



TWO BELLS

Vol. V

JUNE 23, 1924

No. 4

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

FAIR PLAY ON CARS HELPS SAFETY HABIT

BY JOHN C. COLLINS
Supervisor of Safety

The best men (or women) are sportsmen. They "fight fair," laugh heartily and are liable to fall, but they rise again and keep going with the sportsman's spirit of fair play. They test disaster and defeat, but toil on to a definite aim, and in the end know triumph and success.

The sportsman knows his place in the game, and plays hard to win, but should he lose, he knows that he lost while doing his very best.



Sportsmanship On The Road

There is a decided lack of sportsmanship on the part of some of our trainmen. They have no regard for the other fellow, but by hook or crook, twist everything to their own advantage regardless of the consequence. Such men are not sportsmen, but "sports," just the opposite of sportsmen. Sports are classed as mollycoddles and human question marks. They are usually young fellows, lacking in mature judgment, careless and selfish.

A sportsman may be considered a safety man, a straight shooter and square. He gets the most enjoyment out of life because he takes greater care of life.

Fair Player Favored

It makes no difference how dangerous the undertaking may be. It is done as carefully as it is humanly possible by the sportsman. If the risk is considered too great he decides not to act. When the general or commanding officer calls for volunteers to carry out a hazardous order, many men may step forward, but he picks the sportsmen everytime.

When you start your car, play the game according to the rules. Do not take unfair advantage of the other fellow, but let him know if he is not playing fair. Stealing right of way, cutting some fellow out for no purpose, blocking this or that man without reason, trapping people between cars, making fast speed up to or over track intersections, doubling over intersections where you have no right to double, leaving passengers and then laying over at terminal, not observing

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EMPHATIC WAY OF STOPPING CARS BRINGS PROTEST

THAT there are more ways of stopping a street car than waving a hand at it, was discovered and demonstrated by a citizen of Hyde Park a few nights ago, according to a report of adventures on line "E" for one day.

The passenger insisted that he had been passed up by a street car two nights in succession, and he took the very positive method of placing a four by four timber across the track. He explained his purpose with obvious satisfaction to the motorman, and the pilot is reported to have made it just as emphatic to the passenger that if he demonstrated his determination to ride in such terms, he would probably be riding ere long in a very busy black motor vehicle operated by a police officer.

FARE CHARTS OF LINE "M" SUPPLIED

Following the introduction of the new system on Line "M" whereby the additional fare south of Manchester is collected from southbound passengers as they leave the car, instructors have been assigned to the territory to give help to trainmen where needed.

Although the general results have been satisfactory, some passengers have declined to co-operate and have caused some trouble for conductors. At the same time, some reports have been received that some conductors have misunderstood the fare limits and have charged passengers additional fares improperly. One of the points that seems to need particular attention is that southbound passengers boarding south of Ninety-sixth street can ride to 116th street for five cents. Homeward avenue is the five-cent fare limit south of Manchester, but an additional fare is not to be collected at Homeward from passengers boarding south of Ninety-sixth street.

A supply of the folders recently distributed to patrons of that end of the line explaining the change has been sent to Division Five as it contains a chart of the fare limits. It is suggested that conductors carry this information with them.

Garage Boss Vacationing

C. B. Lindsey, foreman of the company garage near Sixteenth and San Pedro streets is at his beach cottage enjoying a vacation of two weeks. Doyle Reishel is in charge during Lindsey's absence.

We can't all be stars, but don't be a cloud.

First Of New Cars Due In L. A. In July

When the new type "H" cars arrive in Los Angeles from St. Louis, all of the preliminary inspection will be made at the Vernon yards. One hundred cars are being built, and delivery is scheduled to begin next month.

The cars are to be shipped over three steam railroads, to arrive at the Vernon yards. Heretofore it was necessary for E. L. Stephens, master mechanic, to inspect the cars at the Southern Pacific yards, and make a second inspection when they were turned over to the company by the Santa Fe at Vernon.

The saving of time and convenience will be a considerable factor in getting the new cars ready for service.

Safety Men Will Check Cross-Overs

Supervisors of the safety bureau are making a special check at cross-over points to see that the rules are carried out to prevent accidents at those points. Particular attention has been given to the cross-over near Manchester on the "M" line and this will be followed by a check of the cross-overs at Avenue 45 and Arbor Vitae station.

The rule governing cross-overs is that a car approaching another car which is about to take a cross-over must make an arbitrary stop and then sound the gong before starting again unless the crew on the car waiting to cross over the switch gives a proceed signal to the other car.

New 7th & Central Curve Being Laid

The track department has begun installation of the double track curve from north to east at Seventh and Central. This will greatly facilitate the movement of cars in and out of Division One, and reduce the inconvenience of backing over the existing switches and curves in starting some of the cars on their routes.

Generator Working In New Location

The 600 KW motor generator which has been moved from the Sentous St. substation to the Ardmore substation was put on the line last Monday. The move was made necessary by damage to one of the Ardmore station machines. The necessary repair work is being made in the substation.

UNIFORM COST HERE BEST BUY IN STATE

In connection with the reduction of the price of uniforms from \$28 to \$27, the company has had occasion to look into conditions prevailing in other California Electric Railways, and the answers to questions indicate that the Los Angeles Railway trainmen have the best buy of any group of trainmen in the state.

One of the large street railway systems has a price range of uniforms from \$25 to \$45. The fact that the top price is \$45 may be taken as an indication that the \$25 uniform would not compare favorably with the \$27 uniform provided by the Los Angeles Railway. The company referred to does not have a uniform department with pressing and cleaning service such as the Los Angeles Railway operates to give trainmen the benefit of cleaning and pressing service at reduced rates.

Average Price \$35

The only other railway listing a uniform cheaper than the Los Angeles Railway has one at \$25. This is a small street car system that employs only a very small group of men.

The average price for uniforms outside of Los Angeles is about \$35 and in the majority of cases the purchase has to be made from a clothier of the town, and the trainman must either pay cash or make his own arrangements for credit.

Why Cost is Low

The Los Angeles Railway uniform department runs on a cost basis. This enables men to have good uniforms and the best service at the lowest cost.

It is by adhering to one weight and quality of cloth that the company is able to keep the price of uniforms to trainmen at a low figure, as such purchasing enables the manufacturer to buy in large quantities. Frequently suggestions are received from trainmen that a choice in weights and quality of cloth for uniforms be given trainmen, but it must be remembered that the low price can be retained only by standardizing.

Paving Finished on Washington Street

Paving between the tracks on the far end of West Washington St. was completed last Tuesday. Considerable improvement has been made on this street, which is one of the principle highways to the beach cities.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

The Service They Like

THERE is a little newsboy in the vicinity of Fifth and Spring Streets who can teach a lot of the folks some of the fine points of salesmanship, and it is worth a moment or two to consider his methods, because in principle they can be tried in selling street car rides or apartment houses.

To a man who bought a paper from the boy two nights in succession, the lad said on the second night, "I see you take a street car home here every night so I'll always give you a nickel change so you will have the fare ready."

The man who bought the paper was a little surprised at the boy remembering him the second time after thousands of busy pedestrians had passed his corner. He was immediately "sold" as a customer. This man buys from the accommodating newsboy every night, and tells the story of how he walked a block and a half out of his way in the rain one night to get his paper from this particular boy.

The newsboy won a warm friend and a regular customer because he looked to see what piece of service he could render that would promote the convenience of his customer.

Although more than one million passengers ride every day on Los Angeles Railway cars, every ride is a separate transaction and conditions are never identical. The trainman who sells himself to his passengers watches for the small opportunities to promote the convenience of his customers. He is "on the job" every minute, and sees more in his job than just collecting fares and issuing transfers.

Repeat Customers Needed

THE grave digger creates lots of good openings for lazy men, and the grave digger can say "that's good enough," because he does not expect to see his customer again. The live salesman can only say "that's good enough" when he has done his best with the job in hand because he wants to see his customers come back, whether they are buying street car transportation or anything else.

Protecting Life Is Real Sportsmanship On Cars

(Continued from Page 1, Col. 1)

the crossover rule where cars turn back, not being sportsman enough to admit a wrong, and many other things which come up every day, show if you are a sportsman or just a sport.

Set Right Example

Some of our older men set a poor example in sportsmanship for the new man. This should not be, for the older men are experienced. The younger men are not, so help them in every way and give them a chance to make good.

When you see a street full of pedestrians, autos and cars, you must not consider them as people endowed with common sense, but class them as either sportsmen or sports. Since you have no way of telling which is which, it becomes necessary to consider all as sports. No more confidence can be placed in "sports" than you could place in chickens or turkeys running wild. They may do what you expect them to do, and what a sensible person should do, but they are as likely to do something that a sensible turkey would not do.

Bank on Yourself

There is only one human being in that whole street whom you can be sure of and that is yourself. If you are a sportsman, you are capable of piloting your car safely through, regardless of erratic moves on the part of others.

The easiest place to operate a car safely is in congestion, for you are necessarily slowed up. The next easiest place is approaching a point

about to be congested, for it is easy to see that you are going to be slowed up.

The sportsman is silent in trouble, but makes it a point to be courteous and considerate to others. Be a sportsman and win. If you fail, try again and again, for you get credit for every effort you make.

Endeavor to live so you feel that your place can never be with those cold timid souls, who know neither victory nor defeat—the sports.

Introducing New Men

The following men have been assigned to their divisions during the week ending June 14th:

DIVISION NO. 1

Conductors—C. O. Cessna, G. R. Hill.

DIVISION NO. 2

Conductors—C. C. Claus, H. C. Warren, H. O. Potter, C. D. Preskitt.

DIVISION NO. 3

Motormen—E. F. Manchester, T. D. McBride, M. Campbell, C. W. Mudd, G. E. Rose.

Conductors—J. Becker, F. J. Eaton, H. C. Lindley, J. R. Hollander, C. E. Dewey, E. E. Searl, C. D. Tremor.

DIVISION NO. 4

Motormen—E. D. Cherry, V. G. Miller, M. J. Boland, J. M. Cline, D. J. King, F. W. Braun, C. H. Loveland, J. M. Gooding.

Conductors—A. C. Warren, E. M. Park, H. C. Stevenson, G. K. Webb. Safety Operators—I. L. Mattern, C. L. Allen.

DIVISION NO. 5

Motorman—J. M. Burnett.

BULLETINS

Issued June 23, 1924

BULLETIN NO 116 Notice to Conductors

We have reports stating that some conductors are honoring commutation tickets on line "F" at points east of 3rd and Main.

This must be discontinued at once, as such commutation tickets are not to be honored unless the passenger boards the car at 3rd and Main or south of that point. Do not take up ticket book, but collect at 5c fare to 3rd and Main.

BULLETIN NO. 117 Notice to Trainmen

Effective June 22nd, 1924, street cars have first right of way over buses operated by the Los Angeles Motor Bus Company and the Los Angeles Railway Corporation at all intersections of bus routes and street car tracks.

Buses must not be operated onto street car tracks in front of approaching street cars which are within the distance of one city block from the intersection.

When a street car and bus are standing still at intersections and bus is ready to move forward and the street car is not, operator of bus will sound horn twice as indication to the motorman that the bus is ready to move, which signal must be answered by "Go ahead" hand signal from the motorman to bus operator. When received, bus operator may cross ahead of the street car.

BULLETIN NO. 118 Notice to Conductors

Conductors on line "E" must in all cases when approaching Glendale Junction (formerly South Verdugo Road) call Glendale Junction plainly, and south-bound line "E" cars must afford ample opportunity for passengers wishing to transfer from trains of the Glendale and Montrose Railway.

BULLETIN NO. 119 Notice to Conductors

Pass Book No. 17,847, issued to Fireman A. O. Glaze, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 120 Notice to Conductors Pass FOUND

Pass No. 4869, issued to W. T. Haynes, Conductor, Division No. 2, reported as lost in Bulletin No. 112, has been recovered.

BULLETIN NO. 121 Notice to Conductors Passes LOST

The following passes are reported LOST:

2649—issued to J. E. Whittington, carpenter, Mechanical Department.

2786—issued to Chas. Fischer, helper, Electrical Construction Dept.

4066—issued to J. H. Stanley, conductor, Division No. 1.

5044—issued to H. J. Bush, conductor, Division No. 2.

5519—issued to A. C. Offill, Conductor, Division No. 3.

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

BULLETIN NO 122 Notice to Trainmen

On the single track at Manchester and Vermont, inbound through cars will have first right over outbound through cars.

Cars turning back at Manchester must be operated in such a manner as will cause no delay to through cars in either direction.

BULLETIN NO. 123 Notice to Conductors

On line "M" badges of Mail Carriers when on duty and firemen's tickets may be honored as far south as 93rd Street, and on line "F" as far south as Manchester Avenue.

BULLETIN NO. 124 Notice to Trainmen

Steel strips holding advertising cards in cars must not be removed for the purpose of using them in opening gates. Any trainman found making such use of these steel strips will be severely disciplined.

In case the gate key furnished you does not fit, turn same in at your division and secure a new key.

BULLETIN NO. 125 Notice to Motormen

On line "R" at the Whittier Boulevard terminus cars approaching the terminal must not lay over on Whittier Boulevard.

In case there is not room for a car to

Second Shop Promotion Made



GEORGE Macqualter, who entered service January 22, 1920, and who has been night mechanical inspector at Seventh and Broadway, has been appointed night foreman of the Division 2 car house shops. Mr. Macqualter fills the place formerly occupied by W. A. Wagoner, who was recently promoted from assistant night foreman, to acting night foreman.

Howard Earl, who entered service August 3, 1920, and has been in the Division 4 mechanical department, will be night inspector at Seventh and Broadway.

Mr. Mcqualter was brought up on a Canadian farm, and enlisted in the C. E. F. September, 1924. He went overseas, March, 1915, and served in France from August 1915, to June 1919. He fought in the battles of Loos, Ypres, Somme and Paschendale. He was employed by the Los Angeles Railway January, 1920 and became inspector at Seventh and Broadway in 1920. He was married June 1, last.

Courtesy is a valuable stepping stone to success.

F. A. Edwards, Former Dispatcher, Is Dead

Frank A. Edwards, who served as a conductor of Division Four, schedule clerk and supervisor died June 14 at a local hospital after an illness of several months. He was a son-in-law of C. B. Blakeman, one of the information men. He leaves a wife and two children, a boy and a girl.

Funeral services were held Tuesday afternoon at the W. A. Brown chapel. A beautiful floral piece was sent by the dispatchers and schedule department and a number of former fellow workmen attended the funeral.

Appreciation

I wish to thank the L. A. Railway Company and all the employes for their kindness to my dear husband, Alfred Steinhaus.

MRS. C. A. STEINHAUS.

pull in off Whittier Boulevard, the car lying east of the crossover must pull up on the double track and other cars be pulled down in order to make sufficient room.

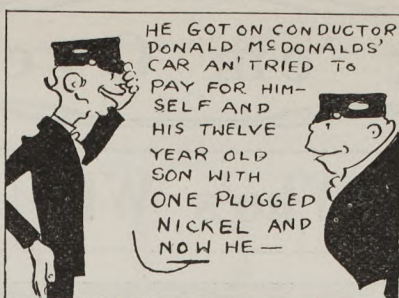
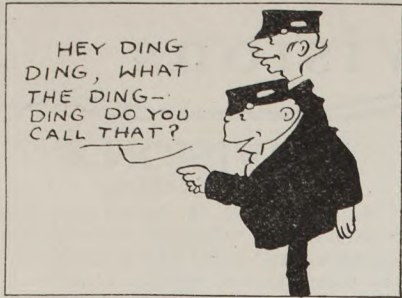
BULLETIN NO. 126 Notice to Conductors Pass Found

Pass No. 7389 issued to I. McBrown, Motorman Division No. 2, reported as lost in Bulletin No. 112, has been recovered.

P. B. Hill
Supt. of Operation.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things

(Hand Picked)

For Condr. E. L. Tree, Div. 1
 For Fred Clothier, Lost and Found Dept.
 Los Angeles Railway.

Gentlemen:
 The morning of June 4, 1924, my aunt, Mrs. H. S. Barron of 743 Carondelet Street, Duke Apartments, this city, left on board a West Jefferson Street car, a large black handbag, containing among other things, some forty-eight dollars. I wish to bring to your notice the very prompt assistance of your Mr. Clothier, of the "Lost and Found" Dept., who aided us so much in helping us regain this property and who proved himself a very courteous and gentlemanly employe. Also Mr. E. L. Tree, the conductor on the cars.

Yours very sincerely,
 MAE SWITZER,
 630 West Jefferson.

□ □ □

For Mtr. F. B. Harver, Div. 1
 Los Angeles Railway.

Gentlemen:
 I wish to commend Motorman 1345 as being a very courteous and careful motorman. I ride on his car every day and always find him so.

Sincerely,
 O. C. GULLARD,
 8211 Walnut Drive.

□ □ □

For Condr. J. Gourlay, Div. 4
 Los Angeles Railway.

Gentlemen:
 I wish to express my and my friends' appreciation of the pleasant and faithful services of Conductor No. 2464, on line "P." He is everything a conductor can be, and while I am a constant traveler on the yellow cars and see many, he is the best example.

ETCYL NEWTON,
 2219 West 15th.

□ □ □

For Mtr. O. M. Gurley, Div. 5
 For Mtr. W. T. Miller, Div. 5
 Los Angeles Railway.

Gentlemen:
 I would like to say a few words in favor of your motormen, I have had the pleasure of traveling with during the past week.

Motorman 3167, "M" line, from 54th and Mesa Drive, and Motorman 469 on the "E" line. These two men are the most courteous motormen I have had the pleasure of traveling with during my two years in California.

I remain,
 Yours truly,
 MRS. J. W. BOWYER,
 Box 265, Inglewood, Calif.

□ □ □

For Condr. H. Howard, Div. 4
 Los Angeles Railway.

Gentlemen:
 This is to commend your motorman 1230 on the Griffin Avenue line. I have noticed how polite and accommodating he is to every one, particularly in giving information and in answering questions.

I have ridden on his car many times and he is always very obliging and careful in operating the car. I am sure I could get many signatures to this for him.

Respectfully yours,
 MARIE I. EPP,
 123 East Avenue 35.

□ □ □

For Condr. W. F. Jorgensen, Div. 3
 Los Angeles Railway.

Gentlemen:
 While traveling on one of the West Adams cars today, the conductor, with cap No. 928, was so extremely courteous, patient and kind to all passengers, I wish to compliment so fine a gentleman.

Very sincerely,
 MRS. WILLIAM F. McLAUGHLIN,
 1471 West 27th St.

NEW PITS BEING DUG ON DIVISION 4 CORNER



The picture above gives an idea of the big job being carried out at Division Four in the construction of new storage track and pits on the space formerly occupied by the old division building and shops. The excavation work and the razing of the buildings was one of the toughest jobs handled by the way and structures de-

partment because of the solid construction of the buildings and the need for removing some old machine bases which were used in shop work during the early days of electric railway business in Southern California.

The 12 new pits will be 350 feet long, and will accommodate 84 cars.

Success On The Cars

BY JOHN POTTINGER

(Mr. Pottinger is poet patron of the "M" line, who is interested in street railway service.)

To all conductors, motormen:
 No matter on what day,
 Be courteous to your passengers,
 For that's the better way.

Now be alert at all times and
 Just simply keep your place.
 No matter what the trouble is
 Put on a smiling face.

If someone gets unruly when
 He is riding on your car,
 Be calm, collected, even if
 That person goes too far.

Of course, you know that he is wrong,
 And also you are right,
 Just use a little common sense
 You may prevent a fight.

Or should it be a woman, who
 Should start an argument,
 Your patience may be sorely tried
 Unto a great extent.

Just keep your temper well in hand
 And you will win the day.
 Have courage mixed with gentleness,
 True manliness display.

With neatness and correct reports
 And prove efficiency,
 Then you will win out every time
 Wherever you may be.

Your company will recognize
 Your merits every way
 And thereby approbation win,
 Increasing, too, your pay.

P. C. Electrical Ass'n. In Convention

Mr. George Baker Anderson, Manager of Transportation, and J. G. Jeffery, Director of Public Relations, left Wednesday morning for Hotel Del Coronado to attend the eighth annual convention of the Pacific Coast Electrical Association, which opened on the sixteenth and closed on the night

of the twentieth. Some of the subjects that were discussed at the convention, publicity, public relations and public service, which are of vital importance to the Los Angeles Railway, and no doubt, both will be heard from on those subjects in the near future through "Two Bells."

She—"Since I inherited that property I've had three proposals."
 He—"Oh, for the land's sake!"

On The Back End

(Contributed)

One of our best trainmen took a day off to show his young son some of the wonders of the Selig zoo. The boy was not tall enough to see into the cages so his dad had to lift him up and let him look through the iron bars. On the way home dad dropped into room 905 to call upon George Lane, paymaster and advocate of mirror-back hair brushes. The youngster heard George's voice and saw the somewhat familiar bars then piped out: "Papa lift me up again so I can see the funny animal."

Motorman C. M. Detrick was taking one of our nice "M" cars for a walk along Grand avenue when it became necessary to stop for a stalled automobile occupied by two colored men. "Guess we wait till the clouds roll by" remarked the philosopher pilot. They did.

Good cheer is almost as essential to life as sunshine, air and water, and almost as plentiful.

CITY ORDINANCES

Los Angeles has an un repealed ordinance forbidding street car conductors from shooting live game from the car platforms.

But listen—
 Kansas City has a statute that is a true world beater: "When two cars approach each other at a crossing," it reads, "they shall both come to a full stop, and neither shall start until the other has gone."—Sevierville, Tenn., Republican Record.

Editor's Note: Some of our city councilmen got a lot of publicity recently because they were going to repeal some of these old ordinances but we can't say off hand what was the result. Anyway, don't shoot any Fords from the back end of a street car. The front end usually does this.

A BAD START

They say a bad beginning makes a good ending. On that theory Governor Smith to New York must have made a brilliant address to the prisoners in Sing Sing. "Fellow Citizens," he began, and then remembered that nobody in his audience had citizenship. He tried again: "Fellow criminals," he started, but realized that any investigation committee could burn up the front pages with such an admission. Rather stumped, he smiled and began again, "I am glad to see so many of you here!"

IT IS NOT ALWAYS EASY

- To apologize.
- To begin over.
- To admit error.
- To be unselfish.
- To take advice.
- To be charitable.
- To be considerate.
- To keep on trying.
- To profit by mistakes.
- To think and then act.
- To forgive and forget.
- But it ALWAYS pays!

Looking 'em Over at the Divisions

DIVISION 1

H. N. Cole

Friend Burke works traffic at Seventh and Spring. When there is a lull in business, he devotes his time and talent to answering questions, and in various other ways making himself useful to the natives. In fact, he is on the job when it comes to dispensing information, and his regular customers have learned to depend on him for advice on various and sundry matters of importance, such: "is it hot enough for you" and "what's the matter with the cars?"

A few days ago, a lady, seeing no cars on Seventh street between Spring and Main, asked, "Is the power off?" "No," replied Burke. "That sign hanging up there says the power is off," retorted the lady. Burke tried to explain, in simple terms, that there was a break in the circuit at that point, and the sign was a reminder to the motorman, to "throw off his controller" while the trolley was passing the break. The lady looked at Burke in silence for a moment, and replied in a tone that indicated that she was a little slow to accept his explanation, "How could he throw that heavy thing off the car? And even if he could, how could he run the car without it? You think I believe that stuff?" Burke's reputation as a dispenser of information, suffered a severe shock, as far as that particular lady was concerned.

A good story leaked out recently, in which two motormen were involved, one on the "D" line and the other on the "U" line. No names will be used, as life is too sweet to court such eminent danger.

It seems that the "D" motorman has a sweetie, who works in the vicinity of Fifth and Main, and of course, she watches for him and he watches for her, and they exchange smiles about thirty times a day, and he was well pleased with the progress he was making, and all was well. Finally a "U" motorman happened to see her and at once fell a victim to her charms, and likewise smiled. The "D" admirer caught him in the act, when their cars happened to meet at that intersection. The next day the "D" motorman, so the story goes, made it his business to ride a certain "U" car. Just what transpired is not known, but it is said that the "U" motorman looks straight ahead now, with nary a smile, looking neither to the right nor to the left till he is out of number one zone, and the "D" motorman is happy again.

Conductor W. A. Lear, of the "R" line, left last Friday on a ninety-day leave, most of which will be spent with his parents in Shreveport, La. Mrs. Lear accompanied him, and they will also visit New Orleans, Colorado Springs, Kansas City, Denver and Salt Lake City.

Motorman Geo. Newberry and Conductor A. J. Anderson left a few days ago on an auto trip to Chicago and other suburbs of Los Angeles. They will be away sixty days, if they don't get homesick.

Conductor C. M. Selman has been granted fifteen days' leave. He left last Thursday for Arkansas, and on his return will bring back his niece, to enjoy this grand climate.

Conductor W. J. Sequin, who has been on the sick list for the past week, is out again and seems to be feeling fine.

DIVISION 2

By R. C. Hoyle

Conductor Carl Gutnecht sprang a surprise on the bunch around here when he secured a few days' leave of absence to marry Miss Gladys Schus-

Who's Who



BEFORE street traffic became seriously congested, James E. Gorham, was able to devote quite a bit of his time and thought to raising prize Angora cats, and he took some of the leading prizes with his cats at the leading feline shows of the country. In recent years he has given up this hobby and spends part of his time telling those who will listen about his fishing experiences, and the trips he made to the seven seas when he was a young fellow making his home in Boston, but working on ships the greater part of the time.

Mr. Gorham has been with the company since 1896. He started at Seventh and Grand when that point was a street car center instead of a department store location. In the early days he served at Division 1, and Division 2, and moved to Division 3 when it was opened in 1907. He has been one of the leading efficiency men of superintendent Dye's squad, and is thoroughly liked.

Character is Power.

ter, who worked across the street from the division in Two Bells' restaurant. They spent a couple of days at one of the beaches as part of their honeymoon. And, oh yes, we smoke.

Motorman C. E. Glover has become tired of twisting a controller handle around and has decided to try his hand at nickel grabbing.

Mot. H. P. O'Neil has been granted a 3 months' leave of absence to take care of his ranch in Montana.

Conductor E. A. Sommerville has secured a month's leave of absence. Destination unknown.

Conductor R. L. Harmon has just returned after a 30-day leave and says he feels ready to work his new run on Central Ave.

Motorman R. Long has secured a week off to have his tonsils removed. This is a new kind of vacation.

Conductor Myron Taylor has just finished a week off. He spent his spare time playing in one of the bands during the contests at Exposition Park.

Conductor E. H. Vaden, recently of Division Four, is one of this division's newest arrivals.

Conductor H. O. Potter has been re-employed after a 9 months' absence.

Now that the weather's getting warmer, I would like to put in a word of advice to these conductors. This is thirsty weather, so watch your punches.

DIVISION 3

R. W. Reid

Taking chances with hoodoos is a game that doesn't seem to bother our porter Frank none whatever. On Friday, the thirteenth a check was made of the mail that he was sent up with and it was discovered that he had gone with 13 lost articles, 13 accident reports, 13 large envelopes, 13 small envelopes, 13 dollars in shortages, and then to make a bad matter worse he went out and got on car 274, which added up make 13.

The boys planned to scare Frank when he came back by telling him what he had done. They had the wind taken out of their sails however when Frank remarked simply: "When the Lord is with you, the devil can't bother you."

Conductor C. R. Meeds, who has been on sick leave for several months, has returned to duty and bid in a run on line "W."

Conductor W. C. Simonit has been called to St. Paul, Minn. by the death of his mother. He will be gone for two months.

Motorman O. R. Griffin is spending a month's vacation at Riverside, Cal.

Motorman J. M. Goforth has been granted a 90 day leave, to try out a job with the Fire Department.

Conductor V. E. Davis is taking a month off to make some necessary repairs on his house.

Conductor J. O. Murray is taking a two months' trip to Springvalley, Ill.

Conductor H. E. Heath is on a seven day trip to Big Bear Lake.

Conductor M. S. Fury has gone on a six day fishing trip.

Conductor J. E. Sylvester has been given a forty-two day leave, which he plans to spend in the Imperial Valley.

Motorman N. N. McEwan will be leaving soon on a two months' trip to Boston, Mass.

Conductor M. W. Wallace is on a month's trip to McAllister, Okla.

DIVISION 5

H. C. Tyler

Following is the vacation news for Division Five from the past week. Fishing still remains popular and "working around home" seems to take second place.

Motorman C. N. Stowe has been granted over a month off for rest and account of health. He states that he expects to take his trusty Chevrolet, load it up with camping equipment and drift around through the mountains until his time is up. It sounds good, Charlie, and you have our best wishes for a pleasant trip.

Conductor T. H. Carey is taking a week off for rest, but does not expect to leave the city.

Another trainman to hark the call of the wilds is Conductor L. A. Baloun who is taking sixty days off to take a fishing and hunting trip through Humboldt County in the north part of the state.

Conductor G. A. Baltas has returned from his lay off and reports that he had a good time and a good rest.

Motorman W. C. Haile has been granted ninety days off in order that he may don the white cap and gold shield of the L. A. Police Dept. W. C. is a good scout and his many friends of Division Five wish him the best of success.

Conductors F. Smith, and Harry Dean, also Motorman C. W. Bukey have all returned to duty during the past week after enjoying short vacations.

Last Sunday morning the news came to us that our friend "Bird Stork" had called at the home of Conductor L. T. Staten and left a 9½ lb. boy. We are

DIVISION 4

C. J. Knittle

Supervisor W. A. Smith and Flagman Blackley who have been standing guard around First and Belmont since the steam shovel operations have commenced, disappeared from duty last Tuesday for a couple of hours. The cause of their hasty departure was that they were standing beside an oil storage tank when the steam shovel whirled around and a rock fell off the pile of dirt it was carrying, overturning a large can of crude oil which stood on top of the tank. The supervisor and flagman done the "maid of the mist" act down below, which of course required them to finish the day in civilian clothes.

The following trainmen are on vacations: Conductor C. W. Sinks, ten days; Motorman E. F. Irish, fourteen days; Motorman H. L. Keever, thirty days; Conductor W. W. Warren, twenty-one days; Motorman D. L. McDonald, fifteen days and Motorman J. C. Walp, ninety days.

Motorman Walp and his mother are visiting in their home state, Pennsylvania.

It is reported one of our new Birney operators was stranded down on Spring Street last Monday while pulling out to Temple line. Supervisor Smith asked him where he was going. "To Temple and Spring, sir," he answered, "have to go there to get on the route, dontcha know?"

Conductor F. A. Edwards is dead. The sentiment which comes through genuine respect was aroused last Saturday afternoon when Div. 4 trainmen received word from a local Hospital of his death. Conductor Edwards has won many friends when he was a dispatcher about two years ago. When that force was reduced, he returned to his division. About a year ago he was taken seriously ill and several operations were performed. The last one left him in such a weak condition that the surgeons declared a blood transfusion was his only hope. Conductor W. H. Dyson was selected from among other trainmen who immediately volunteered. Edwards rallied surprisingly and his old associates rejoiced in the belief that he was on the way to recovery.

But the crisis came shortly after. The thread of life weakened. C. B. Blakeman, veteran trainman and father-in-law of Conductor Edwards says he passed out gamely. That makes it a trifle harder to bear.

The funeral was held Tuesday afternoon. Six trainmen acted as pallbearers.

glad to be able to report that both mother and boy are doing fine and also would like to thank L. T. for the excellent cigars.

Now to top it off, the following morning, we heard a noise in the trainman's room that sounded like a chinaman trying to sing in "C" minor and investigating found that it was Conductor M. Casey trying to tell the bunch that twin boys had just arrived at his home and that mother and boys were doing fine. Casey was so excited that morning, that he lost six games of pinochle without making a fuss.

Motorman R. W. Hodgson who has been at Division Five since 1919 has traded seniority with Motorman R. H. Hutchison of Division Four.

We take this opportunity to say goodbye and good luck to Hodgson and to welcome Hutchison to the Sea Gulls Roost.

Prospective passenger: "Conductor, where can I go for four cents."

Conductor No. 706: "You wouldn't go if I told you"—and the fight was on.