

# TWO BELLS

VOL. IV

FEBRUARY 25, 1924

No. 39

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

## 1924 Car Building to Start Soon

### CASH AWARDS FOR PLANS TO HELP SERVICE

Suggestion prize awards for January, are as follows:

**First Prize: Mtr. G. H. Slatford, Div. 4**

The suggestion was that a time point be established for all lines passing Pico and Grand, in order to regulate the dovetailing of cars of the various lines at that point.

So far as it applies to the particular intersection of Pico and Grand, the suggestion is a very good one, and while it would be highly desirable if all intersections where cars of the different lines join in the use of joint track, could be made time points, this is obviously impossible as it would result in entirely too many time points having to be handled.

**Numerous Intersections**

For example: all lines running north and south on Main Street would be compelled to observe a time point at Twelfth, in order to provide for the dovetailing in of cars of lines "B" and "G." Again at Tenth Street on account of line "W," and again at Ninth Street on account of line "N". This, of course, is not feasible, and therefore while it may be possible to adopt Mr. Slatford's suggestion as applying to Pico and Grand, it cannot be made to apply to all intersections.

**Second Prize: Condr. T. V. Maitland  
Div. 5**

Is in reference to the handling of fare box on line "F" at the south end where the question of collecting additional fares on account of the fare zone at Manchester and at Vermont Heights enters in. His suggestion will be given very careful consideration before being adopted.

**Third Prize: Condr. C. J. King, Div. 4**

While his suggestion, which is in reference to a change in the marking of school zones, has been anticipated by city officials, and the changes are recommended almost identically as covered in his suggestion, still it was deemed worthy of a prize as Mr. King had no way of knowing that the change was in prospect at the time he sent in his suggestion.

### SUPERVISORS TO STUDY EQUIPMENT

A new course of instruction for supervisors which will specialize on car equipment, will start next Wednesday. Classes of six will be arranged. The instruction department will give the men chalk talks and follow them up with actual operation of cars under all kinds of conditions.

The final degree is to be administered by the engineering department when mechanics will show the supervisors the fine points of locating trouble on a car and making emergency repairs on the road so that blockades can be avoided.

### Slauson & So. Park Crossing Replaced

The Track Department began installation last Wednesday of a new piece of special work at Slauson and South Park avenue. The Santa Fe tracks cross the line at this point.

The paving of West Third street from Rimpau to La Brea will be finished within two weeks. This involves almost a mile of double track paving.

The single track on Sixteenth street running from San Pedro into the company yards is being rebuilt and placed in the center of the street preparatory to paving. The improvement of the street will be of considerable help to the buses, trucks and other motor vehicles of the company running in and out of the Sixteenth street yards.

**Every man should keep a fair sized cemetery in which to bury the faults of his friends—Beecher.**

### Bridegroom Chief Of Supervisors Back

Here comes the bridegroom!

W. B. Adams, director of traffic who was married February 9, returned from his honeymoon last Tuesday and is back on the job. While Mr. Adams was away, Billy Snyder, his right bower, was in the hospital, but the work of the supervisors moved along smoothly and efficiently, indicating the good degree of organization and cooperation that exists among the men with the brass cap decorations.

**IT'S A GIRL!**

Conductor Frank Deuber announces the birth of a seven pound daughter. Mother and baby doing finely? Yes.

**We have to be square ourselves to recognize squareness in others.**

### Buses to Have Same Insignia As Street Cars

The monogram "L. A. Ry. Co." on the buses, similar to the inscription on the safety cars and the same design as the trainmen's badge, is to be replaced by "Los Angeles Railway" spelled out in full length along the sides. It was not feared that the buses might be mistaken for yellow taxis but being a part of the street railway company, it was decided that the motor vehicles should be marked like the street cars.

### New York Railway Man Likes Our Stuff

A request for various forms used by the instruction department has been received from Edward W. Jones, superintendent of employment and instruction of the Third Avenue Railway of New York, in a letter received last week.

Mr. Jones adds that he reads Two Bells which may be taken to indicate that he is thoroughly on to his job and exercises good choice of reading matter.

### Broadway Dividing Line of Supervisors

The east and west dividing line for supervising districts is now Broadway and the north and south division has been abolished, according to W. B. Adams, director of traffic. G. W. Bruffett, ranking chief district supervisor, has charge of supervisors and lines east of Broadway and S. J. Beals has charge of supervisors and lines west of Broadway. A. H. Warren is chief district supervisor for the entire system at night.

W. H. Snyder is now assistant director of traffic.

### Schedule Adds Four Full Runs to Line B

A new schedule on line "B," effective March 2, will add four full runs and cut the trippers from 31 to 26. The midday headway will be reduced from seven minutes to five minutes. Five minutes have been added to the running time in each direction during the afternoon rush period.

**Man never made and nature never produced anything more beautiful than the American flag.**

### CONSTRUCTION OF 40 UNDER 1923 PLAN NEAR END

The floor frame for the last of the 40 cars to be built by the company at South Park under the program started in 1923, will be laid within a week and the construction of 20 more cars under the 1924 program will start shortly afterwards.

Twenty-seven of the 40 "built in Los Angeles" cars have gone to the paint shop. Ten of the cars are in service. Others are equipped and will go into service shortly while five are waiting for small mechanical parts.

The construction of ten flat cars for the track department will start this week. In addition to the building of ten new cars, ten of the track department cars which have wooden bodies will be rebuilt in steel.

The cars which have been turned out at South Park are designated as Type K. They have the same dimensions as the Type H cars and are equipped for operation in single units or two-car trains. The 1924 program calls for the purchase of 100 cars in addition to the 20 to be built here.

Somewhere between Los Angeles and St. Louis are 25 Type H cars ordered in the first part of last year. Shipment started some time ago but none have reached Los Angeles.

### Line Instructors Finish Training

At the five divisions there are now 396 conductors and 400 motormen qualified as line instructors, says Daniel Healy who is still gasping for breath after answering questions of the army. The instruction department gave a course of instruction for the line instructors so that uniform training will be given to new men when they are breaking in on the lines.

The men met in groups at different hours in the instruction department lecture room. The final class was held last Wednesday afternoon.

**COND. LEETE PROMOTED**

J. G. Leete, formerly a conductor of Division Five, has been assigned to the schedule department.

# Editorial Comment

*Two Bells 1: The Official Paper of The Los Angeles Railway*

## Rule of Safety Always

UNNECESSARY conversation with the motorman of a street car is a violation of a city ordinance as well as a violation of a company rule. Bulletin No. 28, warning trainmen that police officers may arrest parties violating this ordinance is significant and gives a warning which should be heeded by all employes.

Frequently a motorman is observed tending strictly to business and giving his full attention to proper operation, when some friend or employee, not on duty, starts a conversation with him. Both the motorman on duty and the person engaging him in conversation become guilty of violating a city ordinance if the conversation continues.

Regardless of laws governing the subject, a conversation involving a man entrusted with the safe transportation of a number of passengers, violates the law of safety first.

The full co-operation of all employees when they are off duty or on duty is requested so that a maximum safety will be possible and passengers will not be given the impression that some motormen are more interested in conversation than they are in safeguarding the lives of patrons.

## First Word Is Decision

YOU judge a man from the *first* thing he does. If he smiles you are for him. If he scowls you are against him. If he talks pleasantly you like him. If he talks unpleasantly you want to fight him. You may see the man every day and although you disliked him at first you may develop a liking for him later.

When a passenger is on your car it is probably the first time he has seen you and you never saw him before. If you have to have any conversation with him about a transfer, about a witness card, about a fare or about safety, remember that your *first words* are going to determine whether he will be for you or against you.

You may never see him again and the fact that he might like you later is not as important as that he help you NOW. Do the thing that brings friendly help and cooperation. That first thing is COURTESY IN WORD AND DEED.

## DIV. 4 MECHANICAL DEPT. IN NEW SHOPS

The division four mechanical department is now occupying the new shop building which was formerly Recreation Hall. The building has been reconstructed with two tracks and pits so that four cars can be kept under the roof while repairs are being made. The store room extends along the east wall of the building and a good sized office room has been provided for Joe Melvin, foreman.

A traveling crane has been installed. This is the only division mechanical department with this equipment.

One of the pits is equipped with a removable section of track so that cars can be jacked up and wheels removed without interfering with the truck. There is a line of track at the bottom of the pit on which the old and new wheels can be moved and stored.

## Billy Snyder Up and Listening for Cars

W. H. Snyder, ace of the supervisors, who has been confined to the quarantine hospital by an attack of small pox has been reported up and around and improving well. Supervisor Leon Bean visited Billy at the hospital a few days ago and enjoyed a quiet chat across the 50-foot space of no-man's land on which neither patients or visitors are allowed. He is now resting well at home.

Mistakes of the past should be made over into guide posts for the future.

## TRACK TO BE LAID ON BEVERLY BLVD.

The track department will start this week on the construction of track from Vermont to New Hampshire on Beverly Boulevard. This will affect the route of the "H" cars as the present track between Beverly Boulevard and First street on New Hampshire will be eliminated as it parallels the Vermont avenue track.

When this work is completed, the line "H" cars which at present cross Vermont avenue at First street, will make a right turn at First and Vermont and turn left at Beverly boulevard and Vermont avenue, connecting with the present track at New Hampshire and Beverly boulevard.

## Appreciation

Feb. 20, 1924

Los Angeles Railway  
Gentlemen:

I wish to thank the claim Dept. and the officials of the company, also the Co-operative Association for service rendered me while off duty. I am also proud to be back on the job, I remain

L. D. Champion,  
Motorman Div. 4

Many accidents are caused by sending the body out to work and the mind out to play.

## BULLETINS

Issued February 25, 1924

### BULLETIN NO. 31

Notice to Conductors

Pass No. 2367 issued to C. A. Jertberg, Trimmer, Carpenter Shop, which was reported as lost in bulletin No. 25, has been recovered.

### BULLETIN NO. 32

Notice to Conductors

The following passes are reported LOST:

361 issued to Geo. J. Arblaster, Law Department.

5110 issued to E. L. Lewis, Motorman Division No. 2.

5612 issued to R. A. Lee, Conductor Division No. 3.

5720 issued to W. G. Knight, Conductor Division No. 3.

6292 issued to J. L. Lilly, Conductor Division No. 4.

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

### BULLETIN NO. 33

Notice to Conductors

Pass Book No. 15550 issued to Carl W. Formhals, Fireman is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

*R. B. Hill*  
Supt. of Operation.

## Safety Meetings Develop Lively Attendance Race

The final three meetings of the division safety series have developed into an attendance contest between the three divisions affected since Supt. Dye of Three told the bow-legged world his men would show more interest than the others.

Division Three recorded 412 trainmen attending out of a possible 600.

Last Tuesday Division Four has 303 men out of a possible 413 present.

Now Supt. Morrison's men have got to check in pretty thoroughly to keep "Shorty" from buying the cigars.

Divisions One and Two already are organizing for a big attendance at the next series so that they will have a chance to win the collapsible moustache cup.

## P. T. A. Praises Bus Operators

Los Angeles Railway,  
Dear Sirs:

The Parent Teachers Association of the South Park School wish to express their appreciation of the courtesy and kindness of the drivers of the buses on San Pedro St. south of Sixty-first. They are very obliging at all times.

Respectfully yours,  
South Park P. T. A.  
By Mrs. Nelson, Secretary.

## Work On New Div. 1 Pits Progressing

Special track work will connect the new pits and storage track at the north end of the Division One property with the Central avenue main track is on the way to Los Angeles but the present track will be used temporarily. The concrete for the pits has been poured and the work is progressing rapidly.

Appearance counts; but it isn't all, for many a beautiful apple is rotten on the inside.

## FINAL SAFETY MEETING OF SERIES ON TUESDAY

The last meeting of the present series of safety talks will be held at Division 5 next Tuesday. The hours are 10 A. M., 1 P. M. and 8 P. M.

A feature of the safety talks made to Division 4 trainmen last Tuesday, was the attendance at the afternoon meeting of several men from other divisions, who were relieved downtown and took the opportunity to get the instruction.

### R. B. Hill Presides

R. B. Hill, superintendent of operation, presided at the morning meeting and introduced the speakers. R. R. Smith was in charge of the others.

John Collins, supervisor of safety, spoke in his usual helpful style, emphasizing safety practices in conditions familiar to every trainman. He said that there would never be a rear end collision of cars if every motorman strictly observed the road space rule which is the one system that must be applied to all types of traffic.

### Procuring Witnesses

At the afternoon and evening meetings, C. M. Roberts, general claim agent, spoke about procuring the names of witnesses to accidents. He reminded his audience that passengers are doing a favor by giving the information desired and that the man who gives the best service, will have the most success in getting names and addresses. The use of clean witness cards is an important item, he said, and advised that a fresh supply replace any soiled cards in a trainman's possession.

### Craddock Pinch Hits

At the afternoon meeting, E. H. Craddock, chief investigator, made the talk of procuring witnesses. This is the first time Mr. Craddock has represented the claim department at one of these meetings but he made a very good start and was well received by the trainmen present. He spoke on the same lines as was covered by Mr. McRoberts at the other two meetings and got down to brass tacks in effective fashion so that his talk was of considerable value.

## NEW FAGEOL BUS DRIVEN TO L. A.

Ray Anderson and George Borngrebe of the garage returned from Oakland last Tuesday with the newest Fageol bus for company service. The bus is number 320 and has a few new features in the air brake equipment which will be tested.

In connection with the brake equipment, it is interesting to note that the blacksmith shop at South Park is now turning out the metal brake shoes used on the Fageols and saving on one item of expense.

## Iowa Picnic Given 3-Minute Service

Three-minute service was operated over Line A and Line L Friday morning to Lincoln Park where thousands of former Iowans attended their annual state picnic. The special headway was maintained from 10:30 A. M. until well on into the afternoon. Supervisors stationed at the park, handled the crowd well. A number of extra cars were used for the breakup.

## Conductor Ding and Motorman Ding Ding

Bouquets And Things  
(Hand Picked)

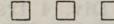
For Condr. C. C. Bloom, Div. 2

Los Angeles Railway,

Gentlemen:

Coming out on an "S" car today, No. 1158, Conductor No. 2246 called street names so clearly I am impelled to send in favorable mention.

Respectfully,

MRS. A. N. LITTLE,  
153 So. Ardmore.

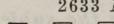
For Condr. W. E. Jorgenson, Div. 3

Los Angeles Railway,

Gentlemen:

Yesterday A. M. I went from 24th and Magnolia to 7th and Hill on a West Adams car, about 9:30 A. M., on which was Conductor No. 928.

This man was so courteous, so attentive to business, that I cannot help but take a few minutes to inform you. His manner was so superior to the average conductor that, more than one on his car felt better in riding with him, and could overlook the discomforts of an overcrowded car.

Sincerely yours,  
DR. LYNN GOODE,  
2633 Magnolia Ave.

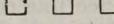
For Mtr. W. E. Smith, Div. 2

Los Angeles Railway,

Gentlemen:

I wish to commend Motorman No. 503, West Washington line, as being exceptionally efficient and polite.

Very truly,

W. W. KING,  
Hotel Clerk.

For Condr. J. W. Neal, Div. 3

For Condr. W. S. Rice, Div. 3

Los Angeles California,

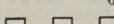
Gentlemen:

For nearly two years I have been riding on the "W" line and I wish to write a word of commendation for two of your conductors.

Mr. Rice, No. 1242, while at all times mindful of the company's interests, is ever desirous of giving the best service possible to the patrons. No matter how trying the situation the smile never leaves him.

No. 1184, I dislike to refer to a gentleman by a number only, has handled some difficult situations with greatest tact. He is broad-gauged enough to see the viewpoint of the strap hangers and adjust matters amicably.

Very truly,

P. J. QUINN,  
6058 Myosotis.

For Condr. G. L. Lashbrook, Div. 4

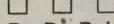
Los Angeles Railway,

Gentlemen:

I am a believer in bouquets and think Conductor No. 1626, on the "F" line should have something more substantial than a mere verbal one. He is courteous, kind and just radiates good cheer. A perfect gentleman.

If the company is making special acknowledgement of merit at Christmas time I hope he gets a generous share.

Yours sincerely,

BLANCHE FLETCHER,  
3110 Walton St.

For Mtr. B. B. Baker, Div. 1

Los Angeles Railway,

Gentlemen:

Just another word of commendation. This time for the cheery motorman on car No. 425, Huntington Park line, which left Walnut Park at about 10 A. M. Tuesday, December 4th.

I did not have time to get his number. When the car reached Spring Street, several passengers and myself wished to get off, but owing to the "immovability" of several "aisle cloggers" we were carried on to Broadway.

I asked the motorman, "Why do you not let passengers get off before starting your car?"

Expecting a snappy reply, which is so often the case, I was much surprised, when the motorman courteously replied, "Well, I waited long enough." I said, "We

## Edith Brink, Who Will Wed March 8



MISS EDITH BRINK, who has been stenographer at the main offices for the past three years, is leaving at the end of the month and will be married March 8, to J. W. Hill, an electrical contractor of this city. The ceremony will be performed at the Riverside Mission Inn and the couple will make the Inn their headquarters for short honeymoon tours through Southern California.

Recently a number of girls of the main offices gave a surprise shower of miscellaneous gifts in honor of Miss Brink. The affair was held at the home of Mrs. Jennie Shand, chief telephone operator.

## ELECTRICAL HOME GOODS DISPLAYED

How electricity can be made to wash the dishes, answer the telephone and make out your income tax report, in addition to running street cars, will be some of the features of the Hollywood Electrical Home which opens February 28, under the auspices of the electrical industry in Southern California. The Home will be located on Cahuenga boulevard under the illuminated cross used during the Pilgrimage Play. The house has been wired and equipped as a model for the use of electricity in saving time, worry and money.

The exhibit is an annual affair intended to show the possibilities for use of electricity in the home. No articles are sold at the house and admission is free. The home will be open until March 16.

The Home can be reached by riding to Santa Monica boulevard and Western Avenue or an "S" car and then boarding a Pacific Electric Highland avenue car running west on Santa Monica Blvd.

couldn't get out any sooner, there were so many ahead who wouldn't move." He turned around with a wide, genial grin and remarked, "O, be cheery, be cheery, it's getting near Christmas."

His cheerful grin was contagious and after telling him that I wished all car men were like him, left the car with a smile, thinking that he had handed out some pretty good advice.

Yours truly,

MRS. L. C. B. BAIER,  
114 No. Antonio Ave.,  
South Gate, Calif.

## What Our Customers say



Los Angeles Railway

Gentlemen:

Here is a little incident that happened yesterday.

I was at Main and Jefferson streets and wanted to go to the 500 block on north Western avenue. I asked some street car men, as you know that the crews change at that point. One conductor advised me to take an M car and transfer at Sixth going west. I got on a car and was told the transfer was no good. That conductor told me to walk to Fifth street and take a D car. I got on and the conductor told me I had to go to the postoffice and get a car there.

I started to walk and met a conductor at Fourth and Spring. He told me I had to go to Seventh street.

I got angry and tore up the transfer and haven't got there yet!

Yours truly,  
A. Frishman,  
1605 South Figueroa St.

Attached to an A-Z-U-R-I-D-E clipping, asking passenger to call to the motorman "Next stop please" because the motorman has to give attention to the track ahead, was this letter:

Los Angeles Railway

Gentlemen,

This sounds fine in print, but in reality, have you ever noticed how many of the pilots carry on a conversation with some other pilot who happens to ride with the one in charge?

Yours truly,  
J. Ritter.

## CHANGE SCHEDULE OF WILSHIRE BUS

All buses on the Wilshire line will run through to the west terminal at La Brea street under a new schedule effective March 1. On daily service, the first bus from Fifth and Olive streets is scheduled for 6:30 A. M. The first bus leaving Wilshire Lane at La Brea is scheduled for 6:32½ A. M. This bus passes Eighth and Grand at 6:07. The last bus will leave La Brea at 11:28½ and leaves Fifth and Olive at 11 P. M.

The schedule changes the Sunday morning service considerably as the first bus from La Brea will not leave until 8:32½ A. M. and from Fifth and Olive at 9 A. M. The last Sunday bus from Fifth and Olive is scheduled for 11 P. M. and 11:28½ is the leaving time at Wilshire Lane and La Brea.

## NEW GARAGE DELIVERY CAR

The garage now boasts of a 1924 Dodge screen car which is used for picking up equipment from various shops for automobile and bus repair. The wagon also is on call for the store rooms in transporting goods.

A locomotive has the right of way and can generally prove it.

By Rollins

On The Back End  
(Contributed)

George Ferguson now refuses to walk a mile for a Camel, as he has sworn off all brands of coffin nails but without the daily mile hike George probably will get fat.

Conductor R. T. Soule of Div. 3 was helping make the check now in progress, and while making a special check of a car on line "B" handed a pre-occupied passenger a card provided for that purpose. Said card was politely handed back with the remark that "I didn't see it at all, Conductor." Soule finally convinced him that it wasn't a witness card.

"Hey conductor, what time does the 10:20 car leave this end?"

Conductor C. Ashton was on a Fifty-fourth street car of the "M" line when a prospective passenger of female persuasion asked:

"Do you go to Sixtieth Street?" "No" said Ashton "this is a Fifty-fourth street car."

"What's that you say? fifth floor?" snapped the prospect.

"Young fellow, I want a street car not an elevator."

A visitor from Hackelbarney, Iowa, was sitting in one of the seats of the rear open section when a man on the street who was looking for a Jefferson car sang out: "Are you a 'J'?" The Iowan thought the remark had been directed against him and said "No I ain't, I'm a city feller."

A little kiss now and then  
Is why we have the married men;  
A little kissing, too, of course,  
Is why we have the quick divorce.

Here are a few expressions frequently heard on the back end: "Do you stop at the end of the line?" (At a skip stop;) "I called this street, why don't you stop?"

(Going toward the city.) "Mrs. Busybody gets busy." "Why don't you call all the streets, what does that sign say?" It says "call your street."

I have a good mind to report you." (The car is about five minutes late, a high school Miss boards.) "I guess this car had to be built before you started out, didn't it?"

"Why didn't the car ahead stop for me? What is his number? Blab blab blab."

"Do you go by the Post Office? Gimme a transfer."

"I want to get rid of these pennies." "Smarter, I have been waiting for over half an hour."

"What is the matter with that transfer? I just got it not five minutes ago."

Janitor Herb has resigned. Seems we just can't keep a janitor. To date they've been like "clouds that pass in the night."

Our new one looks like a pretty fine chap. His name is Henry.

You pay most for Safety when you try to get along without it!

Burdens become light when cheerfully borne.

# Looking 'em Over at the Divisions

## DIVISION 1 H. N. Cole

Conductor S. J. Singer says his Oldsmobile will make 54 miles per hour, and you don't have to take his word for it, just ask the Speed Cop of Whittier, he will tell you the same. Singer was invited to sing a little song for the Judge in the near future, the title of which has not been announced.

For the benefit of those who do not know, we have been requested to announce that the relief point on the West Ninth Street line is at 9th and Spring, and not at 7th and Spring as some seem to think.

The seats had all been taken, when a mother with a child in her arms boarded the car, and stood directly in front of a young man, dressed in the uniform of a petty officer. He gave her the once over and that was all. Finally an elderly woman gave the mother her seat while she stood. The young man seemed unconcerned, and finally scraped up an acquaintance with the young mother through playing with the child. What would you call it, nerve or ignorance?

Motorman J. M. Lawson is working a tripper and taking a course in a Barber College.

Motorman J. F. McCormick who was hurt in an auto accident several months ago, is reported as improving.

Motorman N. Robinson is out again, after a week's illness.

**Don't be cordial like an iceberg—smile!**

## DIVISION 2 By C. L. Christensen

Our old friend Johnny Stork is becoming popular again, among the younger trainmen at Division 2. Last week he was entertaining at the home of Motorman and Mrs. R. M. Allen, in whose charge he left a fine 9 pound baby boy. Both mother and baby are doing fine. We congratulate.

Conductor C. Gutriecht, who a couple of months ago had the misfortune to fracture one of his legs, brought us a doctor's certificate the other day O. King him for part time duty. Gutnecht thinks it will only be a very short time till he can work full time again and he is not sorry.

Mrs. Minnie Brumett passed away February 16th as the result of injuries received in an automobile accident about two weeks ago at Fiftieth St. and South Park avenue. She was buried at Inglewood Cemetery February 21, funeral services being conducted at the Pierce Brothers Undertaking Parlors on West Washington Street. Besides her husband, Al Brumett, who is a motorman at this Division, she leaves four children. We sympathize sincerely with the bereaved family.

Conductor T. C. Chase, has been appointed temporary Instructor at this Division during the special check of street car traffic being made for the board of public utilities. You tell 'em T. C., you know the sentence.

Conductor C. E. Everett, is preparing to take civil service examination with the expectation of joining the fire fighters of this city in the near future.

**A soft answer is often a stiff argument.**

Luck usually favors those who don't depend on it.

## Who's Who



Posing as Old Mother Hubbard who looked in the cupboard, is Charlie Walters, assistant foreman of the South Park store room and at present pinch hitting as storekeeper of the Division Four shops. He has been with the company about a year and a half and has spent all of that time in the store department so he knows where most of the rubber bands and street car trucks can be located.

At the Division Four shops, Charlie makes the rounds every morning and notes what the night mechanical men have used and accounted for on the slip fastened to the locker doors. The lockers are then refilled with a full line equipment ready for the night shift of another day. Although this duty is important it has to be done over and over again, just like washing the human face.

## DIVISION 5 E. C. Tyler

**Boys! Do not forget the Safety Meetings at Division Five next Tuesday, February 26, 1924 at 10 A. M., 1 P. M. and 8 P. M. All be here that possibly can as there will be some interesting talks for your benefit.**

C. A. MORRISON,  
Supt. Div. 5

A. C. Borden, formerly a motorman of Division Five, but who is now engaged in the tire business at 2620 West 54th St., dropped in the other day to say "hello" to some of his old friends. He left Ye Scribe a real nifty little calendar for which we extend our thanks, and our assurance that when our typewriter wears out its tires, we will go to him for a new set of Non-skids.

Cond. J. W. Martin of Div. 5 who has been on leave of absence for the past two months visiting in Kansas, returned to work last Thursday. He reports that he experienced enough cold weather and saw enough snow to last him many long years, and assures us that he is in California to stay.

Motr. M. E. Bowen who has been on the sick list for several months was in last Wednesday and reports, that although he is much improved, he is very weak, and does not know when he will be able to return to duty.

Motr. C. D. McLaughlin who was confined in the County Hospital and expected to have to undergo an operation, is out and feeling much better. He is still under treatment however and it may be some time before he will be able to return to work.

Motr. G. R. Pritchett has requested Ye Scribe to convey to the Boys of Division Five, the thanks and grati-

## DIVISION 3 R. W. Reid

A check of passengers carried is being made by the Company and the Board of Public Utilities. This check is the most important ever made by the Company. Conductor Harry Beals will have charge of the work at Div. 3. A special card is being used for this check and every conductor should be very careful to see that he has one when he pulls his car out or that there is one on the car when making relief and also that he turns it in after he pulls that car into the car house.

And by the way, see how many of you boys can hit the cans provided for that purpose when disposing of waste paper, etc. Seems like some of you are darn poor shots.

Conductor J. M. Wilson is taking a thirty-day lay off for his health.

Conducor A. R. McDougall is responsible for the following story: A man boarded his car at Seventh and Spring with a scratch down the side of his face and a mean look in his eye. As he dropped his nickel in the box he remarked that no three L. A. Conductors ever had as much trouble as he had in one day. Mac says "How come?" "Well, to begin with, I had an auto accident this morning, and had to walk to the job that I have taken a contract on. In fact, everything went rotten all day, and just before quitting time when I was on top of the house inspecting some work, one of the painters, who was working near me, slipped and fell. I watched him go through a grape arbor to the cellar, and scrambled to the ground as fast as I could coming within an ace of breaking my neck half a dozen times on the way down. I rushed into the cellar expecting to find the man dead but instead of that he was picking himself up, and when he saw me he exclaimed "Did I spill the paint?"

Mac had to admit that a conductor's job was pretty soft in comparison.

Motorman B. F. Blake is taking a two-weeks vacation. Just resting up, he says.

Motorman R. L. Wortmen, who has been on sick leave for some time, has taken a job flagging temporarily.

Conductor J. Ungefug is taking a trip to Belfry, Montana. He expects to be gone 90 days.

Just before writing this we had a report that Motorman L. A. Tutor had been hit by an auto maniac while attempting to make a relief on his car. He was taken to the receiving hospital. While we have no definite report we believe that one of his ribs was broken. However, we hope that his injuries are not serious and that he will soon be back on the job.

tude of both Mrs. Pritchett and himself for their kind expressions of sympathy and for the more substantial help that they rendered him during their recent bereavement and the illness of Mrs. Pritchett.

(Instead of a Division incident this week, I'm giving you a little poem that rings true. Submitted by Conductor Currier of Div. 5):

Yes, I know I'm old and feeble  
And my eyes are getting dim,

And I falter at the car steps  
As some kind conductor helps me in;

And I'm asking Mr. Autoist  
If you'll stop and have a thought,

Of a little grey haired mother  
Whom perhaps you have forgot;

It will kind of help us old folks.  
Now just another little plea;

Give just a little thought to cripples,  
They too, have to cross, you see.

## DIVISION 4 C. J. Knittle

The most important events of the past week were the safety meetings last Tuesday. And the most interesting fact pertaining thereto was the attendance. Ninety-nine trainmen were present at the morning meeting, ninety-eight in the afternoon and a hundred and six attended in the evening. We don't think Div. 1 or Div. 3 beat that for the percentage of men attending. Considering our roster, we are one of the smallest divisions.

Did we learn anything at the meetings? We'd say we did. "Sorta" wish Johnnie Collins would start the old time Safety contests.

Conductor Megget is dead. His friends were shocked at the news. Pneumonia was the cause. Conductor Megget was ill only two weeks and was on the road to recovery when he suffered a relapse.

A beautiful floral piece expressed the sorrow of Div. 4 trainmen. The funeral was held last Tuesday. Trainmen A. F. Comer, C. Larson, G. S. Mattern, F. T. Ruelas, F. D. Ware and C. J. Kintle acted as pall-bearers.

Motorman H. G. Wade who has been on leave for three months trying out the position of Mail Clerk returned to the cars a few days ago.

Clerk Michels bought a Ford Coupe t'other day. Says they're the coming car. He must be blind.

*But changing the subject to automobiles.* Motorman George Mozier is a good Dodge mechanic and has repaired several trainmen's machines. On every one of the jobs he has always had parts left after he got thru. Now he announces he has reached his goal. He is going to build an auto at home.

Bill Huddy, Pico line conductor, was standing outside the trainmen's room last Tuesday telling a group of us lads of the days when he was a boxing promoter. A tough kid passed by. "That's Battling Fightwell," said Bill. "Last week I sent him to Santa Ana to box oranges."

"And two weeks ago," continued Bill, "I took him up to San Berdo and he whipped cream."

Conductor Jack Milburne is on a thirty-day leave. Jack has been studying to be a doctor of some kind and will take his examination during his leave.

**Today means now. Tomorrow means never.**

## Introducing New Men

The following men have been assigned to their divisions during the week ending February 18:

### DIVISION NO. 1

Conductor W. Watson.

### DIVISION NO. 2

Motormen—J. Jackson, J. R. Kiser, F. J. Koch, H. J. Mounger.

Conductors—C. D. Parker, F. Swords.

### DIVISION NO. 3

Motormen—B. B. Beavers, W. A. McAllister.

Conductors—E. L. Burke, H. E. Potter, I. C. Grubbs, F. G. Hunter, L. E. Wallace, G. R. Hill, A. S. Haines, C. R. Sauer, J. W. Kennedy.

### DIVISION NO. 4

Motorman A. Mariscal.

Safety Operator—B. S. Horton.

Bus Operator—R. A. West.

Conductors—H. J. Jones, I. McBroom, D. R. Springer.

**There's a lot to be gotten out of life that doesn't show in a bank account.**