

TWO BELLS

VOL. IV

NOVEMBER 26, 1923

No. 26

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

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

110 Men To Get Special Bonus Prizes

SUPERVISORS ASSIGNED TO EMERGENCY SERVICE

Four supervisors for special emergency work at strategic points have been assigned by W. B. Adams, director of traffic. This is a new departure and will provide men to attend to emergency situations without taking the regular line supervisors from their duties.

The men and their stations are: P. J. Bowlsby, Twelfth and Main; H. M. Farr, Seventh and Maple; C. D. Burnett, bridge junction, and G. Moss, Seventh and Alvarado.

New men have been assigned to the department providing for supervision at points which have not been covered previously. These men include A. T. Harless, formerly a motorman of Division Three; W. E. Gillibrand, formerly conductor of Division Three; E. J. Pecoud, formerly motorman at Division Four; J. W. Walton, formerly an operator at Division Four; G. Pratley, formerly a conductor at Division Four and R. W. Grisham, formerly a conductor at Division Two.

The new points to be covered are Second avenue on the "A" line, Brooklyn and Evergreen on line "B," Twenty-ninth street and Griffith on line "J," Vernon and Wall, and First and Vermont on line "H," Vermont avenue on the "J" line, Vermont avenue on the Ninth street line, Pico and Vermont, and First and Santa Fe on line "P," Third and Western on line "S," and Washington and Vermont on line "W."

During the night tripper service, supervisors will be assigned as near as possible to the last crossover before the terminal on each line, to facilitate the return to regular headway after the evening rush period.

Grand and Ninth St. Track Reconstructed

Two important track reconstruction jobs have been finished. They are Grand avenue from Jefferson to Pico, and West Ninth street from Spring to Figueroa. New rail, tile, ballast, and paving have been installed.

Double Deck Buses To Be Run By Rys.

Four double deck buses are being built for operation in Los Angeles as part of the program for motor vehicle transportation started this year. Two Fageols and two Morelands are being built. One of each make will be operated by the Los Angeles Railway and the others will be operated by the Los Angeles Motorbus Company.

Three new Moreland buses were delivered for the Motorbus Company. They are the leaders of an order for 32 machines. Some minor changes have been made in the design. They were sent to the Los Angeles Railway shops at South Park to be equipped for service.

Safety Meeting at Div. 1 Wednesday

Safety meetings will be held at Division One next Wednesday at 10 A. M., 1 P. M., and 8 P. M. Thursday has been the regular day for these meetings but the change is made this week on account of Thursday, Thanksgiving day, being a holiday with Sunday schedules in effect.

Watch Inspection Comparison Sheet Must Be Signed

In several cases trainmen who have been demerited for failure to have their watches inspected have protested that they had the necessary comparison of their time pieces made and displayed their watch inspection cards for proof.

The recent items in Two Bells regarding watch inspection stated specifically that the information given to the company is taken from the comparison sheets which every watch inspector holds, and it must be signed by trainmen. A man who has his watch tested and fails to sign the comparison sheet, puts himself in the class of those who fail to have the inspection made.

Spike—"How many shirts can you get out of a yard?"

Mike—"That depends on whose yard I get into."

Winners Will Be Selected Tuesday

THE trainmen of the five divisions who will receive the \$3905 special bonus prizes for 1923 will be selected at a meeting of division superintendents and transportation department heads next Tuesday.

Similar to the plan followed last year, 10 special prizes will be given to the 10 motormen and 10 conductors of each division who rate up as top men. In making the selections the merit and bonus system record cards carry the greatest weight, but in addition to the recorded percentage of efficiency, general attitude toward the job is considered.

PLAN TO ENFORCE SAFETY MEASURES

R. B. Hill, superintendent of operation, called a meeting in his office last Wednesday for discussion of application of the merit and bonus system in relation to safety practices. Department heads in the transportation department were present at the meeting.

With the heavy increase of traffic it is necessary to use the established safety systems of the company at all times and effective methods for maintaining the safety practices were discussed at length.

Such practices as running at excessive speed on down grades and passing dangerous street intersections without proper use of the gong will be checked more closely than heretofore as a result of the meeting last Wednesday.

New Schedules For Line P, V, J Coming

A new schedule on line "P," increasing the number of cars in service and giving more protective time, will be completed in a week and sent to the divisions.

New schedules on lines "V" and "J" are being prepared but will not be used until the Vermont Avenue extension from First to Monroe Streets is completed.

Eddie Loop To Sell Lots of Real Estate

Eddie Loop, who has been in the safety bureau since October, 1920, and started with the company in 1905, is leaving the happy gang of office intellectuals to enter real estate. We all wish him the best of luck, and if anyone wants to buy property in the vicinity of Lamanda Park, don't forget that Eddie will welcome his old friends of the company at any time.

The special prizes will be \$100, \$75, \$60, \$40, \$25, \$15, and four prizes of \$10 each. This totals \$355 for motormen, and a like amount for conductors at each division. The 10 best men on the safety car list will receive similar cash prizes in addition to the regular bonus.

Although the merit and bonus records for the year do not close until December 1, the selection of special prize winners a few days prior to that date usually holds without any change, although last year one of the men who had been selected for a \$100 prize was removed from the list of special prize winners due to an act of gross discourtesy a few days before the records closed.

New Buildings Are Nearing Completion

With the painters at work in the new automatic substation of the Division Five property, the building is practically completed.

Part of the roofing and the cement floor remain to be constructed at the bus garage building on 16th street near San Pedro. The structure will be ready for use next month.

What Makes Wild Men Wild

From 5:40 to 5:51 P. M. last Wednesday on Temple Street between Hill and Spring, not a street car wheel moved, due to automobile congestion, although there were three westbound cars and three eastbound cars trying to get to their passengers and take them to their homes!

"Is he lazy?"

"Lazy? Say, that fellow rides in a Ford car in order to save the effort of knocking the ashes off his cigar."

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Orders Must Be Based On Judgment, Not Debate

IF EVERY train crew that used the "take next car" sign had to stop and explain to the people waiting on the curb just why they could not let them board the car, the main purpose of the procedure, which is saving and making up time, would be lost. The rules and instruction tell under what conditions the "take next car" sign is to be used and the company depends on the judgment of trainmen.

Time is a precious element in street railway service. Seconds count heavily and to maintain service, it is necessary to depend on the judgment of trainmen, traffic men, and supervisors, according to the authority each one carries. If each order had to carry a detailed explanation of why it was given, time would be consumed which would entirely destroy the effort being made to save time.

An example to illustrate the point may be taken from a recent occurrence on line "R." An eastbound car was taken out of the line at Sixth and Central on account of mechanical trouble. This left a gap in the line and an uneven headway between Central Avenue and the east terminal. The supervisor on the east end of the line was notified. He started a relay car out of the terminal west bound to meet the car following the one which had been removed from service.

This follower was on schedule and had time to reach the terminal, and start out again comfortably. It was necessary to transfer the crew to the relay car to fill in the hole in the line and restore an even headway.

The motorman on the eastbound car considered it unreasonable that he should have to change cars when he was on time and protested. The relay car was waiting in the street and had to be moved immediately. This was a case where seconds counted and the supervisor did not have time nor was it necessary for him to tell the story of why the change had to be made.

Being human, supervisors are just as likely to make mistakes as superintendents and general managers, but they are selected for the work because they have shown capabilities in train service which justifies the company in depending on their judgment.

Every man connected with any angle of present traffic conditions has a difficult job, and it is only by close cooperation between all men engaged in the operation of cars that service can be maintained.

No Man Knows

What if the job you have your eyes on has been held by the same man ten or fifteen years? That is no reason you need become discouraged. Few men have a lifelong lease on a job. And none have a perpetual lease on life.

When a vacancy is created suddenly, a new man is needed, and the bigger the job the more urgent the need. So stick on the job and prepare yourself. No man knows what tomorrow may bring.

The daily newspaper is a continuous record of big jobs that have been left open because of conditions over which man has no control. The recent death of our late President, Warren G. Harding, is a striking case in point.

—N. C. R. News.

60 More Motors for New Cars Received

A shipment of 60 Number 514 L Westinghouse motors has been received at the South Park shops. This is another consignment of a big order placed for equipment to run the new cars purchased in the east and built in the South Park shops.

The cost of safety is only a thought.

New Heating Systems At Divisions Tested

The heating system in the new administration building at Division Four was tried out last week and worked satisfactorily. An oil burning system supplies steam heat for all offices.

With the changes at Division One complete, the company is testing gas-steam radiators for heating the trainmen's assembly room and the offices.

BULLETINS

Issued November 26, 1923

BULLETIN NO. 196
Notice to Conductors

The following passes are reported lost:
449—issued to Chas S. De Baum, clerk in storeroom.
3934—issued to B. R. Cox, motorman, Division No. 5.
6408—issued to J. L. Salvato, conductor, Division No. 1.
7202—issued to P. H. Lund, motorman, Division No. 2.
7344—issued to John C. Fetters, conductor, Division No. 2.
7641—issued to P. Johnson, conductor, Division No. 1.
If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 197
Notice to Conductors

On account of Thursday, November 29th, being Thanksgiving Day schools will be closed both Thursday and Friday, November 29th and 30th.
School tickets will not be honored for transportation on these days.

P. B. Hill
Supt. of Operation.

To The Memory Of Jimson

My neighbor raced a car one fragrant summer day; and now there lies a dark red stain along the right of way. The crossing signal straight ahead stood out against the sky; but onward Jimson's flivver sped and made the race a tie.

No more he'll challenge street cars, like Ajax in his pride; the undertakers filled his veins with rich formaldehyde. And, while we hear the sexton's bell its mournful message toll, St. Peter wonders what the hell to do with Jimson's soul. Before the Pearly Gates he stands and swings his golden keys, and says: "I hate to soil my hands with lunkheads such as these. A goof who sets the spark ahead to win a brief renown, is not entitled, when he's dead, to gain a harp and crown."

The L. A. and P. E. and other roads likewise, spread propaganda near and far to save these cuckoo guys. But still the carnage strews the rails, like hecatombs of yore, while whimpering spectres haunt the trails they burned—but burn no more.

(The above appeared in Chicago Tribune some time ago. A few changes made.)—TYLER.

On the Sick List

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

- DIVISION NO. 1**
Conductors—F. L. Davis, 615 Kohler St.; P. E. Holt, 1012 E. 7th St.
Motormen—N. M. Millea, 660 Ocean View St.; A. E. Bartlett, 3453 Gleason Ave.; J. F. McCormick, 3746 Lan Franco St.; A. Lawler, 2243 Rogers Ave.
- DIVISION NO. 2**
Conductors—P. J. Boyer, 214 E. 52nd St.; I. W. Jones, 5336 Los Angeles.
Motormen—F. E. Steele, 150 W. 56th St.; J. A. Wear, 1158 E. 51st St.; J. M. Graves, 1029 E. 45th St.
- DIVISION NO. 3**
Conductors—S. T. Wride, 6014 Fayette St.; J. Farnbach, 4322 Glassell Ave.; R. Dean, 211 E. Ave. 28; A. H. Tanguay, 2214 1/2 Huron St.
Motormen—F. Lehman, 930 Court St.; D. D. Draper, 2516 Dayton Ave.; F. W. Basham, Lincoln Park Auto Camp; F. Bean, 310B N. Bixel St.; M. J. Sherman, 1124 Romulo St.; C. C. Burnett, 4022 Homer St.
- DIVISION NO. 4**
Conductor E. L. Bailey, 1420 W. 12th St.
Motormen—F. P. Hommel, 4836 Sixth Ave.; M. Connor, 1513 Winfield; J. C. Walp, 1332 Winfield; J. Dorman, 1311 W. 11th St.
Safety Operator H. C. Jackson, 6708 S. Budlong.
- DIVISION NO. 5**
Conductors—O. R. Evans, 7923 South Hoover St.; G. E. Gibson, 5339 Fifth Ave.
Motormen—E. S. Bradish, 5403 Sixth Ave.; J. Croff, 5349 First Ave.; M. E. Bowen, 158 East 54th St.; C. W. Bridger, 115 E. 24th St.; R. T. Todd, 5010 Third Ave.; P. Tanis, 4528 Winton St., Lennox.

SAFETY PLANS PRESENTED AT DIV. 5

Emphasizing the need for the utmost caution in handling large crowds that the Christmas season always develops, C. M. McRoberts, general claim agent, and John C. Collins, supervisor of safety, addressed three well attended meetings at Division Five last Thursday.

Superintendent C. A. Morrisson, in introducing the speakers, referred to the safety record Division Five has maintained and urged the men of his division to realize the importance of accident prevention.

Mr. McRoberts outlined some of the most common types of accidents and their causes. He touched on the importance of procuring witnesses because they provide the ammunition for the guns that must be fired to establish the facts if an accident results in a court action.

The necessity for observing the road space rule was given particular stress by Mr. Collins. He cited a number of recent car collisions which resulted from over-anxiety to make time, and caused a serious loss of time. He spoke on the need for establishing safety practices in accord with the instructions given and regular observance of them. He said, "It is taking a chance and deviating from the established safety methods that produces accidents."

Running Street Cars Keeps Garage Busy

Although the street car business is mostly a matter of running electric cars, there is so much work at the company garage with trucks, buses and service autos that C. B. Lindsey, the foreman, can only spare a half a week at a time on his vacation. He left Wednesday on another installment and hoped to reach Manhattan Beach in the four days.

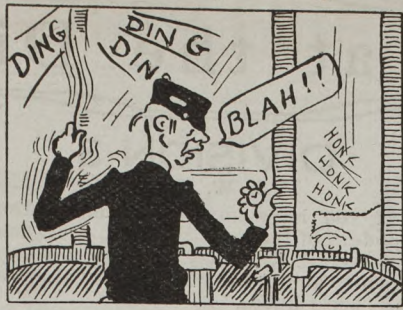
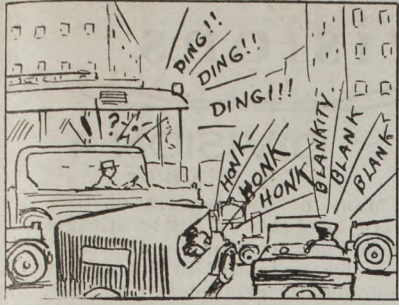
Introducing New Men

The following men have been assigned to their divisions during the week ending November 17, 1923:

- DIVISION NO. 1**
Motormen—T. S. Chomich, C. E. Robertson, F. Johnson, D. E. McCann, J. N. Hedge, F. A. Smith, L. C. Cummings, J. W. Roberts, G. F. Hastings, E. Stuhr, H. Kramer, J. V. Bell, T. A. Belt, J. R. Hill.
Conductors—J. W. Hunter, D. B. Floyd, W. C. Shoemaker, P. Kelly, T. J. Brennan, D. Bowers, E. M. Lightfoot, Z. N. Brown, F. R. Graham, C. S. Murphy, R. W. Johnson.
- DIVISION NO. 2**
Motormen—J. I. Webb, A. E. Walker, W. H. Kirk.
Conductor—W. M. Boone, O. R. Raglin, M. H. Dingman, P. G. Everts, T. L. Fleming, D. R. Sturgess, E. A. Tambert, C. C. Parkin, J. M. Lipe, G. R. Wagner, C. E. Lange, R. C. Finch.
- DIVISION NO. 3**
Motormen—J. E. Fields, J. F. Hunt, D. T. Stephens, P. H. Castle, R. O. Penn, H. V. LaGourgue, J. B. Remley.
Conductors—B. M. Chilson, C. J. Clayton, A. G. Wightman, C. R. Nicolson, W. K. Wightman, W. J. Ramey, J. J. Laguardia, P. L. Zook, G. W. Scott, V. C. Johnston, W. N. Shippen, R. N. Johnston, O. Marshall, M. H. Remington.
- DIVISION NO. 4**
Motormen—J. Gourlay, H. W. Ostermier.
Safety Operators—R. C. Holler, C. D. Mooney, B. W. NaVeaux.
Conductors—L. A. Cowell, H. L. Young, F. L. Dixon, K. M. Parker, H. T. Warren, T. W. Laughlin.
- DIVISION NO. 5**
Motormen—R. L. Arnold, U. Y. Biggerstaff, W. C. Haile, W. Moore, W. F. Kenney, L. O. Hescoek, B. L. Warden, C. F. Haynes, M. D. Tracy.
Conductors—E. S. Fisher, A. C. Ragle, J. B. Mulqueen, M. C. Fisher, C. J. Foster, L. W. Simmons, E. J. McDonald, F. Billingsley.
Bus Operators—G. W. McKay, E. A. Anderson.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

For Condr. L. C. Stammers, Div. 5
Los Angeles Railway,
Gentlemen:

I am a passenger on your street cars every day and see so many kindly acts of your men. I want you to know that your Conductor 1590 is a perfect gentleman. He is polite to all who ask him questions and calls the number of the streets so that every one can hear.

I know your men are almost 100 per cent in courtesy and one who rides all over the city as I do sees a lot and I know not only this conductor but dozens of others are polite.

Yours truly,
MRS. L. W. TUCKER,
244 West 50th

For Condr. J. W. Reynolds, Div. 3
Los Angeles Railway,
Gentlemen:

I lost my hand bag containing nearly \$20 besides my bank book and some other valuable articles on a West Washington street car last Monday, October 1, and wish to say that through the courtesy, promptness and honesty of your Mr. Jas. W. Reynolds, conductor on that line, it was returned to me the next day. I called him by phone and thanked him, and would have been glad to show my appreciation in a more material way, but he would not accept it, so I'm taking this way to express my appreciation and to commend Mr. Reynolds to the Los Angeles Railway. I shouldn't know him if I should see him, but I wish to congratulate you that you have such men in your employ. If I could be of service to Mr. Reynolds at any time, I would be very glad of the opportunity.

Very sincerely,
MRS. WM. E. CORT,
207 W. 47th St.

For Mtr. M. W. Schumacker, Div. 1
Los Angeles Railway,
Gentlemen:

I just want to make a little statement regarding one of your employes. I don't know him personally nor have I ever spoken to him, but I have noticed how polite he is to the passengers getting on and off the cars, especially the older folks. He is a gentleman through and through. He is a motorman and his number is 1937.

I really think if there is any better place in the Company for him he is certainly deserving of it.

Thanking you for your attention in this matter, I am

Yours very truly,
RALPH L. ORWIG,
521 Bonnie Beach Pl.

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

I wish to call your attention to the courtesy of Conductor No. 1276, on the "F" line. I happened to be on his car this morning, when an old lady was leaving the car. At this time, about 7:30 A. M., the car was very crowded and the machines running about four abreast in Main street.

This conductor stopped his car and assisted this poor old lady off the car, and through the traffic to the curb. It took only a moment of time, as he ran and boarded the car again, but it showed his kindly feeling for the welfare of his passengers, which is not always evident.

Sincerely,
B. L. WARD,
145 West 33rd St.

For Mtr. L. A. Moyer, Div. 4
Los Angeles Railway,
Gentlemen:

I just want to say a few words about one of your good car men, No. 3017. Have ridden on your cars now for 20 years, so have seen all kinds of men and know the public is hard to deal with, but 3017 always takes things cheerfully, is always pleasant, calm and tends to his work. One good act he did last week should not be forgotten—at First and Indiana, a man in his auto was waiting for the last car to pull out, so he could pick up some girls for joy riding. Two frightened girls told Motorman 3017 about this man, so he called an officer and the man is now in for 90 days. That is some good work. If every man would do like this, the city would be a better place. We appreciate a man like this.

H. DRYGG,
621 Indiana St.

Power of the Press Shapes Steel for Special Work



SHAPING the rail for various sized curves and pieces of special work is a feature of track construction that keeps a group of men busy at the Vernon Yards. Before a piece of special work is installed a dress rehearsal is held in which the rails are fitted together as they will be in the street and measured to fractions of inches.

The steel rail is bent without heating by use of a powerful press shown in the picture above. The rail is fitted into the machine as if it were being placed in a vise, and is bent by various shaped blocks. The force is supplied by an electrically operated compressed air unit.

The Part You Play

Don't fancy you are just a cog
In some immense machine,
And simply be content to jog
Along your way serene;
That there is nothing meant for you
But just your daily task,
And when it's done you've earned your due,
And that is all they ask.

If that's the way you look at it,
Or value what you do,
Then as a cog you do not fit,
Which augurs ill for you;
For even cogs their purpose serve
And must be fashioned right,
That from their course they shall not swerve
And cause some serious plight.

However humble is your sphere,
Whatever place you fill,
Make it your aim and purpose here
To work with all your will.
Remember that it's up to you
To try to do your best,
And ever dauntlessly pursue
Your task with hope and zest.

It's not just what you are today,
But what you strive to be,
And how you act the part you play
That really counts, you see.
It's how you think, and plan, and work,
And bravely face each trial,
Resolved no task to shun nor shirk,
That makes your life worth while.

—Forbes Magazine.

On The Back End (Contributed)

The young man who had an idea he was indispensable to his employer—but who was literally clinging to his job by the "skin of his teeth"—emerged from the chief's office wearing a puzzled look.

"Well, did you tell the old man where to get off if he didn't give you a raise?" asked one of the boys.

"Sure! I told him if I didn't get a raise I'd leave him in the lurch."

"Yes?"

"And he says: 'I haven't got time to sing it, but you'll find the firm's answer in the second line of Hail, Hail the Gang's All Here!'"

—American Magazine.

A new debating society has been formed at Division Three. The membership, so far, consists of Motormen J. Hellman, William Taylor, F. J. Arnold and Horace Miller. The original purpose of this society has been lost to view and it has degenerated into a loud-speaking contest, with Horace Miller slightly in the lead. A number of others are clamoring for admittance, but we don't think they will have much show with that bunch.

One of our new men missed out at Division Four last Tuesday morning. When he showed up a couple hours later, Supt. Wimberly asked him why he had not reported for the run. He replied that his mother needed rest and he could not get up in the morning without waking her with his alarm clock, and that he didn't want to disturb her slumber. (Add that to your list, fellows—it worked.)

Well known duet on any street corner, for tenor and baritone: "You Made Me Bump You, I Didn't Wanna Do It." The traffic cop will next render a bass solo, "Asleep in the Seat," or, "Abide With Me." When a good sized crowd has gathered they can all join in with "Hail, Hail, the Gang's All Here."—Exchange.

Glen Chapman of Division Five, married and industrious, took two days off in rapid succession, according to a well grounded rumor from the time-keeper's office.

Some time ago I had my car illuminated with A. Light (motorman), and now I have it decorated with a Flower (W. E.)

This reminds me of an incident that happened on my car a few evenings ago. I was quite hoarse from a severe cold, which made the calling of streets very difficult. I was getting along fairly well, as I thought, when on reaching Flower St., I made a special effort in order to attract the attention of a passenger in the front section of the car, who wanted off at this point. My motorman heard his name called in such agony and distress, he thought I was being beat up by a passenger, so he rushed to my assistance with his reverse lever. When he found no trouble on the back end he felt inclined to make trouble by using the reverse lever on yours truly.

COLE, Div. One.

Looking 'em Over at the Divisions

DIVISION 1

H. N. Cole

Owing to the fact that I have not sufficient time to devote to this column to make it as interesting as it should be, I am turning the work over to Conductor H. N. Cole, who has volunteered to write the news. Conductor Cole says that with the co-operation of every man at this division, who should be proud and willing to give an article each week to this column, it will be possible to make this one of the best in Two Bells. I want to thank the boys for the support given me in the past and I hope you will continue to give the same loyal support to the new Two Bells scribe of Division One.

D. B. KOHL.

Conductor D. F. Scholes is the proud daddy of a new nine-pound baby boy who arrived last week. A future conductor for the L. A. Ry. perhaps. Mother and baby are doing nicely.

Conductor L. E. Adkins, who has held the rank of the champion chess player of this division for some time, met his Waterloo the other day when he ran up against a newcomer, who put him out for the count in two perfectly good games. Now Lee wears a worried look, but says that it was his off day and when they meet again, look out.

Foreman J. B. Lair, who has been confined to his home for the last three weeks, is reported to be improving and expects to be back on the job next week.

Conductor W. R. White is back on the job again after trying out the police force for several months.

Extra Clerk C. E. Corson has been appointed regular night clerk.

Automobile shows are not confined strictly to Prager Park. We have one at Division One almost any old day. The latest addition to the exhibit being a new Ford coupe, belonging to Cond. Hunsaker.

Cond. Rex tells this one: A flippy little flapper boarded his car and remarked, "I don't like your old car, the steps are too high." No reply from Mr. Rex. The girl repeated her complaint and still no reply was forthcoming. Then she whirled around and said "I don't believe you care a darn whether your old car suits me or not." Still no reply from Mr. Rex.

The alterations at Division One are nearing completion, only a few finishing touches and we will have a waiting room and office that we should all be proud of, in fact we should be that proud of it that we will not forget ourselves and deface the walls by scratching matches on them.

Regarding those large mirrors to be installed, I imagine when some of us see ourselves as others see us, we will feel like making a bee line for the nearest cleaning establishment, barber shop and shoe shinary.

DIVISION 2

By C. L. Christensen

Having had line shake-ups on "U," "H" and "S" during the last two weeks, seem to be the cause of much happiness among the trainmen affected. "Ye scribe" asked an elderly crew, on line "H" why they were working so steady since the line choice, and was informed that their afternoon run was very easy, in fact just like "laying off." As for the extra men, they were better pleased than anybody, as 17 crews from the top of the list, became regular on account of more cars being put into service.

Mrs. Strobel, wife of Motorman T. C. Strobel, who underwent an operation several months ago in Chicago,

Who's Who



MOTORMAN C. S. JOHNSON of Division One is one of these fellows who has only had two jobs in the past 15 years and has not missed many pay days in between, either. He has been in street railway service since 1918. Before going on the cars he was employed making show cases and stayed ten years with the one firm.

In his younger days Johnson was a peace officer somewhere in Canada, but likes running a street car better than running after criminals.

where she was visiting friends and relatives at the time, passed away at her home, November 7th, after a long illness. Division Two's sympathy is with the bereaved family.

Conductor S. F. Sutherland, who three years ago, was run down by an automobile while he was flagging a railroad crossing, died at his home in Boyle Heights, November 10, from the effect of injuries received in the accident. We extend our deepest sympathy.

Motorman J. W. Bond was assailed at the terminal of line "U" at Florence and Vermont recently, by an unmanageable automobile, the outcome was a pair of bruised legs, some bandages, a couple of days at home and back to work again, none the worse for his experiments.

Motorman A. A. Zumwalt was hit by an auto while on his way to work one morning, not much damage done, a torn uniform and a few scratches was about all, anyway a couple of days later Mr. Zumwalt was back on the job.

Motormen O. O. Sanner and V. C. Beard, are recent "come backs," both left a short time ago, but it took neither one very long to find out he had made the wrong move.

Conductor N. B. Penrose left recently on a sad mission, after receiving a telegram informing him of the death of his mother at the old home, in Chamberlain, South Dakota.

Motorman C. C. Claus, is "laid up" at the Golden State Hospital, after an accident in which he suffered a broken leg. C. C. would be glad to see any of the boys.

S. D. Moore, that fine-looking conductor on line "S," is now wearing the uniform of Los Angeles' finest. He has six months to give it a good try.

W. F. Brown, a former motorman at this division, recently returned to this city from Victorville, Cal., informed us that Conductor A. C. Hansler, who is on sick leave, is residing with relatives near that city, sending his regards to his friends here. A. C. has been gone for about six months, and reports but little improvement in his health.

DIVISION 3

R. W. Reid

If you have any doubts about the wonders of the new Maxwell, see Cash Receiver C. E. Kelley, who bought one recently and to hear him tell it, they're the "bee's knees."

Some are born rich while others have riches thrust upon them. Conductor J. W. Justis belongs to the latter class, as he recently had \$25.00 returned to him from the Lost Article Department. We claim that this is justice for Justis and shows that honesty gets its reward.

Conductor Archie Sears, one of our old-timers, had the misfortune to be hit by an auto maniac on Sunday, November 18, while he was about to make his relief at 28th and Dayton. He received injuries about the head and shoulders but at the time of writing we do not know how serious they are. He was taken to the Golden State Hospital, and the last report was that he was resting comfortably.

Joe Stork visited the home of Motorman O. G. Moore and left an eight-pound baby boy. Mother and babe doing fine. Congratulations.

Conductors H. E. Wilson and L. R. Clements are breaking in at the office as extra transfer clerks.

Cigars and congratulations are in order. This is the result of a trip to San Diego by Conductor H. E. Wilson. He was captured by one of the fair ladies of that city and they returned to Los Angeles after their Honeymoon.

Because of the increased work being handled by the division, Motorman S. H. Deane has been added to the office force. He will take care of the trainmen's time and will work nights. A prompt turning in of special and overtime cards, when they are necessary, will greatly assist him in his new duties.

DIVISION 5

E. C. Tyler

Going into town the other day my motorman found that he was running ahead of time and commenced to drift along slow so as to hit "Jeff" and Main on time. An elderly lady, who appeared to be very much in a hurry and very nervous because of that fact, finally asked me what was the matter, and whispering I explained to her that my motorman was one of those slow fellows who were paid by the hour and was trying to get in as much time as possible. After muttering to herself awhile she took a pencil out and wrote his number down, so I wonder if he escaped the demerits after all.—O'HARA, Div. Five.

Motorman W. W. Campbell, who has been on leave of absence for several months on account of his health, returned to service this week. W. W. is looking fine and states that there is nothing like the "big out doors" in the desert to build up a run-down constitution.

Motorman J. L. Bruno, who was granted a ninety-day leave of absence last month, has returned to work, having deferred his trip east until next spring.

Motorman Probert is very much worried over the fact that "Freddie" Mason, the conductor on the Moneta Owl, is short on coats and long on shivers these cool nights. He says, "If he finds a boy's size overcoat running around loose, he is going to make "Freddie" a present of it.

Now Conductor M. A. Watson comes in with an item that states, "Shorty Hague, the "E" Owl whirlwind, has served his usefulness as a motorman, for he has become so much interested

DIVISION 4

G. J. Knittle

Many of the readers of this page were probably a little disappointed when they learned the divisions' news was lost in transit to the printers. It undoubtedly grieved Editor "Jeff," but from the King Tut apology which appeared on this page, we find he is not a "calamity howler." "Ye scribe" will not try to recall the news which would have appeared in last issue, but the friends of Motorman F. M. Cavanaugh and Flagman S. M. Wales will regret the news of their passing.

Motorman Cavanaugh passed away on November 9th. Death was due to a hemorrhage of the brain.

Flagman S. M. Wales, formerly a motorman of Division Four, suffered a stroke Sunday afternoon, Nov. 11, and succumbed a few minutes later.

Conductor Goldsmith and Motorman Hanchey are manning an instruction car these days on E. Fourth line.

We understand Conductor Bliss has resigned as Co-operative Association "recruiter" at this division and that Motorman Hanchey is his successor.

If while idling around the trainmen's room you see a hard looking gink, with unshaven face and a uniform that has seen better days and he looks like he wants a fight, don't hit him. You might be looking at yourself in one of the full length mirrors, recently installed.

(Scrupulous trainmen will disregard above item.)

Motorman J. J. Morgan is at present giving new motormen their elementary instruction on the "rough edge" car.

It was none of our business where Conductor Schroeder of Pico line went when he laid off last Saturday and Sunday, but scribes sometimes have a right to know and always have the nerve to ask, so that's what "as-ever-your-own" did. Schroeder said he had left town to visit his Aunt Jane. "Where does your aunt live," asked ye scribe. "In Mexico just beyond the border," answered Schroeder. That accounts for the glorious feeling—Aunt Jane—Tia Juana—WOW!

It is a mystery why two men will make the same mistake, in the same instant, but the fact is, a crew of extra men pulled in a Temple car last Saturday night, leaving the owl crew, who were also both extra men, standing at the post office waiting to make a relief on it.

in his new work, as advance agent for a ladies' barber shop, that he even forgets to call the stops.

We have received a report that is hard to believe, but as it seems to be authentic we will have to pass it on and await an official confirmation. Our excellent motorman, R. T. Todd, who used to blush every time he had to look in the mirror is reported to have resigned from the Bachelors Club and to have joined the benedicts.

It has been verified that Conductor T. J. Dessert fell victim to one of Cupid's darts so we can now complete our congratulations and extend our thanks for the excellent smokes.

Conductor F. J. Mason has returned from his hunting trip and reports that he found some deer, little dears. Shame on you, Freddie!

Our old friend Motorman James Mullins has returned to the Roost. "Jimmie" quit last summer to play hide and seek with the insurrectos in Mexico, but soon tiring of that sport he returned to our fair city and went to work over at Division Three. But once a Gull, always a Gull and it seems Jimmie couldn't rest until he secured a transfer back to the nest.