

TWO BELLS

Vol. II

MARCH 20, 1922

No. 42

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

THREE MONTHS SHOW STEADY EFFICIENCY INCREASE

A CONSISTENT gain in efficiency is shown by Merit System records for the first quarter of the 1921-22 period which ended March 1. The average ratings of trainmen of the five divisions have been computed from the February records and posted at the divisions. Comparison with like figures for December and January is interesting.

Division Five trainmen have shown the greatest increase in average efficiency. The conductors of the sea gulls' roost have an average rating of 116 per cent, which is four per cent above the nearest rival, namely, the conductors of Division Three. The fact that the lowest average for any division is 108 per cent, and the highest is 116 per cent, indicates that men of all divisions are closely bunched and that real efficiency prevails throughout the system.

Division One motormen were the only ones who did not register an increase in efficiency average in two months. For January and February their figure was 105 per cent, but in February it was raised to 108½ per cent. This places them one-half of one per cent higher than motormen of Division Two and even with Division Four motormen. Divisions Three and Five show an average of 109½ per cent.

By raising the conductors' efficiency average to 116 per cent in February, Division Five made a gain of 8½ per cent over January, which is the biggest gain in any class. Division Three conductors gained five per cent in raising the average from 107 per cent in January to 112 per cent in February.

The averages of safety car operators are included in the Division Four lists of conductors and motormen as separate averages have not been made.

Running Time Data On Line W Wanted

How about running time on line W? The schedule department will be glad to hear from motormen or conductors operating on this line at various times of day. Opinions regarding changes should be addressed to G. D. Wheelock, superintendent of schedules, room 701.

GENERAL CHOICE TO BE HELD WITHIN SIXTY DAYS

How do You Compare with These?

The following table shows the average efficiency ratings for the first three months of the bonus period of 1921-22. There are comparatively few trainmen who have records below 100 per cent.

	January		February		March	
	Mtrs.	Condrs.	Mtrs.	Condrs.	Mtrs.	Condrs.
Div. 1	105	103	105	106	108½	108½
Div. 2	102½	103½	105½	106½	108	109½
Div. 3	103	103½	106½	107	109½	112
Div. 4	102½	103	105	106	108½	109½
Div. 5	103	104	106	107½	109½	116

Firemen Help Prevent Delay In Wire Break

A fine demonstration of the effective co-operation existing between the railway and the city fire department was given at Sixteenth and Hill Streets during the early morning rush March 8. A small piece of trolley wire broke in the east side of the curve and as it was not hanging down, motormen could not see it. The result was trolleys came off, one trolley rope broke and delay resulted for a few minutes.

Lieut. P. F. McLaren of the Sixteenth and Hill fire station kindly detailed one of his men to warn motormen of the break so the trolley could be pulled down, allowing the car to coast under the broken section.

In a letter to R. B. Hill, superintendent of operation, Lieut. McLaren said, "I am calling your attention to this matter to show you we help pay for our free rides when the opportunity presents itself."

Monthly Dance To Be Held March 25

The last Saturday, the date of the entertainment and dance at Recreation Hall, comes early in the month this time, so don't overlook the occasion. C. V. Means is arranging a good program of entertainment for March 25, which will be followed by the usual dancing and refreshments.

Men of principle are the principal men.

Oakland Men Impressed By Good Service

Warm praise for the Los Angeles Railway was expressed by J. P. Potter, superintendent of transportation of the San Francisco-Oakland Terminal Railways and Frank W. Frost, secretary-treasurer of the same railway, at the conclusion of their recent inspection here.

The two officials were shown interesting features of the operating department by George Ferguson, special representative of Superintendent of Operation R. B. Hill. They were given a demonstration trip on No. 9010, the instruction department car, which shows the effect of every move on the electrical equipment. The men from the Bay City are particularly interested in transfers.

An open mind is often a vacant one.

Line U To Have 12 New Full Runs

Twelve more full runs and slightly increased running time will be given on line "U" by a new schedule which will go into effect March 22. Seven of the additional runs will go to Division Five and five runs go to Division Two. The full runs are being made by increasing the time of some morning and evening trippers so that they can be tied together into full runs. There will be no increase in the total number of cars on the line.

SHAKE-UP TO FOLLOW NEW SCHEDULES

A general choice of runs on all lines is to be held soon, according to an announcement made by R. B. Hill, superintendent of operation. While the date of the "shake-up" can not be given at present, it is planned to conduct the selections within two months.

The general choice is made necessary by changes in schedules that have been completed and others which are pending. These changes have in some cases increased the number of runs and in others have decreased runs. Four lines remain to be worked over. They are lines A, E, U, and W. The new line U schedule is finished and work will start next on the line W schedule. Changes in the supervisory and instruction forces have added to the necessity for a general choice.

Seniority lists will be posted at the divisions and the usual rules of period of service will govern the choice of runs.

The last general "shake-up" was conducted June 20 and the trainmen started on the runs they chose June 26, 1921.

Work is life and good work is good life.

Check is Made on Line M Traffic

The change in routing and schedule of the Grand and Moneta line was made last Wednesday with comparatively little confusion. Although cards had been in the cars for more than a week, notifying patrons of the change to be made March 15, and an additional poster was placed in Mesa Drive cars, some persons were reported looking unsuccessfully for the car in its old haunts.

Traffic checks were started immediately to determine whether the service is sufficient and the running time correct.

In Life it is just as important to forget some things as it is to remember others.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Careless Bell Signals

THE principal cause for demerits in the past few weeks has been improper bell signals by conductors. More particularly, the trouble has been in giving starting bells too soon.

A check indicates that a large part of the trouble is on the P. A. Y. E. No. 2 type cars, in which the conductor stands at the side of the car opposite the steps. The arrangement is a good one in that it permits quick loading, but it puts a responsibility of safety upon the conductor that he must fulfill.

There has been a tendency, on the type of car mentioned, to give starting bells soon after the car has come to a stop and trust to the motorman to make proper observation of the step by using the mirror. But it must be remembered that the mirror is placed on cars so that the motorman may check the conductor's observation, not to place the full responsibility on the motorman. The rule specifically states that both men are responsible for safety in this respect.

The motorman can not see around the corner of the car when a passenger is coming toward the step from the rear of the car. He can not see through those standing on the step to determine if they are blocking his view of some one preparing to board.

In rush hours the conductor cannot always get a clear view of the step, especially if he happens to be a short man. But he can and must make such observation as conditions permit. He has a big responsibility of safety and must act accordingly.

If all conductors and motormen work together according to the rules and use ordinary sense in this, step accidents can be reduced. Passengers can be saved injuries and trainmen can avoid the difficult consequences that go with infraction of rules.

Courtesy Pays----Always

THE fact that Los Angeles is the tourist center of California results in people from every state and almost every city in the Union coming here and riding street cars. They may have been used to excellent, inferior or rotten street car service. Here we aim to give excellent service and the large number of letters from visitors, stating that they find service here the equal of any in the United States, certainly indicates that our ambitions are being fulfilled.

One letter begins thus: "Having been in nearly every city in the United States and Canada, I claim to know a little about what I am writing." Then the writer says that some of the best men he has met in his travels have been men on the Los Angeles Railway street cars. The letter contains a bouquet for a conductor who is near the top of the seniority list at his division and has been in the service for more than twenty years. This note was closely followed by another letter commending the same man for consistent courtesy.

The fact that a conductor more than twenty years on the job believes in the utmost courtesy to the extent that passengers make enthusiastic comment should point the way for younger men. This conductor has found from years of experience that courtesy pays. It makes friends and makes the work easier. His is an example to be followed.

POPULAR OFFICE BOY PASSES AWAY

Charley Sharp, office boy of the auditing department, died last Monday after an illness of only two days. Friday, March 10, he was at his usual duties, which include distribution of the office mail. Saturday he was at home ill of influenza which rapidly developed into fatal pneumonia.

Charley was a bit different from some office boys. He took a lively interest in his work and was always willing to accommodate any one. A number of the main office folks had predicted quick promotion and good future with the company for him. He was the son of J. W. Sharp, who started as a motorman at Division Two in 1913 and is at present towerman at Ninth and Main.

Funeral services were conducted Thursday morning with burial in Inglewood Cemetery. A beautiful floral piece was sent by the main office folks.

INGLEWOOD TRACK REBUILT AND PAVED

Nine hundred feet of track between Redondo Boulevard and Pimiento street to Market street, Inglewood, is being reconstructed. The street has been paved recently and as this work changed the grade of the street, the tracks had to be lowered when the reconstruction and paving was done. The electrical grader and ditch digger is being used in this work.

Memories of days gone by when horse races, and, later, automobile races, drew thousands to Ascot Park, were revived with the removal of special work at Slauson and South Park avenue. The curve was part of the track that ran down private right of way to the race track, which has since been razed and supplanted by the big Goodyear plant. In the rush of making the extension to the Goodyear plant the old special work was left in, but it has been removed recently by the track department.

BULLETINS

ISSUED MARCH 20, 1922

BULLETIN NO. 41
Notice to Conductors

The following passes have been lost:
No. 1083, issued to David Milton, Line-
man, Line Department.

No. 1428 issued to J. W. Devlin, Ma-
chinist, Mechanical Department.

No. 5618, issued to S. S. Wollam, Con-
ductor, Division No. 3.

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

P. B. Hill

Supt. of Operation.

The Safety Flag at Division Five

*Our Boss has the "flu" and my
"tin lizzie" is lame,*

*We lost our dog in a poker game.
Then along came a cyclone the
other day,*

*And blew the house where we
lived away.*

*An earth-quake followed when
that was gone,*

*And swallowed the spot that the
house stood on.*

*Then the tax collector came
around*

*Made us pay for a hole in the
ground.*

*But now my luck has turned
around,*

*For the Safety Pennant has been
found.*

*It is down at Division Number
Five*

*And will stay there as long as
I'm alive.*

*Divisions One, Two, Three and
Four,*

*Will have to work a little more.
For in Nineteen Hundred Ninety-
four*

*It will go to the one with the
highest score.*

MTR. L. M. ERICKSON.
Div. 5.

RUSHES VACATION SEASON

T. Powers of the purchasing department is rushing the vacation season by taking a month off to rusticate in the wilds. Rather damp for vacation weather.

Introducing New Men

The following men have been assigned to their divisions during the week ending March 11, 1922:

DIVISION NO. 1.

Motormen—F. F. Kirchner, E. M. Howard, F. R. Ramirez.

Conductors—C. E. McKean, W. Erhmon, W. R. Cunningham, R. J. Pool.

DIVISION NO. 2.

Motormen—A. L. Dutton, L. K. Temple, R. R. McFall, W. M. Brown.

Conductors—R. M. Roth, A. R. McArthur, W. S. Campbell, R. White, H. S. Evans.

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Motormen—A. J. Easton, H. T. Froschauer, S. M. Taylor, G. L. Froschauer.

Conductors—C. H. Norman, J. B. Andrus, D. C. Froschauer, M. Dimmick.

DIVISION NO. 4.

Safety Operators—A. R. Leard, W. M. W. Ward.

Conductor—S. H. Wrigley.

DIVISION NO. 5.

Motormen—L. J. Robinson, W. R. Thompson, W. O. Rinehart, B. E. Hare, W. Miller.

Conductors—E. L. Vaughn, A. A. Sprung, R. H. Bains.

Look and listen, but do not hesitate too long or you will get run over anyway.

MILE OF TRACK TO BE MOVED TO STREET CENTER

Seventy-two pound, six-inch rail has been ordered for important track work on the east section of line R. The track from Indiana Street to the private right of way near the end of the line is to be moved to the center of the street. The tracks are at present on one side of the street, but the county intends to improve the road by paving both sides. This necessitates moving the tracks to the center of the street. The change is expected to be a considerable improvement to traffic conditions in that district.

About one mile of double track will have to be moved.

New ties, ballast and drains will be installed with the new steel.

CO-OPERATION

"Say, Doc," said the brawny scrub-woman, "yer gettin' a pretty good thing out o' tendin' that rich Smith boy, ain't yer?"

"Well," said the doctor, secretly amused, "I get a pretty good fee, yes. Why?"

"Well, Doc. I opes you won't forget that my Willie threw the brick that 'it 'm."—Sales Sense.

Cap'n Yessir, Here's a Tough Problem for a Colored Boy

Line B is famous for its color, which ranges from "high brown" to "coal black," and produced one of the best stories of the week.

Near Central Avenue a colored boy of long dimensions rushed out of a gate and swung on to a car going by at lively speed. An elderly colored man felt the necessity of cautioning the young man and said:

"Boy, don't you know you is flirting with serious death when you all jumps on a moving car that-a-way? Don't you know you might lose a leg?"

"Yessir, I knowed it, but I'se in a hurry. I can't wait for the next car," said the youth. "I got to get some place quick."

"If you had slipped underneath the wheels you would have went somewhere alright, and mighty quick, but not where you expected," cautioned the elderly man.

"Oh, I ain't worryin' about that," returned the youngster, "I knows where I'se going some time and when I gets there I wants a lot of good things to eat; then I can sit on a cloud and play my harp, den won't have anything to worry about."

"Yes, I will though—there's one thing what's going to worry me terribul and that's how is a boy to put his night shirt on over his wings."

With this the lanky and speedy one grinned from breakfast to dinner.

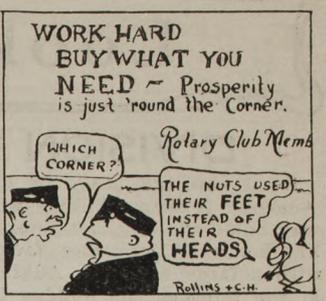
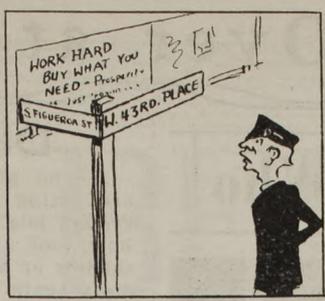
At this point another colored blade, who had listened in silence, but apparently knew the traits of the lanky one, said:

"Huh, what you all want to worry about is how kin you get your asbestos night shirt on without it catching on your horns!"

C. A. P. Div. 3.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

BOUQUETS RECEIVED LAST WEEK
Condr. G. J. Thronson, Div. 1.
Condr. H. O. Potter, Div. 2.
Condr. H. A. Glenn, Div. 2.
Mtr. L. A. White, Div. 2.
Mtr. F. L. Leadbetter, Div. 4.

For Condr. W. E. Gillibrand, Div. 3.
Los Angeles Railway,
Gentlemen:
Wishing to commend one of your men, Conductor No. 528, for courtesy, kindness and thoughtfulness, I take this opportunity of expressing myself.
The young man is a stranger to me, but his actions speak for him and you are to be congratulated in having a gentleman like him in your employ.
Sincerely,
C. E. COTTER,
The Belmont Apts.
Figueroa at Tenth.

For Condr. R. I. Burton, Div. 2.
Los Angeles Railway,
Gentlemen:
I wish to call your attention to an act of courtesy which I believe is worthy of your notice. During the recent rain last Sunday I left home and much to my dismay upon reaching the car I found that I had left my purse with all my money at home. Mr. R. I. Burton, No. 2588, Division 2, was in charge of the car and very obligingly loaned me the fare and permitted me to ride.
Little acts of courtesy like this on the part of street car men are very rarely seen, and I have noticed that this conductor seems to do the best thing.
Hoping that you will notice the worth of this man, I remain,
Sincerely yours,
G. KOLTS,
708 Spring Street.

For Operator R. C. Cook, Div. 4.
Los Angeles Railway,
Gentlemen:
I wish to commend operator No. 1559, for the very courteous treatment which he rendered to an aged gentleman today at 10:30 a. m., and also for the courtesy which he gave to other people asking instructions of him.
I think he is entitled to a word of praise and commendation from your department.
BOYD W. DOYLE,
826 Van Nuys Bldg.
Yours very truly

For Condr. W. L. Price, Div. 4.
For Condr. J. D. Wood, Div. 1.
Los Angeles Railway,
Gentlemen:
Your company would be glad to know, I think, what men among your employees, by their consideration for the public and their courtesy, are winning the goodwill of the people. I wish to speak particularly of courtesy shown me by Conductor No. 1614, at the end of the West 11th Street line, in waiting for me to reach a car.
The men seem to feel that with the cars on a three-minute schedule there is no necessity for waiting the few seconds for a lady who cannot run and jump onto a moving car. Those few seconds, however, could be made up when they are at the beginning of the run, and the loss of that particular car often means a delay of two transfers. I have frequently waited ten or fifteen minutes for the three different lines, while the conductor was probably running slow to avoid reaching Vermont Avenue too soon.
I wish also to commend Conductor 1540 of the Western Avenue line for waiting for me and other passengers last Saturday morning.
Very truly yours,
LOIS A. LOCKWOOD,
2625 Cimarron St.

Div. 1 Sets Record By Running Week With one Responsibility Accident

The remarkable record of a week's operation with only one accident in which the crew was responsible, was established by Division One in the week ending March 11. Division One cars were involved in 53 accidents in the week named, but in 52 responsibility was upon the other party. In this week Supt. Williams' men lowered their responsibility percentage from 15.6 per cent to 11.4 per cent. This accident prevention work sets a record in the safety bureau and calls for congratulations to Division One.
While Division One made an excellent showing, improvement was the order of the week for all divisions except Division Three. Responsibility

percentage was cut 1.4 per cent by Division Two.

The fight between Divisions Two and Five for the lead continues lively. When the standings were made up March 11, Division Two had a score of 8.9 per cent and Division Five has 9.4 per cent but figures announced by the safety bureau last Tuesday showed Division Five had regained first place and the standings were as follows:

Division	Responsibility
Division 5	9%
Division 2	9.2%
Division 4	10.7%
Division 1	10.8%
Division 3	12.9%

Little Stories of Street Car Life

A STREET car isn't much of a place for sentiment. It presents a continual round of rush and hurry. People want to go from one place to another just as quickly as they can. A selfish auto driver, who considers he is more important than sixty people on the car, gets out in the second line of traffic; is trapped, brings scowls to sixty brows. A conductor has to turn down an old transfer. The majority will do it so as not to anger the passengers but the rider may be a bit unreasonable or the conductor may be a little hasty—and there are a few more scowls.

But through the gloom an occasional ray flashes. It is a cheery word; a pleasant smile or a good-natured joke.

A line P car was making its way through the downtown district bound for East First street. It was just after the peak of the evening traffic jam and the car was well filled. Broadway still was congested. A family of tourists boarded the car to ride to the Union Pacific depot. They had a few grips that got in the way and there were a few scowls on the back end as they made their way into the car past Conductor A. J. Hathwell of Division One.

There was a pause in the noise of

traffic. The conductor noticed a little girl with the party. She was behind the grown-ups and hugged a little doll tightly to protect it from the jam. In the moment of quiet she looked up at the conductor with big round baby blue eyes and said:

"Mr. t'anductor, will I have to pay five cents for my dolly to ride too?"

Laborers in their overalls, a lawyer with his brief case, clerks and store girls carrying market parcels for the evening meal, heard the little one lisp the question. It was a serious matter for that little tot. It was a moment when hearts grow big.

The conductor didn't answer. Somehow the words wouldn't pass his throat. He thought of two kiddies about the same age in his own home and did what any man with a man's heart would do. He reached over the grill work quickly, picked up the little girl and kissed her and slipped a few cents in her hand with the advice to buy some candy for herself and the precious dolly on the train.

The little incident was over in a moment. It touched the chord that makes the world akin and brought smiles where there had been scowls. It was just one of the true little stories of street car life.

For Condr. W. W. Taylor, Div. 3
Los Angeles Railway,
Gentlemen:
I am taking this opportunity, which is a great pleasure, to tell you how courteous and polite conductor 407 on the W. 1st. St. line is. He not only handles his crowd well, but is always pleasant and obliging.
I have meant to tell you about it several times, but have put it off until I witnessed his attention in helping an infirm passenger during a rush hour.
We wish that there were more like him and it is nice to know Los Angeles has courteous railway men.
Yours very truly,
KATHLEEN G. GOODLAND,
Westbrook Apts.,
310 S. Alvarado.

For Mtr. D. F. Martin, Div. 4
Los Angeles Railway,
Gentlemen:
This for the purpose of commending Motorman No. 2553 on Dalton Avenue line, on his prompt action in bringing his car to a stop to prevent running over a young woman who suddenly tried to cross the tracks on your private right-of-way, a little west of Raymond Avenue, not on street crossing.
I was riding on front seat and saw the prompt action of the motorman very distinctly. I don't know the man, but I most assuredly commend his alertness.
It affords me pleasure to bring this act to your official knowledge for no other purpose than giving due credit when credit is due.
Yours very truly
LEWIS GLEASON,
4044 Brighton Ave.

On The Back End (Contributed)

Motorman I. B. E. (not Abie) of Division Two says there is good horse sense on one wagon of the Crescent Creamery Co. The driver had left the wagon on the track at Forty-second and Wall and when the motorman came to a stop, the horse moved over to the curb and parked the wagon properly. The driver was not in sight. Possibly a case of excess baggage anyway.

It will not be long now until we see the smiling face of Motorman H. C. Peck on the silver screen and possibly see his name in electric lights on Broadway. H. C. resigned March 13 to join Doug Fairbank's clan in Hollywood motion picture work. Friends of Peck declare that he has moved large audiences at will.
Was he a head usher or a piano mover?

Historians are looking for the state's greatest hero. They need look no further than Division Three. Conductor Frank Mead, our indefatigable "counstable," will fill the bill. The other morning he braved the wrecking of his finances by hiring a taxi to bring him to work and avoid a miss-out. As he stepped out of the cab, he tilled his chin, threw out his chest, pulled back his coat and with one mighty sweep of his trusty right arm he brushed the dust from the official badge which pins his suspenders together and exclaimed, "Gentlemen, I am here, the day is saved."

Operator H. S. Porter of Division Four reports that he was experiencing some of the discomforts that go with a damp cold day until a passenger accidentally threw a lighted match into some newspapers behind the controller. That made things hot for a while.

Sign in a Brooklyn and Rowan hash house:
"If your wife can's cook, don't divorce her. Eat here and keep her for a pet."

It doesn't take any more breath to say a courteous thing than it does to say a curt thing.
—H. M. Stansifer.

Conductor C. R. Zoll Division Five, is the holder of several long-distance records, but has been awarded another lately by Motorman W. L. Hague, who swears that Zoll stood on the bottom step of his car, handed a woman, who had just alighted, her traveling bag, and gave two bells with his other hand.

For Mtr. W. Quirk, Div. 3.
Los Angeles Railway,
Gentlemen:
On the West Washington car this evening there was an old couple and they were both rather feeble. They asked the motorman, No. 2713, three times in succession if the next stop was Gramercy. He answered "yes" politely each time and looked around. When he saw who they were he jumped to the ground and helped them both off.
It was the first time I saw so much courtesy on the part of a motorman and he deserves recognition for it.
GALE W. HUNT,
1645 Cimarron St.

Looking 'em Over at the Divisions

DIVISION 1

Read the sad story of Conductor Adkins. It seems Adkins was on his way home one day last week. Nearing his home he was met face to face with a large bulldog. Adkins looked at the bulldog, the bulldog looked at Adkins. Adkins turned around and started to walk the other way. The bulldog started in the same direction. Half way down the block the bulldog attacked Adkins and nearly tore him to pieces. He was rescued by passers-by and had to be carried home. He was laid up in bed all week, but is now hopping about. Sorry, Adkins, old boy.

J. H. "Jack" Wilson, one of the oldest men in point of service at this division, died last week. "Jack" was well liked and was popular with all the boys. We extend our sympathy to the bereaved family. A beautiful floral piece was sent by the boys of the division.

Do you know this fellow? He borrowed a dollar from a friend to attend a dance, spent it on a girl there, borrowed a dime to get home on, lost that on the street car (before paying his fare), borrowed a nickle from a passenger, then used up his transfer before he could reach home. He walked the balance of the way.

Motorman Coltzman was given a tripper one day last week. He missed out on it. He was given another one and taken gently by the arm and led out of the barn to the car.

Last words of a dying man: "Give me a transfer."

DIVISION 2

Conductor L. S. Roney, who had been off about a week with the flu, but O. K'd for work Sunday afternoon, while on the way home from a friend's house, Sunday evening, dropped dead from heart failure. Funeral services were held at McCormick's Funeral Parlors, Wednesday morning, and the body sent to Redlands, Cal., for burial. Division Two men extend their sincere sympathy to the bereaved family.

During the recent "flu" epidemic, at Division Two, Mr. Morrison, better known as "Shorty," of Division Five, was kind enough to help us out (knowing as he did, that we were hard hit) with a few conductors, and we thank Mr. Morrison very much, but we slipped one over on him by retaining one of his men. P. F. Rennee said he liked Division Two best, so he decided to stay with us.

Conductor H. L. Hansen (who by the way, got married a short time ago) has resumed his duties again after being laid up for nearly a month with the flu.

Conductor Jensen has resigned to improve his homestead in the desert.

Motorman G. W. Gunner, who frequently contributed to the columns of Two Bells, has resigned to engage in other work.

For Condr. W. E. McKeown, Div. 2.
For Condr. A. E. McLaughlin, Div. 2.
For Condr. J. Hart, Div. 5.

Los Angeles Railway,
Gentlemen:

I am a daily passenger on the East Vernon and Huntington Park lines. I would like to compliment some of your employees in the manner and courtesy in which they handle their passengers and the respect shown toward them.

I am for the uplifting of mankind and hope that all of the employees will get in and do their part in setting a good example for the other fellow. The cap numbers are 148, 265, 1986.

Respectfully,

MRS. DORA BORNGREBE,

322 West 45th St.

Who's Who



FOREMAN: "We need another conductor."

Clerk: "Get Musselwhite."

Foreman: "We need another motorman."

Clerk: "Get Musselwhite."

Foreman: "Division Four wants to borrow a safety car operator."

Clerk: "Get Musselwhite."

This conversation is perfectly true to life and will serve to introduce Conductor G. L. Musselwhite of Division Two, who was caught by the photographer en route to the barber shop.

George has been in street car service here since January 29, 1907. He is a genuine utility man, as he can handle practically any job connected with street car operation. In addition to his ability as a motorman, conductor and safety car operator, he has been a switchman and transfer clerk in the office. He is very fond of fishing, so probably Ira Gott of Division Three will be able to sell him one of his Big Ben attachments. George works on line M and is one of the best liked fellows of the outfit.

Every minute devoted to somebody else's business is two minutes lost from your own.

—Now.

DIVISION 5

Motorman James Morton has taken a thirty-day leave of absence to attend to some business in the East and to visit relatives in Buffalo, New York.

"Bill" Stoll, head switchman at Division Five, who has been on the sick list for several weeks, was well enough to pay us a short visit at the barn on Wednesday afternoon. He is very weak yet and doesn't expect to be able to resume his duties for another week or more, but we are glad to see that he has improved as much as he has.

Supt. Morrison has received a letter from "Happy" Lareau, formerly motorman at this division, in which he asks to be remembered to all the boys.

It is beginning to look as though Divisions Two and Five are going to have quite a fight for the possession of the Safety Flag. In the last contest we thought that Division Two didn't make much of a showing, but from the race they are running now, we must have been mistaken and they were merely having hard luck, for their percentage of responsibility remains low in spite of the great number of accidents.

Judging from the efficiency charts Division Five is not only the Safety Division, but also the trainmen are the most efficient.

DIVISION 3

In the present Safety Contest we are acting like the old down East ground hog. We come up out of the hole, look around, and not seeing our shadow or anything, just beat it back down again. The other day we got out of the cellar position for a few minutes, but are now back at our old stand again. Maybe some of you fellows think there is a chance of winning the booby prize, but there ain't no sech animal, just the pennant—that's all. That's what we want. There is time yet, so for the love of Mike, get busy. Put all the responsibility on the other fellow. Let's go.

Mot. Slim Barrett, who has been taking a well earned rest for a few days, is now back on the job again.

Mot. A. A. Cash, one of the first to go down under the spell of La Grippe, is able to be around and expects to be on his run again shortly.

"Red," our midget cash receiver, whose usual salutation used to be: "Have you got any old coins or tobacco sacks?" has added to his list. He now includes: "Have you got any gum or a cigarette?" As a singer he is the bunk. We often think it would be an act of charity to kill him while he is happy.

Cond. Ira Gott wishes to state that the Gott formula for home brew, in last issue, was incomplete, the one cake of compressed yeast being omitted and the yeast was the whole cause of the near blow-up.

Patrolman Walter Clarry, our one-time conductor de luxe, has assured us that he is throwing away his talents on the force and expects to be with us again shortly, as gathering in the elusive nickle has chasing bootleggers beaten to a "fare ye well."

Mot. J. B. Weil and Cond. M. V. Howell are the two latest aspirants to the top of the bonehead class, they are both waiting anxiously for the result of Ray Dean's mathematical investigation as to who is the biggest bonehead—when a crew pulls a car in that should get relieved.

Cond. S. A. Graves, of the extra list, cast his eagle eye over the extra board and observed 4:30 after his name, and 4:30 a. m. being an unholy hour, he decided that it must be run 430 that he had, and it made relief at about 10 a. m., so next morning Foxy Graves went out and made the relief and as it happened, the conductor on 430 reported sick, so Graves saved the day, likewise a run for himself and several hours' extra good sleep that a. m.

If Charlie Chaplin ever laments that dinky little moustache that is perched on the uppermost point of Cond. Tyn-dall's upper lip, there will surely be something didding. And have you seen that amber-colored fringe of Cond. Strahl. Ask him to point it out to you and hurry before it fades out.

No, Charlie Freer is not a poet, it is just the way that he wears his hair, and it's all his own at that.

Chief Machinist Boynton, No. 1 of the mechanical department, has definitely decided that should he live until the year 1925, he will, without fail, have an auto by the year 2000, if not in reality, he will have a vision of one by the serum route.

Bughouse fable: Mot. Hardy Fowler came in and reported that he had had a perfect day.

DIVISION 4

Motorman D. F. Martin has been granted a fifteen-day leave. D. F., who owns a corner lot in Glendale on Glendale Boulevard, is going to build a gasoline station and soft drink stand and start business. (Then when the gasoline business is worked up, the Standard Oil Co. will put up a filling station across the street and D. F. will be back with us again.) But we wish him luck just the same.

This week we would call your attention to the original lucky guy, Motorman J. E. Hauff. Last Wednesday morning Hauff took one of those little naps (after his alarm had rung off) which are supposed to last only five minutes, but usually last from a half hour to an hour and a half. Then he woke up and it dawned on him that if he didn't get down to the division in a hurry, his "John Hancock" would grace the "miss-out" sheet. So he jumped into his clothes, washed hurriedly and started running for the barn.

When he reached Pico and Georgia he looked at his watch. Ah! it was a minute passed "check-in" time. He should have been there at 6:53. Now it was 6:54. But something told him to keep on running. So he did. When he rushed up to the office window, Clerk Ellis handed him a black disc. "Almost missed out, didn't you?" he asked Hauff. Hauff gazed up at the clock in wonderment and—well, I'll be consarned if it hadn't stopped right at 6:53, his "check-in" time.

Motorman L. V. Brown, who went on a three months' leave about a year ago, reported for duty last Monday. L. V. went back to his home town, Chattanooga, Tenn., where he bought a farm. He liked farming so well that he let his leave of absence expire. But after awhile he got tired of it and came back to L. A. (But why worry, Brown, all you lost was your seniority.)

Last Monday a conductor came rushing into the trainmen's room, all out of breath, perspiring, and excited, and made a bee line for the office. "I want a—(puff) (puff)—just got—(puff)—change off—(puff) (puff)—Megget west end—(puff)—Pico car, Georgia—(puff) (puff)—relief at .54—(puff)—disabled—(puff)—another conductor—(puff) (puff)—due out—(puff)—hurry—(puff)—O hell!" Queer as it may seem, Foreman Boyd could not understand that the conductor had been working on Pico, that the car had developed a B. O. motor at 1st and Concord coming west and that they had been diverted from the route in bringing the car to the barn, that here they had received another car and reached Pico and Georgia at the time they should have been going east, that it was relief time but the relief conductor had not showed up and that he had run back to the barn to ask for a relief.

Here is a question, gentlemen, which may interest the supervisors too, and possibly Mr. Hill or Mr. Smith. How long is it possible to operate a car over the L. A. Ry. system, not exceeding the running time on the various lines, on a continuous trip without turning back at cross-overs and not running over the same track twice except between 1st street and the Plaza?

(Answer next week.)

Conductor C. W. Davis and Motorman Recard have discarded the cootie garages that adorned their upper lips.

Laying bricks is better than throwing them.