INJURIES AND DEATHS IN STREET CAR ACCIDENTS DECLINE

While general traffic accidents, deaths and injuries in the first four months of 1922 show a tremendous increase over the corresponding period of 1921, according to the police official traffic reports, injuries and deaths in street car accidents have been reduced substantially in the same period.

An actual reduction of the number of deaths and injuries is shown.

Deaths Reduced

In January, February, March and April of 1921 there were 11 deaths entered on Los Angeles Railway records by the claim department. One of the cases was of an employe who was killed by an auto and the figure for actual traffic accidents is set at ten.

The corresponding period this year shows five deaths. One report is of an employe killed by an auto and another of a maintenance of way man killed by an explosion of gas in a sewer pipe, so the total deaths in traffic accidents is set at three.

This is a much better showing than last year.

Excellent Record

Bear in mind that the total daily mileage of all cars of the Los Angeles Railway is approximately three and one-half times around the world, that the 816 cars in maximum service today constitute a high point in regular service given, that some 800,000 passengars are served daily and then look at the total deaths for the four months in general traffic accidents compiled by the police. The staggering total is 101 lives snuffed out in the short time!

The figures speak volumes of praise for the trainmen who are devoting their best efforts to accident prevention.

The number of injuries in street car accidents reported by the claim department in the first four months of 1921 total 1732. The same classification for 1922 shows 1395, a reduction of 337.

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Trainmen Save Party Trapped In Auto Wreck

A Division One crew won praise for a specially good piece of work last Sunday outside the regular line of duty.

On an East First Street car, Conductor O. Arguello and Motorman A. B. Parker were passing Lorena street east bound at 7:30 A.M. An automobile driven by a lively eld was west bound and slid off the road into the ravine at that point. It landed top up and held the occupants, among them three children.

The trainmen ran to the rescue, extricated them from the upturned machine and called the Receiving Hospital ambulance. After rendering all possible assistance they resumed the trip.

Ventilated Caps for Summer Available

In keeping with the hot day season, the uniform department has stocked a number of cool summer headgear, which conform with uniform standards. The caps are ventilated and assure maximum comfort in the hot weather. The new type sells for $2.50.

Div. 1 Busy With Vaudeville Show

Although little has been heard of the details, Division One is reported to be cooking up a dandy program in the inter-division theatrical competition. C. V. Means, who handles the monthly entertainments at Recreation Hall, has promised a prize for the boys putting on the best show.

Division Four men covered themselves with honor and grease paint. Now Division One is out to go it one better, but the actors will have to stop. Nate Robinson is mobilizing the artistic temperament, and having as much fun as a grand opera director. Division One men will treed the boards at the monthly dance, May 27.

Trainmen to Be Featured on June 4

The general choice of all runs on the system will be conducted at the five divisions May 25. The changes will be effective Sunday, June 4.

This announcement, made by R. B. Hill, superintendent of operation, is of vital interest to all trainmen and answers a question that all have been asking since the recent announcement that one more "shake up" would be held. The general choice is made necessary by the rebuilding of schedules on several lines to meet service requirements.

The schedule of the Eagle Rock and Hawthorne line has yet to be rebuilt and trainmen who bid for runs on this line will do so with the understanding that a line choice will be held later.

Seniority lists will be posted at all divisions several days before May 25. Trainmen are urged to study the schedules before bidding, as the indications are that they will hold the runs awarded for a considerable time.

Don't be a rolling stone—it always rolls down hill.

Motorman Gassed

Motorman G. B. Hubbard died last Friday morning in the government hospital at Hawthorne. He was an overseas veteran and had been slightly gassed in action but did not realize that it was developing into quick consumption, the cause of his death. Mr. Hubbard was a motorman at Division Four. When the Birney cars were installed he became an operator. Later he transferred to Division Five. He was on sick leave from that division at the time of his death. He was a member of the association. The news was quite a shock to his many friends at Division Four.

There is no place in this land for him who does not believe in good government.
The Priceless Product

There is a manufactured product of unlimited supply which is free. It is in constant demand. It yields more profit than any other commodity. It is courtesy.

Courtesy has been discussed from many angles because it has many possibilities but no one can say all that should be said about this commodity.

Behind the fact that we appreciate courtesy ourselves and should offer to carry on with it with those we meet, this commodity seems to carry a sense of duty.

Courtesy and hospitality are possibly the greatest factors known for producing good feeling between individuals or between nations.

It is every man’s duty to contribute whatever he can toward making the world a good place to live. A people quarreling among themselves have no strength and fall. This is true of all groups whether they be classed as families, cities or nations.

One of the national business organizations has a slogan “He profits most who serves best.” That brings the proposition down to individuals, you and I. It is a true slogan and expresses duty as well as a choice of courses.

Those who consistently practice courtesy know the profit it produces. Those who are tempted at times to be curt instead of courteous, owe it to themselves and to the work which gives them a living in a free land to learn the real benefits of courtesy.

Tip on Using Telephone

There are a lot better places for conducting a friendly conversation than amid the roar of traffic at Seventh and Broadway, but it is a daily necessity for the emergency supervisors on the telephone switchboard to converse with trainmen or supervisors at that point.

The natural result is that the noise enters the transmitter on the phone on the street and is heard through the receiver of the same phone. This makes it difficult for the emergency board man to get his message to the man outside. Sometimes it results in interruptions and complications that might have been avoided had the telephone message been understood.

The same situation arises at practically all outside phones connected with the emergency board. The annoyance can be eliminated to a large degree by the extension on the wall of the transmitter when receiving orders from the emergency supervisor at the main offices. This action blocks out the outside noise and is a big help in getting orders straight.

Grumpy Autists Taken for Thugs

Lee Von Hagn and “Doc” Archibald of Division Five took a pleasure trip through the country Sunday. Lee was just recovering from a recent encounter with the locale passenger and his right eye was badly in need of a beefsteak poultice.

Just as they were driving into a little country town their motor stalled and after working on it for about an hour succeeded in getting into a small garage. Lee’s black eye and his general appearance after being under and all around their “saxophone six” wasn’t expected to use the tickets. Painful, though it was, the clerk had to deny that he had the lost tickets, so friend Wilson turned sadly away.

The clerk’s unusually calloused heart was touched, and he offered to advance a loan, but by the time he said it, Wilson’s Sunday coat was floating aimlessly behind, as he did “Charley Paddock” out the door.

Note Correction in Div. 2 ’Phone

About 7456 calls for Division Two have been given wrong, according to telephone statistics. The new rule books give the number of the car handling the call to the nearest 500.

A notice of the correction has been posted at Division Two for the benefit of those handling the books before the error was found. Books issued for Division Two hereafter will have the correction marked by Foreman P. Y. Dickey. All concerned are asked to note the correction.

Simple Books on Science in Library

The first volume of a series of four books entitled “Outline of Science” has been received at the company library. The others will follow soon.

The books are written by Prof. J. Arthur Thomson and give a comprehensive study of science without delving far into technical terms. The work is illustrated in colors.

Clear Safety Records in April at Top Point

The number of trainmen receiving additional credits for clear safety records in April. This record in accidents provokes the announcement that in April the record of total complaints was lowest for the year, and is an added indication of good work on the cars.

All but 287 men had clear safety records in April. The number of men failing to receive clear safety records in the past 12 months of 1922 are as follows: January, 486; February, 295; March, 346.

All but 287 received extra credits for clear courtesy records in April. This is a tie with February and not quite as good as January when 254 received the extra credits and March with a record of 39.

Serious Accidents Show Big Decline

(Continued from Page 1, Col. 1)

The increase in the number of accidents involving personal injury to employees and the increase in the number of cars in service and autos on the streets, but excellent work is being done by trainmen in keeping the figures down so well.

Great opportunities come to those who make use of small ones.

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

DIVISION NO. ONE

Conductors—P. Tromblay, 809 West 54th St.; H. A. Cornwell, 1302 Washington St.; R. W. Miller, 417 W. Ave 61; J. J. Graves, 1029 E. 45th St.; R. Long, 1333 South; C. McKasson, 124 East, 122 1/2 N. Ave. 20.

Motormen—W. Herrmann, Box 409, Route 7; R. A. Lane, 117 W. 5th St.

DIVISION NO. TWO

Conductors—S. P. Sutherland, 813 N. Hicken St.; G. W. Stewart, 1345 S. 60th St.; R. B. Stover, 1792 W. 54th St.; W. W. Smith, 1123 W. 4th St.; W. F. O’Connor, 914 West 11th St.


DIVISION NO. THREE


DIVISION NO. FOUR

Conductors—C. W. Lowden, 1217 West 12th St.; D. L. Lowden, 1357 Wright St.; A. B. Burke, 314 West 11th St.; W. H. Cooney, 2304 Opal St.

BOUQUETS RECEIVED LAST WEEK
Conductor W. A. Lear, Division One.
Conductor L. L. Johnson, Division One.
Conductor P. Schuyer, Division Two.
Conductor D. L. Daniels, Division Three.
Conductor J. B. McCracken, Division Three.
Conductor R. A. Bandleman, Division Four.
Conductor L. Strain, Division Four.
Conductor E. Bailey, Division Five.
Conductor A. W. Hall, Division Five.
For Conductor H. A. Hansen, Division Two.
Los Angeles Railway.
Gentlemen: Please accept my thanks for the enclosed nickel with which you paid me when I tendered you a five dollar bill, for the trouble you took in returning my change. I hope this will be considered as a small token of appreciation of the courtesy I have always received from your employes during the many years of my residence here.

VIRGINIA A. MONTYRE.

BOUQUETS AND THINGS
(Sand Picked)

TRANSFER SYSTEM HIT BY CARELESS PUNCHING
BY R. A. PIERSON
Chief Instructor

FROM the number of improperly punched transfers that are sent to this office, it would indicate that some of the men are careless or not familiar with the rules governing same.

One of the most common errors results when the conductor punches the time on an A. M. transfer after 12 o'clock noon, and punches the top number instead of the number at the bottom. The time given at the top is to take care of emergency cases such as Easter morning, when we were required to give early service to Eagle Rock Park over most all our lines.

Cut off transfer below shows proper punch mark. An arrow is used in the cuts to indicate the punch mark.

If you will follow the above rule, you will eliminate also the error of punching "3 o'clock," which in reality would be 2 A. M., as the A. M. transfer does not carry any time later than 2:40 P.M. The rule states that care must be taken to issue "In" and "Out" transfers on proper trip. Issuing conductor will punch time on all transfers so as to allow passenger twenty minutes at the transfer point or at the point at which he desires to change car).

Conductor will issue A. M. transfer on trips due to leave the opposite terminal at 2:40 P.M. will issue A. M. transfer. Issue P. M. transfers on all trips due to leave the terminal at 2:40 P.M.

Bulletin No. 165, issued in 1921, states that when leaving terminal of any line at two terminals at one end, reaching the junction point, conductor will place an extra punch mark in the space showing "In" or "Out" trips, having two terminals at one end, until reaching the junction point. Conductor will not honor these transfers when so punched if passenger wishes to return on the same branch of the line by

Conductor W. P. Leggett, Division Three, is a good conductor when he works, but as an auto pilot he is the cork in the bottle. In endeavoring to push a yellow car off the track in the yard the other day, he succeeded in breaking only one window of the same.

Since the K. K. K. excitement at Inglewood has subsided a little, Conductor P. Johnson of Division Five has given up his trip on the Moneta owl and feels safe to stay at homenights.
DIVISION 1
J. P. Carmack

Conductor Rasmussen took an auto trip to California last week. He reports having a good time and the roads in fine condition. Fellow travelers on a trip out of town get in touch with him relative to the condition of the roads.

Motorman E. H. Nay, who was formerly out of Division No. Two, is settled at Division No. Five. Now, needless to say, he wanted to work out of a good division.

Conductor Harding went visiting Sunday. He said his visit very rich for he forgot his cap when he went to make his relief. Atta boy, Harding.

A lady boarded Conductor Holt's car and presented him with a check for eight dollars. He asked Conductor Burke, who had just relieved him, to cash it for him. "Sorry, Holt, but it is against the rules to accept checks," answered Burke.

Conductor Thompson and Motorman Ramirez are working the examinations for the Fire Department. They are both popular men and everyone is wishing them success. Just imagine Thompson rescuing a fair young damsel and carrying her from the second story to Division One.

Motorman Nate Robinson is progressing very well with the Division One Show. Rehearsals are going on and Division One will make them all sit up and take notice.

Motorman Harry Cord, who has been on the sick list for two years, is now confined at his home. Harry is remembered by every man of Division One. A dance is to be given at Red Men's Hall May 18th. The proceeds will go to Harry.

Now fellows here is an opportunity to show your regards to one of the oldest employees of the company. Harry is suffering from complicated diseases and there is little hope of him ever getting up again. So turn your eyes to one of your brother employees in his hour of need.

Well I am back on the job after a two weeks' illness. Believe me it's h---1 to be out of the trolley. I hereby demand a day with the rails. I have gone through these nice days. Motorman Flynn came by and I asked what was the matter. I told him nothing, just one of my tonsils. Good by me. This letter is to L. C. "Dear Sir."

Do you think you are kidding us about Jarvis Phillips and his hold down?

DIVISION 2
C. L. Christiansen

Vacation seems to take an early start this year at Division Two. Among those going away, at least according to this writing, are: Conductor A. G. Richards, Motormen J. W. Odle, E. E. King, and D. B. Daggert.

Conductor W. J. Fox has been appointed temporary flagman.

It is with regret we learn of the death of Scott P. Bell, for many years a motorman at this Division, and until recently in the employ of the company, to which position he was elected when his health failed two years ago.

BABY IMPROVING

Conductor E. R. Trefren, Division Five, reports that his little baby girl is getting along nicely and is happy to bring news of her improvement, which meeting with the misfortune of having her leg broken recently.

DIVISION 3
B. A. Russell

The new 1922 rule book is now in your hands and it is up to you all to absorb as much of it as you can, as the saying goes, "he who runs has a road preventative of demerits, and they are disastrous, to say the least. We notice that a great many of the boards are marking it as evidence. Your head full of the rules, a brand new uniform on your back, and且 you've got your job, you will go a long long way towards the continuity of our record as the premier division.

Motorman Reavis, who was run over by a speed man at Los Angeles and Dayton Avenue about two weeks ago, was so far recovered that he returned to work last Monday, but had to be relieved again. Being hit by an auto going about 40 miles per hour and carried on the machine for 20 feet is not much of a joke, especially when the speed demon is stoney broke.

Motorman H. R. Armstrong, our poultry king, has a hard time to talk of any sport and some talks are wonderful. I heard him telling of setting eight perfectly large eggs and one China egg under a bantam hen, the result being, eight Rhode Island Reds and one Cochlin China duck.

Conductor C. W. Pence is still bedding. We have him sit down and let him have his day. He has two sympathizers in Conductor Harrison O'Connell and Fish, each of these guys having a perfectly formed boil in plain view on their elbows. Pence at least keeps him out of sight.

Conductor Florio has taken a layoff and is trying out a position in the mall service, but as usual we expect to see him back again soon, as gathering nickels is pretty soft picking compared with being one of Uncle Sam's park horses.

Rain is something new in California during the month of May, but no wonder the heavens began to weep for did our friend Jarvis come out with a brand new cap, Shame on you, Jarvis, how could you do it?

Frank Cimmino, who was better known as "Kelly the Wop", when he used to run a little wifey, has recently returned to work last Monday, but had to be relieved again. Being hit by an auto going about 40 miles per hour and carried on the machine for 20 feet is not much of a joke, especially when the speed demon is stoney broke.

When Motorman L. V. Brown entered the service he was green and tho he was in the pink of condition he was slow. "Don't you think," said A. Bobeski told him he would make a good Red. Brown became purple with rage and told the fellow he wouldn't be so yellow. Brown is white in everything.

Conductor T. H. Speed was quite seriously injured last Monday. The trolley came off while crossing 11th and Main. Brown is in a Fourth car and after his motorman stopped, the trolley came off to the right. A truck came speeding by the car and knocked him down. He was unconscious for some time after he had been rushed to the receiving hospital. He sustained a badly lacerated head and left arm. He is quite far shape now.

Trouble is a sieve through which we sift our acquaintances;

Who's Who

IT WAS back in Omaha that E. M. Austin took his first ring at the street car game. Away back in the nineties he was a conductor.

In 1903 he came to California and landed in Los Angeles. Within a few months he was a motorman and today holds forth at Division Five.

For a while he tried mining at Troma. He started his own poultry farm at Merced but sold out and returned to Los Angeles and the street cars.

He has worked as a line instructor and has helped many new men start on the right foot.

DIVISION 5
E. V. Burwell

Conductor C. L. Anthony resigned May 10th to return to his home in Hobart, Oklahoma.

B. M. Nelson has taken a short leave to attend to some personal business.

Motorman J. L. Jackson has resigned to accept employment with a local oil company.

D. L. Frye has taken a thirty-day vacation to attend to some personal duties.

Motorman H. Gorton has taken a sixty-day leave to visit friends in Toronto, Canada and in England. Evidently he has some interest in the American drought as long as possible.

M. M. Sacks has returned to duty after spending thirty days in the mountains in Arizona and in this state trying to regain his health. He is looking much better and we hope he will soon recover entirely from his trouble.

G. S. Courtright has resigned to accept other employment.

We are very sorry to learn of the death of G. B. Hubbard who resigned several months ago on account of poor health. Mr. Hubbard was formerly a motorman out of Division Four, and leaves many friends here as well as at this division.

Checkers Champion Looking for Meat

The champion checker player of Division Three, Motorman Spaulding, is looking for a game. Any of your divisions that think that you have someone that can play checkers, kindly get in touch with Spanish Jim, who will be pleased to teach him the fine points of the game.

Nothing worth while can be achieved without enthusiasm.

DIVISION 4
C. J. Knittle

Last Monday I paid a visit to Fred Clothier, the last article producer. He greeted me in his usual smiling way. Fred, I heard that you sent Scribe Russell a couple feet of galvanized wire the other day. That’s right, he replied, “you know, Knittle, when anyone swells continually it is liable to burst, so I sent the wire to Russell hoping he would make a hoop of it and call it a ‘whadache’.

Operator W. Simmons is on a thirty-day leave. Operator K. J. W. Brown is on a fifteen-day leave.

Conductor A. Mackenzie demands that I correct a statement made in last issue. I had said that he and Motorman Ruelas had buried the hatchet. Mr. Ruelas will not look upon Ruelas as a friend until Ruelas pays the dentist bill which resulted from the motorcycle collision.

Talk about team work, tune in on this:

Motorman T. L. Robinson and Conductor C. L. Anthony played out Pico St. Roberts a bundle lying in the road. He stopped quickly and helped the man back and get it. Knourek did so. At the end of the game both men agreed to go fifty-fifty on the contents. After shaking hands, Knourek professed that he did not know who he supposed it contained? Garbage! Ha! Ha!

Did you like that last one? Well here is another. Motorman P. Lehman was out Temple St. At Occidental Boulevard the trolley got down the road and Lehman climbed off and replaced it (on a guide wire that runs parallel with the trolley wire), and if a crew on an eastbound car had not stopped and told him that there was no juice in said wire, he might have been waiting yet for the power to come on.

Motorman Herman de Jager collapsed while on duty last Tuesday after working a full twenty-four hours on the street car round trip between Broadway, approaching Seventh Street, when he felt himself going. Herman was northbound on his E. Fourth Street, when he felt himself going. It is with regret we learn of the death of L. F. C. Mac says that he will not look upon the motorcycle collision.

The new 1922 rule book is now in...