to Second Deputy Chief.

AUGUST VOLLMER,  
Chief.

—Happy New Year—

Mrs. Smith (inspecting friend's house)—"Gracious! Why do you have such a high bed for your little boy, Mrs. Jones?"

Mrs. Jones—"So that we can hear him if he falls out. You have no idea what heavy sleepers we are!"

## NEW STORAGE RAIL LAID AT SHOPS

Fourteen new storage tracks 120 feet long, will be available at the South Park shops next week. The new track is south of the transfer table and at the west end of the property. Before laying this track, 2200 cubic yards of filling had to be done.

Completion of the West Jefferson track reconstruction job is scheduled for next week. New 116-pound girder rail has been installed from Western avenue to Ninth avenue.

—Happy New Year—

## EX-TRAINMEN ARE POLICE HEROES

S. J. Anderson and C. M. Shantz, both former motormen at Division Two, and now police officers, have displayed real courage in time of danger.

Anderson was in a shooting affray with a couple burglars some time ago and came out the conqueror after badly wounding both bandits.

Schantz was patrolling a beat during the dark hours of the night, when he discovered a fire in a large rooming house. Having turned in an alarm, he went to the rescue of the sleeping guests, of whom he carried a number to safety.

—Happy New Year—

### A Bouquet for West First Men

**H**ERE is a mighty nice little bouquet for all men on the West First Street line. The writer, Mrs. J. Kiefer, is well known in local literary circles for her poetry.

George Baker Anderson,  
Greetings:

The Times said the L. A. Railway was citing men for exceptional service.

Conductors and motormen are so splendid and efficient on the First Street car line, that it is a pleasure to have a chance to say it.

Sincerely,  
MRS. J. KIEFER,  
103 So. Grand Ave.

—Happy New Year—

## 1923 SETS MARK OF ACHIEVEMENT

(Continued from Page 1, Col. 1)

which sign language replaces dates was introduced October 5.

### Uniform Changed

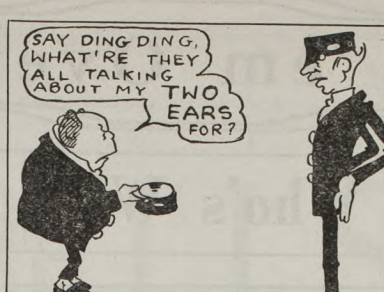
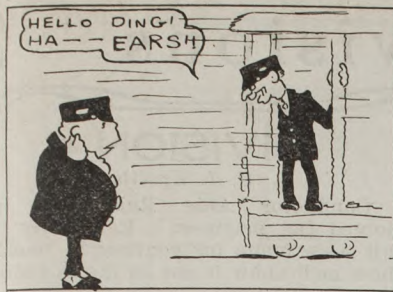
Brass buttons passed out as a part of the official uniform last September, and increased the utility of the clothes a trainman wears at work.

The starting of safety meetings at the divisions was one of the features of the latter part of the year.

The payment of annual bonus to 1923 trainmen and the successful handling of the heaviest Christmas traffic in the history of the company round out a busy year.

# Conductor Ding and Motorman Ding Ding

By Rollins



## Bouquets And Things

(Hand Picked)

For Condr. W. B. Mills

Los Angeles Railway, Gentlemen:

Will you kindly see that W. B. Mills, your conductor No. 2312 on the University line, receives the enclosed to repay the nickel he put in the fare box for me and the balance will buy him a smoke if he does smoke.

A wire called me East on a few hours notice. I got on the car with nothing less than a \$10 bill and Mr. Mills kindly took pity on me. Such courtesy should be mentioned, in fact the Los Angeles Railway men have always been more courteous than the usual run of street railway employes. It is tribute to your organization.

Again thanking Mr. Mills and the Los Angeles Railway, I am

Yours very truly,

W. W. GARDNER, c/o Palos Verdes Estates, Lane Mortgage Bldg., City.

□ □ □

For Condr. G. C. Fisher, Div. 5

Los Angeles Railway, Gentlemen:

Conductor 2800 did what I thought was a very courteous and kindly thing, a few days ago, when he assisted an elderly woman with crutches off his car by getting off himself and then partially lifting her off. He was very gentlemanly in his manner, first assuring her to be careful and he would help.

I hope I am not too free with writing these incidents to you. I do, however, like to give credit where it is deserved.

Very truly yours,

WILLIAM LADD, 933 S. New Hampshire.

□ □ □

For Mtr. E. W. Moore, Div. 4

Los Angeles Railway, Gentlemen:

In this day and age, when everyone is in a hurry, and while many criticisms are being directed against the railway company, it is indeed gratifying to find a trainman who is intelligent, cultured and courteous.

And it is because I discovered such a trainman in your employ this morning that I am writing this letter to you.

I use your cars a great deal, and my business makes me observant of everything that goes on about me. I notice your conductors and motormen probably more than the average fare.

This morning I rode to town from 63rd Place and Hoover street on line "F" car No. 478. I stood in the front of the car to the left of the motorman, No. 1445. A young lady asked where to transfer to reach West Washington and 6th avenue. I expected the motorman to refer her to the corner cop or the conductor, but this man was of a different breed. He told the shortest and most direct route to reach her destination.

I was amazed at this motorman. I have met hundreds since coming to this city some 15 years ago, I say without fear of contradiction that the man in question is the most courteous I have ever seen on any of your cars.

Sincerely yours,

CHAS. SCHAFFER, 532 Chamber of Commerce.

□ □ □

For Condr. W. D. Rhead, Div. 3

Mrs. Melville presented an "In Trip" transfer to Conductor 2798 at 7th and Main and was told in a very courteous way that the transfer was not good at this point, that she should have transferred at 12th street.

She then told him that she would have to get off, as she did not have another nickel. Upon this he took a fare from his own pocket and dropped it in the box for her. She expressed her appreciation and told him that she would repay him and was told "to forget it," but she said she never shall forget it, or the courteous, kindly way in which he handled the situation. Besides repaying him the amount loaned she again expressed most sincerely, her appreciation and thanks.

MRS. M. MELVILLE, 1503 E. 15th Street.

## FITTING UP A NEW SUBSTATION

This picture was taken inside the new automatic station being built on the Division Five property. The men are: Left to right, seated—E. A. Ness, Jim Hubbard, N. Lane, W. Wilson and E. S. Babbington. Standing, left to right—Tom Coates, C. Ingraham, Frank Gaston, E. S. McLaughlin, Jim Borrell, L. A. Barrett, A. Dane, W. L. Robertson, V. S. Wilson and Wm. Lane, foreman.



## Transformer For Fifth Automatic "Sub" In Place

THE 1000 K.V.A., three-phase transformer for the automatic substation on the Division Five property, Fifty-fourth Street and Second Avenue, was put in place last Thursday after undergoing a lengthy drying out at the main substation, Sixteenth Street and San Pedro.

The 1000 K.V.A. converter has not been received from the factory, but

work is proceeding on other parts of the power plant. The outside feeders have been installed and the big switchboard, shown in the picture above, is being connected.

The Fifty-fourth Street station will be the fifth of the automatic type built by the company. It will serve lines in the southwest section of the city.

—Happy New Year—

## More "Thanks for My Bonus"

To the Officials of the Los Angeles Railway Co.:

My wife and I wish to thank the management of the Los Angeles Railway, and especially Mr. Williams and his efficient force for the regular and special bonus recently awarded to us.

We wish one and all the usual compliments for the New Year.

Respectfully,  
MR. W. E. MARSH,  
Conductor Division One.  
MRS. MARSH.

Los Angeles Railway:

Gentlemen:  
Mrs. Secrist and I wish to extend our most sincere thanks to you for the special bonus for the year 1923. It has always been my aim, to the best of my ability, to do the work the company wants it done, and I hope to be more efficient the coming year.

Most sincerely,  
E. C. SECRIST,  
Division Two.

Los Angeles Railway:  
It would take many words to express my feeling in good-will toward you for

the many good things of the past year, so will say I feel it is good to belong to so great a company and have so great a management as will show such fairness and honesty to its employes, as it gives such consideration to them.

I am very thankful for being able to give service that won the nice bonus. Since we can not all get special bonus, we are glad to see some get it; so we will try for ourselves in 1924 the harder.

Wishing one and all a Merry Xmas and success for 1924.  
T. E. BOYDSTEIN, 1525,  
Division Two.

Mr. Geo. B. Anderson,

Dear Sir:

I wish to take this occasion to thank you, and through you, all the officers of the L. A. Ry. Co., for our Christmas bonus and the kindly feeling it shows to all the men, and to assure you that while we appreciate the money; we appreciate more the fact that we are working for the best company in the United States. Wishing you a Happy New Year.

T. E. SHANAFELT,  
Conductor, Division Three.

## On The Back End

(Contributed)

To keep them moving forward, a passenger wrote a suggestion for ushers on the street cars and further suggested Jack Dempsey as captain of ushers for east of Main Street and Sid Grauman for west of Main.

Mtr. Ding Ding: "Say Ding, doesn't that girl look like Helen Green?"

Condr. Ding: "Yes, but she looks worse in brown."

\* \* \*

After the merry Christmas bells  
That tinkled o'er the snow,  
After the glittering Christmas tree  
With twinkling lights aglow,  
After the Christmas turkey plump  
With oysters overstuffed,  
After the spicy Christmas cake  
With frosting capped and cuffed,  
After the Christmas mail that made  
The postman worn and gray,  
After the Christmas holly wreaths  
With scarlet ribbons gay,  
After the Christmas mistletoe  
With osculatory thrills,  
Comes New Year's with its "Please re-  
mit"  
And sheaf of Christmas bills.  
—The Pretzel.

\* \* \*

A motorman by the name of Hoey was relieved and journeyed home and found his small son playing in the street with mud, dust and a stick, fashioning more or less human characters. Dad asked, "Son, what are you doing?"

"I'm making a Birney operator" the young hopeful piped up.

"Why don't you make a motorman or a conductor?" questioned his dad.

The son straightened up and looked his dad right in the eye and answered, "Father, I haven't got enough mud." (By special request, Operator Crouse.)

Los Angeles Railway:

Gentlemen:

I wish to express my thanks and appreciation for the bonus checks. Both regular and special, which I received Dec. 14th.

Happy New Year to all.

ED. WAGNER,  
Motorman, Division Three.

To the Management L. A. Ry.:

I am very thankful for the regular and special bonus. It came as a great surprise to me, and I can assure you that I am going to try mighty hard to do my best the coming year.

Wishing you all a Merry Xmas and a Happy New Year, I am,

Respectfully yours,  
E. E. JOHNSON,  
No. 543.

Los Angeles Railway:

Gentlemen:

I wish to express my gratitude to the management of the L. A. Ry. for the two bonus checks which I received on Dec. 14. I assure you that it came at a time when the accumulation of extra expenses caused it to be doubly appreciated.

H. W. FRAZIER,  
Division Four.

To the Officials of the L. A. Ry.:

Gentlemen:

I was surprised that I was among those selected to share the extra bonus, but can assure you that I appreciate the honor bestowed on me. I have tried hard to do my level best, to fulfill every part of the work that was put before me with the rule book as my guide. I again thank you and assure you that I shall do my best throughout the coming year.

Very truly yours,  
T. A. GOLISH,  
Division Five.

# Looking 'em Over at the Divisions

## DIVISION 1

H. N. Cole

Well, Christmas of 1923 has come and gone, and here is hoping that all had a good time. Even those of us who had to work were exposed to the contagious spirit of "Peace on earth and good will toward men," and we feel that the day was not altogether without some pleasure, and let us hope that the spirit of "Good will" will linger with us long after the festivities of the day are forgotten. What a grand old world this would be if the spirit of this day of all days could prevail at all times and on all occasions.

The new schedule on line "J" is a success beyond all expectation, according to reports coming from all the boys. And the best of all, about twenty extra men fell heir to regular runs, and just think, some men with only six month's service to their credit, have days runs, and some six day runs at that. Old Div. One is coming to the front and I don't mean maybe.

Motorman J. H. Dillard has taken ten days off to try out another job.

Motorman D. J. Smith has the sympathy of all the boys at Div. One in the loss of his mother, who passed away last Wednesday.

Motorman A. Light was in darkness a few nights ago, when he boarded an East Fourth street car to go home, instead of a "B" car, and when he found himself he had about five blocks to walk through a dark lonesome street when the "B" car would have taken him almost to his door. It must have been the night before Christmas. How about it Light?

Supt. Williams and the Foreman's office were very much gratified as well as surprised, Christmas day, when Motorman T. N. Short played the role of Santa Claus and presented them with cigars and candy, from the boys of the "R" line.

An unusually large number of miss-outs were recorded at Div. One on the morning after. Numerous alibis were presented, such as too much turkey, forgot to pull over the lever and etc., but we all are entitled to our opinion, especially in the case of those who failed to report within the specified time, and are now serving time on the rock pile.

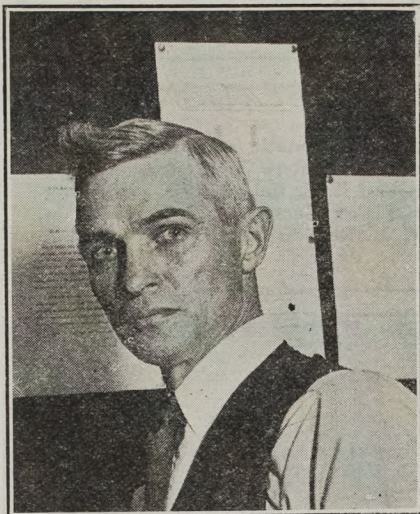
## DIVISION 2

By C. L. Christensen

W. M. Brown, who resigned a couple of years ago to go up north, has returned to his old position as motorman. W. M. stayed away longer than most of the comebacks, and for a while he had us believing that he was gone for good, but returning to Los Angeles from the desert country, he could not resist the temptation to return to work among his old friends and acquaintances, so here he is—welcome back, W. M.

Motorman W. E. Schoenbaum recently had a little work to do around his place and asked the foreman if it was possible to get a half day off. "Chris" looked at him, and asked "why not take all day off?" as we have a lot of men hanging around who would be tickled to get your run for a day?" So W. E. agreed to the one day and started to walk away, when he was called back to the window by the foreman, who started in like this: "Say, W. E., if you could use another day don't be afraid to say so, as we are just prepared to let you old-timers have a little time to yourselves, just before the holidays." W. E. agreed,

## Who's Who



IF YOU have noticed the deft way with which E. H. Ellis, clerk of Division handles (or hands out) a cigar, stop and watch him again. He knows his stuff. The reason is that E. H. got gray haired in the cigar making business worrying about the exactness of quality and shape. That was back in Illinois and back in 1913 and followed a four-month "hitch" in local street railway service from June to September, 1913.

After working as a conductor for four months, Ellis had to give it up and return to the east on account of his wife's health, but like most others he heard the call of the golden west again and reappeared in the summer of 1914, and went on the cars. He is one of the most popular fellows of the Wimberly gang and tosses a wicked pad of transfers.

## On the Sick List

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

### DIVISION ONE

Conductors—E. S. Wright, 207 N. Chicago St.; C. V. Clark, 3215 Central Ave.

### DIVISION TWO

Conductors—I. F. Graham, 703 E. 51st St.; R. Underwood, 4721 McKinley Ave.; W. H. Gilson, 2050 W. 28th St.; C. Gutnecht, 5208 Wall St.

### DIVISION THREE

Conductors—R. W. McDonald, 122 E. Ave. 39; J. J. M. Wilson, 2612 Idell St.; L. Johnson, 1756 Blake Ave.; B. Samply, 2671 Thorpe Ave.

Motormen—A. M. McFadden, 2833 Jeffries Ave.; R. L. Wortman, 514 Solano; M. R. Pelton, 2612 Idell St.; W. R. Owens, 3450 Loosmore; H. E. Crooks, 2833 Gay St.; O. M. Hayward, 3170 Estara Ave.; F. Sims, 3408 W. 54th St.; F. N. Downey, 2685 Merced St.

### DIVISION FOUR

Conductors—T. W. Laughlin, 255 Bunker Hill; E. L. Bailey, 1420 W. 12th St. Motormen—G. A. Allen, 2714 Ocean Front; T. H. Peterson, 118A Glendale Blvd.

Operators—A. S. Page, 601 Cypress Ave.; H. Rendell, 5623 Lexington Ave.; H. S. Herbert, 900 W. 77th St.

### DIVISION FIVE

Conductors—H. A. Peyton, 1232 W. 91st St.; I. H. Pack, 5111 S. Hoover St.; M. D. Smith, 4955 Lincoln Ave., Inglewood; W. A. Price, 6014 Oakwood St.; A. B. Conway, 5410 Third Ave.; N. A. Matlock, 5158 Cimarron St.

Motormen—M. E. Bowen, 158 E. 54th St.; C. R. Smith, 206 W. Santa Barbara; N. Jamison, P. O. Box 891, Gardena; P. D. Probert, 4244 S. Grand Ave.

and before he left, he said: "Well, being that you have so many extra men, I'll be glad to take the rest of the week off," which was agreed upon.

## DIVISION 3

R. W. Reid

The Christmas rush is now a thing of the past, while it was with us some of the boys showed a liking for work which was really surprising, take for instance Motorman A. D. Kinsey, who arrived at the division, and created a little excitement trying to get friend Gilmore to give him a conductor for his run one hour ahead of time. As we have had fifty-seven varieties of schedules during the past month, he had Gilmore guessing for a few moments, but after getting together on the proposition they found that Kinsey's watch was one hour fast, and then everything was "jake."

Conductor E. C. Molster is taking a two weeks trip to San Francisco.

Conductor W. G. Knight has secured a fifteen days leave to visit his father at his home in El Paso, Texas.

Conductor C. E. Pascoe was allowed seven days to "look 'em over" in Santa Monica.

They are "all doing it." Conductor P. C. Stebbins was allowed five days to get over the strain of the Christmas rush, Percy, being a very hard worker was badly in need of the rest.

"I'll tell you right now there's two fellows I felt sorry for, namely, Motormen A. A. Middlecoff and P. Gates, who had their teeth removed shortly before Christmas, and not having their new store teeth in operation when the Christmas turkey was served had to be content with a second helping of milk. HARD LUCK, BOYS.

Putting in a lot of overtime has made Conductor A. Neilson feel so prosperous that he decided to splurge by taking a month's trip to Phoenix, Ariz.

Motorman F. Cimmarusti has returned from a thirty-day trip to the East.

## DIVISION 5

E. C. Tyler

To, all the Trainmen and Office force in Division Five:

Words are inadequate to express my appreciation for the beautiful and useful gift, you boys gave me for Christmas and I can assure you I am very, very proud of it and appreciate the spirit in which it was given.

I also wish to thank you for the good work you did through the holiday rush and to wish you all a Happy and Prosperous New Year and may we all be together a year from now.

C. A. MORRISON

Supt, Div. No. 5.

A letter received from Motr. H. E. Rouw directs that his best wishes for a Merry Xmas and a Happy New Year be extended to all the boys of Division Five. Motr. Rouw took a leave of absence a short time ago on account of his health, but states that he feels much better and highly recommends the Victorville, Calif., as a health resort.

To the Mechanical Dept. of Div. 5: I wish to thank all of the boys of the mechanical department, from the Foreman down, for their loyal support and hearty co-operation during the holidays which enabled us to keep all cars in service under trying circumstances.

C. A. MORRISON,  
Supt. Div. No. 5.

## SHORTY MEETS SANTA CLAUS

On Christmas Eve, that night of nights, Supt, C. A. Morrison of Divi-

## DIVISION 4

C. J. Knittle

Conductor Abie Rubenstein has joined the marines. Remember the hit Abie made for courtesy? Wonder how he'll show it out on the boundless deep.

We wonder who ran off the end of the track at Fountain and Edgemont last Thursday night. The office force does not seem to know, although the track prints show that the car went across Edgemont. That raises the list of extensions to seventeen.

Conductor G. F. Hughes reports that while working the "F" line a few days ago a gentleman of color boarded at 4th and Main. He wanted off at Omar street, but could not think of the name. "Bo's," he finally declared, "Ah wants off at Cigarette Ave."

(The next gentleman.)

Passenger says he has discovered what the "C" on the Crown Hill cars stand for:—CURVES.

(Sit down in front.)

Before we tell the next one we must introduce Motorman J. J. Morgan, winner of the highest special bonus award and Conductor Joe Federbush, also quite efficient although his record probably was overlooked. Joe is making an enviable past for himself by specializing on telling passengers the "what's what and why" of the letters on the roofs of our trams. To go on, Joe and Morgan are working a Crown Hill run—Train run 10. Last Tuesday morning they were waiting at 6th and Flower to make a relief. A "D" car bearing a "10" came along and durned if the star crew didn't get on and try to tell the West 6th crew they were relieved.

An anonymous contributor writes in—"Ye scribe is full of 'supe.'"

"It was with a deep sense of sorrow that I learned of the death of Harry Snyder. He was one of my first students on the Maple Ave. line. He always manifested a spirit of loyalty and good will toward his fellow workmen and employers and many of us feel his passing as a personal loss."

H. W. Frazier.

Division Five started home with visions of a good dinner, a pipe and an easy chair. But it was not to be, for hardly was he settled with a pipe going good, before the summons came that he was needed at the division at once. With dire forebodings of cars piled up, or trainmen hurt, "Shorty" donned his coat and hurried forth. At the office he was met by a large group of the trainmen, and wishing him a Merry Christmas, they presented him with a handsome office chair as slight token of their regard. At the same time the office force of Division Five tendered their gift of a combination desk pad and small file. Then with a satisfied smile Santa Claus, shouldered his pack and departed.

Ye Scribe was also remembered and wishes to thank Santa Claus, The Management of The Los Angeles Railway and Mr. Jeffery for that useful gift, unlooked for, and so, more highly appreciated.

E. C. Tyler.

## HEREDITY AGAIN

"Late for reveille again, I see, O'Malley," snorted the irate captain. "How do you account for this persistent tardiness?"

"'Tis inherited, sir," answered Private O'Malley. "Me father was the late Michael O'Malley."

—The American Legion Weekly.