

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

DIV. 2 LEADS NEAR CLOSE OF SAFETY CONTEST

With the finish of the sixth inter-division safety contest set for midnight next Saturday, April 22, interest is at high pitch as four of the five divisions are running neck and neck and have good chances to finish on top.

Standings announced last Wednesday by the safety bureau are as follows:

	Responsibility
Division Two	8.3%
Division Three	9.0%
Division One	9.7%
Division Five	9.8%
Division Four	11.0%

The scrap between Divisions Two and Three for first place has been the feature of the contest for several weeks. To quote Scribe Russell of Division Three:

"Division Two men say winning the contest is a Mann sized job, but Division Three men say they will win or Dye."

Divisions Five and One are close and may make things lively for the leaders in the final week.

Conductor C. F. Woods, who operates on a West Eleventh run, tells how he got an answer that made him sit up and take notice. Westbound at Vermont, a number of high school pupils boarded the car. One girl asked to retain the body of her transfer. Wood asked how they expected to ride beyond the school and she replied sweetly, "We are going to a baseball game and I thought if we got hungry we could eat the dates."

Shops Get 50 New Air Compressors

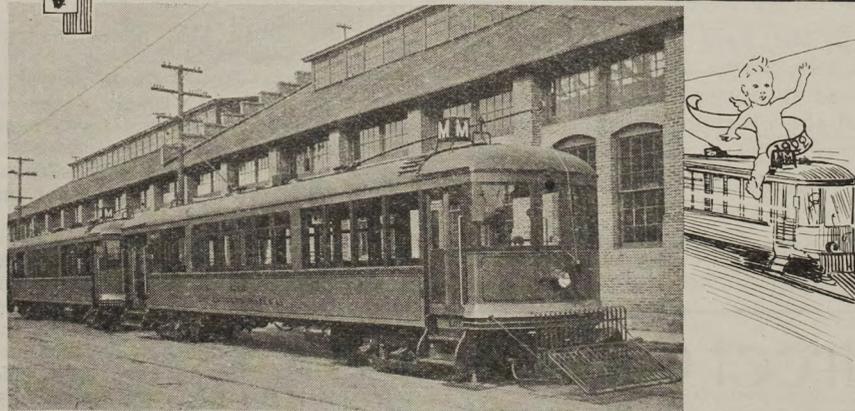
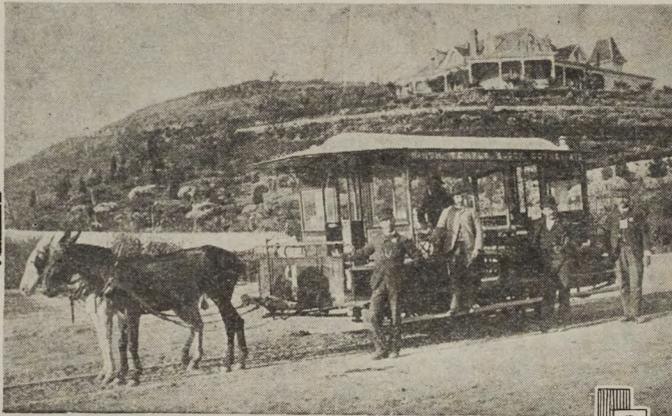
Fifty Westinghouse D. H. 16 air compressors, which will replace the old Christensen type, have arrived at the main shops. The change is to be made in 100 cars when all the equipment is received.

One hundred more of the 400 new car motors have been received. Two hundred of the motors are to be Westinghouse 526 L, and the others G. E. 269. They will replace 38 B motors.

The work of changing these motors will be complete in about two months.

GHOST OF 1888 HAY BURNER STALKS

*When grandpa was young and stepped out afar,
He rode home at night in a funny mule car;
But now when a car ride bestirs this gent's brain,
He scoots out Moneta in a big two-car train.*



TWO-MULE CARS; 2-CAR TRAINS IN CONTRAST

HISTORY is not very clear on the subject, but it is a fair guess that back in the eighties the Umpty-Umpth Street Improvement Association at its regular meetings held the first Friday of every month, in the rear of Hoskins' grocery store, would pass a resolution, "Demanding the adequate street car service to which this rapidly-growing section is entitled." No doubt there was some local political aspirant who would wax oratorical and then everybody would chime in when he started the chorus of "Whack the Corporations."

Apparently the means of conducting improvement association meetings has not progressed as much as the street car service that provided the tonic of the evenings. The former is still in evidence but the street car service has changed considerably.

All this is brought to mind by reproduction of a mule car picture taken

about 1888, and owned by F. W. Plischke, the conductor of the mule car, and now a member of the police department at University station. Mr. Plischke kindly loaned the picture for publication. The photo was taken at Prichard street and Downey avenue, now know as North Broadway and Lincoln Park avenue. If the picture had been taken yesterday you would see Lincoln High School in the background.

Contrasted with the mule car is the latest in street railway service here; the two-car trains.

In the bygone days, service was improved by adding one horse and giving the superior speed and comfort of a two-horse car. Today service is improved by putting two-car trains on a line.

And how much did you say the fare was in those days?

GRAND-MONETA GETS 9 NEW RUSH HOUR CARS

Seven cars will be added to the afternoon rush period and two to the morning rush period on the Grand and Moneta line in a slight revision of the schedule now being made. The added cars will extend the short headway of the rush hours over a longer period.

The recent rebuilding of the Grand and Moneta schedule with the change in route on the Mesa Drive branch, was one of the biggest jobs of its kind that has been handled for some time as the "M" line is the leader in point of mileage and passengers served. It was expected that in a job of this size, some correction would be necessary and the additional cars are expected to put the schedule in satisfactory shape.

In the morning 2½-minute headway on the Manchester branch of the line will be maintained until 7:10. Three-minute headway is given at present.

In the evening, the 90-second headway south to Fifty-fourth street drops to two-minute headway at 5:15 o'clock but with the corrected schedule, it will continue to 5:59 o'clock, giving a marked improvement in the rush travel. The 1½-minute service will be divided between the Fifty-fourth street branch and the Manchester branch, so that three-minute headway will prevail on both branches beyond the Fifty-fourth and Moneta junction.

The changes will be posted at the divisions and be put in effect within ten days, according to the schedule department.

First Half (at the breakfast table)
—"Oh, Henry, I dropped my diamond ring off my finger, and I can't find it anywhere!"

Second Half (triumphantly)—"It's all right, my dear. I found it in my trousers pocket."—Allith Bulletin.

Big Job Begun on Stephenson Ave.

The work of centering the tracks at the east end of the Stephenson Avenue line has been started. The maintenance of way department has begun at Whittier Boulevard and will move along to the end of the line. The track will be reconstructed and pavement installed.

Between Rampart and La Fayette Park on West Second Street, 116-lb. girder rail is being installed.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Help Ambulance Drivers

THAT traffic conditions in Los Angeles' downtown district present a serious problem, no one will deny. No one knows this truth more than the motorman who has to operate his car through the lines of autos, pedestrians and jay walkers.

In an emergency of fire or accident, all persons and vehicles must give right of way to fire trucks or ambulances. This is a law and must be strictly observed.

Mention was made recently of cases in which motormen failed to give firemen proper co-operation in this respect. The cases were few, but there must be 100 per cent obedience of this law.

There seems to be a need for a special reminder this week about co-operation with drivers of police ambulances. These vehicles travel at a higher speed than the fire trucks and human life often depends on their ability to speed through traffic.

The police ambulances are a vital necessity for the city. The drivers perform countless deeds of heroism that often go unnoted. Truly they deserve the fullest co-operation in their work of saving human life and limbs.

It is a motorman's duty to act so that the ambulance will have the right of way and a clear route. In some cases he can give co-operation best by stopping in the middle of the block, especially if autos are bunched at the next intersection. In other cases he can help by pulling into the safety zone. The ambulance gong is the signal of an emergency which every motorman must meet quickly and with right judgment.

About Being "On the Job"

A FEW days ago it was necessary to change 12 pairs of wheels on cars of line "B" on account of broken flanges, such damage having been caused by the cars running over a small obstruction which had lodged in the groove of the girder rail.

To do this amount of damage to the cars running over this obstruction must have caused a severe jolt, which any motorman who was "On the Job" could not have failed to notice; and had the first motorman who passed over it, removed the obstruction and turned it in at his division, with a miscellaneous report stating where it was found, 10 credits would have been allowed and the heavy expense for damage done to other cars would have been avoided.

Can any one explain why these 12 motormen failed to take the proper action?

Little Stories of Street Car Life

THE varied personalities encountered by a street car man during a day's work should make him resourceful enough to be a politician, policeman or minister all in one.

Conductor Floyd Smith, of Division Five, demonstrated recently that he has profited by his experiences.

Floyd was relieved on Fifty-fourth street and left the car at Normandie. When he reached the sidewalk he noticed a little boy crying loudly and a faithful dog standing by, anxious to help but apparently unable to get things organized.

The conductor soon determined that the little fellow was lost. The first step to remedy the situation was to locate his home, but that had its difficulties. The boy spoke volumes, but age, accent or nationality was against him and no progress could be made.

Then Smith noticed the dog. He figured if he could make the dog go home, he would lead the way to the

house. He thought of a way but reflected that it would be rather tough for the dog. Finally he followed the reasoning of Portia in Shakespeare's "Merchant of Venice" and decided "to do a great right, do a little wrong."

He kicked the dog as lightly as was consistent with his purpose and shouted, "Go home" in hard boiled accents. The dog proceeded to go away from that place and Smith grabbed up the boy and ran after the dog. He probably looked like a genuine kidnapper but he faltered not.

The chase led about a quarter of a mile to a house near Fifty-fourth street and Denker, where a worried mother was looking up and down the street for her young son.

Profuse thanks by the mother; equally profuse explanation of his methods by the conductor; and another of the truthful and humorous little incidents of street car life became history.

"Don't you know this is a one-way street?" Inspector Mackie quizzed the driver.

"Vell—vat's the matter with you—ain't I only going one way?" shot back the driver, and Inspector Mackie staggered back to the sidewalk.

"Is Mike Clancy here," asked the visitor at the quarry just after the premature explosion.

"No, sir," replied Costigan, "he's gone."

"For good?"

"Well sor, he wint in that direction."

BULLETINS

ISSUED APRIL 17, 1922

BULLETIN NO. 53
Notice to Conductors

Effective this date Commutation Books and Round Trip Tickets may be honored on line "F" to 3rd and Main Street instead of 5th and Main as heretofore.

BULLETIN NO. 54
Notice to Conductors

Transportation Book No. 3913, issued to John W. Murray, account Fire Department, is in improper hands, as this man is no longer with the Fire Department.

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

BULLETIN NO. 55
Notice to Conductors

The following passes have been FOUND:

No. 1428—Belonging to J. W. Devlin, machinist, Mechanical Dept.—Bulletin No. 41.

No. 1867—Belonging to Nina Barbour, car cleaner, Mechanical Dept.—Bulletin No. 24.

No. 3504—Belonging to A. E. Ackerly, conductor, Division No. 5—Bulletin No. 47.

BULLETIN NO. 56
Notice to Conductors

The new issue of Duplex Tickets (Round Trip) used on the Eagle Rock and Hawthorne line, Form C-RT-5 superseding Form C-RT-3 are reversed, the old issue showing the date column on the left hand side of the ticket, and the new issue showing the date column on the right hand side of ticket.

Conductors must be extremely careful in issuing tickets of the new form to punch the direction "From" and "To" properly, as a considerable number of these tickets are being issued with direction punched wrong.

P. B. Hill

Supt. of Operation.

Stork Delivers 3 Tax Exemptions 1 to Div. 2 In Week

Old Joe Stork, that persistent purveyor of prodigious progeny to particular people, struck Uncle Sam's internal revenue department a wicked wallop when he delivered three packages of income tax exemption at the home of three trainmen of Division Two and all within the space of one week.

Conductor W. H. Shirley, who is now working as a supervisor, was the first victim and an eight-pound boy was left at his home. Next Motorman G. D. Boyer, reported the arrival of a son and heir. Then just as it was getting to be a habit, Motorman E. H. Mohler told a similar story. Congratulations are in order all around. Mothers and sons are doing fine.

Then at Division Three, which is one of the stork's best customers, a belated report has been received from Conductor Joe Meehan. Just to be contrary, it was a girl this time. This makes the second in the family and in his modest way, Joe proclaims that she is the greatest ever. Mother and daughter are doing nicely and Joe is re-calculating his income tax exemption.

OBSERVATION

We have been treated to several articles recently on "Observation." This is on the same subject, but slightly different. Here goes—

Two young men were standing behind me on a Grand Ave. car, southbound on Broadway at 11th. When I threw the switch, one said to the other, "What made that switch turn?" whereupon the other explained, "That's a compressed air switch, when the car approaches the switch, the motorman shoves that little lever over and turns the air into the switch. As soon as the switch turns he releases the air. Now watch him."

I was approaching the switch at 11th and Grand. They watched me closely, and behold, it all happened as the wise one predicted. After turning the curve the wise one said "o his companion, 'I always stand behind the motorman, 'I watch him and it don't take me long to catch onto things.'"

I say again, "Observe."

MRT. A. E. NEFF,
Div. 5.

REGULAR MEN ANXIOUS TO LEARN MORE ABOUT CAR

Dan Healy, assistant chief instructor, was very much pleased April 5, by the interest shown by the boys from Division Five, who went with him on a trip on the 9010 car. These boys called up the Instruction Department, voluntarily seeking to know more about their jobs as motormen, and a trip was arranged for a half day on the 9010.

L. J. Robinson, J. A. Slifer, H. A. Zerby, W. Miller, W. C. Rhinehart, and B. E. Hare kept Danny busy answering questions and showing the workings of the different equipment. The results of the trip were very satisfying to all concerned, and the Instruction Department would be glad to hear from any others who would like to take a trip on the 9010, in order to "brush up" on equipment.

Division Two Phone Number Is Changed

The telephone number of Division Two has been changed and trainmen of that car house are asked to take note. The old number, South 1901-J, has been changed to South 7456.

Alibis for miss outs, including the arrival of twins or death of a grandmother will be received over the new number hereafter.

Magazine Articles Discuss Wireless

Trainmen who have been sending messages through the air with a communication cord and signal bell are taking considerable interest in the radio telephone, along with employes of other departments. For the benefit of these wireless fans, attention is directed to recent articles in magazines on the company library tables. Ask for the April 8th issue of Colliers, the April World's Work and April 22 Review of Reviews. They contain interesting data on radio work.

On the Sick List

The following is a list of men who have gone on sick leave recently:

DIVISION NO. 1

Conductors—E. S. Wright, 207 N. Chicago St.; C. C. Niemeyer, 613 E. 28th St.

DIVISION NO. 2

Conductors—C. W. Darwin, 5620 S. San Pedro St.; F. H. E. Pierce, 1501 Maple Ave.

Motormen—J. A. Shore, 1016 E. 49th St.; R. R. Harrow, 334 E. 54th St.; H. P. Chaffee, R. F. D. No. 12, Box 746; T. A. Brewer, 224 E. 54th St.; J. H. Allday, 5848 Denver Ave.; J. H. Bailey, 1116 E. 8th St.

DIVISION NO. 3

Conductors—A. F. Eckenwiler, 3304 Granada; S. J. Lockheart, 4304 Drew.

Motormen—C. H. Freer, 2739 Pepper Ave.; S. G. Styles, 245 N. Ave. 16; A. C. McGilliard, 236 E. Ave. 38; O. A. Dunman, 747 Isabel St.; F. Bean, 316 N. Beaudry St.; D. E. Baxter, 122 N. Ave. 20; M. C. Eveland, 123 E. Ave. 29; G. D. Martin, 110 W. Ave. 43; L. F. McGinty, 5955 Hays Ave.

DIVISION NO. 4

Conductors—J. L. Lyerly, 2425 S. Grand Ave.; W. Barney, 1811 S. Hoover Street.

Motorman—W. Vanden, 3420 S. 10th Ave.
Operator—O. O. Reed, 843 S. Maple Ave.

DIVISION NO. 6

Motorman—H. M. Bush, 828 Larch St., Inglewood.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things

(Hand Picked)

BOUQUETS RECEIVED LAST WEEK

Mtr. J. Corsen, Div. 3.
 Condr. W. M. Rogers, Div. 3.
 Condr. W. J. Irwin, Div. 4.
 Condr. J. E. Coons, Div. 5.

For Mtr. W. W. Yates, Div. 3
 Los Angeles Railway.
 Gentlemen:
 The writer is an occasional passenger on the Los Angeles Railway, and also a close observer of railway men. It has been my privilege to ride on many street railway lines from the Atlantic to the Pacific, and wish to say that as a rule your men rank with the best of men in train service.

A motorman, whose number is 1959, to my mind is worthy of special commendation. His constant watchfulness for the lame, the halt and the blind, is most commendable.

Sincerely,
 W. H. HOGUE,
 1601 So. Flower Street.

For Condr. H. O. Potter, Div. 2
 Los Angeles Railway.
 Gentlemen:
 It gives me pleasure to recommend Conductor 884 for your favorable consideration for his thoughtfulness and attention.

Very truly,
 MRS. B. S. GALLOWAY.

For Condr. J. O. McArthur, Div. 1
 Los Angeles Railway.
 Gentlemen:
 I wish to report conductor 2626, on a Stephenson Ave. car, for his kindness and the trouble he took in getting a valuable parasol for me. I left it in his car and it was taken by some one else.

Through this conductor's honesty and goodness it was finally returned to me. I wished to tell you of this as I thought perhaps it might benefit him in some way.

Respectfully,
 MISS MILDRED ENGLE,
 1346 W. 23rd St.

For Mtr. F. L. Leadbetter, Div. 4
 Los Angeles Railway.
 Gentlemen:
 We all like praise when it is due us, and I wish you would cite Motorman No. 1247 on "W" line for his interest and kindness to his passengers, going south and west on March 12, passing 1st and Spring at 12 noon.

Respectfully,
 C. M. MELFORD,
 Trinity Hotel.

For Condr. J. Turvey, Div. 5
 Los Angeles Railway.
 Gentlemen:
 I herewith recommend Conductor No. 1276, Moneta Avenue line. He is an efficient, pleasant and accommodating person.

C. E. CARTER,
 219 1/2 West 11th St.

For Mtr. H. L. Edwards, Div. 3
 Los Angeles Railway.
 Gentlemen:
 I wish to recommend the services rendered to the patrons of the Los Angeles Railway by your motorman, 2445, on the West Adams and Lincoln Park through car run.

He is always kind and courteous to all of his passengers and when it is rainy and wet under foot, he shows special care in trying to stop where the passengers can get to the sidewalks without having to wade in the water. He is also a fine operator, making the smoothest stops of any motorman I have ridden with.

Yours respectfully,
 C. S. DULMAGE,
 2491 39th Avenue.

FULL HEARING ASSURED ON DEMERIT APPEALS

Wm. H. Van Volkenburgh



TRAFFIC HANDLED WELL AT DEPOT

Many compliments have been received concerning the handling of cars and traffic in general at the Southern Pacific depot.

Every day new-comers to the city are grateful for the information and assistance given by Supervisor Frank Perry, one of the oldest employees of the company. "Dad" is always ready and willing to direct passengers to the right cars and maintain even schedule service, which is a considerable help in traffic conditions.

In this work, Perry is greatly aided by Police Officer L. D. "Dinty" Moore, who is stationed at the depot. Moore is particularly efficient in preventing blockades at the difficult corner and in maintaining good order in general.

The co-operation of these two men in the interests of the public is commendable.

People used to commit suicide by blowing out the gas. Now they step on it.

For Operator W. S. Zoll, Div. 4
 Los Angeles Railway.
 Gentlemen:

I read in this evening's paper that there were thirty deaths by accident on the streets of Los Angeles in the month of February, and was reminded of something I witnessed on the evening of February 23, Thursday, about six o'clock.

I was returning from a trip out of town and boarded the Griffin Avenue car going north at 6th Street. I asked the operator if I might leave my suit case in the front of the car near him. He was very courteous and kind. The car started full pace when suddenly it stopped with a bang and jolt, that almost threw me down. An old man had stepped directly in front of the car and that operator had shut off the power and stopped the car before running over him.

This operator was a young man, smooth shaven, and his car number was 1053 I think, though it was rather dark when I got off at Avenue 28.

My compliments to this operator. Pedestrians, as well as drivers, should know the traffic laws.
 Yours very truly,
 JULIA B. WENDL.

A CHANGE in the administrative end of the Merit System is announced by George Baker Anderson, manager of transportation. William H. Van Volkenburgh will have charge of part of the work of hearing and investigating appeals from demerits. Mr. Van Volkenburgh has been connected with Mr. Anderson's office in various work of the transportation department for two and a half years and is known by a large number of trainmen.

The change does not effect the policy of the Merit System. In one sense it broadens the system, as appeals still may be made to R. R. Smith, assistant superintendent of operation, to R. B. Hill, superintendent of operation, and to Mr. Anderson, who is head of the transportation department.

Mr. Van Volkenburgh's office is room 704, in the main office building. He has a habit of keeping the office door open as he is somewhat of a fresh air hound, but the bigger meaning is, the office is always open to all employes affected by the Merit System. He intends to maintain informality so that any one may drop in for a few minutes to ask questions, make suggestions or just chat.

Come in and get acquainted with "Billy Van," as he is known at the offices. You will find him a good scout.

Tip 2200 Caps

The following bouquet is for all of us. It appeared in the "Letters to the Editor" column of the Record:

Editor, The Record: May I not through your paper commend the L. A. Railway for its splendid class of conductors and motormen?

The writer has found them universally courteous, and when entering a street car with her hands laden with parcels has never failed to have the conductor help her.

Such thoughtful acts of kindness in this day of commercialism are refreshing and above price, as service cannot be bought. I have lived in many cities but have never found such intelligent carmen.—Dorothy A. Davis.

"I am not going to talk long this evening," said the speaker of the evening, "I have been cured of that. The other night I was making a speech when a man who had been imbibing something stronger than milk entered the hall and took a seat right in the front row. I had not been talking an hour when I noticed he was becoming fidgety. Finally he arose and asked:

"Shay, how long you been lecturin'?" I smiled good naturedly at the interruption and replied:

"About four years my friend."
 "Well," he remarked, as he sat down, "I'll stick around—you must be damn near through."

On The Back End

(Contributed)

Signs of the baseball season opening: Motorman Forrester, of Division One, takes an owl run so he can attend the afternoon games.

Capt. Hastings of the auditing department gets his annual telegram on opening day announcing the demise of another grandmother.

"This transfer is no good on a car going in this direction," a conductor of a B line announced to a passenger. "Why not?" demanded the passenger. "Paid my nickel. Big graft. Going to reportcha. Snoutrage," etc., bla, bla.

Keeping his emotions within him, the conductor explained to the irate one and showed him the rule on the back of the slip.

"All a swindle. Big graft," he started again. "Stealing nickels. Where do we folks get off at; that's what I want to know, where do I get off on this proposition?"

Quietly the conductor opened the door and said "Right here unless you pay another fare." The irate one could not face the guffaws of the crowd and stepped to the street.

FOR SALE
 One Ford car, with piston ring; Two rear wheels, one front spring, Has no fenders, seat or plank, Burns lots of gas and is hard to crank. Carburetor busted; half way thru; Engine missing, hits on two. Three years old, four in spring, Has shock absorbers and everything. Radiator busted, sure does leak; Differential dry, you can hear it squeak. Ten spokes missing, front all bent, Tires blown out, ain't worth a cent. Got lots of speed, runs like the deuce, Burns either gas or tobacco juice, Tires all off, been run on rim, But a darned good Ford for the shape it's in.

Jarvis Phillips, of Division Three, has decided that it is a forlorn hope to grow hair on ivory as he was seen clipping a yellow dog between trains at Redondo crossing, where he has been flagging. It is evident that he intends to make himself a wig and being a back end man, he, of course, started at the back end of the dog.

Motorman Duncan, Division Four, pulled his first boner last Tuesday. He took out a West Adams tripper, which was supposed to go to Second Avenue, then to Lincoln Park, then to Second Avenue, then in. Duncan energetically took the car to Second Ave. Then he pulled in.

She: "I want the next stop."
 (Car comes to a stop.)
 She: "I don't want this one, I want the next stop."
 Him: "There are twenty next stops left, which one do you want, lady?"

Talk about service, Conductor F. W. Buxton of the East Fourth line, claims he has the best equipped car out of Division Five. He has a porter on the car at all times. His initials are S. W. and he is a good motorman too.

Conductor Dewey worked for a half hour trying to start his auto the other evening. On top of this he says he is going to take a trip. We advise you not to Dewey, but if you must have the thrill, let the car stand in the garage and jack up the rear wheels, start the motor, if such a thing is possible, work the steering wheel back and forth, toot the horn occasionally and to heighten the illusion drop me a postal card.—L. F. C.

Looking 'em Over at the Divisions

DIVISION 1

L. F. Carmack

Motorman Thurman is going around these nice spring days in an Oakland Six.

Some weeks ago a gypsy band came to town. It was ordered to leave town by the sheriff, and some of the women stayed and are operating little places where your fortune is told, past, present and future, for the sum of 50c. Motorman Gaines and I were walking down Spring street near one of these places, when we saw Motorman Flynn go in. We stuck around until he came out without him seeing us. We then asked "Madam O'hasa" what question the man had wanted answered who had just been in. She refused at first, but we slipped her a dollar. She replied he had asked, when would he get a new run. We wouldn't say anything about this, except for the fact that he told us later in the day that he had it from pretty good authority that the "shake-up" would be in two weeks.

Say fellows, there are three Division One boys in the Golden State Hospital. Why not pay them a visit and leave a good smoke and a magazine. Believe me, it's not very nice to be in a hospital these days, so visit them and cheer them up.

Spring is here. It remained for Conductor Boehm, the "Beau Brummel" of Division One, to tell us so. He was seen on Broadway the other day in a snappy blue serge suit, white shoes and straw hat.

Conductor A. C. Stanley, after an illness of two months, is now back on his run. His motorman, George Katzenberger, is sure glad to see him back.

The final scenes were taken at the old Biograph studio across the street from Division Four, last week. It was at this studio that D. W. Griffith made his first pictures. Lots of Division One boys, who were formerly out of Division Four, remember the old days. It is one of the old landmarks of Los Angeles which will be razed.

Conductor Harvey has taken a ninety-day leave of absence to visit his parents in Chicago.

Is it worth anything to have a fair young damsel slap you with her pretty soft little hand? Anyway, Conductor Burke got 25 credits for letting her do it. It seems the fair young thing was on the bottom step and was going to step off before the car came to a stop, when Burke reached down and held her by the shoulder until the car came to a full stop. She thereupon gave him a little slap on the face. Burke at first thought it was a compliment and was turning around to let her slap the other cheek when she bawled him out. He secured witnesses and an accident report was ordered by the dispatcher. He received 25 credits for preventing the young lady from stepping off the moving car.

We're doing pretty fair, but could do a whole lot better in the safety race. Let's see if we can't travel up to first place and see how it feels.

Conductor C. W. Springstead has returned from the East, where he was called on account of the serious illness of his mother. We are sorry to state she passed away. Our sympathy is extended to Springstead, who is one of the most popular conductors of the division.

Motorman O'Bear was the lucky man who got Motorman McElroy's run on West Pico. The run is considered one of the best at Division One, and there was some spirited bidding on it.

Who's Who



AN OPERATOR of safety cars almost from the time they were started here in 1920, T. R. Bates of Division Four, can almost be classed as a veteran in his class.

He started in street car service here May 25, 1920, as a motorman at Division Three. He qualified as a safety operator in September, 1920, and has been in this class ever since. He moved to Division Four June 26 last year when all safety cars were centered at one division.

Operator Bates has a run on the Griffith and Griffin line. He is one of the best bets of the instruction department in teaching new safety operators. He is patient with them and has turned out a number of capable operators.

Before starting in the street railway game in Los Angeles, Bates was a street car man in St. Joseph, Missouri, and Council Bluffs, Omaha.

DIVISION 2

C. L. Christensen

Conductor C. A. Arrington has just finished "breaking in" in the office and, according to C. J. Clark, is now a full fledged night clerk.

Motorman B. Griffie says he simply can not stay away from Division Two, being recently re-employed, for the fourth time in five years. Griffie says he intends to stay with us, but if he should leave, not to worry, as he will be sure to return.

Motorman R. W. Lockwood has left Mr. Morrison's clan, and is now operating cars from this division. R. W. says he is satisfied with the change.

Conductor W. W. Saunders has resigned to go East on account of sickness.

Mrs. Markage, wife of Conductor H. H. Markage, was removed to her home, after having spent a week at a local hospital, for injuries sustained when run down by an automobile, at Eighth and Broadway, one evening last week. At this writing, Mrs. Markage is improving rapidly, and expects to be able to walk soon.

Conductor C. W. Darwin is up and around again, after a few weeks spent at home under the doctor's care. He had a bad case of pneumonia. C. W. looks forward to returning to work in a few days.

We sure have it on R. J. Leonard this time. As a rule, we always look for R. J. about 6½ minutes before his run is due to go out. Last Saturday he came and reported at the usual time saying: "About to miss out?"

The clerk looked up and smilingly said, "Yes, you only have one hour

DIVISION 3

H. A. Russell

Well, boys, you made the grade all okeh and were ace high in the safety contest for a few minutes, but at this time you are again a notch or two behind. Division Two is sure making a strong play for that pennant and it seems it takes a man to do it, so it's up to you to get busy or Dye. The whole bunch are pretty well bunched together now and only one week to go, and as Division Three has just got to win, it is necessary to get real busy, so let's go.

Supervisor Ted Harrison is after another record for Division Three. The perpetrator of "Eskimo Pie" has made an offer of 900 dollars to him who can eat the most pie. As there is no definite time set, Ted says he is after it.

Always willing to give credit where credit is due, we will acknowledge that Harry Beals is some conductor, but as a motorman, he is the bunk. He was observed endeavoring to pull his car out crosswise in Division Five yard the other day. No, Harry, old boy, it can't be did.

Mot. Sam Rangel is preparing himself for playing the villain in the movies, hence that ferocious adornment on his upper lip. It is certainly very classical and he will soon have Harry Pollard beaten to a frazzle.

Cond. L. H. Parker and Mot. J. H. Miller have as a side line the Stransky Vaporizer for Fords, and as a gas saver they claim it cannot be beaten. Wonder how it would work on a human being. Would recommend one to Mot. "Ikey" Hellman, as he certainly wastes considerable.

The new schedule on West Adams recently put into effect, seems to be working out smoothly, all runs so far coming in on time and making things more satisfactory all around.

Oh, certainly, of course, as per usual, the famous athlete is back on the job. The far pastures that ever look green turned out to be frosted and our Jose Moreno, the undaunted toreador, has decided that the front end is a pretty soft spot after all.

Extra Cond. G. D. Wheeler has resigned and is now engaged pieing type and doing various other depredations around a print shop in Glendale.

The office force is indebted to the charming sister of Cond. Harry Tupper for a present to each one of us of a nicely prepared package of unleavened bread. It was, indeed, very thoughtful of her but we trust that we will not have to wait for another year to go around between visits.

Cond. J. G. Liles has taken 10 days off and will visit around San Diego, not overlooking the sleeping burg of Tia Juana and will probably engage in the exciting game of ping pong while there, to say nothing of basking in the moonshine.

and twenty minutes till time to pull out. Today is Saturday!"

R. J. threw up his hands, and exclaimed: "One hour's perfectly good sleep lost!"

Motorman C. H. Ertling has resigned and is going back to New York.

Cash Receiver Tom Milton, who left here about three years ago, is back on the job again taking in the money.

Well, boys, the safety contest is drawing to a close. Division Two is still in the lead, but we must keep on, watching our step, as a little misstep may be fatal.

DIVISION 4

C. J. Knittle

We are pleased to learn that Operator A. Vejar, who was shot recently, is up and around and will report for duty on Monday. Vejar is a clever blackface comedian and will put over the first act in our coming division show.

Conductor F. C. Garret has left for Springfield, Mo., on a thirty-day leave.

R. H. Gillette, the safety operator, is quite a cut up. Gillette was formerly a P. E. motorman and knows how to handle the public. He is sharp for safety-first and knows how to guard against accidents. Although he has had many close shaves we know that nobody has ever had a Case On Him.

"Ye Scribe" wishes to report that he was a member of a jolly picnic party last Sunday. Motorman L. B. Dundas of Division Three, Mrs. Dundas and their three daughters, Kathleen, Arline and Gertrude, represented five-sixths of the party. After a very enjoyable day we were about to "flivver" back home when "ye scribe" discovered he had lost his keys. The flivver was wearing a nice, red pointed ring on the front wheel, too. We were in Pasadena, but it only took us four hours to get loosened up.

Operator S. H. Wrigley is on a seven-day leave to go to his home in Riverside. Wrigley's father is suffering ill health, which makes it necessary for our "hon. operator" to juggle the plow for a few days on the ranch.

Supt. Wimberly is in receipt of a letter from Conductor A. Audet, who recently went on a sick leave. He is at the Olive View sanatorium at San Fernando and states that he is getting along fine and thanks Dr. Fisher for advising him to go there.

DIVISION 5

L. V. Burwick

Conductor M. M. Sacks has taken a ninety-day sick leave. He expects to leave for Arizona this week.

W. G. Stephens has resigned to accept other employment.

Motorman A. W. Ellickson handed in his resignation last week. He is taking a position with the Union Pacific Railway.

H. L. Gayle, who has been on the sick list for several weeks, has returned to duty.

Foreman John Robinson is back in the office after spending a week looking over some of California's best scenery.

J. R. Mahaffey has taken a ten days' leave to attend to some personal business.

The hardest task we have had for a long time is trying to keep out of the cellar in the safety contest. If we can't win the pennant again (we haven't given up hopes yet) we certainly want to make the best finish possible.

Introducing New Men

The following men have been assigned to their divisions during the week ending April 8, 1922:

- DIVISION NO. 1
Conductors—J. W. Head, G. S. Leslie, D. L. Adams.
- DIVISION NO. 2
Conductor—W. E. Burns.
Motormen—T. J. Kelley, B. Griffie.
- DIVISION NO. 3
Conductor—H. H. Stout.
- DIVISION NO. 4
Motorman—R. A. Martin.
Safety Operators—E. F. Mojonier, R. H. Gillette.