

Coat Lapel Badges Ready Soon

SAFETY TALKS TO RESUME TUESDAY AT DIV. 1

The second series of safety meetings at the five divisions will start next Tuesday at Division One. The meetings will follow the same general plan as those successfully conducted during November. The sessions will be held at 10 A. M., 1 P. M., and 8 P. M. Numerical order of the divisions will be followed, and meetings at Division Two will be conducted the following Tuesday, February, 5.

ATTENDANCE VOLUNTARY

Attendance at the meetings is on a voluntary basis. The theory that the majority of trainmen are willing to devote one hour in three months of their own time to learning more about accident prevention and protection, was proved by the good attendance at all meetings held last November. Attendance records are kept because they indicate to a degree the interest of a trainman in his work.

The speakers will be C. M. McRoberts, general claim agent, and John C. Collins, supervisor of safety. Each man will be allowed 30 minutes.

HOW TO GET WITNESSES

Mr. McRoberts' topic will be "the best way to procure witnesses, and who are the best witnesses." Protection through procuring witness names is an important part of a trainman's work, and Mr. McRoberts is expected to present some very helpful ideas along these lines.

The relation of system and habit in safety operation will be discussed by Mr. Collins, who will present some good ideas on reducing the strain and worry for motormen and conductors in connection with accident prevention.

Eighth St. Extension To Begin At Once

Within a few days the line department will start work on the overhead for extension of the Eighth street line from the present terminal at Harvard to Western avenue. This is the first of six car lines to be extended during 1924.

.. "Two Trainmen" ..



Bright and cheerful in appearance and disposition. Answers all questions politely. Is attentive and helpful to ladies, children and aged people. Calls all streets distinctly. Does not sacrifice courtesy or safety for any consideration.



Dirty collar, dirty uniform. Answers questions short and grouchy. Calls few streets. Does his work in an "if you don't like it go to Halifax" manner. He "gets by" only because his employers are trying to give him a chance to make good.

WHICH one would secure the most witnesses in case of accident? The people notice everything and will stay with the man who is trying to do his duty and give good service—Let's all try and emulate conductor No. 1 this coming year and uphold the good name of the employees of the Los Angeles Railway.

Garage To Have Larger Office

A corner of the transformer house on the Sixteenth Street yards is to be rebuilt as an office for C. B. Lindsey, foreman of the garage. The introduction of bus service and the increased number of automobiles and trucks used in the general extension of the company has made it necessary to provide improved facilities for the office end of the division.

New Schedules For 3 Lines Under Way

New schedules for Lines "A," "W" and "I" are being prepared but no date for the changes has been set. All three will provide for increased service.

You have no right to take a chance; the other fellow may have to take the consequences.

NEW DIV. 1 STORAGE TRACK IS STARTED

Excavation preliminary to building new storage track on the space formerly occupied by number two car house of Division One, has been started. Eight tracks will be installed with direct connection to the Central Avenue track in a layout of special work similar to that on Georgia street at Division Four. The northerly four storage tracks will be 246 feet long from the front property line and the other four will be extended to the rear of the property.

At the Division Two car house, the track department is putting in 60-pound steel in place of the slot guard rail now in use, and supporting timbers are being renewed.

Fourteen new storage tracks have been completed at the west end of the paint shop at South Park.

Rome was not built in a day. Neither is Safety acquired through one good resolution. Keep everlastingly at it.

BRASS BUTTON REPLACED BY NEAT DESIGN

Coat lapel badges with the Los Angeles Railway initials are due to be distributed to trainmen shortly.

Several months ago it was decided to eliminate the brass buttons from the uniforms and substitute plain black buttons so that trainmen would have greater use of their uniform suits when off duty. At the same time, it was decided to substitute a neat coat lapel badge for the brass button as the official insignia.

It will be necessary for trainmen to wear the lapel badge while on duty, but when off duty, the badge may be removed.

The badge is attractively designed in white metal and blue enamel. It is an inch and a half long and half an inch wide. The letters are in white on a blue background.

On the badge is a monogram of "L. A. Ry." The left coat lapel will be the proper place to wear the badge. It will have a screw back so that it will be secure but quickly removed.

A charge of \$1.00 will be placed against the account of each trainman and that amount will be deducted from pay if a trainman cannot turn in the badge if he leaves service.

Small Route Book At Division Offices

The small yellow route book giving the routes of all lines, early and late service, where to get cars in the downtown district and other information, has been re-edited and corrected to conform with present schedules. This book is for general distribution.

A supply has been sent to each division and copies may be procured on request.

MONTHLY DANCE

January 26, being the last Saturday of the month, was the appointed day for the monthly employees' dance and vaudeville show in Forresters Hall, Tenth and Olive streets. A good program, calculated to start the year with pep, was prepared early in the month.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

A Trainman Must Sell The Boss And The Public

IT has often been said that every trainman is a salesman because he is selling service to the public. In addition to selling to the public, every trainman has to sell himself to his superintendent. A trainman has his services to sell, but his services must be sufficiently worth while for the employer to buy them.

The superintendent, who represents the company, looks for certain good points which are essential if he is to pay for a man's services. If this superintendent finds that a man is lacking in honesty, he will not want to continue paying out good money for inferior service. Honesty is more than proper accounting for dollars and cents handled by a trainman. It means giving a full value of service.

A careless trainman is not an honest trainman because he is not delivering his best service, as he promised when employed.

There may come a time when a trainman wants to leave the employ of the company and enter another field. He may have a chance to better himself, but his new employer will want to know if he was honest with his previous employer. It is sure to be hard to "make the grade" with a new employer if the former one cannot recommend the applicant and commend him for his honesty and salesmanship.

A man may wonder how some of his fellow employes "get by." In truth, they are only "getting by" and the superintendent is pretty sure to be thoroughly familiar with the facts. Quite likely the superintendent is retaining that employe to give him every chance to make good. The man who is only "getting by" has been selling the wrong kind of goods to his employer, but he is given every chance to rid himself of inferior goods and sell his employer proper service in return for his pay.

Is a trainman a salesman? He certainly is, but he must sell himself to his superintendent in order that he may continue to sell street railway service to the public.

Always Something to Learn

THERE is no trainman who can not profit by instruction in accident prevention, and the man who is awake to his opportunities will make every effort to learn all he can about his work.

Such opportunities are offered in the division safety meetings. The second of the series will begin at Division One next Tuesday and the messages of safety will be repeated at the other divisions in numerical order during five weeks. The general claim agent and the supervisor of safety will make the talks which will last 30 minutes each.

Both men are keenly interested in accident prevention and the leading men of the company in this phase of street railway operation. They have studied safety from many angles and in many cities but they are always eager to learn something more. There is something highly significant for the men—if there be any—who think they know so much about safe street car operation that it is not worth their while to attend one of the meetings.

Program of Supervisors Meeting Is Rearranged

The original program for the supervisors school will be changed slightly next week. W. B. Adams, director of traffic, and L. A. Recappe, superintendent of schedules were to speak on "service and schedules" but owing to the absence from the city of Mr. Recappe and the need for covering certain subjects which were skipped in the first meeting due to lack of time, the sessions will be devoted to transportation subjects to be discussed by R. R. Smith, assistant superintendent of operation.

The meetings will be held on the usual days, Wednesday, Thursday and Friday, in the lecture room of the instruction department.

At the meetings last Wednesday,

Thursday and Friday, C. M. McRoberts, general claim agent, gave a very interesting talk on legal phases of accidents. He mentioned some of the principal points of law involved in accidents, and some of the common points of evidence that sustain these principles, suggesting various things for the supervisors to look for to indicate where negligence rested.

You cannot turn a 'possum into a watch dog, because he believes in a policy of going to sleep at a critical time. Careless men have a brain somewhat similar to a 'possum.

No matter how fast a fish swims it never sweats.

BULLETINS

Issued January 28, 1924

BULLETIN NO. 13
Notice to Conductors

Some misunderstanding seems to exist in the minds of certain conductors regarding the use of pennies in payment of fare. Five pennies may be deposited in fare box for the payment of fare without question.

There is no reason why a conductor should insist upon the pennies being given to him for the purpose of exchanging them for a nickel.

BULLETIN NO. 14
Notice to Conductors

Conductors when on inbound trip (West) on lines D, H, N, R, and S must not honor bus tickets or transfers sold by the Los Angeles Railway Company's Wilshire bus line or the Los Angeles Motor Bus Company's Vermont Avenue and Sunset and Vermont Bus lines which operate on 8th Street, when presented at any point east of Vermont Avenue.

Conductors on these lines when on their outbound trip (east) will not sell bus tickets to passenger after passing Vermont Avenue.

R. B. Hill
Supt. of Operation.



THANK
YOU

Los Angeles Railway,
Gentlemen:

I have ridden on the yellow cars for five years, and but once have I heard or seen a platform man say or do anything out of the way, and that was nothing when I considered it again. If there be any fault with the men at all, it is that they are too lenient and too thoughtful. Of course, I realize that is the best way to have it for all concerned.

Yours very truly,
Donald E. Smith,
607 S. Westmoreland Ave.

Garage Lighting System Turned On

The lighting system of the new bus garage at Sixteenth and San Pedro streets was turned on last Thursday night and proved highly satisfactory. Seven rows of six lights and reflectors each provide fine illumination inside the building, where twenty-six buses are stored nightly. There are five outside lights at the entrance end of the building.

Twenty-four fire extinguishers have been placed on stands around the wall and an overhead automatic fire sprinkler system provides additional protection.

Veteran Flagman Is Hit By Automobile

Clark Willcuts, former conductor Division Two and now flagman at Jefferson and Main streets was run down by an automobile January 13 and suffered painful injuries. He made rapid recovery and refused to be out of the game many days.

Mr. Willcuts is one of the veterans of the company, having been in service 24 years.

It is easier to do things right than wrong, and a whole lot safer.

LINE "O" SHIFT PLANNED TO AID LINE "E"

Operation of some of the "O" line cars to South Verdugo road to augment the Line "E" service in carrying passengers that originate on the new Glendale and Montrose Railway line, has been proposed to the city board of public utilities by the company. The new line from Glendale, which will terminate at South Verdugo road, is scheduled to start service February 1.

The company proposes to provide 20-minute headway in the peak period and 30-minute headway in the off-peak period. The "O" line cars would run from the junction to Los Angeles via the private right of way, Avenue 28, Dayton, Avenue 20, and North Main Street to Slauson and Main.

The north terminal of the "O" line is at present located at Market street, adjoining the Temple block. The railway has proposed to the utilities board that the terminal be changed to Bellevue, on Spring street just north of Sunset boulevard. This terminal would be used by cars not going to South Verdugo road.

If the proposal is adopted, the "O" line cars will be able to relieve the "E" line cars of much of the local travel between downtown district of Los Angeles and South Verdugo road.

First Office Boy—"I told the Governor to look at the dark circles under my eyes and see if I didn't need a half-day off."

Second Office Boy—"What did he say?"

First Office Boy—"He said I needed a bar of soap."

Electricity Runs Air Compressor

An electrically operated air compressor has been purchased for the track department and mounted on a truck frame so that it can be towed. The compressor is for use in operating drills for cutting pavement and for tamping ballast. Being electrically operated, the machine eliminates some of the noise common to the gasoline driven machines.

Passenger (after the first night on board ship): "I say, where have my clothes gone?"

Steward: "Where did you put them?"

Passenger: "In that little cupboard there with the glass door to it."

Steward: "Heavens, sir, that ain't no cupboard, that's a porthole."

Sleep Walker Breaks His Back In Fall

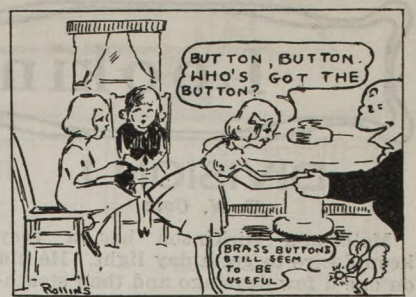
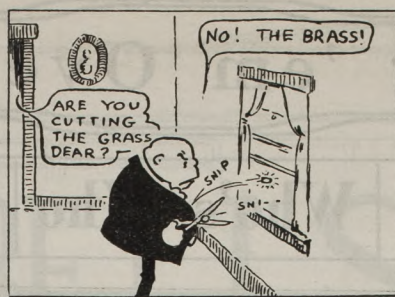
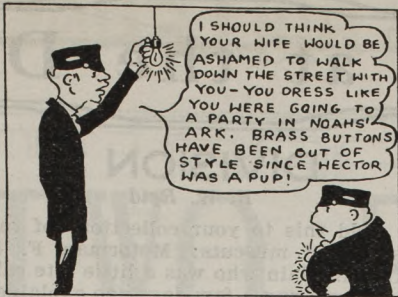
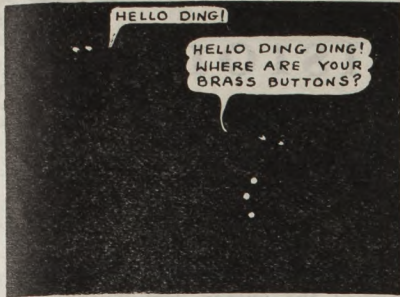
L. A. Recappe, superintendent of schedules, was called to Alton, Illinois, by the serious injury of his half-brother who, while walking in his sleep, stepped out of a French window on the second floor of his home and broke his back in the fall.

While away, Mr. Recappe will visit the electric railway systems of St. Louis, Kansas City, Chicago and Salt Lake City, to get ideas for use here.

We should remember that we can earn most with two good eyes, two good hands, and two good feet.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things

(Hand Picked)

For Condr. W. R. Davidson, Div. 5
Los Angeles Railway,
Gentlemen,
Last night I happened to be on a car conducted by No. 2628 (his name I do not know). A number of trying things happened under which many people would have lost poise and flung back discourteous retorts, but let me say to the credit of 2628, he was patient and no discourtesy manifest itself. If any credit can be given to encourage him after a day of difficult service, I shall be glad to make this report as an observer unknown to said conductor.

Very sincerely,
IDA HICKMAN,
224 West 21st St.

For Condr. F. J. Nimz, Div. 2
Los Angeles Railway,
Gentlemen,

I want to make special mention of Conductor 2820 on "S" line, who on Thursday 15th was unusually careful and considerate on a trip from the north end of the line about 3:30 P. M. or a trifle later. I would like to have him know that his courtesy was appreciated by me as he was very helpful and kind.

Yours very truly,
MRS. K. A. WEMPLE,
157 So. Ardmore.

For Mtr. J. B. Woodland, Div. 4
Los Angeles Railway,
Gentlemen,

I am sending you a note commending one of your conductors on the Dalton Ave line. Several people, including myself, have noticed Motorman 355's courtesy. We have been watching him for some time and thought it about time to commend him. If this will help him for a bonus of anything, we hope he gets it.

Yours sincerely,
L. P. ORGAM,
1847 West 45th

For Condr. H. D. Webster, Div. 5
For Condr. E. L. Jandro, Div. 3
Los Angeles Railway,
Gentlemen,

The writer has derived much pleasure observing the conduct of two of your trainmen, viz: Conductor No. 178 on an "I" car and Conductor No. 1926 on an "M" car. I ride daily on the cars, and the courtesy and innate kindness of these two men in their reactions to the public are very noteworthy, and I for one appreciate it greatly. They answer questions in a manner to lead one to suppose it was their greatest pleasure to do so, regardless how foolish or senseless the question may seem. Have noted how particular they try to be that the passenger understands the information given relative to transfers and transfer points. They are watchful for crippled and old.

The writer finds that most public servants react to consideration most of the time, but these two men make it a fine art, and I assure you I appreciate it.

Very sincerely yours,
JESSA F. MOSHER,
4236 South Flower.

For Condr. C. K. Herbert, Div. 1
Los Angeles Railway,
Gentlemen,

I wish to commend Conductor No. 84 on the Huntington Park line, north bound at 9:15 A. M., Tuesday Nov. 20th, 1923. He called out all the street stops in Huntington Park also up town and so courteously answered all questions put to him.

Also when the car began to be crowded, he called to a woman who was standing, "Here is a seat lady" and shoved forward his stool.

Yours truly,
L. C. B. BAIER,
114 No. San

COLLINS TELLS HOW TO MAKE SAFETY A STUDY

BY JOHN C. COLLINS
Supervisor of Safety

CAN you conceive of anything that you could not learn if you had from four to ten hours each day for practice? You are learning safe street car operation. You get that much practice every day, so if you make up your mind to learn how to run a car safely, nothing can stop you—the only man is yourself.

Safety is not a matter of chance. It comes through work and study. There is no acquired habit so beneficial as safety.



Here are a few high points for trainmen to observe in order to cultivate the habit of safe operation:

Leave the end of the line on time and keep as near your right place as conditions permit.

Know when to start, then start smoothly and make smooth stops at a definite point.

Ring Gong at Cross Streets

Ring your gong when approaching all cross streets. Slow down for blind, or heavy traffic, streets.

Never approach a track crossing or curve at a high rate of speed. Something may go wrong. Allow yourself sufficient stopping distance, so as to be absolutely sure the stop can be made.

Always look in both directions before pulling onto a car track so as to be sure the other fellow has his car under control. Do not place your car in a dangerous position. Always think of your passengers. See that the switch point is properly set and do not place cars in a dangerous position while crossing switches.

Be prepared to stop before entering a curve. Do not double with another car in a curve.

Study and Use All Rules

Learn the rule relative to cars taking a crossover and observe it.

Study and apply the road space rule on all combinations of cars, autos, cross streets and with pedestrians. Recognize your steps as dangerous.

Operate on pull out and pull in trips at what you know to be a safe speed, for there is usually no defense to an accident at this time.

Conductors should not give starting bells until motorman calls for them after car has stopped, and all passengers are safely on or off. Warn women to wait until the car stops.

Flag railroad crossings properly.

Do not pull a switch until it is safe to do so. Hold it over for the rear trucks to clear.

To run the car with trolley in the wrong direction may cause a serious accident to you, so do it the right way.

Road Space Always

Since the conductor is in charge of the car, he should report a dangerous motorman to the office.

This work is not a gamble, so take no chances.

The above are the most important points for trainmen to observe. A man capable of seeing and reasoning, coupled with some degree of care, should easily master them. Most of them are lived up to by the proper observation of the road space rule, and any man not entirely dumb can master these few rules in a short time if so inclined. If he is not interested and does not care to learn, he cannot master them in a life time of practice.

Every man who has been in the service three months should understand and practice the uniform system of operation as noted in the rule book. The man who varies in his operation from trip to trip is not operating the car because he does not think, and his moods operate it. He has no purpose or no definite object in mind. There is no chance for him to improve for he is learning the wrong way—therefore doing the wrong way.

The older men in the service should realize that a new man learns by seeing as well as by telling, and if he sees you violate the rules, he thinks he can get through by doing things as you do them which soon results in an injury to some one, and you, by example, are indirectly responsible for this accident.

Let each crew attend strictly to the operation of their own car. Learn how to do this to the highest degree of perfection, and practice to improve.

Wedded Bliss Hit By Sleep on Car

About 5:45 a. m., a young lady boarded a car at the Cemeteries, with the request that the conductor, in case she fell asleep, awaken her in time to get off at Western Avenue. On reaching this point, sure enough she was sleeping soundly, almost completely hidden in the folds of her heavy fur coat.

The conductor touched her gently on the shoulder, and still she slept. When he tugged a little more vigorously at her arm, she awakened sufficiently to say: "Go on John, get your own breakfast and let me sleep." This seemed to awaken her thoroughly, and with a leap she was off the car and gone.

We want safety suggestions. YOU HAVE THEM. Let us get together.

New Truck Built For Line Dept.

Another big truck for the line department is being fitted up at the South Park shops. This one is a five-ton White and will be equipped with a hoist and winch and compartments for equipment used in heavy duty.

Pictures of Special Bonus Men Displayed

Framed pictures of the trainmen of each division who won special bonus prizes in 1923 have been placed in each division office, where they will serve as reminders of the additional checks paid to those who do the best work during the year.

On The Back End

(Contributed)

There is to be an International Jaywalkers convention next May. It will be held in Los Angeles to save the majority of members paying train fare.

Other conventions to be held here for the same reason will be the National Road Hogs' Association and the Junior Order of United Bandits.

The question is, will Motorman Ding live longer than Conductor Ding? Gosh, he's doing it right now isn't he?

Rastus—"Dat baby of yours am de perfect image of his daddy."

Rasta—"He suah am. He am a reg'lar carbon copy."

An ancient car chugged painfully up to the gate at the races. The gatekeeper, demanding the usual fee for automobiles, called:

"A dollar for the car!"
The owner looked up with a pathetic smile of relief and said: "Sold."

A woman and man boarded a Temple Street car at the postoffice. The man paid the fares and the woman asked "Do you go as far as the "O" block?"

"I don't know where that would be" I replied.

Then the man dug a piece of paper from his pocket and explained: "They call it figure "O" street."

H. W. Frazier.

The plaint of the mis-out hound:
Some folks hate alarm clocks,
But I have one that's fine,
It never worries me a bit,
For I never wind up mine.

Talk about research work, just look what W. E. F. Jergensen dug up:

Y Y U R
Y U B
I C U R
Y Y 4 Me

Meaning—

Too wise you are
Too wise you be,
I see you are,
Too wise for me.

(What does the angry mob say?)

"Your Honor, I was not intoxicated."
"But this officer says you were trying to climb a lamp-post."

"I was, your Honor. A couple of crocodiles had been following me around, and I don't mind telling you they were getting on my nerves."

Condr.—"And you said you lost control of your car?"

Motorman—"Yes, I couldn't keep up the installments."

Take care—not chances.

Looking 'em Over at the Divisions

DIVISION 1

H. N. Cole

Motorman Dickinson has a very keen desire to get a day light. He bid on one a few days ago and then stealthily shook up the ballot box when, lo, and behold, he observed a ballot in there cast by a motorman who has to use hairpins in his whiskers to keep from magnetizing the controller. To make matters worse, instead of this long whiskered "fender buster," using his own seniority number, he had evidently borrowed his conductor's school ticket number, Oh, Oh, Oh. That is why Dickinson, like the melancholy Dane's sweet papa, is still working a night run.

Two young ladies chased an east bound "R" car about half a block, in order to be ready to board it when it stopped at Figueroa street. When they had gotten on the car and gasped a few times for breath, one remarked to the other, "My mother always told me never to urn after a man, and here I am chasing two, a motorman and a conductor."

Motorman Glass of "J" line, Div. 1, vouches for this one: While waiting for time at the west terminal, a woman boarded his car, and walked up front and began to set her wrist watch by the dial of the air guage, remarking, "I didn't know my watch had lost that much." Glass in order to get a little kick out of it, gently pushed the lever over a little and the hands began to jump around. The lady exclaimed, "I can't set my watch by a clock whose hands wiggle like that." Then Mr. Glass explained it to her and she entered into the spirit of the occasion and said, "that shows how much I know about machinery."

Motorman ED. Seybold who had been ill since last November, passed away January 20th. His many friends at Div. One were deeply grieved, although his death was not entirely unexpected, and extend their most sincere sympathy to his widow.

DIVISION 2

By C. L. Christensen

Conductor R. C. Taylor will not again attempt to board a moving car. The last time he tried it, he missed his hold, fell to the pavement, and was run over by an automobile. He was picked up by the autoist and transported to the receiving hospital where his injuries were dressed. After about 10 days under the doctor's care, R. C. returned to work, and is no worse after his experience.

Two of our brightest and strongest young men at this Division, namely, S. G. Staall and L. Miles, both conductors, have left our midst and have joined the Los Angeles Police Force. Gee, they sure do look swell in a uniform of the L. A. "finest."

H. E. Farmer, who worked several months as motorman at this Division, resigned recently and when unsuccessful in finding other work, returned to Division Two, and is now pulling the bell cord. Says he likes the conductor's job fine.

Conductor E. J. Monroe, is leaving the service to accept a position with the United States Post Office Department as clerk.

Conductor A. L. Fritzler took a few days off recently and was married to Miss Wilda Fowler of Los Angeles. A. L. made an attempt to keep it a secret but the news leaked out when a "Cupid's book" addressed to him arrived at Division Two. We wish the young couple a long, happy and prosperous married life.

Who's Who



IF Earl Hanson, mechanic, and a durn good one at that, of the company garage at Sixteenth and San Pedro streets hadn't showed up at work one morning last week with a pair of kid gloves to keep his hands free from the grime of carbon and motor oil, his fellow workers might have been spared the effort of much romatic guessing.

Earl has been with the company almost as long as the company has had an automobile. He was a member of the original garage crew that worked in part of the paint shop at South Park when that building housed what there was of the automobile department.

He is a mighty obliging scout and one on whom C. B. Lindsey, foreman, pins his faith to find and fix trouble in autos, trucks and buses.

DIVISION 5

E. C. Tyler

The following incident happened about a week ago but even at this late date it is too good to keep. An "M" car, eastbound on Santa Barbara Ave came to Figueroa St., only to find the intersection blocked by a lonesome "flivver" that evidently had come off second best in an argument with a larger machine. No driver was in sight and the track must be cleared, so we will now introduce our hero, Conductor L. T. Von Hagn of Div. 5, who gallantly puts his shoulder to the back of the "fliv" but with no results. A bystander, taking pity on our light weight conductor, tries to assist, but the "flivver" is still obstinate, but when Motr. Ed. Austin, using his 200 lb. argument, enters the scene. "Henry's Pet" gives up in disgust and hitting on all four, starts due north on Figueroa St., driverless, alone and headed for a big bunch of machines and destruction. "Whoa!" yells Von Hagn, and gallops after the runaway, and for a moment it appears the flivver will win, but Von puts on another burst of speed and grabs its left ear and tried to "bull dog" it; but it seems that the "flivver" is on to that trick, for it shies off. "Hold her, she's buckin'" yells a passenger, and taking his advice, Von vaults into the saddle and grabs the wheel. Still the "flivver" continues to perform and evidently is going to try climbing a pole, but changing its mind, it stops with its nose to the curb.

When Von Hagn returned to his car Motorman Austin asked him, "Why didn't you stop it?"

"Stop it," grunts Von, "I don't know anything about the durn things. I just stepped on every peddle I could find and finally it quit."

Motorman J. A. Parcells, who ob-

DIVISION 3

R. W. Reid

Add this to your collections of reasons for mis-cuts: Motorman F. F. Chamberlain who was a little late calling for a run a few days ago explained that it was because a pet rabbit broke loose and in his wanderings around the house upset the alarm clock, with the result that the clock quit work and F. F. was late on the job.

Ye Gods! How they can make 'em up.

Conductor R. H. Swinford had the misfortune to get in front of an auto-maniac while flagging the crossing at Macy and Alameda a few nights ago. The result was that Ralph was pretty badly bunged up with a big gash cut in his head and numerous bruises. He is able to navigate, though, and has been around to see us but it will probably be some time yet before he is back on the job.

The many friends of Motorman H. W. Livesay will be grieved to learn of the death of his daughter Freda May who passed away at the Navy Hospital, San Pedro on the morning of January 21. The funeral was held at the Fitch Undertaking Parlors on the following Wednesday 23.

Conductor A. C. O'fill secured a three months leave of absence with the intention of trying out a job with the post office department.

Conductor C. R. Meeds who has not been feeling tip-top has secured a three months leave of absence for his health.

It is with deep regret that we announce the passing away of the mother of Conductor F. C. Mead who died on January 12 after a lingering illness.

Chest out 'everything. In other words Joe Stark is back on the job at Div. 3 after a long lay off. On January 15 he left at the home of Motorman R. J. Stark a beautiful seven-and-a-half pound baby girl. Mother and child doing well. Congratulations.

Motorman J. Siler has secured a 15 day leave of absence and as we don't know what his plans are we will presume that he will stand down at the Temple Block watching the cars go by.

tained a leave of absence with the expectation of taking a trip east, returned to duty last Monday, having been able to transact his business without the necessity of the trip.

Conductor A. Field claims that he has recognized the identity of our friend Ding of Two Bell fame in Conductor J. H. Fields of Division Five.

Conductor G. E. Harper returned to duty last week after enjoying a forty day leave of absence. He states that "he is glad to be back, for it is too cold in the east for him."

Motorman C. M. Detrick who has been on leave of absence for the past five months, which he spent in Nelson, Nevada developing some mining property, returned to duty last Thursday. C. M. is looking fine and says he is glad to be back where he can see a few wheels go 'round.

We are informed that Motorman G. R. Pritchard is the proud father of a baby girl, born last Sunday. Last reports were that mother and baby were both doing fine.

Conductor H. F. Pitts of Division Five was called east last week because of the death of his mother in Chicago. The boys of the division wish to take this opportunity to extend their heartfelt sympathy.

Our renowned friends, Mr. Gallagher and Mr. Shean, are given the credit of visiting a great many places and "pulling" a great many stunts and now we

DIVISION 4

C. J. Knittle

E. G. Benedict has been appointed extra stenographer.

Cash receiver Raymond Smith confirmed the rumor, last Tuesday, that he was getting married on January 26. The fortunate Miss is Emily Bucher, formerly of Ogden, Utah. The ceremony was performed by Rev. William McCormack, dean of St. Paul's Cathedral after which the happy couple will honeymoon to Catalina. Congratulations.

More weight and dignity has been added to our valiant police force. This time it is Conductor T. E. Dunlap.

Former Safety Operator, T. Fitzgerald who has been confined in Barlow Sanitarium, dropped in last Wednesday morning to see his old friends.

Conductor Jack Milburn says, "I might be a devil but every night I go up the Angel's Flight."

Motorman C. W. Morris is on leave to Anson, Texas, where his father is very ill.

The following verse, contributed by that world famous character "Anonymous," was probably inspired by recent complaints regarding crews making unnecessary noise at terminals in the morning hours:

"Whenever da people at end ob da line
Say you noisily floppa da seat—
Yoost do all da floppin'
When 'proachin' da end
Oond distribute do naise 'long da street.

Conductor R. J. Dickson is building a home on a fourteen day leave.

Motorman H. L. Keever is taking a ten day rest.

Introducing New Men

The following men have been assigned to their divisions during the week ending Jan. 19, 1924:

DIVISION 1

Motormen: C. V. Lawler, A. L. Smith, G. S. Hammond, S. J. Hooper, C. E. Yocum.

Conductors: J. H. Morin, L. J. Hay, T. Duran, C. W. Dunlap.

DIVISION 2

Motormen: E. V. Allen.
Conductors: F. E. Godwin, L. B. Smiley, A. F. Brown, H. E. Farmer, C. Vickers, H. J. Gibson.

DIVISION 3

Conductors: S. S. Sands, V. C. Emmons, H. Heebing, A. Niece, E. M. Turcott, C. C. Smith.

DIVISION 4

Motormen: J. B. Dilts, Jr., J. L. Hume, E. E. Craft.
Safety Operators: F. J. Sublette, O. M. Micheletti, R. L. McEown.
Conductors: A. E. Harrold, E. F. Adams.

DIVISION 5

Conductor: R. P. Messersmith.

Put your soul into your work, not your hand or your foot.

hear that they were in a pinochle game at Division Five last Monday. How about this, Farmer?

A recent check shows quite a few trainmen of Division Five who are not members of the CO-OPERATIVE ASSOCIATION and it is my belief that this is due to two facts. First, that some of these are of the opinion that they do belong. Second, that there are a great many who have just neglected to "sign up," or who do not know the benefits that are derived from this association.

It is an association of EMPLOYES for the benefit of the EMPLOYES and it is to YOUR advantage to become a member. If you are not a member see one of the boys in the office who will be glad to explain all about it and take your application.

C. A. MORRISON,
Supt. Div. 5