



AIM TO MAKE NEW MEN FEEL AT HOME

IT TAKES SIX WITNESSES TO DETAIL ACCIDENT

BY JOHN C. COLLINS
Supervisor of Safety

Remember, very few people actually witness an accident. Of six witnesses, each one seeing some part of an accident, the combined evidence of all six, may give you one good witness to the whole affair in detail, or you may from their statement, form a mind picture of how it happened, and who was most at fault.

Take witnesses to a step accident, rear end of the car, (I say rear end because the motorman has discontinued



to have them at the front end.) Suppose there are twelve people on the back end, all sitting down, some of them reading. This means they were facing away from the step, not one of them in a position to see what happened. A passenger steps off the moving car, and falls, at the same time letting out a little yell. This is the time the people look, often it is all over. Then they imagine what must have happened, constructing the accident as though they saw it all.

Give Clear Warning

Some of them have a great imagination. It will be anything from high heels to the conductor deliberately tripping the passenger as they were leaving the car. The fact that the passenger looked as the woman shouted, shows they can be made to look before the accident happens by the conductor warning the passenger not to get off until the car stops. This warning should be given before the party gets on the steps. The sharper the warning, the quicker they look, and the easier for you to get a good eye witness. People who are thrown because the car started too soon, or those who tried to board the moving car, seem

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WHEN you're feeling kind of blue,
Try smiling;
When the world goes back on you,
Try smiling;
When you know you do things right,
But never seem to win the fight,
Sure, it's hard, but then you might
Try smiling;
It always sort of helps the case,
Brightens up a gloomy place,
Then it sort o' rests your face,
Just smiling.

SMILE when you ask passengers to "move forward PLEASE."

Suppose you were a passenger and the conductor was a stranger. You know you would help him out by moving forward if he said "please" and said it with a smile. Some men can say "move forward" in a way that makes you think they are swearing and a passenger is more likely to swear than help. Put some smiling life into your words.

Whether you are on an end entrance car, a center entrance car or a safety car, the need of keeping the entrance as clear as possible is important. Remember, passengers are getting off and on at every block, so you will have to repeat the "move forward, PLEASE" or "move back in the car, PLEASE," often and every time with a SMILE.

With the heavy winter traffic increasing, the need is greater than ever, and remember, ALWAYS SMILE.

Mrs. Preston, Bride of Six Months, Dies

The boys of Division Four extend sympathy to Motorman Frank Preston over the unfortunate loss of his bride of six months who passed away last Wednesday.

Mrs. Preston was apparently enjoying good health until last Monday when she was taken ill. Wednesday noon she lapsed into unconsciousness and succumbed five hours later.

Mrs. L. B. Fowler on Land and Water Trip

Mrs. L. B. Fowler, wife of Conductor L. B. Fowler, of Division Five, left last Tuesday by boat for San Francisco, Portland and Seattle. She will proceed by railroad to Salt Lake City and other inland points. She is making the trip for her health.

Close Finish Due Tuesday in Safety Contest

CONSISTENT accident prevention work by Division Two promises to make the finish of the first monthly safety contest of the season highly interesting.

Division Five regained the lead, after Division Four had held it for a few days. In the mean time Division Two slipped into second place. The work of Division Five has been rather erratic, but Division Two has been hitting an even pace.

If Supt. Morrison's men continue their good work they should hold first place and get the Premier Safety Division Flag away from Division Three but a slump will play right into the hands of Division Two. The contest ends Tuesday night. Then the November contest starts.

The scores at mid-week were:

Division Five	193.93
Division Two	214.75
Division Four	223.27
Division Three	235.51
Division One	272.31

Line D Improved By New Schedule

The new schedule improving service on the West Sixth street line went into effect October 23, without a hitch.

On Monday, October 16, there were 37 turnbacks made by supervisors on that line because of delays. The new schedule increases the time for the round trip from 87½ minutes to 96 minutes and this minimizes the necessity for turnbacks. Last Monday there was only seven turnbacks on the line and five were on account of minor mechanical trouble.

Mtr. G. V. Hopkins is Extra Supervisor

Motorman G. V. Hopkins, of Division Three, is breaking in as extra supervisor and is expected to serve on traffic work through the Christmas holiday rush. The supervisors' organization is getting in good shape to handle the heavy crowds. Travel is increasing daily and necessitates every one being up on his toes.

It is getting time for a change but the darn things do itch so.

DIVISION SUPT. TO WELCOME EVERY NEW TRAINMAN

To meet the new men with a smile and make them thoroughly at home when they take up their work at one of the five divisions, two changes have been made in the procedure in which a new man enters service.

Each division superintendent will be a reception committee of one and will make it a point to meet every new man who comes to his division. He will talk over with him conditions peculiar to his division and the lines running out of that division on which the new man will work.

While the division superintendents have made an effort in the past to reach all the new men personally, it has not been kept up consistently throughout the system and often a man has been at work several weeks before he meets his superintendent.

The new plan was agreed upon at a meeting of superintendents last Wednesday.

Another help for new men is given in a brief talk by C. M. McRoberts, general claim agent and John C. Collins, supervisor of safety. These talks touch on the important points of safety and claims work and give the new men an opportunity to ask questions in round table style.

Frances Wolfe Wins Third Contest Prize

Frances Orpha Wolfe, daughter of Mot. Frank E. Wolfe of Division Three, was one of the five hundred children to win a bank account with the Los Angeles Trust and Savings Bank in the "Best Baby Contest" conducted by the Evening Express and The Ville recently. There were fourteen thousand babies entered in the contest.

At the semi-scoring, held at Westlake Park, Frances was chosen to appear at The Ambassador Hotel for final scoring, at which place she was chosen from the children of near her age for the final awards.

This is the third time Frances has won in various children's contests.

She was a prize winner in a contest conducted by Two Bells for cute sayings of children.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Think Before You Cast Your Vote on November 7

EVERY registered voter has a duty to perform November 7 when ballots will be cast for a long list of candidates for offices and thirty state measures.

Attention of reasoning men and women is directed to initiative measure 19 for earnest consideration. Advocates of this measure seek to present it with brass band tactics and the worn-out slogan of "Swat the Corporations." Intelligent voters will look into the details of the bill and then cast their vote for the best interests of California today and for her children tomorrow.

Initiative measure 19 proposes a bond issue of \$500,000,000, ostensibly for developing hydro-electric power by the state. Such a move would increase the state indebtedness seven times and burden the shoulders of taxpayers of today and future generations.

The plan is called a "public power" program and yet it would take from the public control of hydro-electrical development by giving a board of five men with unlimited authority to spend the half billion dollars in any sweet way that suited their fancy and take over any power properties they wished. The board would not be responsible to the railroad commission or even the legislature. It could in no way be reached by the public for whom it is proposed to work so beneficently. Members of the board would not be required even to have any knowledge of the principles of power development or distribution, so the idea of "public power control" goes glimmering.

The state of California, under what is known as the Marshall Plan, is now spending \$200,000 in a survey of its water and power resources. If any specified projects are found desirable in this survey, the state can, through the legislature, present the matter to the voters and ask them to vote whatever bonds are necessary to develop the project. This gives state conservation and a definite procedure for development.

Why should attempts be made to duplicate this authority and sandwich in a \$500,000,000 bond issue? Here is the apparent answer:

Adoption of the bill would create a board with \$500,000,000 in political plums to distribute. This board would have power to make or break any community by giving or taking away power facilities. Being answerable to none, it would be more powerful than the state itself. Picture such a situation and you have the answer to the question why such a plan was brought forth. In the same move you expose to full view the \$500,000,000 nigger in the woodpile. The bill would certainly develop "power" but political power would be the principal product, with hydro-electric power a very small side issue.

As stated in the opening, the question is one for earnest study. Advocates of the bill are using brass band methods and a lot of glib phrases to snare votes. The quiet, thinking voters ask only that you study the measure and are confident that the judgment of the average Californian will be to Vote No on No .19.

Women Who Serve L. A.

A LETTER of commendation received recently said of a certain motorman, "his white hose are spotless, his shoes always polished, his shoes always clean, his suit always brushed, his shirt always clean and above all, his face always clean shaven. Of course I guess this man must have a very fine, neat, wife, therefore the neatness."

It is a man's job to stand at the contrloler or fare box, but it is the help of wives and mothers that maintains efficiency and safety under difficult traffic conditions. Theirs is a service which does not show on the pay roll. It can not be shown in dollars and cents, but Los Angeles, the Los Angeles Railway and every employe owes much to the women behind the street car service.

General Choice for Flagmen Arranged

The general choice for flagmen will be effective this week. This is one of the most interesting "shake ups" that has been held on the Los Angeles Railway as all the men assigned to this work are veterans in service. Their work in local transportation dates far back into the city's history, in some cases as far as horse car days.

Homeward Shuttle Given Extra Car

Two cars are in service during the morning and evening rush hours on the Homeward Avenue shuttle, the addition to the morning service being made last Monday. Formerly one car served the district on a 20-minute headway throughout the day and night. An additional car in the rush periods gives a 12-minute headway.

BULLETINS

Issued October 30, 1922

BULLETIN NO. 166
Notice to Conductors

Conductors on line "E" in both directions will in the future call "Redondo Boulevard" upon approaching the point where Redondo Boulevard turns west-bound parallel to our tracks, west of the City of Hyde Park.

BULLETIN NO. 167
Notice to Conductors

Line "I" transfers may be accepted when presented on First or Second Streets NORTH, SOUTH, or EAST at Broadway, Spring, or Main Streets, and when presented to SOUTH or EAST-BOUND line "F" cars at 3rd and Main.

BULLETIN NO. 168
Notice to Conductors

Effective at once, conductors may discontinue making traffic check on reverse of mileage cards.

Care must be taken to give information required on face of mileage card accurately in all cases.

BULLETIN NO. 169
Notice to Trainmen

Too many complaints are being received in regard to passing up of passengers by cars when pulling to or from car house. A close check on this matter will be kept from now on.

BULLETIN NO. 170
Notice to Conductors

Transportation Book No. 6840, issued to Dott J. Harrell, account fire department, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 171
Notice to Trainmen

On Hallowe'en, Oct. 31, trainmen must be on the alert for unusual and dangerous conditions, taking extreme care in approaching grades, curves, and switches, and looking out carefully for obstructions on the track, or suspended from the trolley wire, and for greased or soaped rails.

If anything is noted out of the ordinary, which might contribute to trouble or danger call the Emergency Supervisor at the first opportunity, and make report.

BULLETIN NO. 172
Notice to Conductors

Pass No. 6121, issued to Conductor J. A. Lavigueur, Division No. 1, which was lost the latter part of June, 1922, is being used by a boy about 17 years of age; height, 5 ft. 4 inches; weight 180 lbs., and who it is reported lives on Maple Avenue near 36th Street.

Take up this pass when presented for transportation, collect fare, and send to this office with report.

BULLETIN NO. 173
Notice to Conductors

Please cancel that part of Bulletin No. 147 pertaining to lost pass No. 1749, issued in favor of Amanda Smith, car cleaner, as this pass has been found.

P. B. Hill
Supt. of Operation.

A thousand starts won't make one finish.

Gets Number of Truck Failing to Stop for Accident

A good bit of quick work was done last Thursday morning by Conductor Carl Hirsh, of Division One.

A commercial truck, at Palmetto and Mateo, ran over a woman who was pulling a small wagon in the street. Whether the truck driver did not see the accident or whether he deliberately drove ahead is not known. At any rate, Hirsh noted the number of the truck and immediately telephoned the emergency supervisor and reported the matter. An ambulance was rushed to the scene and the woman was treated at the emergency hospital. Due to the prompt action, she did not suffer seriously and was later taken to her home.

Literature is the thought of thinking souls.

NEW SCHEDULE ON N LINE MONDAY

An increase of 221 miles is made in a new schedule of the West Ninth street which is effective October 30. Three Division Four cars will be added to the line. The time allowed for the round trip is increased six minutes in the mid-day and eight minutes in the morning and evening rush hours.

The morning headway is shortened from 3½ to 3 minutes and the mid-day headway is reduced from 6½ to 6 minutes. The afternoon rush hour headway is cut from 3 to 2½ minutes.

The new schedule gives a maximum of 28 cars on the line.

TWO BELLS

The following verse is contributed by M. C. Armstrong, of a patrol service that watches at night in the vicinity of Division Five. Here's hoping he was not writing this during the recent attempt to hold up Division Five.

*When two bells clang and cars pass by
And leave two Belles awaiting,
When two Belles signal them to stop,
Two Bells are aggravating.*

*When two Belles find what seemed unkind
Was a well scheduled plan,
And cars all stop right on the drop
At "stop" signs all may scan.*

*Two Belles may see their fallacy,
Their error or mistake,
Then simply walk a half a block
And everything is "jake."*

*But if two Belles with screams and yells,
And arms in signal-waving
Stop at the spot where signs are not
In manners ill-behaving.*

*They may be met with stern regret
When street cars pass along,
For time thus spent brings discontent
To all the observing throng.*

*With courtesy to everyone
And system wisely planned—
We take delight, both day and night
To stop at your command.*

On the Sick List

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

DIVISION NO. 1
Conductors—N. A. Lucas, 744 Ventura Ave.; W. Williams, 2237 Stephenson Ave.; L. M. Hills, 1010 E. 40th St.

DIVISION NO. 2
Conductors—A. M. Ricks, 3744 Maple Ave.; S. F. Sutherland, 853 N. Hicks St.; J. Kirkpatrick, 1462 E. 48th St.; E. L. Bach, 5212 So. Wall St.
Motorman—J. T. Gibbons, 214 E. 52nd St.

DIVISION NO. 3
Conductors—A. M. Block, 3317 Jeffries; E. F. Peterson, 341½ W. Ave. 52; J. S. Meehan, 729 Alpine St.; W. M. Rogers, Burbank, R. F. D., Box 286.
Motormen—L. Rosa, 615 Cypress; G. Anderson, 2645 Alice St.; L. M. Covington, 259 So. Rangel Stercio.

DIVISION NO. 4
Conductors—F. Arnold, 1406 So. Union Ave.; E. J. Gaume, 721 W. Washington.
Motorman—M. F. Loudrou, 967 El Molino St.
Operator—E. J. Wilcox, 111½ No. Olive.

DIVISION NO. 5
Conductors—A. B. Conway, 5410 3rd Ave.; W. H. Moore, 822 S. Fir St., Inglewood; E. F. Page, 11854 Venetia Ave., Athens; L. K. White, 1416 W. 57th St.; L. T. Campbell, 5305 5th Ave., Lenox; H. Thagard, 10819 Grebiella Blvd.
Motorman—I. D. Brown, 1514 W. 55th St.; D. C. Ross, Lawndale, Cal.; W. D. Dugger, 416 W. Jefferson St.; L. M. Erickson, 5117 1st Ave.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

For Conductor D. Craig, Division 5

Los Angeles Railway.

Gentlemen:
On several occasions I have had the pleasure of riding on car in charge of Conductor 2472. On each and every occasion I have noticed the kindness and courtesy shown his passengers. Everyone I have talked to has commented on #.

We live on the Moneta-54th Street line, and the cars are usually crowded during the rush hours. Conductor 2472 always is patient and considerate under all circumstances.

The Los Angeles Railway should be proud to have such a conductor.

Yours very truly,

MRS. R. HALL,
358 West 54th Street.

□ □ □

For Conductor R. H. Chisolm, Division 2

Los Angeles Railway.

Gentlemen:
I wish to commend the action of conductor 1808 of the Maple Avenue line. I am a frequent passenger on his car and have always noticed his strict attention to duty and his kindly help to elderly people getting off and on the car. Trusting you will see that this man is thanked for the service he gives you and also the public. I remain,

Yours very truly,

C. G. HAGG,
5624 San Pedro St.

□ □ □

For Conductor H. E. Estep, Division 5

Los Angeles Railway.

Gentlemen:
While I happen to live on Grand and Moneta Avenue line, I am very much pleased with your car service and employes. I always get a certain car as I go to work at 7:35 p.m. The car—556, and conductor No. 1390. I have never missed a night that he was not always doing some kind deed to a passenger, especially to elderly people and women with little children and very kind in giving information.

I am more pleased with your employes than I can explain in plain words. I hope to continue the same in the future.

Sincerely yours,

MRS. L. FRAZER,
227 West 59th Place.

□ □ □

For Conductor E. W. Gay, Division 2

Los Angeles Railway.

Gentlemen:
In regard to Conductor 1730. While riding last Thursday, August 24, on your car 1221, Moneta Avenue line, when this car came to 54th and Moneta at 3:25 p.m., a very old lady wished to alight. I got off the car ahead of her to offer my assistance (lady a complete stranger to me) when your conductor, No. 1730, got off his car and in a very gentlemanly manner assisted the lady to the street, looked to see if there were any automobiles coming and then, seeing everything clear, permitted the lady to go to the sidewalk, and stood by the steps of his car until she was on the sidewalk.

This, gentlemen, is one of the most courteous and gentlemanly acts I have seen performed by your employes.

Yours truly,

L. M. ARMSTRONG,
5821 1/2 S. Olive, City.

□ □ □

For Conductor E. B. Adams, Division 1

Los Angeles Railway.

Gentlemen:
Would like to say a word of praise for one of your men on line "B," cap No. 2056.

Would say, he is so courteous and obliging to his passengers, and is deserving of promotion. I have been on his car a number of times and noticed how good he is.

C. B. QUINN,
1415 Maple Ave.

BE CAREFUL HALLOWE'EN

EVERY line of the system will be under close guard Tuesday night, Hallowe'en, to prevent accidents and damage to company property. No one has any objection to "kids' fun" but when this so-called fun endangers human lives and limbs, vigorous action is necessary.

All available supervisors, instructors, watchmen and other employes of the transportation department will be out on the lines, particularly at grades, curves and other places that might be made dangerous. All boards of the emergency telephone system will be kept open. Men and automobiles will be waiting, prepared for emergencies at the main offices and at points outside.

Trainmen are warned to be particularly careful in their operation; to watch out for obstacles suspended from the trolley wires and indications of greased tracks or other dangerous practices. If you are not near an emergency telephone, use a private telephone and call on the night numbr Pico 4629, if you notice any danger.

Help Witnesses Realize How Accident Happened

(Continued from Page 1, Col. 1)

to be the ones who worry a claim department more than any other.

Look Outside Car

The best witnesses are more likely people who were on the ground at the time the accident happened. There should be no such accident, where we are to blame, for the conductor is watching, and the motorman has a mirror so he can see also. A passenger may change his mind very quickly, or cut out back of an auto, boarding the car just as the motorman glances to the front, satisfied that all is clear at the rear of the car.

To know just what happened, the witness should see the circumstance leading up to the accident, or let the conductor explain just how it happened at the time, to sway the witness to the actual facts of the case, otherwise it looks bad for us, especially if the injured party has little respect for the truth. If you are regularly considerate of your passengers, there will be some one on your car, who no one could make believe that you were careless. If you are a grouch, some would be only too glad to take a crack at you as a witness.

The witnesses to a collision are about the same as those to a step accident. The passengers are reading the paper, or are in conversation with one another. Car is going along full speed. All at once the motorman starts ringing the gong vigorously. Some of the people look up, a few may stand up to get a view. They see an auto standing on the track, then the crash. These people will say "I saw the auto standing on the track, and the car ran into it," which is exactly what they did see. They know nothing of the circumstance leading up to the accident, where the machine cut in, or how long it had been standing.

Same Old Story

The driver will say that he was standing there for some little time. In a week, he will say, "I was standing there fully two minutes. When I stopped, the car was a block away. The next I knew was when the car collided with the machine, without warning of any kind, doing so much damage. I carry no insurance of any kind, etc."

As a matter of fact, the auto passed the car, pulled onto the track right away, and had to stop on account of something unlooked for, further ahead. The motorman rang the gong as soon as the auto pulled on the track, and did not have five seconds in which to stop his car, the witness seeing about three seconds of the transaction, which looked to him as though the machine had been there for a considerable time. Anyone giving a moment's thought, would know that the man was not there for but a few seconds. This is the psychological moment. The fact that the man pulled onto the track in front of you and stopped, should be mentioned so that several can hear it. The marks on the pavement will show this to be a fact in most cases. The time to look for those marks is right then, and for any other marks that might prove useful.

No man can reconstruct an accident eight hours after it happened, unless he has some notes to refer to. When making out the report, you would have to guess at what happened. A few notes would enable you to fix the place, distance, and a few other facts. One can easily seen in reading accident reports, that no notes were taken to guide the man as he makes it out some time later.

SHOW THEM AT THE TIME

The fellow who was hit, reconstructs his accident many hours after it happened. He heard no bells, saw no car, was standing some time, and imagines every other thing in his favor. A word carelessly spoken. "He pulled right in front of me. I did not have a chance; did all any man could do; was giving the proper warning," or some other angle that the particular accident would warrant, will make a lasting impression on the minds of your witnesses, which in two weeks develops into the idea that they actually saw or heard those things themselves.

The fact that you are in the habit of ringing your gong at most cross streets as you approach, is impressed so strongly on the minds of your passengers, while free from other thoughts, that they will swear you rang it at the one where you had an accident, though you are not sure about it yourself (though you may say you did). With ninety out of every hundred people who witness what looks as though it might be a serious accident, there is a second or two, that they do not know what they saw or heard, because their mind is held by what they realize is about to take place so strong, that all other thoughts are blotted out. This is one of the natural instinctive habits. Our strongest instinct is self preservation of the species. It takes quick thinking, and a great deal of training for a man to know just what he did or saw just before the accident happened. For the witness to take in all the angles leading up to one, must be a good observer, and knows what to look for before it really happens. In short, he must be trained.

On The Back End

(Contributed)

Arriving at Lincoln Park last Monday, Motorman L. B. Dundas of Division Four was accosted by a weary Chinaman who asked, "Where's the postoffice?"

"Why Charlie, you're lost," exclaimed the husky pilot.

"No, no, no," persisted the oriental, "me here, postoffice lost."

* * *

One of the worst things in the world is the man who keeps counting his troubles like he was afraid he would lose one.

* * *

Conductor Charlie Chaplin Smith of Division Three, who left a la auto for his old home in Pennsylvania some time ago, has reported by various postcards, that the gasoline route is quite the elephant's eyebrows, but his latest bulletin says that his flivver threw up the sponge two days from home and caused him 15 days' delay. Abas the flivver.

* * *

"Move up, please," has its particular significance to street railway men, but I saw a little different interpretation the other day that did my heart good. A husky policeman stepped on my car to ride a few blocks. We hit a traffic blockade. A surly motorist, when asked by a fellow motorist to move up a foot or two, replied, "No I won't move up. I stay right where I am." He had a good ten feet to move in.

The big policeman hopped off the car and over to the surly motorist, ordered him to move and said, "I'll give you a tag for blocking traffic just to teach you to be polite and decent."

This was a place where it would have paid to obey "Move forward, please."

C. F. WOOD, Div. 3.

* * *

It's no use for anybody to wonder who invented work. The patent on it expired an awfully long time ago.

* * *

In various issues of Two Bells, we have noticed a great deal of comment about Cimarron street. We wonder why it is from the cool, bubbling springs of Bimini on the north to the fuming stock yards on the east at Santa Fe and Vernon, that no one would give mention to some more important street than Cimarron; Pico for instance.

A woman boards at Jefferson and asks about Pico. She is told she will be notified when the car reaches Pico, but instead, she makes some 47 or 49 inquiries about Pico en route.

Then at Pico a large woman the color of darkness hangs from the handles and spouts forth, "Conductor, does you all go to Heliotrope Drive?"

"No, but we will transfer you there at the end of the line."

She came back "Where is the end of the line?"

"First and Vermont."

Sixteen other questions and answers are exchanged and then she came through with this, "Say, Mr. Conductor, do you all stop at the end of the line?"

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

The ilne shake-up on West Sixth St. was the main topic for argument at this division during the last week. A few more full runs were added and some of the extra men are now regular. Next week we will stage a shake-up on West Ninth.

Carmack, the official scribe for Division No. 1, is still laid up with his arm, which was injured in a little shooting match some time ago. Carmack says the old wing is not staging a very fast comeback, but he hopes to be going strong again in the near future.

The personnel is changing so fast lately that it is hard to know who is who any more. Lots of new men coming for the rush and some of the older men are leaving for other jobs. Some of the men who have left us recently are: F. W. Woodall, T. W. Hartford, E. M. Staley, A. M. Roullard, D. M. Ramsdill, W. E. Cole, W. F. Schultz and P. Combs.

Conductor C. Lange is taking a few days off to build an addition to his house and prepare for the coming winter months. Speaking of winter, we are sure that it is not very far off the way it felt about 5 A. M. this morning. Pretty soon it will be "Oh! how I hate to get up in the morning."

DIVISION 2

C. L. Christensen

Conductor A. Nielsen, who went to visit a sick brother in Kansas City, some time ago, informed us by letter that his brother passed away two days before he reached his destination. Mr. Nielsen expects to return to L. A. in a short time.

Motorman Geo. H. Livingston, who is enjoying his vacation at his former home, in Providence, R. I., is telling his friends here, although he is having a good time, he is longing for Southern California and will probably return in a couple of weeks.

Motorman R. E. Thompson has transferred to this division from Division One. We welcome you, R. E.

Motorman B. Still and J. E. Nelson have changed over to conductors, thinking they will like the back end best.

Division Two has got the oil fever, everybody is asking: "How is the well? Have they struck oil yet?" Well, I do not think they have yet, but of course, they expect to very soon.

Our oil salesman, who is part owner of the project, J. C. Allison, who in his spare time is a conductor on a train on line M, has left for Texhoma, Oklahoma, to supervise the last hundred feet of drilling before they reach the precious black fluid. J. C. has assured us that he will keep us posted as the work progresses.

Conductor B. L. Carter is taking a leave of absence, for the purpose of qualifying for position as letter carrier. We wish you success, B. L.

Motorman J. E. Goslee has resigned to return to his former trade, printing.

Motorman L. D. Gordon is back on his run again, after working for a while as extra emergency supervisor.

Motorman R. Aldworth is helping out during the present rush in the student instructor's office.

Conductor H. A. Glenn is now qualified to work as register clerk, so H. T. H. can get a day off any time.

Who's Who



ALTHOUGH he has been in Los Angeles Railway Service less than a year Motorman J. A. Durkin, of Division Three is quite an old timer at the street car game. Back in 1902 he started as a conductor on the cars in Camden, New Jersey, and stayed with it several years.

During the war he was in the shipyards of the New York Shipbuilding Company, helping to build the famous "Bridge of Ships." When he came west, he answered the old call of street car life and started with L. A. Railway last January.

DIVISION 5

L. W. Burwick

We're back in first place again in the safety contest, where we really belong. Now, unless we slip some in the next few days, the flag is ours. Let's watch our step and establish a permanent resting place for the safety pennant at Division Five.

Motorman Heinzman has discovered a new way to consume ice cream cones. Because of the fact that he intends to have this new system patented, we will not describe it as yet, but I am sure he will try to enlighten you if you will consult him about the matter.

Conductor L. W. Howe has returned to duty, after a leave of five months, visiting in the east and trying to improve his health.

Conductors A. B. Conway and E. F. Page have been given temporary employment as flagmen.

Conductor E. C. Tyler is recovering from injuries received last week, when an automobile in which he was riding ran off the road and turned over in some loose gravel. Tyler only lost a few days' work, but is still suffering some from a bruised shoulder.

We are glad to report that Conductor H. L. Raines is able to return to work after being on the sick list for several months. Raines is working trippers until he has recovered a little more completely.

Motorman A. E. Neff has resigned on account of work on the cars not agreeing with his health.

F. C. Hawthorne has returned from a trip to Des Moines, Iowa, where he attended the G. A. R. encampment, where he represented the Sons of Veterans.

Division Five is losing a good conductor to Division Two, C. A. Rogers, who has traded seniority with Con-

DIVISION 3

H. A. Russell

Well, I had decided to refrain from commenting on the present contest this issue, but as at the time of writing, I observe that we have moved up a notch, so changed my mind. We are now in the third position, just two points below where we belong. Now that you have started upwards, stay with it. Keep your nerve and your eye peeled and maybe next issue we will be on top.

There was a big commotion in the waiting room and when the smoke cleared away, we found that it was just Mot. Mike Pearson telling the bunch just where he stood in safety operation, and to cinch it he threw out a challenge to any motorman of any division that he could operate a car for a longer period without accident and stands ready to back his challenge with money, chalk or marbles. Now then some of you gents with the big safety record, come forth.

You have all heard of that genial gent, Mr. Clayton C. Beers, and you have likewise scanned his features in the Two Bells, the largest paper issued by the L. A. Railway. Well, that ain't all, but what he was doing around here digging the other day we do not know, but we do know that the Lizzie failed to function, necessitating a tow. Jarvis says he could tell us a whole lot more but nuff sed.

Scribe Knittle of Division Four said last week that he was short of comedy, so he spread a piece about a Division Three crew pulling out one hour ahead of time. Maybe so, don't know, but anyway only characteristic of the Division Three bunch. Full of pep and raring to go at all times.

G. V. Hopkins, our popular motorman, is stepping up. He is now breaking in as extra supervisor. G. V. should make good on the job, as he has an excellent record with us on the front end. Good luck to you.

Cond. V. E. Davis is the patentee of the Davis auto wheel and from a look at the blue prints, it would appear that he has a good thing and we wish him success.

Cond. W. N. White will return to his first love, Division One, having traded seniority with Cond. L. H. Vought of that division. Good-bye, White. Welcome Vought.

Cond. Wm. Butler, Mot. L. K. Plummer and Mot. Mike Pearson have left for a five days' visit to Pearson's cabin at Big Fork. Cond. Fury will join them next Sunday and what these boys will do to the fish, well it will be a shame.

The old bird stork is still on the job around this division. The old boy arrived at the home of Cond. C. E. Harris on the morning of the 25th and donated a beautiful baby girl and, of course, it is the best that ever happened. This makes a pair of 'em, a boy and girl. C. E. reports mother and babe doing fine.

For Motorman J. H. Critchett, Division 3 Los Angeles Railway.

Gentlemen:
Just a line in commendation of your motorman, No. 1681 on West Adams line, in calling streets and change connections in a clear and intelligible manner, which is a great aid to tourists, of whom there are so many.

E. JOHNSON,
1468 West 84th St.

ductor L. G. Turri of that division. Welcome to Division Five, Mr. Turri.

Motorman J. Coward was among those appointed to temporary special duty with the instruction department.

DIVISION 4

C. J. Knittle

Motorman W. H. Wisdom is on a fourteen-day leave to rest up.

Trainmen who saw Conductor Wm. MacDougall whizz through town in a taxi early last Friday morning, will be interested to know that it was not the agonizing fear of missing out that placed him in his classy position. "Mac" was having a race with the proverbial "old bird." Next day we got all the dope. It's a seven-pound girl. Both Mrs. and Miss "Mac" are doing nicely.

A few days later, however, "Mac" demonstrated his love for missing out by riding the Temple Owl all night so he couldn't oversleep. That's what happens when the sweet woman isn't there to nudge you. Eh, kid?

A man, his wife and two boys, one about eight and the other two or three years younger, boarded Conductor H. E. Ketchum's Temple car. The man dropped fifteen cents in the box. "Must I pay for the smaller boy?" he asked. "For all over five," replied Ketchum. "Then that's just right," continued the passenger, smiling. "No! Johnny's six!" exploded the eight-year-old. Another nickel clinked in the box as the sheepish-looking gentleman joined his family.

We guess a lot of men refuse to be disturbed during meals for any reason. But Motorman T. H. Speed "ain't" of that stripe. No siree. Speed came running up to the window last Tuesday morning with a cup of coffee in one hand and a cushion in the other, yelled his run number and beat it back to the breakfast he had deserted in honor's name.

Conductor A. MacKenzie intimates that he and Motorman Speed and Conductor Duke Howen fished at Redondo last Saturday—that they went there in Speed's flivver—that he drove at a thirty-five-mile clip all the way—that they saw Mechanical Foreman McIntyle and Switchman Johnny Hobson fishing from the pier—that they (MacKenzie's party) caught two gunny sacks of various styles of fish—that the pair on the pier caught naught—that part of this news is bull—and that's that.

Operator J. L. Cates is wearing a baby pillow under his left eye these days. Had it not been for his timely explanation, that the boil was a boil, we might have suspected he had suffered a pugilistic encounter.

Introducing New Men

The following men have been assigned to their divisions during the week ending Oct. 21, 1922:

DIVISION NO. 1

Motorman—D. H. Weaver.

DIVISION NO. 2

Motormen—W. Bristol, R. R. McFall, C. L. Mabry, E. Van Fleet, J. M. Sowers, R. E. Thompson.

Conductors—R. O. Durham, J. F. Strickfaden, R. C. Hunn, J. L. Vicars, H. T. Gollar, M. J. Kingry, W. Collins.

DIVISION NO. 3

Motormen—A. Allen, C. H. Westover. Conductors—J. E. Potter, L. A. Abbott, W. J. Earls.

DIVISION NO. 4

Motormen—T. A. Rogers, J. D. Wilson, T. Druin. Conductor—A. Senator.

DIVISION NO. 5

Motormen—C. H. Pierce, W. Robinson. Conductors—K. M. Ream, G. McBride, T. B. Bachels, E. M. Curran.