

Smokers To Be Held at Divisions



By L. J. Turley, Electrical Engineer

THIS subject of "power" covers a wide range of application.

It may refer to the strength possessed by a man in his right arm; the latent force stored in a tank of gasoline or the abundance of electrical energy available by harnessing a water fall.



Power implies energy and energy put into action denotes work accomplished. Power cannot be seen directly but we have a certain respect for it and realize its presence by some of the things it is capable of doing.

In street railway operation, we deal with two principal kinds of power—mechanical and electrical. The mechanical rate of performance is measured in units of horsepower; that of electrical power in units of watts. A horsepower hour or a watt-hour is a quantity of work done by spending so much energy.

One kilowatt hour will move one of our P.A.Y.E cars, weighing 19 tons, one-third of a mile, or it takes an equivalent of one kilowatt hour of energy to stop one of our 19-ton cars in 12 seconds from a speed of 25 miles per hour.

Yearly Power Bill Million Dollars

There is considerable attention required to the problem of how it is best to transmit, distribute and economically utilize electrical power purchased for our street railway operation as reflected by the annual power bill of nearly \$1,000,000. This bill represents an enormous quantity of energy. It is realized only by taking a bird's-eye view of our great net work of lines radiating over an extended area of 100 square miles, with nearly 1000 cars in rush-hour service carrying annually over 300,000,000 passengers, making over 600,000,000 ton miles, expending over 110,000,000 kilowatt hours.

In this large organization and this great system of car propulsion, there is a very close relation between the electrical portion of the engineering

department and the various other departments. With the track department this relation involves size of rails, bonding, etc., since the rail is used as the negative side of the conducting medium; with the mechanical department as to car weights, motor capacity, gear ratio and brake adjustments, since these factors enter in on the demand for power.

Closely Related To Car Schedules With the transportation department, the relation especially centers on the general car routing scheme, the increased number of cars and maximum service, the extension of lines, the frequency of stops, the car speed and the rates of acceleration and braking. In turn, the ill-effects of low voltage to the service, the interruptions due to no power, the troubles at the base of the rail from electrolysis and etc., are specific conditions calling for the attention of the electrical department.

(To be continued next week)

Only 62 Miss Clear Courtesy Credits

Sixty-two trainmen failed to receive the extra credits in February for clear courtesy record and 395 missed a clear safety record. Figures of two years ago show that in the same month 45 men missed the extra courtesy credits and 482 failed to keep clear safety records.

Officials Return On Thursday From East

George Baker Anderson, manager of transportation, and R. B. Hill, superintendent of operation, are expected to return to their offices next Thursday after attending the mid-year session of the American Electric Railway Association in St. Louis. "Regulation of city street traffic" was the principal topic of the conference and is a subject in which Mr. Anderson and Mr. Hill are keenly interested.

The most I can do for my friend is simply to be his friend.

Radio Test Is Made At Division 5

Tests of the radio equipment installed at Division Five were conducted last Tuesday between peals of thunder, and like the leopard's bath robe, it was bright in spots.

The instrument was tuned in on a concert broadcast in the afternoon but the lightning and thunder interfered seriously. A test conducted in the evening after the storm was over proved much more satisfactory.

Further experimenting has to be made with the location of the loud speaker, according to L. E. Dye, draftsman of the electrical engineering department, who is a radio expert and is arranging the installation to be made at the five divisions so that trainmen may enjoy the concerts on the air.

Owing to the inability to secure certain parts, it will probably be several days before the set will be put in operation but there is not a doubt that when it is, it will be thoroughly enjoyed by the boys of Division Five.

Installation at other divisions is to follow.

9 Runs Added By New W Schedule

The new "W" line schedule, effective March 9, was sent to Division Three Wednesday and a general choice was conducted Thursday. The new schedule provides nine additional runs and reduces the trippers from 32 to 11. Two cars are added to the maximum P. M. service.

Seventy-one cars will be operated in maximum service. The average pay time will be 9 hours and 48 minutes and the average spread will be 11 hours and 53 minutes.

8th & Grand Switch To Be Moved 1 Block

The cross-over on Grand avenue between Seventh and Eighth streets is to be removed one block south when Grand avenue is reconstructed from Seventh to Pico. The stretch from Pico to Jefferson has been rebuilt recently and is in good condition.

The moving of the cross-over will be a convenience for the line "R" cars which run from the downtown district to the east side of the line, as less automobile congestion will be encountered.

MERIT SYSTEM TO BE NEXT SUBJECT

Whenever there are any "No Smoking" signs at the divisions, they will be thrown in the waste paper basket for one day at least in the next five weeks because the coming series of division meetings will be smokers with the company providing cigars for the men who attend.

Wednesday has been selected for the next series and R. R. Smith, assistant superintendent of operation, will do the talking. His subject will be the "Merit and Bonus System," and he intends to give a 60-minute talk that will be full of information about the



Merit and Bonus System which every trainman should have.

The first meetings will be held at Division One, March 19, at 10 A. M., 1 P. M. and 8 P. M. The other divisions will follow in the next four weeks; the numerical order will be followed the same as in the last series of safety meetings.

Points that govern the assessing of demerits and the awarding of credits will be discussed by Mr. Smith. The talk is expected to answer scores of questions which have been in the minds of trainmen and will give an opportunity for the presentation of individual questions regarding the administration of the system.

Joint Bus Office Will Move Soon

The offices of the Los Angeles Motorbus Company will be moved from the Pacific Electric Building to the new garage and office building at Santa Monica boulevard and Virgil next Wednesday, according to present plans. The building is on the Crown Hill car line.

Work on the cement floors is being pushed so that it is possible that the buses will be in the new building about March 20. Vacant space near Santa Monica and Virgil is now used for joint buses during the midday and night storage is made at Division Five car house. The offices of the company will be on the second floor of the garage building.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Where Witnesses Count

WITHIN the past month, the company was called upon to defend a heavy damage suit brought by a colored woman who claimed that a conductor used abusive language and put her off his car as a result of a fare controversy.

An entirely different story was revealed in court when attorneys for the company called to the witness stand passengers who testified that the woman had directed a flow of profanity at the conductor and had made herself a general nuisance to all other riders so that the conductor was only discharging his duty and protecting the interests of his passengers when he put her off the car and that he did so without any unnecessary violence.

The contentions of the woman were knocked into the proverbial cocked hat and a quick verdict in behalf of the company was rendered.

Unfortunately, unreasonable passengers get on the cars from time to time and make things unpleasant for employes and other riders. Few will carry their animosity as far as this woman did with the aid of a lawyer, but the important feature of the case is that the conductor got an adequate number of witness names to back up his story.

Without witnesses, the company faces a serious situation in such suits. The conductor can testify, but if there is no one to corroborate his evidence, there is danger of serious injustice being done the trainman, which may effect his record in any future occupation and the company is likely to be defrauded of a considerable sum of money.

Perhaps the conductor in this case did not consider at the time that he was laying the foundation for a successful legal defense when he passed out and collected witness cards. Law suits come from the least expected sources and emphasize the need for getting as many witnesses as possible to everything that comes under the heading of accidents.

Keep Yourself Up To Date

IT is not everybody who wants information about how to do his job a little better or a little bit easier than he is doing because if some men got the knowledge they would have no place to put it.

A street car runs in its orderly path because it is put on rails with grooves and flanges to hold it there, but a street car has no brains. That is why there must be one or two men on every street car to direct along useful lines the energy the car possesses.

Car motors and car designs change from time to time just as traffic conditions change. A 1901 rule book would be useless today because conditions have changed remarkably in 23 years. The man who uses the experience of past years as *foundation* for the judgement he uses today is using his experience well, but the man who forgets today is today and tries to use a 1901 system in 1924 conditions, will come to grief.

There is a need for every man in every branch of the street railway business learning just as much as he can about his particular line of work. There are many ways to learn. There are superiors who are experienced and qualified to answer questions. The company library offers great possibilities.

SPIDER ALMOST LAYS HAYNER LOW

The world in general did not look blue to J. B. Hayner, superintendent of employment, last Wednesday, but it did look dark brown, due to J. B. providing parking space on his nose for a pair of glasses of beer bottle color. It seems that a spider hit him in the eye when he crawled under the house to set the gas meter back, fix the door bell, or something—and those Eagle Rock spiders are bad medicine.

A trip to an eye specialist was necessary and storm windows for his eyes during part of the winter were ordered for J. B.

A man too busy to take care of his health is like a mechanic too busy to take care of his tools.

No man can be paid very long for more than he produces.

SUPERVISORS NEAR END OF CLASSES

The instruction department expects to complete the preliminary instruction of supervisors in equipment next Tuesday. Four classes a week have been held and six men have been assigned to a class. Arrangements will be made for the supervisors to put in a post-graduate course at the shops where the mechanical men will give them many of the details of equipment in the various types of cars.

BILLY SYNDER BACK

W. H. Synder, assistant director of traffic, is back on the job after going through an attack of smallpox which confined him to a quarantine hospital for several days. Billy is feeling fit again and was welcomed back by the supervisors with three cheers and a two-for-a-quarter cigar.

BULLETINS

Issued March 10, 1924

BULLETIN NO. 39 Notice to Conductors

Trainmen must not carry cards, pictures, stamps, or anything else in pass case, which will interfere in any way with a full and plain view of the face of an annual pass.

Annual passes must be displayed in such manner that any portion or all of the pass can be readily scrutinized.

BULLETIN NO. 40 Notice to Trainmen

Effective at once, whenever operating on joint track used by the Los Angeles Railway and the Pacific Electric Railway Company, and flagmen, supervisors, or other officials of the Pacific Electric are found in charge at any point, trainmen of the Los Angeles Railway will be governed by their signals the same as though they were representing the Los Angeles Railway.

BULLETIN NO. 41 Notice to Trainmen

Owing to condemnation of the cess pool at Florence and Seville it is necessary to abandon this location and remove the toilet.

Toilet privileges have been secured in the rear of the Civic Center Service Station located on the northwest corner of Florence and Pacific Boulevard, and effective at once trainmen will make use of this location.

It is to be hoped that the conduct of trainmen will be such as will enable us to avoid having the contract cancelled.

BULLETIN NO. 42 Notice to Conductors Pass Found

Pass No. 6285, issued to M. F. Denning, Conductor Division No. 4, which was reported as lost in Bulletin No. 35, has been recovered.

BULLETIN NO. 43 Notice to Conductors

The following passes are reported LOST: 1805, issued to C. M. Boyce, Clerk, Master Mechanic's Office.

1903, issued to S. Oda, Jap Foreman, Mechanical Dept.

3569, issued to May Scudder, wife of L. H. Scudder, Assistant Foreman, Mechanical Dept.

6363, issued to L. E. Swagerty, Conductor Division No. 4.

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

BULLETIN NO. 44 Notice to Trainmen

At the junction of McClintock and Vermont at times when flagman is on duty, northbound cars may accept signal from flagman when standing at the point of the electric switch, and may proceed over the Air Line Crossing on such signal without making a second stop.

At times when flagman is not on duty, the second stop at the tracks of the Air Line Crossing must be made and conductors flag the crossing the same as at present.

BULLETIN NO. 45 Notice to Conductors and Safety Operators

On relief or pull-in trips conductors and safety operators must be especially careful not to over-punch transfers, thereby necessitating transfers being destroyed or turned in as void.

In case, however, a few transfers have been over-punched on other trips, on the next trip in same direction the conductor may change the time punched in the transfer and issue same, the receiving conductor being governed by the last time punched.

BULLETIN NO. 46 Notice to Trainmen

All points where arbitrary stop signs are displayed are also considered as passenger stops, therefore there is no necessity of displaying triangular passenger stop signs at any point where an arbitrary stop sign is displayed, and at some points where such triangular stop signs are displayed they will be removed in accordance with the above understanding.

P. B. Hill
Supt. of Operation.

Flagman J. E. Delaney Dead

J. E. Delaney, who has been a flagman since June 1, 1923, died at the Golden State Hospital last Monday. He started at Division Two, in 1919, but had been in ill health for more than a year.

SUBSTATIONS HIT BY STORM

The rain and electric storm did considerable damage to the street railway last Tuesday and caused serious disruptions of service.

A flash of lightning struck high voltage wires near Florence and Vermont avenues and the resulting surge over the lines put the Slauson avenue manual station and the 54th street automatic station out of use. The Vernon substation was damaged slightly but was back in service after a little delay.

A small cloudburst washed mud, debris and water over the tracks at Glassell avenue and points along York boulevard two feet deep. When the long dry spell was broken, mud and gravel were washed on to the tracks at numerous points, particularly in the unpaved sections on the outskirts of the city. Cars were derailed on almost every line. Adding to the trouble, power interruptions starting at 4:30 P. M. continued until after six o'clock, inconveniencing thousands of rush hour riders.

By doing fast work, two of the three machines at Slauson substation were put back in service within a few hours after the fire. Wednesday morning, workmen started rebuilding the roof and electricians got the third machine on the wire before noon. Attention was then turned to the Fifty-fourth street station and it was put back in operation Thursday. Some parts of the big switchboard will have to be replaced but the equipment was able to function satisfactorily.

STENOGR. MARRIES; GETS SILVER SET

Miss Edith Brink, former stenographer of the main offices, was married Saturday to J. W. Hill, at Riverside Mission Inn.

Last Wednesday, Miss Brink was called to the offices on the excuse that she was needed to locate some missing files but she found the greater part of the transportation department awaiting her with a wedding present in the form of a set of table silver.

The presentation was made by R. R. Smith, assistant superintendent of operation, who delivered in pleasing style the extemporaneous speech he had been working on for a week. Miss Brink replied with her usual grace and charm and was then allowed to go home and resume her study of a correspondence course in dish washing.

Second Rubber Neck Bus In Operation

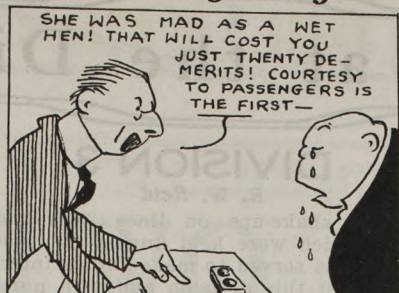
A second double-deck motorbus built by the Moreland Company for the Los Angeles Motorbus Company went into service last Monday and the two are scraping the clouds on the Sunset Vermont line in all day service. The upper shelf is proving quite popular except when the clouds get a little too close, as they did last Tuesday.

Instruction Car 9010 Is Repaired

Instruction Car No. 9010, which is ingeniously equipped with charts and lines of lights to show the operation of different parts of the electrical equipment as they come into play, has been repaired after slight damage to the interior. A small fire damaged some of the charts.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

For Condr. H. E. Ketchum, Div. 4
Los Angeles Railway.

Gentlemen:
Conductor 698 (Temple St. line to Edgemont) for courtesy and good nature in his handling crowds. His good nature is impervious to rude passengers and discomforts. Many remark about his fineness.
AGNES E. PETERSON
1216 N. Normandie

For Condr. F. W. Seega, Div. 4

Los Angeles Railway.
Gentlemen:
I wish to call your attention to the gentlemanly manner in which I was treated by Conductor F. W. Seega, Cap 1898, Division 4.
I entered his car this morning to meet an incoming Union Pacific train, with barely time to make it, and when offering my fare I found I had nothing less than a ten dollar bill. He kindly loaned me the nickel to pay my fare, and as I was about to get off at the Santa Fe depot, he checked me, and told me I should cross the bridge for the Union Pacific.
I feel that such careful consideration on the part of your employe is worthy of commendation.

Yours very truly,
W. D. CONDIT
1013 Story Bldg.

For Mtr. L. O. Larson, Div. 5

Los Angeles Railway.
Gentlemen:
Seeing I ride on the Moneta Ave. car night and morning I have ample time to observe Motorman 1811.
Several times I have known him to avert an accident which would have been entirely the fault of other vehicle drivers or pedestrians.
He is very watchful and quick, and indeed he is all that is required in a man, who daily has so much responsibility.
I have great pleasure in saying a good word for No. 1811.

Yours respectfully,
MAJOR ELIZABETH GALLEY
Salvation Army
502 Chamber of Commerce Bldg.

For Condr. J. Pewitt, Div. 3

Mrs. Moorman desires to commend Condr. 874 for his unusual courtesy to all passengers. She says he is deserving of especial credit.

MRS. J. M. MOORMAN
2331 6th Ave.

For Condr. W. N. Shippen, Div. 3

Mrs. Wheeler did not think to wait for change.
The conductor came to her telling her it was a quarter instead of a nickel which she had dropped into the fare box.
She said, aside from the honesty, this was done in such a gentlemanly way that she felt in justice to Condr. 3123 that the incident should be brought to the company's notice.

MRS. WHEELER
1109 S. Burlington

For Condr. F. Nelson, Div. 5

Mrs. Cutberth would like to call the Company's attention to the exceptional thoughtfulness and consideration of Patrons shown by Conductor 742—who seems always to be on the alert for his passengers' welfare.

MRS. M. CUTBERTH
342 West 31st St.

Bimini Place Track Put At New Level

The tracks on the private right-of-way between Bimini place and Vermont avenue are being lowered to conform with the grade of First street and Vermont.

Reconstruction of track on First St. between Broadway and Hill started last Monday and new 116-lb. girder rail will be used.

Complaint Total Drops But Discourtesy Gains

ALTHOUGH the February complaints were cut to 199, a reduction of 34 below January, charges of discourtesy went up to 83 after the good mark of 60 had been established in January. The gain of 23 in discourtesy complaints is unfortunate and shows a need for general watch on the words exchanged with passengers. The commendations totalled 75 which is higher

than any month in 1923, but eight less than January.

All forms of complaints except discourtesy showed a decline during February. The biggest improvement was made in fare and transfer trouble, where a reduction of 26 complaints is recorded. The detailed summary is as follows:

	Jan.	Feb.	Loss or Gain
Discourtesy	60	83	+23
Fare and Transfer Trouble	73	47	-26
Starting too Soon	30	21	-9
Passing up Passengers	9	8	-1
Carrying Passengers Past Stop	11	6	-5
Dangerous Operation	6	2	-4
Short Change	5	3	-2
Miscellaneous	39	29	-10
Commendations	233	199	-34
	83	75	-8

Four Divisions Increase Witness Average In Month

DURING February all divisions except Division Five increased the average number of witness cards procured per accident and the average for the system was increased from 4.27 in January to 4.47 in February.

Division Five did the best work in procuring witnesses during January by

turning in an average of 4.51 per accident. In February, Division Three took first place with 4.56, closely followed by Division One with 4.47, Division Two with 4.46 and Division Five in fourth place with 4.42.

The average for February are as follows:

Division	Number of Accidents	Number of Witness Cards	Average Witness Cards Per Accident
1	363	1,622	4.47
2	587	2,619	4.46
3	526	2,401	4.56
4	351	1,533	4.36
5	270	1,196	4.42
Total	2,095	9,371	4.47

Demands Tardy Slip for School When Car is Late

Conductor I. E. Chitwood, of Division One was escorting a standing load of 70 passengers on Line J a few mornings ago when the trolley wire broke. The hurry wagon did fast work but a delay of eight minutes resulted.

Half the riders were school children and one over-grown lad of 17 pushed his way back through the crowd and told Chitwood:

"Say, I want you to write me a tardy excuse for school to tell I'm late."

That is a new one, as far as the records show.

Can you imagine a conductor with a morning rush hour load eight minutes late trying to write excuses for about 40 school kids going to different schools.

"Some automobile drivers make us think that much of the horse sense of the old days was possessed by the horse."

Introducing New Men

The following men have been assigned to their divisions during the week ending March 1st, 1924:

- DIVISION NO. 1
Motorman—G. W. McMullin.
Conductors—R. B. Hatcher, D. Collosi.
- DIVISION NO. 2
Conductor—W. O. Attebery.
- DIVISION NO. 4
Motormen—C. Christensen, I. J. Gothard, E. Mason.
Conductors—I. S. Roberts, W. H. Budrow.
- Safety Operators—J. W. J. Huffmire, W. J. Larsen.
Bus Operator—C. E. Holcomb.
- DIVISION NO. 5
Conductor—C. A. Lambert.

Roving Instructor For Divisions Named

Will G. Miller, of the instruction department, will take a roving commission this week and make the rounds of the divisions to help conductors keep accounts straight with bus tickets, transfers, etc., and to give general instruction wherever he can be of assistance. Miller has been working on Line "E" instructing in the use of the different fares.

On The Back End (Contributed)

It would certainly be a bad thing for American business if our business women were to leave their desks and return to the kitchens. For instance: When the basket of flowers for Ray Kiddo's new store landed in the dispatching room there was no ribbon available to tie on a card of greetings from the gang. A curious bob haired, sweet, charming, smiling, beautiful, singing, laughing stenographer of the seventh floor came into the picture and volunteered assistance. Ducking behind the telephone switchboard, she warned the crew of gallants, "Don't peek" and in 13 seconds re-appeared with the piece of ribbon to meet the emergency.

Condr. J. R. Holland unfurls a good one out of the grief of Tuesday's storm. He was on line "A" and at Second avenue a supervisor told him to go through to Glen Airy. He picked up a crowd that had been waiting quite a time. One woman swore it was two hours and said:

"I'm so mad I can't see straight." Holland told her he was so hungry he was beginning to see things. "Well, have a chicken," she said as she pushed a paper sack toward him. "They were eggs when I left town."

After spending several years working on the cars, Conductor W. R. Hobdy decided that his uniform was becoming a little worn and invested in a new one including cap. On arriving at the division the next morning attired in his new raiment, he strutted over to the full-length mirror to admire himself and found that he had left his cap numbers and lapel insignia at home. We don't blame you W. R., old boy, we had a new suit ourselves once.

A passenger on my car stated that "paying five cents street car fare was just like buying life insurance." "Why?" asked another passenger. "Well," said the first one, "If you got your neck broke on the car the company would pay for it without an argument, while if you bought an auto and broke your neck, they would even take your body to help pay damage to the other guy." Motr. J. F. Davidson.

One of our excellent conductors who isn't afraid to confess that "he didn't know it all from the start," tells the following incident as one of his trials of the first day when he could barely find time to collect all the fares and grab all transfers in sight:
"I was working (or trying to work) a Bellview tripper on the 'F' and at the post office, southbound, an elderly lady got on, smiled sweetly and took a seat. "Reaching First St. we were waiting for traffic to turn, when the lady got up and smiling said, 'Oh, conductor, you know I was supposed to get some corn medicine. Do you suppose you could wait till I go fetch some?'
"I hesitated, but finally managed to stammer out that, 'I thought it was against the company's rules.'"—L. N. P.

Flowers For Kiddo As He Opens Store

Members of the transportation department presented Dispatcher Ray Kiddo with a beautiful basket of flowers when he opened the M & K Drug Store at 8601 South Main (at Manchester). Ray has been in company service for 21 years and is widely known. He will continue with the company for a time, at least. The whole bunch wishes him every success in his business venture.

Looking 'em Over at the Divisions

DIVISION 1

H. N. Cole

A conversation between two trainmen was overhead last Wednesday, as they were observing and commenting on the general appearance of each man as he came in and reported for his run. "Doesn't he look neat? Look at that shoe shine. Wonder if he is married." "No," replied the other, "he lives in the hotel across the way." "That is the reason he keeps himself so trim."

"How about this guy? I know him; is he married or single? I mean the one with the polish on his shoes about a week old, and the crease in his trousers, well you will have to use your imagination to see it, what is his status, if any?" "Oh, he has been married a long time," said the other, "or he is trying to give his wife ample cause to sue for a divorce." "Yes, you are right," replied the one that asked the question. "A long time is right, and besides he has a house full of children."

"Well, what about this fellow, with an accumulation of dirt on his shoes that no self respecting professional boot black would dare tackle?" "That is easy," was the answer, "He lives in Belvedere Gardens, where either dust or mud reigns supreme. Right again. Come on, and let's go to work."

A lady who rides an "R" car regularly, is usually accompanied to the car by her little boy. One day last week she was waiting as usual at Lorena street, and as usual the little boy was on the curb. That morning we had one of the center entrance cars, and the little fellow on seeing it exclaimed: "Don't get on that car mother, it is broken in the middle."

Candidate for the Poison Ivy Club: The conductor who forgets to change his dash sign, and then gets hard boiled when the passengers ask him for transfers.

Some shrewd guy came around last week and did quite a land-office business at Division One, selling genuine pearls (?) for the price of the cheap imitation. Of course, they had been smuggled in, or they could not have been sold so cheap. He had only a few left, so only a few of the boys were lucky (?) enough to secure a rope of the precious gems. Conditions seem to be the same now as when P. T. Barnum lived.

DIVISION 2

By C. L. Christensen

Division Two has had a couple more visits from our never-fail-us friend, Johnny Stork, since the last issue of Two Bells. In both cases the proud fathers, were greeted with "It is a boy; a mighty fine eight-pound boy." It was the homes of Motorman C. Haggard, and F. R. Hoffman, that were the selected ones this time. This is the sixth time in three weeks we have smoked. Thanks—Congratulations!

It has come to our hearsay that our worthy Supervisor H. S. Best, has given up living a lonesome life. Who the lucky lady is we don't know, but we wish them a long, happy and prosperous married life. Best was formerly a motorman at Division Two.

G. W. Clark, a flagman, and for about 25 years conductor at Division Two, would like for any of his old friends to visit him at the Golden State Hospital, where he is confined on account of a broken leg.

Motorman J. E. Carlyle is also laid up with a broken leg as the result of slipping on the street as he was about to board his car at the terminal at Florence and Vermont last Sunday.

They will come back to Division Two and J. C. Miller agreed with us as he walked in after an absence of

Who's Who



SUPERVISOR HARRY SIMON "RED" ATCHISON was named after the Atchison, Topeka and Santa Fe Railway by several years.

He started in street railway work in Kansas City in 1909 as a motorman but came to California three years later.

He wound up a Los Angeles Railway car October, 1912, when he was a promising young fellow and stuck to it until May, 1916, when he resigned and went to Kansas City. There he got into the mechanical end of the street railway business and worked up to be superintendent of equipment at one of the car houses. In May, 1917, he enlisted in the army and did not receive his discharge until May, 1919, when he returned to the Kansas City system.

Last year he returned to Los Angeles and here he is and that's that.

six months, in which time he gave the job of a Los Angeles Patrolman a fair trial. J. C. liked the policeman job, in a way, but he says: "It is much worse to be hunting trouble and after you find it, avoid it, than it is to avoid it when you are not looking for it."

W. O. Attebery, who left the service about a year ago, is back with us again, pulling the bell cord.

Another come-back is Conductor J. C. Hutchins. After an absence of more than seven years, he hunted up his old job and got it back.

O. B. Landrum, who has enjoyed the position of a flagman for several months, has returned to train service and is now working a run on line "V."

S. T. Millard has been assigned to temporary duty with the Maintenance of Way Department.

S. T. Nichols has given up train service temporarily to join Mr. Christy's clan of flagmen.

J. C. Pritchard and G. F. Killeen are preparing to take civil service examination intending to join the city's police force.

Conductor E. Reid arrived home the other day from work and found everything gone, but the walls of his room. Someone not invited had visited in Reid's home.

After receiving a telegram informing him of the serious illness of his mother, Motorman T. H. Neyman secured a leave of absence and immediately left for his old home in the East.

G. W. Coulter, switchman, has returned to work after a 2 weeks' motoring tour through the northern part of the state. G. W. reports a very pleasant trip. L. G. Simmons took care of Coulter's duties during his absence.

DIVISION 3

R. W. Reid

The shake-ups on lines "W" and "A" which were held during the past week has served to make things interesting at this division and as a number of runs have been added on each line everyone was able to get a good choice. The schedules are the best ever sent to this division, especially the one on line "A" from which trippers have been completely eliminated.

We take off our hats to the Schedule Department.

This is one on George Ferguson, who Mr. Hill calls "The lightweight champion of Eagle Rock." George dropped into the division on the day of the big rain and left his poor little Chevie standing outside (keep it dark I got one meself). The result was that when George started for home the darn thing balked. He argued with it for some time without avail, couldn't even get a sputter out of it, so he put a theft lock on the wheel (safety first) then went in and coaxed the boss to drive him home.

So far as we know this is the only automobile (?) that was put out of commission by the rain at Division Three, although a large number of machines from Supt. Dye's Gardner down to Foreman Owen's Buick, stood outside through the storm.

Motorman I. D. Mann is on a two weeks leave of absence.

Motorman C. R. Ballard is back on the job after a trip to the border suspiciously full of pep.

Conductor C. F. Sapwell, who has been on sick leave for some time, has taken a job as flagman temporarily.

Conductor G. W. Franson has gone into the Restaurant Business as a side line. His restaurant is located in the forty-three hundred block Sunset Blvd. G. W. is doing fine and gets a lot of patronage from the movie folks. Friend wife takes care of the establishment while he is working his run. G. W. says that any time any of the boys are going by for them to drop in and he will make them acquainted with some honest-to-goodness movie stars.

Motorman R. L. Wortmen, who has been flagging on account of poor health, is now back on the job winding 'em up as of yore.

DIVISION 5

E. C. Tyler

"Big Chili" Chilcoat sent his nightie to the laundry and it came back with a note attached, which read, "We do not launder tents."

Preparing for the rainy season, a lot of boys of Division Five bought rain coats and when the rains didn't show up, a number of them were dissatisfied, even to the extent of wanting their money back. Now we believe in keeping everybody satisfied, so we sent the rain. We thank you.

Motorman C. D. McLaughlin, who has been on the sick list since February 4th, and was recently released from the hospital, suffered a relapse last week and was forced to return to the hospital for further treatment. At this time, however, his condition is much improved and he would be glad to have any of the boys visit him. He is in ward No. 270 of the L. A. General Hospital.

Conductor I. H. Gilbert who has been on the sick list for over a month is able to be out again and assures us he will be back in harness in the near future.

Conductor H. A. Dutton has been granted two weeks off to do some work around his home.

Conductor H. M. Mayo has taken a

DIVISION 4

C. J. Knittle

Motorman A. C. Olsen is taking a 90-day rest.

Motorman G. Culp has been wearing a large adhesive plaster on his upper lip this past week, the reason being that a truck drove in front of him and he yanked the gong cord. The cord broke causing him to punch himself violently in the mouth. Culp's upper lip was so badly lacerated that he had to be taken to the receiving hospital.

Conductor MacGivney is reported to have done some tall worrying when his "C" car jumped the track at Sunset and Beaudry last Sunday evening and headed for the gas station.

Some time ago in Two Bells under the heading, "Tip 2200 Caps," appeared a letter commending this system's trainmen for efficient service.

This one should be captioned, "Mail 2200 fists."

Conductor Deuber was telling his motorman he wouldn't be working Sunday, the 9th.

"How do you know you'll get off?" asked the pilot, "there may be a big bunch ahead of you."

"Don't kid yourself," replied Deuber, "This coming Sunday does not follow a pay day."

Conductor Schroeder was seen at Venice last Saturday evening. His attention had been attracted to the concession where the man guesses your weight and tells you your first name for two bits. Schroeder had stepped forward and his weight had been guessed correctly, so he came through with the silver. "The next gentleman or lady!" yelled the concessionaire. "You didn't tell me what my first name was," Schroeder reminded him. "It was 'Baby,'" answered the weight guesser and our hero hurried away 'mid many wild guffaws.

Most trainmen have found it common for some people to try to make lap dogs out of hounds when they want to bring them on the cars. Sometimes it works and sometimes it don't, but this was refreshing. A man boarded this scribe's car last Sunday morning and dropping ten cents in the box, asked for two transfers. "Who else are you paying for?" I asked. "The pup," he answered, opening his coat to reveal a young fox terrier.

few days off to rest up and to take a trip to San Diego but from our experience that is a mighty poor place to go to rest.

Another one of our trainmen has deserted us to don the gold badge and white cap. Conductor Jess C. Clark has been granted ninety days off to try out in the Police Dept.

Motorman J. H. Mattice has been granted a thirty day leave of absence on account of poor health.

Motorman L. Heinzman, otherwise known as "Bolshevik Heinie" of Division Five, has taken unto himself an almost new Nash. A couple of days ago we were standing in front of the barn waiting for a belated car when Heinie went past, two jumps ahead of the speed limit and with his nose tilted up at an angle of 45 degrees.

When we asked him about it next day, he pleaded, stiff neck. Now Heinie, come down, it's only "ANOTHER NASH."

Word has just been received of the death of the father of Conductor L. W. Simmons and Division Five wishes to take this opportunity to convey its sympathy.

Motorman E. W. Regnier has resigned to accept a position on a steam road.