

# SUB-STATION AT DIV. 1 GOES IN SERVICE

The Division One sub-station which is the sixth one to be automatically operated on the Los Angeles Railway system was put in service last Tuesday evening and has been used during the rush hour service. There is quite a thrill to men in electrical work when the throwing of a single switch puts into operation various parts of the equipment which works with almost human precision. The test showed that every wire had been properly connected and the work of several weeks had been done without error.

This is the first station to use a 1500 kilowatt rotary converter. The converters in the other automatic substations are of 1000 kilowatt type.

Although only the one unit has been installed, there is room in the station for a second converter when it is needed. The building is practically noiseproof and is the first substation equipped with air-cleaning apparatus. The air that is forced into the station by fans passes over a number of blades which are coated with a composition that retains the dust. These blades have to be removed, cleaned and re-coated about every four weeks.

The station will improve power facilities in lines running east and south from the Sixth and Central avenue district.

The opening of the station marks the resumption of Sixth and Central as a power distributing center after a lapse of 15 years when the steam plant was abandoned.

## McNaughton Gaining After Aut Accident

P. C. McNaughton, former superintendent of Division Three, and now in the public relations department is improving nicely at the Roosevelt hospital, following an accident January 16, in which he was painfully injured. Mr. McNaughton was riding in a friend's automobile when it was struck by another machine at Seventh and Grand.

Hundreds of inquiries and letters, and many bouquets of flowers, indicate the high regard in which Mr. McNaughton is held by his friends throughout the Los Angeles Railway system and it is a sure bet that his recovery will be hastened by the fact that he knows he has a loyal bunch of fellows cheering for him on the outside.

## "Short Lines" Make Lots of Work But Sure Save Matches

THERE are some difficulties in running "short line" service on the street railway system; and changing the fare box, fenders and trolley every few seconds on the West First street line does get a little bit monotonous. It will be recalled that line "I" runs from here to there.

There are advantages, however, as described by conductor Joe Howartt to his friend, the night switchman of Division Four:

"There is a rule against smoking on the cars and I am a great one for observing rules", said Joe. "But I don't believe there is any law against striking matches. You see I can strike a match at First and Hill and by the time it is burning up well, we are at the other end of the line and I can light my pipe, take a few puffs and then start back with the pipe in my pocket. We are back at First and Hill in a jiffy so the pipe has not gone out and a few more whiffs get it going good. I can keep this up all day, using only one match.

"Yes, Johnnie, the "short lines" make a little bit more work in changing ends, but they sure are economical on matches."

## "HIGH LINE" OVER RIVER STARTED

Construction of a new high voltage line across the Los Angeles River at Alhambra Avenue, has been started. The line will be suspended from 90-foot steel towers to carry power from the Edison distributing station near the Southern Pacific shops to the Plaza substation. The power is at present carried from the Kern sub-station near Lincoln Park, and the new construction will provide a more direct line.

## Track of 7 Pits at Division 2 Repaired

The track department is repairing pits Two to Eight inclusive in the Division Two car house, installing new timber where necessary.

The level of the track on Whittier Boulevard between Fresno and Concord streets, is being raised. The city is doing some work with the paving at the side of the tracks, this work having been made necessary by settling of the road bed in the hollow.

The intersection at Vernon avenue and Long Beach boulevard is being renewed.

# Credits For Courtesy Exceed Demerits Given For All Causes in 1924

Last week we read that 25,815 cases of demerits were handled during last year. But as every dark cloud is supposed to have a silver lined aluminum saucepan, or something of the kind, we have this week the report of credits given during 1924, which indicates that the good deeds exceeded the bad by a comfortable margin.

The number of cases in which credits were awarded for clear courtesy record during a month, or for special acts of courtesy reported by passengers, exceeded the total number of cases of demerits for last year.

The credits awarded for clear safety records run up somewhere in the neighborhood of 20,000 cases.

The greatest source of credits during the year was special meritorious work in reporting accidents and general handling of the confusing situations that follow. The second highest source was

"reported accident and secured witnesses" in particularly creditable manner. The old reliable "brought B. O. fender to car house" is third highest and produced 731 cases of credits during the year.

Division Three accumulated the greatest number of demerits because Superintendent Dye had the highest number of trainmen and for the same reason, the men of Avenue 28 led in the collection of credits.

The summary for the year is as follows:

### REPORT OF THE MERIT SYSTEM FOR THE FISCAL YEAR 1924

Classification	Div. 1	Div. 2	Div. 3	Div. 4	Div. 5	Total
<b>Credits</b>						
Brought B. O. fender to car house	114	204	253	108	52	731
Brought B. O. steps to car house	33	125	101	48	17	324
Courtesy to patrons	74	105	119	71	67	436
Reported accident & secured witnesses	139	246	161	120	88	754
Reported accident	210	213	229	103	139	894
Secured witnesses to accident	21	30	20	21	26	118
Tied broken wire	20	13	22	24	13	92
Took up B. O. Commutation Book	0	1	219	46	271	537
Took up misused School Book	8	19	43	31	13	114
Miscellaneous	77	92	141	92	93	495
<b>Totals</b>	<b>1670</b>	<b>2375</b>	<b>2730</b>	<b>1535</b>	<b>1761</b>	<b>10,071</b>

The first month of the Merit System operation for 1924-25 covering December, has been reviewed, showing the number of demerits and credits given for particular causes. These figures indicate what is going on in the way of service and the points that need strengthening.

Giving bells too soon was the chief source of demerits. Missing out or missing relief ranked second with 237 cases. Excessive speed caused 189 demerit slips to be marked; 122 were for violating road space and 35 were for conductor visiting with motorman or riding on front section while the car was in service.

On the credit side, 92 awards have been made for especially good work in reporting accidents and procuring witnesses. Ninety-one cases of taking up B. O. com-

mutation books have been reported and credited.

One trainman automatically dismissed himself by letting his record fall below 75 per cent.

In January, 263 trainmen had records below 100 per cent and were representative of the five divisions as follows:

Division One, 45; Division Two, 68; Division Three, 64; Division Four, 46; Division Five, 40.

## New Lights Planned For Machine Shop

Plans for a new lighting system in the three units of the machine shop at South Park, the wheel room, lathe room and drill-press room, are being made. They provide for a general overhead lighting system and special lights at some of the machines.

A demonstration of overhead lighting system for division pits is being carried on at Division Four.

# Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

## Taking Opportunities

THE summaries of credits and demerits given during 1924 and printed in the January 19 and 26 issues of "Two Bells" tell many interesting stories about street car work of the past year.

Every trainman who received a credit or demerit slip during the year could tell a lengthy story about why, in his opinion, he was or was not entitled to the attention the slip indicates. The number of demerits given for specific causes indicate the weaknesses of the majority of trainmen, and the credits indicate the strong points.

The fact that demerits for miss-outs and missing relief lead the list in 1924, indicates that a type of carelessness, which in most cases is preventable, is the thing that needs particular attention during the coming year.

The awarding of the majority of credits for particularly effective work in handling situations caused by accidents, in which Los Angeles Railway cars were involved, shows that the majority of trainmen are thoroughly capable of mastering the difficult conditions that arise out of such an emergency.

The supervisor of the Merit System intends to compile monthly reports during 1925, showing the principal sources of demerits and credits. The report for December is published in this week's issue of "Two Bells." These monthly reports should be a guide to trainmen and the man who is awake to his opportunities will benefit by a study of these statements.

There are some men who go through a year without a single demerit mark being placed against them. There are many others who go through a year with only a very few demerit marks and a large number of credits. These are the men who take full advantage of the facilities offered by the company for the assistance of trainmen, such as special instruction given through "Two Bells," or personally by instructors on the changes in service and other official sources of information.

In every line of activity the man who makes real progress is the man who stops from time to time to take stock of his accomplishments and of his shortcomings, and who makes the best use of his opportunities.

## Cash Prizes Awarded For Plans To Improve Service

First prize for December suggestions made by trainmen for service improvements, was awarded to B. S. Fink, safety operator, and second prize was awarded to H. Lozier, motorman of Division One, both of these prize suggestions were in regard to improvements which would facilitate the movement of cars. Though the suggestions provided for the same improvement being made at different points, first prize was given to Mr. Fink in view of the fact that the location named in his suggestion was one where safety car operation would benefit while the other covered a point where two-man cars are operated, and as two men can obviously meet a difficult operating condition better than one, the prizes were awarded accordingly.

Third prize goes to W. C. Love, conductor of Division Three, and the suggestion was that supervisors in ordering switch-backs or diversions would give both motorman and conductor a written train order covering the desired variation from schedule.

This suggestion will not be adopted in its entirety at the present time as present methods of supervision do not permit of the supervisors writing out an order in each case under certain conditions, taking for example a recent blockade occurring on First Street which required the diversion of 56 cars in forty-two minutes, and in this particular case it would have been manifestly impossible for the supervisors in charge at First and Spring to have issued written orders in duplicate without seriously delaying train movements.

Two very good suggestions were received in December bearing on the establishing of a column in "Two

Bells" for questions and answers. These suggestions were not awarded prizes, as this plan was adopted some years ago, but met with no response on the part of trainmen. Space in "Two Bells" was assigned in the hope that questions of interest to trainmen in general would come in and that these questions could be answered in this column, but after weeks had passed by with no questions having been sent in, the effort to maintain this column was discontinued.

However, we would be more than glad to have any questions sent in, and if trainmen will forward their questions to the Asst. Superintendent of Operation, the question, if of general interest, will be published in "Two Bells" without giving the name of the trainman asking the question and the question will be answered at the same time.

Should the question prove to be of interest only to the trainman asking same, personal reply will be made to the trainman himself, and the more questions that are sent in, the more evidence there will be of interest taken in the work.

### All "B" Cars To Run To 51 St. Terminal

A new schedule on line "B," effective January 25, will provide a six-minute midday service with all cars running to the terminal at Fifty-first and Ascot, as against a seven-minute service with alternate cars turning back at Vernon Avenue, as has been done for several months.

A new schedule for lines "2" and "3", by which all cars will run to G'en Airy, is being prepared.

# BULLETINS

Issued January 26, 1925

### BULLETIN NO. 8

#### Notice to Trainmen

Upon approaching Fifth and Central Avenue, trainmen must in all cases announce "Central Station," using this designation instead of "Southern Pacific-Union Pacific Station," as heretofore.

### BULLETIN NO. 9

#### Notice to Trainmen

Complaint is made of an accumulation of rubbish, wire, ashes, etc., at the Townsend terminal of line "E," due to the building of fires at this point during the early morning hours.

Trainmen will take no part in the building of such fires, and cannot be permitted to furnish fuel for such purposes. This in order that we may not be blamed for the condition complained of.

### BULLETIN NO. 10

#### Notice to Trainmen

When electric switches are found out of order, trainmen will not tamper with the mechanism of these switches in any way, but will make immediate report of the condition, in order that the situation can be handled by authorized supervisors, traffic men, or switch repairers.

### BULLETIN NO. 11

#### Notice to Conductors

Some Inglewood books have been sold in which the punched date on the tickets do not line up properly with the date stamped on the cover.

Conductors will therefore examine the expiration date as stamped on the cover of the book, and if this date indicates that the book is valid and the tickets correspond in number to the number on the cover, the tickets may be accepted.

### BULLETIN NO. 12

#### Notice to Motormen

Effective Jan. 24, 1925, cars on line "C" will be required to make an arbitrary Boulevard Stop in both directions at Vermont Avenue.

This in accordance with new Traffic Ordinance effective that date.

### BULLETIN NO. 13

#### Notice to Trainmen

Superseding Rule No. 71 Pertaining to Operation at Railroad Crossings

#### AMENDED RULE NO. 71

#### FLAGGING AND OPERATION AT RAILROAD CROSSINGS

Cars must approach all steam railroad or high speed electric (operating over private right of way) crossing under full control, and be brought to a full stop at a point not less than ten (10) feet before reaching any railroad track and clear of all crossing gates.

Where stop plates are installed between the rails, cars must be brought to a stop before passing the plate.

On PAYE cars under ordinary conditions, conductor will collect fares from passengers boarding at such points, leave the car from the rear end to flag, and board the rear end after flagging, except that he may ride the front end of the car between the Santa Fe and the Union Pacific crossings on San Fernando between the Santa Fe and Union Pacific crossings on 7th Street, the Santa Fe and Union Pacific crossing on North Main Street, and between Fourth Street and Palmetto on Mateo.

He will make observation for his own safety in crossing the track, then proceed to a point three (3) feet beyond the main line rails, turn about and face car, make observation in both directions, and when he has ascertained that there is no train approaching that can possibly interfere with the safety of the car and that no passengers are boarding or alighting, then give signal by a wave of the hand, raising his hand above the level of his shoulder.

The motorman must not start his car until the conductor has taken the position and made the observations as indicated above and given his signal in the required manner.

At points where a Los Angeles Railway flagman is maintained, the regular flagman will be required to wear uniform cap, and no signals will be accepted by a motorman unless given by the regular flagman or by a temporary flagman wearing a regulation uniform cap. Such flagman must be on their feet and in such a position that the approach of trains can be clearly noted, and must make a distinct observation in both directions before giving the motorman a signal to proceed. Such signal will be given during daylight hours with a green flag, the flagman waving the flag vertically twice, indicating that it is safe for the car to proceed. After dark, such signal will be given with a green lantern and in the same manner, namely, two (2) waves of the lantern vertically.

Under no circumstances may more than ONE car proceed on one signal from the flagman.

The swinging of either flag or lantern

by the flagman horizontally will be recognized as an emergency stop signal, and must be so observed by motormen.

The motorman must stand up at all crossings (whether they are main line crossings or spur tracks, and whether making his own observations or being flagged by conductor or flagman); when he receives the proper signal he must (where being flagged by conductor) look back through the car to see that no one is approaching the exit for the purpose of getting off, then look in the mirror to verify the conductor's observation that the steps are safe. Before starting he must make observation of the crossing in both directions to satisfy himself that it is safe to cross, and if starting from a point where his vision is obscured by buildings or otherwise, must operate his car at such a speed as will enable him to stop in a safe position when his car reaches a point where his own observation shows him that it is unsafe for him to proceed.

On stopping his car at the proper point, he must be on his feet before calling for a signal from the flagman, and will then call for such signal by giving one tap on the gong, and will not proceed until he has received the proper signal from the flagman and has then answered it by giving two (2) taps of the gong. He may then proceed over the crossing as described above at a speed not to exceed eight (8) miles per hour, and must remain standing until the car has entirely cleared the crossing; and when flagged by a conductor, until after the conductor has boarded the car.

Safety Operators will be governed at points where a flagman is maintained by the same rules as apply to motormen.

At points where no flagman is stationed, safety operators are required to stop their cars at the proper place, leave the car and go to a point where an absolutely clear and safe view of the crossing may be obtained, and after making careful observation, return to their car and proceed.

No deviation from the above order will be permitted, except as indicated on pages 24, 25, 26, and 27 of the 1922 rule book.

Failure to comply with the above rules will result in the trainman at fault being required to report to the Instruction Department for one day (without pay) for special instruction, and after such instruction has been given, further violation will subject the trainman to dismissal.

### BULLETIN NO. 14

#### Notice to Conductors

Pass No. 2256 issued to Thomas J. Donohue, Blacksmith Helper, Mechanical Department, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

### BULLETIN NO. 15

#### Notice to Trainmen

Regular men placed at the foot of the extra list for three days on account of missing out may be required to report for duty at any time during the three-day period, but will be paid only for such time as they are actually used. No waiting time will be allowed.

### BULLETIN NO. 16

#### Notice to Conductors

#### On Lines D, H, N, R, S

The last paragraph of 1924 Bulletin No. 14 is hereby cancelled. Conductors on lines D, H, N, R, S may sell bus tickets on outbound trip (east). This in order to permit use of these tickets on the Figueroa street bus line.

Conductors on these lines in selling such tickets will put TWO punch marks through the word "Main" on coupon when punching validation on same.

Tickets when so punched will NOT be honored westbound on the Wilshire Bus Line or on the Vermont Avenue or the Sunset and Vermont Lines of the Los Angeles Motor Bus Company at any point east of Eighth and Vermont or Sixth and Rampart in either direction, but will be accepted on the Figueroa Bus Line.

*P. B. Hill*  
Superintendent of Operation

## BUS BULLETINS

LOS ANGELES RAILWAY

BUS DIVISION

Bulletin No. 201 January 15th, 1925

Whenever it becomes necessary to pass up passengers by reason of having a capacity load, make a miscellaneous report and turn in to the Chief Clerk at your division, and he in turn will send same to the manager's office.

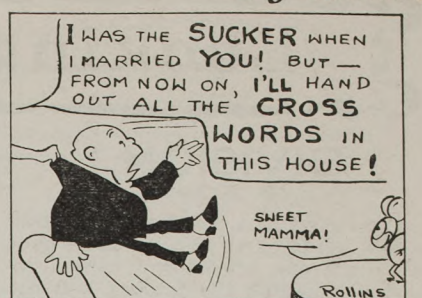
Report should show date, time, direction and also state whether it is usual or unusual occurrence.

F. VAN VRANKEN.

Manager.

# Conductor Ding and Motorman Ding Ding

By Rollins



## Bouquets And Things (Hand Picked)

For Hugh J. Burke, Traffic Los Angeles Railway. Gentlemen: Please allow me to speak a word of praise for the courtesy extended me by your Mr. Hugh J. Burke, traffic man No. 11. On the morning of Thursday, October 23, I alighted from a west bound "S" car line at 7th and Main Streets, at 6:52 A.M. Upon reaching a restaurant I found I had left my brief case containing several valuable reports on the car. Appearing to traffic man No. 11 at Main and 7th Streets, I was given every kind of courtesy and upon return of car from its Western Avenue trip I was given my brief case by the motorman. Both the car crew and Mr. Burke showed extreme courtesy.

Yours truly,  
LEONARD A. LEARY,  
5928 S. Los Angeles St.

(Note:—H. J. Burke is at present at the Roosevelt Hospital recovering from burns sustained in handling a broken trolley wire.)

For Mtr. W. D. Edleman, Div. 2 Los Angeles Railway. Gentlemen: Permit me to submit a commendation regarding one of your employes, Motorman 1855 of the "V" line. In my opinion he is more than deserving of notice for the courtesy which he extends to passengers. My mother wishes to join me in requesting that you take notice of this note of commendation.

Very truly yours,  
NEIL A. GREPPIN,  
3746 1/2 South Vermont.

For Motr. J. W. Voutau, Div. 3 Los Angeles Railway. Gentlemen: Here is another man who deserves some credit. It was just 12:45 P. M. today when car number 845 had crossed 5th coming South on Hill, this car had just passed the corner and was picking up speed when a boy on a bicycle crossed in front of the car and caught his front tire in the slot of the outer track and it threw him onto the side where the autos go (sometimes) but very close to the track and in fact his cap was under the fender of the car when we stopped. If he had fallen on the inside it would have been almost impossible for the motorman, No. 973, to have stopped without hitting him, as it was he threw in his reverse at once and stopped the car with the boy's cap lying about 10 inches under the fender. I received your little paper the other day with my letter therein, by doing this and little favors for street car men it always spells harmony with the public and their superiors.

Yours very truly,  
S. A. GILMORE,  
1208 Sun Bldg.

For Condr. A. A. Bradley, Div. 4 Los Angeles Railway. Gentlemen: I have been a resident of this city since 1901 and have lived in the Pico Heights quite awhile, and having had the pleasure of meeting one of your trainmen of the Pico Heights line, known as Mr. A. Bradley, can conscientiously say that is a very deserving employe. Of all the conductors I have observed, he is one of the most courteous and gentlemanly, especially to ladies and children. I am prompted to render your company this eulogy in response to an incident that took place while on Mr. Bradley's car today, when a very bold, discourteous woman insisted upon him violating the rules giving out transfers—after she had stepped into the forward part of the car, some time after she had paid her fare. Having your company's interest at heart, I am

Respectfully yours,  
CHARLES KELSO,  
1139 South Catalina.

## Violators of Crossing Rule To Be Taught Right Method By Instructors

COPIES of amended rule No. 71, which is published in the bulletins in this week's "Two Bells," are to be placed in the hands of trainmen, with a slip which each man will be asked to sign stating that he has read and understands the rule which pertains to the operation at steam railroad crossings. One of the features of the amended rule is that for violation of the safety provisions, which indicates that a trainman is not fully grounded in either the details or principles of railroad crossing operation, he will be assigned to the instruction department for one day without pay and there given the necessary instruction and actual practice, to show him the correct procedure. At the same time that the amended rule on crossing operation is given to trainmen, flagmen will be supplied with a printed sheet of instructions governing their work. One of the most important features of the entire subject is that a motorman is required to check the observation of the flagman or of his conductor and is not to proceed on a

signal without even a glance to right or left. The transportation department is determined that maximum safety be given at steam line intersections and that no laxity in the rules will be tolerated. In conformity with this policy which has been repeatedly mentioned in "Two Bells" and was particularly emphasized in the editorial column last week, it has been necessary for the company to release another motorman who proceeded across a steam line intersection before his conductor had had a chance to reach the point to make proper observation and give a signal. Another motorman has been assessed fifty demerits and dropped ten places on the seniority list for failing to make proper observation. A third motorman has been discharged for a more flagrant violation of the part of the rule requiring him to make proper observation. Two flagmen have been removed from their positions because of failure to carry out the rules governing their work. A meeting of supervisors and instructors is to be called within a few days to review the rules and to discuss necessary methods of instruction and enforcement.

## Dogs Charged 25c Fare; Crew Dusted Car In 1900

(Last week, Mr. Mann gave some interesting points of street railway history during 1900, showing the various types of cars ranging from horse cars to airbrake cars, used at that time. The famous bulletin of 1902 referred to in this week's installment, mentioned the wide variety of equipment.)

BY P. V. MANN  
The East Ninth Street line referred to in the bulletin operated from Ninth and Main to Ninth and Mateo Street and connected with the horse car line at that point and was for the most part single track with turn-outs for the cars to pass each other. The cars on this line were single truck cars that had been used on the cable lines and had been converted into electric. These cars were open on both ends and offered no protection to the motorman in bad weather, for he stood upon a platform without a roof. The conductor could step inside the car when it rained but he had his troubles, too, because most of his work was collecting and issuing transfers to the tune of from 800 to 1000 per day, very few cash customers riding that line, and it was a standing joke among the extra men that when you got a run on this line you had to carry a grip with you to carry the transfers that were issued and to bring back the transfers collected. For further information about this line we refer you to George Feller, our information man at Seventh and Spring, who worked it for a long time. The headlights on the cars in 1900 had a common incandescent globe in them that gave no more light than a coal-oil lantern. These later were

changed to arc lights which being so much brighter necessitated the carrying of a screen which the motormen had to drop whenever passing through the business section of the city.

**Cars Carried Tool Kits**  
Each car was equipped with a box of tools with which the motorman was supposed to make repairs to his car in case of trouble, he being held responsible for the safe keeping of the same. A few years later this was done away with, and motormen were required to carry in their hip pockets a pair of pliers, a screw driver and a switch-hook.

Most all cars had carpet-covered seats in the enclosed sections and conductors were required to always have a whisk broom on the car to keep the seats free from dust and dirt. Brooms and dusters were also provided for each car, and it was the duty of the crews to sweep their cars at the end of each trip and always before bringing the car into the barn at night.

**Cars Stopped Anywhere**  
Stops were made at all street corners and in the middle of blocks, at all public buildings, hotels and churches and whenever prospective passengers were seen running for the car motormen had instructions to wait for them. Lap dogs were carried free same as at present, but other dogs were also carried and charged for at the rate of twenty-five cents per dog. All transfers were printed with the word "dog" on them, which the conductor punched and issued to the owner of the dog when he wanted to transfer with his dog to another line.

## On The Back End (Contributed)

Billy Vejar, versatile clerk and Birney man, says, "Nature gives us many of our features, but thank goodness, it lets us pick our own teeth."

\* \* \*

"Anybody hurt in the wreck?"  
"One gentleman, I believe."  
"Bones broken?"

\* \* \*

"How often does your road kill a man?" asked the Magistrate of the Railroad Guard. "Just once," replied the Guard.

Conductor Corley says the toughest luck he can think of is to bid on three runs and then draw the third one as your prize. The rub comes when you can't make the foreman believe you didn't put the card in the box. Try it.

The queerest man is Charlie Means. He eats pepper with his peach ice creams.

\* \* \*

"I think it was his heart. He sat down by a leaking suitcase and cried."

Conductor on Line "E"—"Did I get your fare, lady?"  
Lady—"I guess you did—you didn't ring it up."

Motorist—It's preposterous. I'm an expert driver. What I know about driving would fill a book.  
Policeman—And what you don't know would fill a hospital. Give me your name and address.

\* \* \*

Overheard on a Brooklyn Avenue car:  
Ikey to his Pa—"Fadder, I vant it a ice cream cone, I'm hot."  
Pa to Ikey—"Vait till you get home, son, and I'll tell you a ghost story and make your blood run cold."

By Heck Bigosh  
Norman Hueston, a local aspirant to fame in the pugilistic field, now employed in the engineering department, gave a very favorable demonstration in his encounter with Kid Rodskey, the celebrated flash of Arizona rings, at the Y. M. C. A. Clubhouse recently. Hueston proved himself a classy boxer and floored the Arizona Wildcat in the second round, ending the battle suddenly. It is rumored that Hueston will put on several 10-round bouts at a local clubhouse providing a worthy opponent can be found who will be willing to remain 10 rounds in the ring with him. L. A. Reeves, of the drafting room, has been selected Hueston's manager, is reported to have issued a challenge to any one in the organization who can make ringside at 138 pounds, for a 10-round bout. By calling Station 98, Mr. Reeves can readily be reached and details discussed.

# Looking 'em Over at the Divisions

## DIVISION 1

D. B. Kohl

Conductor J. A. Cardenas is taking a few weeks off to rest up on account of a nervous breakdown, caused by trying to watch the farebox and the short skirts going along the street at the same time. His eyes have become separated and they will have to be adjusted before he can resume duty.

How about your Community Chest payments, remember the last one is due on the 25th, so have your dollar ready. Those owing back payments will have to make them upon this payment.

The awning on the south side of the office has been repaired this week. Looks like warm weather was expected soon. Let her come.

Everyone is glad, especially George, to see G. M. back on the job, pulling switches at 7th and Central, on account of shortage of conductors he had to work his run for the last few weeks, therefore his absence.

Conductor O. F. Surman sure does like to work "Owls," in fact he says he has difficulty in seeing O.K. in the daytime, so after trying out a swing run he went over to the "Jeff Owl." Now he can enjoy all the enticing smells from Vernon that go along with the Owl—no extra charge.

Shorty Cormier didn't think much of the story told on him last week about his skinned nose. "Honest, boys, he says I was groping around in the dark for a match and ran into the door and that's how I got it." Old Stuff, Shorty.

Motorman Z. P. Myers is out of the hospital, where he has been confined for several weeks on account of an operation. He came down to the division to see if the two-car trains were still running, as these are his favorites. We are glad to see him up and about again.

## DIVISION 2

R. C. Hoyle

Con. R. G. Wilson rushed up to the office Saturday morning, saying he would have to be off as the stork had left a baby girl at his home at 4:58 A. M. R. G. got off and went away smiling. At 4:30 P. M. the same day Wilson came up again all out of breath to announce that he had just received information that it was a boy instead of a girl. Family is doing well. Congratulations.

Before going to Wilson's home old bird Stork stopped at the home of Con. H. S. Evans and left a young Conductor. Mother and son doing nicely, also father, more congratulations.

A certain Division 2 Motorman living in an upstairs apartment has been coming in off his night run and in taking off his shoes dropping them heavily on the floor to the annoyance of those sleeping below. The landlady requested him to be more careful. The next night after dropping one shoe loudly he remembered the caution he had got, and took the second shoe off and laid it down gently and was soon sound asleep. Half hour later he was awakened by some one at his door shouting "Say hurry up and take off that other shoe, so we can go to sleep downstairs."

Mot. O. Daniels left this week for Dallas, Texas to visit his home. Daniels is driving his flivver all the way.

Con. Bob. Chrisholm is taking a little time off. It is reported that Bob

## Who's Who



WHEN a glance over an employee's record shows that his friends recommend him as a "sober and industrious" young man, it is a fair guess that he has been in service since 1917 at least. Such recommendations in the file of E. Fitzgerald reveal the fact that he has been with the company since February 13, 1903, when he started as a conductor. He continued in this work until May 17, 1921, at Division One, when he was made a division watchman. He did a "hitch" in the army from 1887 to 1891, when a lot of the busy executives of today were playing with tin soldiers.

## New Men

The following men were assigned to their divisions during the week ending January 17:

### DIVISION NO. 1

Motormen—J. L. Bickerdike, W. E. Miller, J. O. Payne, G. Arnold, A. Baker, A. B. Stewart.  
Conductors—L. C. Price, H. E. Weaver, J. N. Merritt.

### DIVISION NO. 2

Conductors—E. R. Adams, J. R. Miller.

### DIVISION NO. 3

Motormen—M. L. Stuart, W. L. Chase, P. H. Scott.  
Conductors—C. H. Thompson, J. Holt, F. M. Springfield, J. W. Burke.

### DIVISION NO. 4

Motormen—J. W. McKeown, S. E. Phillips, A. J. Becker.  
Conductors—G. Granger, A. I. Losee, C. C. McLaren, A. B. Rasmussen, J. E. Tremble.

## Appreciation

Co-Operative Assn. of  
Los Angeles Railway Employees  
Gentlemen,

I wish to express my most sincere appreciation for your substantial help during the period of my husbands' illness, and at his death, also the men of Division 5. I wish also to thank you for the very lovely floral wreath.

Kindly express my thanks through  
"TWO BELLS."

Yours very truly,

Signed: MRS. E. DEVLIN  
AND DAUGHTER

4803½ S. Cimarron St.  
Los Angeles, Cal.

has just opened up a new tract. How much down Bob?

The sympathy of all at Div. 2 is extended to the family of Mot. E. F. Thomas whose wife died on Monday, Jan. 19th.

## DIVISION 3

Dan Hanley

Hey, I got a run that gets off at 3:47 P. M. What's the matter you wouldn't give me a tripper?

Five of the boys went into the Company Restaurant and kind of put on a swell feed together. Myrtle gave them quite a bit of attention and a little extra service, and as she was standing near one of the boys asked her if they could give her anything. With the visions of a tip Myrtle replied "Anything you like." Well, gang, said the spokesman what do you say to give Myrtle three cheers?

Gimme a couple of them tacks, said Motorman Fowler, I want to pin up my socks.

Conductor Olexo and the Mrs. were out riding in their car the other day and Olexo thought he heard a noise, so he stopped and asked the Mrs. to look outside and see if they had a flat tire. "It's a little flat on the bottom," she replied, "but the rest is all right."

If you have your name down for off some day and you don't take it just keep on trying and perhaps you will be pleasantly surprised.

Only a poor cook's daughter

Was a young girl named Sally.  
Because she couldn't make hot cakes  
He kicked her in the galley.

Gazook—"If a street car is 60 feet long how old is the conductor?"

Gazink—"Twenty-three years."

Gazook—"How do you know?"

Gazink—"I asked him."

"Got a cigarette, gimme a match, got anything to scratch it on, said Motorman Moore, "sure here's a dollar, want to borrow my lungs," replied Motorman Long.

Two men got hit by a street car going 25 miles an hour yesterday and neither were injured. Both got killed.

49 per hour first three months.

## DIVISION 5

F. J. Mason

"Oh Mister Motorman, I'm a stranger in Los Angeles and I just heard your conductor call 'Santa Barbara.' Please let me off at the Mission."

Motorman W. J. Beerman, who bucks the board, drives an extinct Ford, and sports a distinct moustache, is now the proud father of a baby girl, who arrived January 16. The old missout excuse "The alarm clock didn't go off," is now declared void as far as he is concerned. He'll be up. Congratulations, W. J. B.

Would-be obliging conductor on Line "M" to lady getting off his car—"May I help you to alight?"

Lady—"No thanks, I have matches of my own."

### BUGHOUSE BULLETINS

ATTENTION ALL TRAINMEN. With the considerable increase of interest which is being shown in the Cross-word Puzzle Competitions, motormen and conductors must be on the alert at all times to help, and protect, both passengers and non-passenger cross-word puzzle hounds.

Should a motorman observe one of these puzzle solvers sitting in the middle of the track looking for a four-letter word meaning "torrid," he must not sound his gong, as this would have a tendency to spoil said solver's train of thoughts. He will bring his car to a full stop, get off the car and help find the required word. He will not, under any circumstances, proceed until the word has been found, and proved both vertically and horizontally. Any delay which might arise, will not be reported to the dispatcher unless it is over 24 hours. Dispatcher will then make arrangements to have hot rolls and cold coffee sent out. Conductors, when passenger stops are made to pick up passengers, will glance

## DIVISION 4

C. J. Knittle

Motorman J. G. Dixon quit last Monday. Yea, verily, it don't seem true but J. G. decided he was cut out to sell real estate. And here's our best wishes to him.

The following note was shoved under the door of our apartment last Saturday:

"Bring down soiled linen and get fresh.  
Mrs. Iverson."

Conductor R. M. Knourek picked up the phone last Wednesday and called for "Information"—

"I want to know Mister J. B. Dill's phone number."

"Is the initial 'B' as in Bill?" she asked.

"No," answered Knourek, "It's Dill as in pickle."

Here's our thanks to "Pork and Beans" for a generous contribution of jokes.

Motorman G. E. Kennard was asked if he believed in Darwin's theory.

"No," he replied, "my people are English and come from Wales."

It has just leaked out that when C. R. Long, formerly a Div. 4 conductor and now a policeman, was taking the civil service examination and was told to give for any one year the number of bales of cotton exported from the United States, he put down, "1492, None."

"Here comes a friend of mine," said Conductor Bill Huddy, the other afternoon, "He's a human dynamo."

"Really?," said we.

"Yes," he affirmed, "everything he has on is charged."

A bootlegger suggests that Americans should boost home trade by buying moonshine instead of imported liquor. Here's a good chance to die for your country.

## Glendale Junction Has Shelter Station

A shelter station at Glendale Junction has been built by the Los Angeles Railway and the Glendale and Montrose Railway. Cars of the latter company connect with the Los Angeles Railway at this point.

towards the sidewalk and if a person is seen standing on said sidewalk looking at a cross word puzzle will get off the car, and in a very quiet manner, call the solver's attention to the waiting car. If he forgets to pay his fare, let him ride, pay it for him and issue transfer.

Do not call streets, as this is very provoking, especially when vertical 24 washes out the "dishes" you have on horizontal 13.

If one is carried by, less than six blocks, car must be backed up. If carried more than six blocks, conductor will apologize very profusely and issue "stop" transfer.

THIS PERTAINS TO CROSS-WORD PUZZLE SOLVERS ONLY.

Bill Stoll used to hit on all two; now he's only hitting on one one, that is, he's walking with a decided limp. He happened to be in the yard stacking 'em up as they came in when he got a hurry-up call to the switchmen's shack. But, alas, he hurried too hurriedly and caught one of his feet under a rail and pulled one of the best nose dives that any nose ever pulled. Of course he had to stop and pick himself up and arrived at the shack a little later than he intended.

You can't kid Bill about his fall and rise, as he says that a worm is about the only thing that can't fall down.

That's right too, Bill, but a worm can't rise either, and you stayed down—for a little while.

ALL ABOARD.