

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

DIVISION FOUR TAKES SAFETY LEAD!

Special Rules for New Transfers To Be Printed

EVERY HELP IN INSTRUCTION OFFERED

By R. A. PIERSON
Chief Instructor

At the time of writing this article our first week of instruction on the new transfer has passed and the Instruction Department is exceptionally well pleased with the amount of interest that has been taken, and the men who have been assigned to the divisions report that they came in contact with a transfer shark occasionally, who is able to find objection to the new transfer.



Perfection Is Impossible

The management realizes this is not a perfect transfer, that a passenger in a great many cases can make a round trip for 5c, but not any more than he can under the present system, where he can get an unlimited number of rides for his 5c, and with the new transfer he will be limited to three rides only, except where he uses the shuttle cars, and in those cases, four. There are at the present time some points that have not been decided, but will be in a few days, it being the intention to have these points discussed by the men before a definite decision is made. These points having been settled, the rules for issuing and receiving transfers will be out in a short time in a printed form, so each conductor will be supplied with these rules.

Rules to Be Printed

There are a few errors showing up in the printing, also a few slight changes in the instruction on the back of the transfer. These corrections will be made by bulletin to take care of the

(Continued on Page 2, Col. 1)

Improvement Made On Maple Ave. Line

A good sized job that will be a considerable improvement to the system has been started by the engineering department on Maple Avenue. The track is to be reconstructed with new 116-pound girder rails between Washington and Thirty-second Streets (and on Thirty-second Street between Santa Barbara and Wall.

Paving will be done at the same time.

CARE NEEDED AT HOOVER ST. WORK

During the continuation of track work on Hoover Street between 63rd and 69th Streets, it will be necessary for all motormen to exercise special care in passing this point.

A flagman is located at 65th Street, about midway between the terminals of the single track. He will flag all cars through using a white flag by day, or a white lantern by night for all south bound cars, and a green flag by day, or a green lantern by night, for all north bound cars.

Motormen on other lines pulling in or out of car house via Hoover Street must be especially careful not to overlook the danger due to track work, or fail to observe flagman's signals.

R. B. HILL,
Supt. of Operation.

Mrs. Wilmot Thanks Ass'n for Big Help

I wish to thank the Los Angeles Railway and the Co-operative Association and employes for their timely and prompt assistance during the illness and death of my dear beloved husband. Miles W. Wilmot.

The benefit is certainly a great help to me in my hour of need and sorrow.

Sincerely your friend,
MRS. KATE WILMOT,
725 E. 20th Street.

Snail Catches Up With Mail Carrier In Speed Chase

OF course the mail carriers are pretty good friends of ours but here is a story told by Conductor G. R. Stevens that is too good to pass up. He tells it like this:

"At Forty-eighth and Western a mail carrier boarded my car after he had let his pack stand for a few minutes on a convenient lawn.

"He sat down in the car and began sorting letters. Suddenly he spotted a big snail perched on a letter, swaying his head around in a proud manner at him.

"Ye gods, can you beat it," the carrier exclaimed. "That thing has caught up with me again."

ACCIDENTS AT STEPS WREST HONOR FROM DIV. TWO

Interest in the safety contest now drawing to a close was intensified last week with the announcement that Division Four has taken first position honors from Division Two and holds the lead by a margin of one point. The move into first place follows a spirited campaign to cut accidents to the minimum.

The scores for the two leaders are now: Division Four, 879; Division Two, 878.

An increase in the number of boarding and alighting accidents cost Division Two the lead.

Third place is held by Division Five with 867. Division Three has 860 points and Division One is in last place with 850.

Accidents involving automobiles and the Grand Avenue line seem to be the jinx for Division Five. Division Three is held back by step accidents and persons falling in cars. Collisions with trucks are most prominent in the Division One reports.

Second Street Track Will Be Removed

Preparatory to the removal of the car tracks on Second Street between Broadway and Olive Streets, the downtown terminal of the West First Street line has been changed from Second and Broadway to Second and Olive.

The tracks are to be removed so that work on the east approach to the Second Street tunnel may be started.

Pat went to visit a friend who had a parrot. The parrot bit Pat on the finger so he went to see a doctor. The doctor asked Pat what was wrong and received the reply that he had been bitten by a bird.

Doctor: "What kind of a bird?"
Pat: "Faith and I don't know. I think it was a Jew duck."

BIG TIME ASSURED AT MONTHLY DANCE

Next Saturday night is the appointed time for the monthly employees' dance and general good time at Recreation Hall, near Division Four. A good entertainment will be provided, followed by dancing. Refreshments will be served as usual.

Employees of all departments are urged to come and bring others to let them see what a good time we can have.

Call Stops When Loader Is On Spot

In all cases between the hours of 4 and 6 P.M., when loaders are at their stations, conductors must call the stop plainly when car is stopped behind another car and is liable to proceed over the crossing on the same signal as car ahead—this to avoid carrying passengers across the street and having to make a second stop.

R. B. HILL,
Supt. of Operation.

Salesman—Do you need any type-writer supplies?

Blonde Steno.—Yes; send me four pounds of candy and a box of chewing gum.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Put the Transfer Over

NEXT week the Los Angeles Railway will introduce a new transfer which will be a big improvement in service if handled properly. Like everything else new, it will take a few days for passengers to become accustomed to it and some confusion may arise in the first week.

The transfer will be easier for conductors than the present style. No direction need be punched and the colors will indicate "In" or "Out" trip and "A.M." or "P.M." trip. These facts alone will make the work of handling transfers easier for conductors.

The new coupon transfer is designed to give adequate service and to prevent abuse of transfer privileges. Such abuse costs the company a large amount of money. Every effort has been made to acquaint conductors thoroughly with the new transfer. If you have studied the transfer and there are points on which you are uncertain, you have ample opportunity to have your questions answered.

Now let's all help to put this over well with the public. It will help the passengers by giving increased transfer privileges. Next week you will have a good chance to show real ability as a trainman. Let's put it over.

Setting a Good Example

RECENTLY there was a collision between an interurban electric train and a Los Angeles Railway car at Vernon Avenue and Long Beach Boulevard. Fortunately no one was seriously injured but the accident developed a point of good service that is worth some comment here because it sets a mighty good example.

Among the passengers on the Los Angeles Railway car was a conductor who has been in service about three years. He was not on duty but in a moment he saw he was needed and jumped into the emergency. He gave the dispatcher the first report of the accident and then helped the conductor in charge of the car in procuring names of witnesses. He assisted those who were slightly injured and notified the home of one of the persons hurt.

His name? Well never mind. The deed is the big thing and the man who did it has the satisfaction of knowing he was on the job. There are scores of men like him on the Los Angeles Railway who would jump in when an emergency arises. It is a good sign of being 100 per cent. on the job.

To the men like the conductor mentioned, these words express appreciation for real service. To others, these words commend the actions as an excellent example.

TRANSFER SHARKS AID INSTRUCTION

(Continued from Page 1, Col. 1)

supply we have on hands, the new supply being taken care of at time of printing.

Any question you may have pertaining to the transfer take up with the men stationed at your division, or Mr. G. E. Ferguson, who is in touch with the Instruction Department and has been of great assistance to us in this work. I will be glad to meet all trainmen and help to clear up any points when I visit your division the last week of the campaign. The date and time I will be at each division was given in the issue of Two Bells of April 18. Call, write or come and see us at any time.

Here is the latest in lost articles: A certain trainman was interviewed by Division Superintendent regarding an article being left on car. When informed that it was a *dead person* being sought, the trainman very near dropped. Asking an explanation, he was told the remains of a cremated person were put in a little box and left on the street car. The trainman was certain he had no knowledge of same.

INSTRUCTION AT NIGHT SUCCESS

The plan for giving new trainmen part of their instruction by day and part after dark is proving successful, according to R. A. Pierson, chief instructor. It is helping the new men materially, and has brought out some new line instructors of ability.

While talking about instruction in general, Mr. Pierson said it is important for line instructors to turn in students' cards promptly. Holding the car longer than necessary causes considerable inconvenience in the office, and is not a very good example for the new man.

"Jinks," said the manager of the bank, "there'll be a vacancy at the head office shortly, and I'm thinking of nominating your twin brother for the job." "My twin brother!" exclaimed Jinks. "But—" "I mean the one I saw watching a ball game yesterday while you were at your aunt's funeral," said the manager. "Oh—er—yes," said Jinks. "I—I remember! I—I'll go and hunt him!" "Good!" said the manager. "And don't come back till you've found him."

Old Friends Are Reunited Through Two Bells Story

HOW Two Bells brought an old friend in touch with Motorman George Feller, of Division One, while the veteran trainman was confined to the hospital is told in a letter from George.

He is at the Good Samaritan Hospital and wrote in his appreciation for receiving Two Bells each week. He says that an old friend of his, whom he had not seen for a long time, happened to notice a trainman's copy of last week's Two Bells in a car and read in it an item that George was ill. The same day the friend made a trip to the hospital and the two enjoyed a long visit.

Diplomatic Notes Find New Place In Street Car Game

Diplomatic relations, the mere "scrap of paper" and the like find their places in street car operation just as in national capitols, in the opinion of Conductor F. Slattery of Division One. Incidentally this story affords a new chance for a laugh as one of the humorous incidents of street car work.

A woman boarded Conductor Slattery's car and presented a transfer which was not good at that point. This was called to the woman's attention and resulted in her dropping a jitney in the fare box after some protest.

She went forward in the car and scribbled off the following note and gave it to the motorman, a neutral party, asking him to give it to the conductor. With corrections for grammar and spelling, it read:

"The next time that I get you as conductor I will surely bowl you out if you don't take my transfer. See if it does you any good, you old crab. What difference does it make if you take it at Main and Broadway?"

After disposing of the little "hate" the woman left the car. In due time Conductor Slattery disposed of a little genuine laughter and another momentous event in a street car operation was brought to a close.

Conductor Offers Room for a Month

Conductor E. P. Johnson's wife has gone on a trip for a month, and in consequence Johnson is batching, and has offered, and wants to know if there is any man in Division One who would like to live with him at his house to keep him company. Johnson says he does not want to charge a cent, but just hates to be alone for a month.

A mighty good chance for a man looking for a room.

Watch for Silver-Plated Pennies Passed As Dimes

We find a considerable number of silver plated pennies coming through the fare boxes, evidently deposited by passengers with a view to having them passed as dimes.

It will be necessary for conductors to watch the coins closely when deposited in the fare boxes in order to detect such acts.

R. B. HILL,
Supt. of Operation.

DIVISION SUPT. TO CHECK UP NEATNESS

In line with the general improvement in street car service that has been noticeable for some time, numerous commendations have been received on the appearance of trainmen. Neatness is an important feature of street car service, as the appearance a man presents immediately gives a passenger a good or bad impression of the system as a whole.

A trainman who is neat appearing is less likely to have a controversy with a passenger than the trainman whose appearance is untidy. The one indicates to the passenger that he is wide-awake and takes a lively interest in his work. The other indicates that he is of the "don't care" type. The neat man feels better on the job.

Credits are given for neatness and it has been decided that the division superintendents will have the duty of observing whether trainmen present proper appearance for street car service. When a superintendent suggests a little "sprucing up" it will be as a friendly act and not as a matter of discipline unless the case particularly merits such action.

STUDY OF COUPON TRANSFER URGED

By H. A. RUSSELL

May 1st, the date set for putting into effect the new form of transfers, is drawing near and if the men are not thoroughly posted on the condition of issuing and receiving same it will not be the fault of the instructors as for the past few days they have been everlasting at it, and from observation the men have been ready and attentive listeners, and no doubt the majority of them will prove to be apt pupils.

It is very necessary that all motormen and conductors should avail themselves of every opportunity to absorb the dope handed out by the instructors. Although the new transfers and rules appear at first sight to be somewhat complicated, in that regard it is like all new reforms. But by those that know, it is claimed to be the acme of perfection in its line and no doubt when once put into operation and it gets a good start, you will all be of the same mind and wonder how we ever managed to get along with the old style.

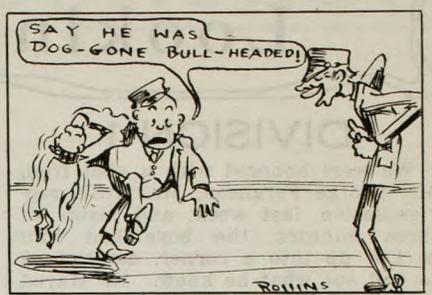
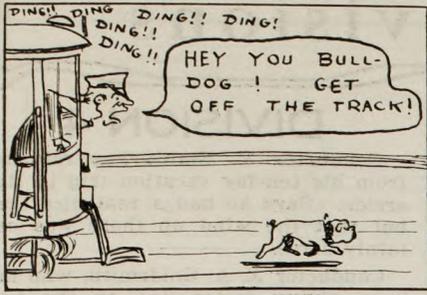
As the change will also make a complete change in transfer points, it is very essential that the trainmen become thoroughly versed in that phase of the matter, as no doubt for some time they will have to be regular traveling bureaus of information. In the meantime the company will endeavor through literature and posters to acquaint the public with the new order of things, but as there are always those that do not believe in signs, they will have to be instructed by conductor when issuing transfers as to where to get off at.. ff

The main objects of the new system are Rapid Transit to facilitate the handling of passengers and the lessening of the work for the conductors, so it is up to the trainmen to co-operate with the company in putting this transfer system over, and it will no doubt work out to the benefit of all concerned.

"Most of the shadows of this life are caused by standing in our own sunshine."

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things

(Hand Picked)

Bouquets Received Last Week

- Motorman G. S. King, Div. 1.
- Motorman D. Cronin, Div. 1.
- Motorman S. T. Millard, Div. 2.
- Conductor R. I. Burton, Div. 2.
- Motorman F. E. Wolfe, Div. 3.
- Conductor A. Kidd, Div. 3.
- Conductor F. S. Leon, Div. 3.
- Motorman G. E. Mosier, Div. 4.
- Conductor H. B. Sonnenberg, Div. 4.
- Conductor A. Valanzanp, Div. 4.
- Conductor R. Barnett, Div. 4.
- Motorman R. W. Lockwood, Div. 5.
- Motorman E. J. Knapp, Div. 5.
- Conductor E. D. Walker, Div. 5.

To be able to write a nice bouquet for a motorman is considerably better than playing the leading role in a ceremony featured by slow music and flowers, hence this letter boosting Motorman B. B. Lawler of Division 2. His quick action is highly commendable.

Los Angeles Railway.

Gentlemen:
I feel it my duty to tell you of the excellent manner Motorman 2109 acted, turning the corner at Second and Spring. Our car was already in action, moving around the curve to Spring, when a large touring auto dashed towards us, also going south. Had not the motorman been quick of action we would all now be in our coffins. I was on the front seat. I felt just shaken from the nearness of an awful smashup. Our car came to a stop but not without some damage to our car, for we did not move again until the conductor fixed the trolley. Our lights went out from the pullup right on curve. I regret I lost presence of mind to take the number of the automobile, but your man certainly acted quickly.

Cordially,
C. F. MATTHEWS,
339 West 75th.

The writer of this bouquet says that many people comment on the courtesy and genuine service rendered by Conductor J. L. Morgan of Division Five, and Conductor F. R. Lean of Division Three. That is fine so they can consider this bouquet multiplied extensively.

Los Angeles Railway.

Gentlemen:
I desire to draw your attention to conductors Nos. 2364 and 2194, (I don't know their names), of the Eagle Rock and Hawthorne branch.
They certainly are gentlemen and an honor to your company, for their attention to their duty and for their courteous and kind attention and treatment of the patrons of your company both old and young. Many of the patrons of your company notice the conduct of these men and comment upon the same.

Yours very truly,
MRS. HARRY RANDALL,
739 Forest St.,
N. Inglewood.

This kind of appreciation makes a fellow feel like getting right up on his hind legs and hitting the ball for a million. Motorman L. D. Marquette of Division Four performed the excellent service here mentioned.

Los Angeles Railway.

Gentlemen:
One of your employes, No. 397, on December 24th, rendered great assistance to me. The little girl had broken her arm and we were delayed on West Adams some twenty or thirty minutes in a downpour of rain. We got permission and run car up to Arlington and otherwise assisted, and at other times she is just as courteous.
Wishing to thank him, through you, for his valued and golden words and deeds of sympathy. May this encourage him to go on extending good and courteous treatment to all.

MR. L. C. SCOTT AND FAMILY,
2922 26th Avenue, City.

SIGNS CALL FOR CLOSE OBSERVANCE OF ORDERS

Markers Indicate Permanent Danger Points but Motorman Must Spot Traffic Risks That Shift Daily; Coasting Clocks Show Economical Operation Easiest.

By JOHN C. COLLINS
Traveling Supervisor of Safety

Every so often some trainman tells me about getting demerits he thinks unjust. Some men do not get demerits at all. Most demerits are for running ahead of time, not properly flagging railroad crossings, not making arbitrary stops, not slowing down passing fire station, passing up passengers, not displaying "Take Next Car" sign, not making 100-foot stop back of leader in Zone 2, or not stopping back far enough so car taking head on switch will not collide with your car.

Some of these men I know from my own observation are entitled to the demerits, others I am doubtful about, as I know the men follow the rules carefully. They may make a mistake sometimes on account of observing the spirit rather than the letter of the rules. These men will not get many demerits.

Some of the men seem to be in doubt as to whether they always observe the rule or not. If in doubt you are not sure, so are probably guilty. If you know you do a thing right all the time you cannot get demerits. The observer will be the one who gets into trouble.

WE have slow signs, stop signs, school signs, circuit breaker signs, fire station signs and other signs suspended from the trolley wire, also non-clearance markers or markers fixed in the pavement between the rails to show a man the exact place to stop.



These signs are placed at permanent dangerous

places. These special places are so marked to help a motorman recognize them. There should never be a time that a man debates what action he shall take where these signs are placed.

There is no reason or cause for debate. The signs tell you what to do. That is what they are placed there for.

A Sign Means Act

The call for action, if a slow sign is placed on the wire, it means just this: that the superintendent is standing beside you and tells you far enough away to get your car under control approaching that particular place at a slow rate of speed, so you will not have an accident at that place which you have been warned against. Fire stations are the same. Approach the opening of a fire house so you could stop before getting in front of it, not to allow your car to hit a fire apparatus or the apparatus to hit your car. A stop sign means make an arbitrary stop which is complete when the wheels stop turning. It makes no difference if there are passengers to board or alight.

Look for Danger Points

A circuit breaker sign means to throw the power off while trolley wheel is passing under the breaker. If a man is allowed to do as he pleases at these marked places there is no use to go to the expense of marking them. A man who is trusted to handle the cars on our streets is supposed to use common sense and look out for all dangerous places. If he has common sense, he will use it. If he has not, we cannot use him as the risk is too great.

When you see one of these signs, it means that you are to do a certain thing a certain way every time until it is auto-

matic with you. If you know what the sign means on one line you know what it means on all lines. At an electric switch, it means approach slow for overhead power. Stop with fender at the switch point and do not pass another car while switch point is under your car.

Time Loss Slight

This is at all electric switches that you operate. The line makes no difference. An electric switch on Grand Avenue is the same as one on Figueroa. If you figure how many electric switches you have on a half trip you will find about three or four, mostly downtown. If you lose the right of way at all of them you lose very little and you can not lose all the time.

It takes eight seconds to clear the point and about 15 to let a car ahead of you up town. That will cause you to lose all the time you gain by doubling at an electric switch.

The signs mentioned so far are at stationary places, the only place where we can put a sign. At each place they call for some special action on the part of a motorman. Not debating for action. Every sign on the wire is recognized by a good motorman. For every one of these signs on the wire this good motorman recognizes one thousand slow or stop points on the ground ahead of his car during the day.

Other Danger Points Shift

We cannot put a "Slow" or "Stop" sign at such places because they are as they are changing all the time.

Children playing in the street, first means "Slow" and probably "Stop." Auto in the street ahead of you, may be in the clear, but it means "Slow" sign. As you get close to him it may develop into an arbitrary "Stop" sign. A good motorman recognizes the combination instantly. The reason he is a good motorman is that he acts when he sees.

Action is necessary, and he does not argue the point with himself and he loses no time. His first move will be to throw the controller off, letting the car coast until he arrives at a point where he knows it is only a "Slow" sign instead of a "Stop" sign.

Experienced motormen do this, and they are the ones who get over the road the safest and best, and every new man gets that way or he does not develop into an old experienced man.

Night Adds Risky Points

Hills, curves, places where you cannot see at night, all are "Slow" signs. Cross streets that are heavily traveled are the same. Do not be afraid to throw the controller off and coast. It is easy to feed up again. The car moves right along and if you see a combination ahead of you that you know will be there when you arrive, coast up to it from a distance of three or four blocks, or even a greater distance, if it looks as though it was blocked ahead. Do not coast so it will delay you, but just where you can gain the same thing by coasting that you could by running up full speed making an emergency stop.

On The Back End

(Contributed)

Yes, it is true all right. The girls are powdering the knees, and we have the word of Motorman R. W. Reed for it. A mirror never lies.

During the recent cold spell, the conductor of a Grand and Moneta car went to the front window and put his hand over the headlight, as it often done to test the light. A woman who observed this action said, "Oh my, his hands are frozen."

Why does the bird with a jowl-full of longcut always pick out the front seat in the open section on a windy day?

Motorman Oscar Dunman is the premier egg merchant of Division Three and does a large business with the boys in hen fruit. He has his hens working a double shift by turning on the electric lights and kidding them into thinking it is daylight, making two layings instead of one. Some indoor sport, Oscar.

It beats all what a little thing will start a big ruckus, according to Conductor A. E. W. Grunwald, of Division Two. The other night when the car had a good seated load, one of the advertising sign springs came out of place and jumped at a lady who was wearing one of those Seymour waists. She jumped and some one yelled "mouse." All the girls and ladies jumped, and talk about pretty lingerie. A department store window never looks so attractive.

Al Plummer, director of traffic, is responsible for this:

"A man got on a car and in the rush slipped by the conductor. He was heard to remark, 'I don't like these pay-as-you-enter cars.'

"I told him it was no wonder he hadn't paid his fare. Then the conductor got another jitney."

Motorman H. L. Edwards observed in a newspaper the headline "Woman hurt on her honeymoon," and asks, "Where's that?"



Following is a list of men who have gone on sick leave in the past three weeks:

DIVISION 1
Conductors—H. N. Cole, 1622 E. 27th St.; S. E. Edwards, 914 Valverde St.; F. D. Mitchell, 786 E. 41st St.; B. Rosenthal, 931 Boston St.

Motormen—Geo. Feller, 918 E. 12th St.; J. W. McElroy, 1520 W. 46th St.; E. A. Kloster, 376 Picas Ave.; E. E. Brink, 1026 E. 23rd St.; A. A. Matsen, 732 1/2 S. San Pedro St.; H. M. Swan, 726 Towne Ave.

DIVISION 2
Motorman—W. C. Melton, 970 E. 56th St.

DIVISION 3
Conductors—G. H. McElfresh, 2612 Idell St.; W. E. Smith, 245 1/2 N. Ave. 21; G. R. Perdue, 2600 Merced St.

Motormen—C. E. Watts, 2952 W. Ave. 34; H. L. Mull, 2060 Dayton Ave.

DIVISION 4
Conductors—F. A. Keersmaeckers, 920 W. 56th St.; E. R. Trefren, 1142 W. 36th Place.

Looking 'em Over at the Divisions

DIVISION 1

We were honored with a visit from Mr. George Ferguson, Mr. Hill's representative, last week, and inside of three minutes, the boys had him backed up into a corner, determined to find out what he knew. He stayed with it nobly until somebody asked him "what makes the pump stop running when the trolley is pulled down?" Then he quit and went home.

We have with us Motorman J. Keller, and thereby hangs a tale. Mr. Keller several months ago quit his job on the front end at this division, swearing by all the gods that he would never again act as stenographer to a controller handle. And it is even whispered that he sold his watch and uniform to better assist himself in keeping his pledge. But—here he is again. MORAL: Think it over boys, before you quit.

Now, fellers, when you hear that pool cues cost \$2.50 up, and tables cost \$45 to be covered, we know you will do your utmost to treat them as they should be treated, and not use them for baseball bats, and lounges.

Well, well, well,—so our little old service stripes gag is once again to take a back seat until such time as the military gentleman who advocated them is heard from again. We modestly refer all divisions to last week's "Two Bells" to see what we thought of them.

It is up to all the men of the Division to help fill our space on the back page of "Two Bells," and we know from experience that there are hundreds of little things happening every day that would make darn good stories, so get your pencils out, men, and get busy. It won't take you two minutes.

The gentleman from Division Two, who said that we had several of their stools, has made a terrible mistake and wrongs us all. In the first place, all the stools we ever saw at Division Two were of the arm-chair variety, weighing from three to five tons, and were chained to every immovable object in sight, and in the second place Division Two is so far out in the tall, leafy and uncut timbers that none of us dare venture out there for fear of dying for lack of water.

DIVISION 5

Motorman John Halm has built and completed a new home in Hawthorne and is well pleased with it, having moved in a few days ago.

Conductor D. Craig has been laying off for a couple of weeks building a new home in the city of Maywood, and is going to go into the chicken raising business, so we may all look for eggs soon.

We are quite busy at this Division getting ready for the new transfers going into effect May 1st.

Conductor G. F. Stevens and Motorman C. N. Stowe contemplate taking a few days off this coming week and going fishing, and have promised us a big feed of fish when they return.

Foreman John Robinson has returned to take up his duties, with a smile.

Foreman of Car House Carl Gordon was confined to his home early part of this week with a severe cold, but is now up and says he feels much better.

Who's Who



JUST as a friendly hint, don't ask Motorman G. M. Katzenberger of Division One what he thinks about the dog catching industry. Before he entered street car service here, Katzenberger was a city humane officer and in those days Los Angeles was not as big as it is today and the job of a humane officer occasionally called for special attention to some wandering Willy of the canine tribe.

All this may give you an indication that Katzenberger has been with the Los Angeles Railway for some time. So he has. He started March 10, 1910, on what was then the Santa Fe and Huntington Park line running out of Division One. He has remained at the Central Avenue headquarters all the time.

At present Motorman Katzenberger runs a West Ninth Street car. He has a nice home in Boyle Heights and spends part of his Sundays after church time driving his wife and friends around in his automobile. The other part of the Sundays he devotes to putting his auto in condition to run.

DIVISION 2

Motorman J. C. Miller and Miss Norma Trenchell were joined in marriage March 28. They are at home to their friends at 5202 Wall Street. Congratulations!

Conductor M. W. Chadwick, resigned recently having signed up for three years with Uncle Sam as sailor.

Conductors F. W. Metzger and F. L. Gehring resigned recently, returning east.

Conductor R. G. Humphrey is taking a 30-day leave of absence, going to the mountains on account of his wife's health.

Motorman W. L. Cole is taking a two weeks vacation to rest up in.

Conductors T. C. Chase, L. F. Crandall, G. E. Whiting, and F. Monnier are busy instructing trainmen on the new transfers.

Things that never happen:

"Will you kindly oblige me by driving your team off the track, that this car may proceed without further delay to its destination?" asked the motorman, with a pleasant smile as he doffed his cap to the teamster who had blocked his car several squares. "Certainly, my dear sir," replied the driver as he reined his horses aside.

"Thank you very much," said the motorman, handing him a cigar.

"Don't mention it, my dear friend," observed the teamster.

DIVISION 3

Conductor H. A. Strawn is at the Methodist Hospital where he has recently undergone an operation for stomach trouble, and he told us that while they were at it he would have them remove his appendix in anticipation of future trouble in that quarter. He would be pleased to see any of the boys who can find time to call on him.

Conductor Geo. Perdew had the misfortune to crush his toe when letting down the fender of his car recently, this great feat (feet) putting him out of the running for a few days, but he is now back on his run again as chirp as ever.

Motorman Harry Mull, who was hurt about the knees in a collision lately, is able to be around again and expects to be on the job in a few days.

Div. Four holds the lead in the safety contest, and it appears that we are slipping and are now dangerously near the cellar position, and if we want to get a look in it will be necessary to put the brakes on and make a sprint for the lead. It is certainly a goat-getter to notice how many steps we have taken off while cars are standing still. Suppose the other divisions have the same to contend with. The other day the office force had an attack of the chills when they were presented with 21 accident reports for one day. This was hard luck, but stay with it, do the best you can and we may win out yet.

Instructing Conductor Harry Beals was peacefully dreaming Sunday morning about the "P.M.," the "A.M.," the "In" trip and the "Out" trip, and you don't do this and you do do that, and above all do not miss out, that he failed to hear the alarm, and lo and behold he missed out. Shame on you!

Motorman J. A. Rudd is rapidly rounding into shape again after his serious illness and after a week or so at checking work expects to take his place on the front end again.

The little son of Motorman Harry Gilmore has been seriously ill, having undergone an operation for mastoids behind the ear. We are pleased to report that he is getting along nicely.

Conductor R. Dean, while busily engaged grabbing nickels the other day, was frisked by a low-down pickpocket losing his card case containing his pass and a 20-dollar bill (he said it was a \$20.00 William, as he was not well enough acquainted with it to call it Bill.) He wishes to extend his thanks to the Dip for return of card case and pass minus the kale, the same being found on another car the same day and turned in to Div. Two.

Division One says that they miss Dan Handley and his wonderful war stories. We would say for their information that since Dan has got over into this peaceful community with its salubrious climate and peaceful surroundings and the delicious fragrance of the orange blossoms wafted in from the foothills of Altadena, it has obliterated all thought of war and it is nothing but Peace, Peace.

Conductor Willie Rogers, our Farmer Conductor, has taken a week off to put in his melon crop on his ranch at Burbank. He has a good market for his crop every year around the Division.

DIVISION 4

Conductor E. Smith has returned from his ten-day vacation trip to Riverside. Says he had a real nice time but that the wind up there was certainly fierce.

Conductor A. A. Goldsmith, who has been giving instruction on the new form of transfers, will probably be finished with that duty soon, but on the date of this writing we find "Goldie" mopping a perspiring forehead, from the strain of brain-racking questions regarding the "hows" and "whys" of the new transfers. Mr. George Ferguson, the "traveling answer man," paid us a visit last Tuesday and the boys made good use of "Friend George's" advanced knowledge of all phases of the street car game. Come again, Mr. Ferguson, when you can stay longer.

The boys on West Jefferson line wish to express their earnest appreciation to the company for the new and up-to-date conveniences at the Ninth Avenue terminal.

Motorman E. T. Angus is taking a ten-day rest and Conductor T. J. Sullivan is taking a fifteen-day rest.

Talk about clever salesmen. Our handsome Mr. Hansen, who wiggles the wicked fist in the office, on the typewriter, has certainly developed some wonderful ability in the selling game. Here is one of the notices he has posted: "Come on, you fellers. Throw that pasteboard trip sheet holder in the trash box and come see the wonderful leather ones I am actually giving away for \$1.50. The supply is limited. Come and get yours now. Just step around to my door. Sale is now going on!"

Introducing: New Men of The Week

The following men have been assigned to divisions during the week ending April 16th, 1921:

DIVISION 1

Motormen—F. Stauss, L. F. Moore.
Conductors—E. L. Smith, A. M. Brown.

DIVISION 2

Motormen—E. J. Evans, G. E. Westray, E. Lareau.
Conductors—S. E. Kelley, J. C. Allison.

DIVISION 4

Motormen—S. Jones, J. A. Kummer.

DIVISION 5

Conductor—J. A. Norris.

OFFICE NEWS

The many friends of Mrs. E. M. Shuster of the auditing department are glad to see her back to work after having a very bad attack of blood poisoning in the hand.

Not African

H. E. Gaskell, chief accountant, challenges any golfer to play an 18-hole two-some on the Griffith Park links.

It looks like a couple of conductors of Division 4 on the East Fourth and Hoover line are considering a trip to Tia Juana to play black jack. They were heard calling, "Pay me," instead of "Fare, please."

"Every knock is a boost" may be true as a general proposition, but not when it's in the engine.