



# A Genuine Worker Has Laid Down His Tools

## TRUST GIVEN TO TRAINMEN INVOLVES MILLIONS

By JOHN C. COLLINS  
Supervisor of Safety

How many employers would entrust \$25,000 to a man without security and without watching the man to see how he handled it, or what precaution he used to protect it while in his charge? How many of you would care to carry \$1000 of somebody's money around the streets each day, returning it at night to the owner, doing this day after day?



If it was your money, would you not be rather particular to whom you entrusted the

money? No matter how long you had known the party, you would probably want security of some kind; but even then if you were the one trusted, or the one who did the trusting, you would soon worry yourself sick for fear something might happen to it. If you were the one entrusted, the effect would be more marked, and you would feel greatly relieved when it was passed safely to another keeper.

### Big Trust Given

Each day every trainman is entrusted with far more than that amount of money. As for yourself, if no one depends on you for support, you owe a certain amount of responsibility to your country, to the city, and to your fellow-employees. The value in love a man's family places on his life, as well as their need of his support can not be estimated. They trust you to keep your position and your health that they may be properly cared for, just as the employers trust the man to take care of his health, protect their property, and do the work with courtesy and safety. When you are entrusted with a car, they have confidence in your judgment, otherwise they would not have given you the responsibility. The lives and happiness of your passengers and their families is a trust of millions of dollars, if a cash equivalent could be estimated.

It is the duty of every man to take care of himself so the nation will not

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## HOWARD E. HUNTINGTON



Photo courtesy of L. A. Examiner

### HE WORKED with his hands, his head and his heart.

Such was the simple yet expressive tribute paid to the memory of Howard E. Huntington, vice-president of the Los Angeles Railway, who passed away last Monday afternoon at the age of 46 years. He was the only son of Henry E. Huntington, president of the Los Angeles Railway.

His death was a shock to his many friends but to none more than the "old-timers" in train service of the Los Angeles Railway.

Mr. Huntington began his actual experience in the street railway here in 1903 as a worker in the electrical department of the shops, then located at Seventh and Alameda streets. Later he moved to the main offices and in 1904 was appointed general manager of the Los Angeles Railway, succeeding J. A. Muir, formerly general manager, who died in January, 1904.

While head of the railway, he made a point of riding on the cars as much as his time would permit, making friends with motormen and conductors and studying the various traffic conditions at first hand. His death recalled to many of the "old-timers" pleasant chats and friendly help given on the cars.

Mr. Huntington continued as active general manager until 1911 when he made a trip to Europe for his health and he retained the title of general manager up to 1918. It was during the world war that he devoted his full time and energies to the government. As a "dollar-a-year" man in charge of important work for the shipping board, he fulfilled arduous duties in shipbuilding work at Los Angeles Harbor and later at Oakland. The latter work occupied his

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## NEW BOOK OF RULES WILL BE ISSUED SHORTLY

The new rule book of 1921-22 governing operation of all cars of the Los Angeles Railway, will be distributed to trainmen within three weeks, according to plans of the operating department. The book is now being printed.

A new feature of the book will be special rules for safety car operators. These rules will deal with operating conditions differing from the other types of cars.

There are no radical changes in the regulations, although there are a greater number of individual rules than in the 1920-21 book. This condition has resulted from some of the previous rules being split up to give more details.

In place of the annual instructions on transportation, covering tickets, transfers, passes, etc., a book is being compiled for trainmen giving all this information together with street directories for the various lines. This will be printed and distributed soon.

## New Schedule on Line A Adds Runs

A new schedule for West Adams and Lincoln Park, line A, is being prepared and will be sent to the divisions soon. It gives one more run to Division Four and two more to Division Three. The running time in the morning and evening rush hours will be slightly increased, but with the additional runs, there will be no change in headway. The running time in the mid day and night periods will be unchanged. There will be some increase in mileage.

The new schedule will call for a line choice at Divisions Three and Four but the date for the "shake" has not been set.

### GET CASH REWARDS

Conductors D. D. Briggs and R. E. Mohester of Division Three, both found money-laden hang bags on their cars recently and turned them in. They were recipients of rewards of four and two dollars respectively, and that all helps some.

# Editorial Comment

*Two Bells Is The Official Paper of The Los Angeles Railway*

## You Can't Finish Learning

**P**ROBABLY you have read some stories about a rather green girl who came from the country and went to work in a big office. She believed everything anyone told her and the other girls played all kinds of tricks on her. But she learned something with every trick and every mistake and never made the same mistake twice. She was methodical and a worker. She learned "the reason why" of things. Soon the others depended on her for information and finally she was made head of the office over others who had been with the firm longer. Then it dawned on some of the others that they were engaged in a game of ability, not an endurance contest, and that in the last half hour there was more to be done than just watch the hands of the clock creep around to five P. M.

The story has been told in more than fifty-seven ways and the central figure may be a hod carrier or a bank clerk. The moral is just the same if the central figure be a trainman.

Every day offers an opportunity for advancement. The opportunity may be slight but no two days in street car work will present exactly the same combinations and situations. Each day brings something new; an opportunity to learn.

The fellow who says, "I know all about it" admits he is finished. Then if he is finished, it is time for the funeral procession to fall in at the right. He can not or will not go ahead. He can not stand still because more men are getting ahead of him every time and he must make room or make good.

The fellows who are pushing ahead are pressing on to learn something. They admit there is something they do not know. The men who know most about their job are the ones who are always anxious to find out something that had been somewhat of a mystery to them. They are not pushed ahead. They get ahead because they forge ahead. They are the fellows who count.

A fellow does not have to be a bank president or a cracker-jack automobile salesman to be a success. If a street car has trouble somewhere along the line in the evening rush hour, a motorman who knows his work thoroughly and can meet the emergency is worth a half-dozen bank presidents. He is a success. He has accomplished something along useful lines just as much as the bank president who finances an important project. He is successful because he never reached the point where he said he knew all there was to know about the game. He studied the game and learned a few new things when the others were waiting for the undertaker.

## Look Him In The Eye

**F**RANKNESS is the art of saying things you honestly think exactly as you think them. To be Frank is to be naturally straightforward. Look the other fellow in the eye.

Just as a straight line is the shortest distance between two points, so is Frankness the only right course between all people, because nothing is wasted. The Frank man is the only man worthy of trust.

Look the other fellow in the eye.

Frankness between employer and employe, Frankness between man and woman, Frankness between yourself and the one who disagrees with you, is the only sensible way.

Look the other fellow in the eye.

Frankness is the beginning of mutual respect. No satisfactory result in anything was ever achieved without Frankness.

Look the other fellow in the eye.

Never think that Frankness is Impudence, nor crude opinion. It is the face to face openness of mind and heart that challenges immediate acceptance of what you have to say as the uncoated truth.

Look the other fellow in the eye.

Today, don't hedge. Stand squarely on your own legs. Be Frank, and you will marvel at the ease with which other people will understand and respect. Frankness is a very precious possession, is possible to all—save one, the Coward. You—start to put Frankness into use. Make it earn its board and lodging. Say out what you have to say—with Frankness.

Look the other fellow in the eye.

—GEORGE MATTHEW ADAMS.  
(in "You Can")

# BULLETINS

BULLETIN NO. 47.  
Notice to Conductors

The following passes have been lost: No. 2488, issued to Mrs. Lillie Hammon, wife of G. S. Hammon, Mtr. Div. 1. No. 3504, issued to A. E. Ackerly, Conductor, Division No. 5. If the above passes are presented for transportation, take up, collect fare, and send to this office with report.

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

## TRAINMAN HAS BIG RESPONSIBILITY

(Continued from Page 1, Col. 1)

be a nation of invalids and cripples. A man trusted with money on the street would be cautious, guarding it the best he knew how, conscious of the responsibility placed in him at all times.

### Recklessness Apparent

To see a man expose a large bank roll in a crowd, instantly calls forth condemnation. You think how careless that fellow is with his money. (The same degree of carelessness would not be noticed if a human life were at stake.)

If people think that way about money, why is it they consider life, health and happiness so cheap, for money has no value without these?

We see people taking chances every day with no effort made to stop them. Ninety per cent of the men in this city know what to do to cut down the high accident total any time they want to, but they will not do it. They will continue to fight around the issue, afraid their comfort or that of others will be interfered with, that it is better to take a chance of losing life or limb, rather than lose money.

### Safety Always First

With a few of our men, time is considered more valuable than safety. This is a mistaken idea, for, it is better to cause a slight delay than to cause an accident and a long delay.

Every man is capable of keeping out of trouble, regardless of what the other fellow does. All that is needed is the proper viewpoint and to recognize the responsibility, because when individual caution becomes a habit, accidents will be fewer.

You men on the cars should realize and feel that you are not only entrusted with a machine capable of causing a loss in money as high as \$50,000 through one moment's neglect, but that the lives, health and happiness of thousands of people on the streets and on the cars are in your hands each day.

### Realize Responsibility

You are responsible for the safety of the other fellow's family; also for the safety and comfort of your own family. But in a great many cases your employer seems to be more considerate of a man's family than the man himself.

It seems hard—almost cruel to you, when a man is dismissed from the service on account of carelessness, resulting in a collision of cars and the injury to some people. But if the man were to steal \$500 of the \$1000 you would expect that he be relieved of his trust, and consider him lucky that he did not have to go to jail.

## DRAWINGS SHOW TROLLEY HISTORY

Motorman Nate Robinson has drawn an interesting group of street cars which traces Los Angeles trolley car history practically to its origin. The pencil drawing, made by Robinson, show cars from the early open seat

# TRANSFER LAW ALIBI IS JUNKED

By R. R. SMITH  
Asst. Supt. of Operation

There is an old saying that "Ignorance of the law excuses no man," and yet one of the most common alibis of trainmen when demerited for some rule violation is that they did not know there was such a rule.

A new edition of the general rule book is now in the hands of the printer, and this will be followed by a transfer rule book and street directory for the information of conductors especially.

In the meantime it is necessary to call the attention of trainmen to a few points which are causing much trouble and regarding which the excuse "I did not know" is frequently made.

### TRANSFERS.

1921 Bulletin No. 158, provides for a walk-over transfer privilege at 11th street, and conductors and safety car operators must at once familiarize themselves with this bulletin, as in the future the excuse that the trainman did not know there was such a rule will not be accepted. In connection with this bulletin, it is recognized that a line "L" or "M" car turning west on Eleventh is considered a southbound car, while cars of the same lines turning north on Broadway are considered northbound cars.

Some conductors are also causing much trouble by refusing to issue body only of transfer, with time only punched in same, to through cars of same line when turning back at some point short of terminal. This should be done in all cases as there is no question as to the right of the passenger to ride to the terminus in case the last ride on the original transfer is made on a car which does not go through.

Conductors on line "M" must remember that while the out-trip transfer shows car leaving Mesa Drive, that this point is now the terminus from which the in-trip starts and that therefore cars leaving Mesa Drive via 54th street must issue in-trip transfers.

### FARE BOXES.

Entirely too much trouble and expense is still being caused due to conductors not turning money through fare boxes promptly, thereby causing too many coins to accumulate in the pan after having been dumped from the inspection plate. This causes the box to stick and necessitates removal and repairs. A great many letters of caution have been written regarding this, but in the future it will be necessary to demerit instead of caution in order to stop the practice.

### DASH SIGNS

Under the present system of using dash signs to show to what terminus or turn-back point on a line a car is operated, or at what point it is diverted from its line on pull-in trips, several dash signs must in some cases be placed on a car by the switchman as the car leaves the division, in order that the required sign be available later in the day.

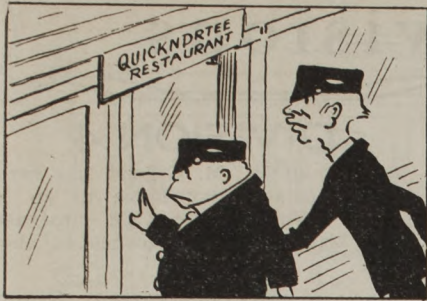
In a number of cases these extra signs have been removed from the car by trainmen before pulling out, leaving the car short of the required signs. In all cases trainmen must see that the proper sign is displayed while the car is in their charge, and crews MUST NOT remove the additional signs from the car but must place the surplus signs behind the controller, in order that they may be available for use of crews operating the car later.

variety to the present steel two-car trains. The sketches include the changes made by the engineering department in rebuilding various types.

Robinson has framed the group which has attracted considerable favorable comment at Division One and at the main offices.

# Conductor Ding and Motorman Ding Ding

By Rollins



## Bouquets And Things

(Hand Picked)

### BOUQUETS RECEIVED LAST WEEK

Mtr. O. J. Lamm, Div. 2.  
Operator E. J. Macheret, Div. 4.  
Conductor J. Turvey, Div. 5.

For Condr. C. Fisher, Div. 2.  
Los Angeles Railway,  
Gentlemen:

This letter is to call attention to the courtesy shown me by the conductor of car 1216, and to see that he gets due credit.

As I go back and forth two trips each day, at 12 noon, I get the benefit of crowded cars, etc., and when a courtesy is especially shown me and a man goes out of his beaten tracks to assist me, it is very much to his credit.

I am neither very young nor attractive, but am a taxpayer in three counties and more active in business than the average woman. So if my word goes for anything it should go to serve those who help me. Kindly keep in mind that conductor on car 1216, Moneta avenue line, is worthy of consideration and approval to the best of your ability.

Sincerely,

MRS. ELLA M. CLIFFORD,  
149 E. 36th Place.

For Condr. D. Craig, Div. 5.  
Los Angeles Railway,  
Gentlemen:

Recently I noticed the activities of a Conductor, No. 2472, on Grand Avenue line, and on the night that I mention, this conductor exercised the finest possible care in the handling of a very heavy business which might have created more or less dissatisfaction in the minds of the strap hangers had it not been for the good humor which prevailed as result of this conductor's ability. You are to be congratulated for having such a man in your employ.

Your truly,  
J. C. GOODFELLOW,  
Southern Pacific Lines.

## On the Sick List

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

**DIVISION NO. 1.**  
Conductor E. S. Wright, 207 N. Chicago St.  
Motorman G. W. Leslie, 3776 Crawford St.

**DIVISION NO. 2.**  
Conductors—S. F. Sutherland, 853 N. Hicks St.; M. W. Nelson, 511 E. 52nd St.; E. F. Loyd, 1241 W. 91st St.; F. V. Dennee, 3926 Dorsey St.; J. A. Shore, 1016 E. 49th St.

Motorman—H. C. Linda, 423 N. 53rd St.; R. R. Harrow, 334 E. 54th St.; J. E. Carlyle, 610½ Towne Ave.; R. Aldworth, 303 E. 52nd St.

**DIVISION NO. 3.**  
Conductors—A. F. Eckenwiler, 3304 Granada; J. O. Murray, 603½ E. 7th St.; W. M. Rogers, Burbank R. F. D. Box 286; J. Van Keuren, 2918 Pasadena Ave.; J. O. Murch, 3430 Dayton; J. C. McKasson, 161 S. Ave. 21.

Motormen—H. N. McConaha, 2930 Jeffries; W. M. Strong, 934 Beatrice.

**DIVISION NO. 4.**  
Conductor J. Federbusch, 1334 Alsace St.

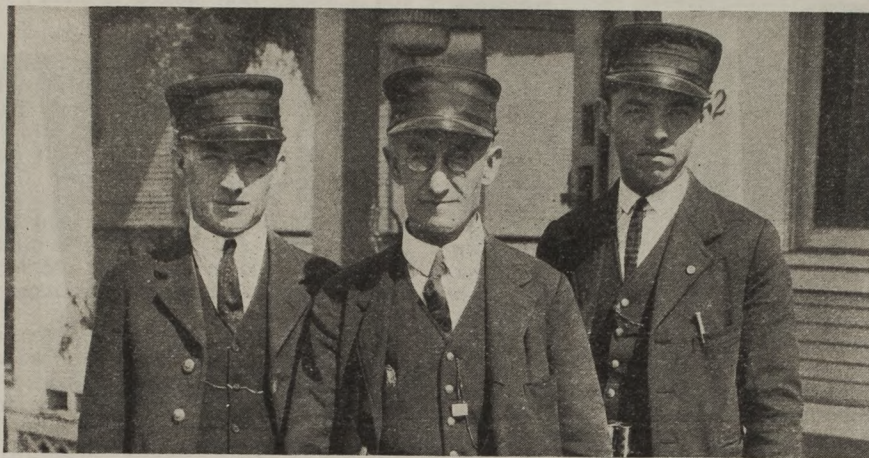
Motormen—A. C. Jones, 7211 S. Hoover St.; D. J. Wildermuth, 916 Kensington; J. B. Haston, 1433½ W. 24th St.; E. W. Brown, 1128 W. 58th St.; G. H. Shaw, 1916 Bonsella Ave.; F. Lehman, 930 Court St.; W. Brotherton, 1142 S. Mariposa; W. H. Warner, 133 W. 25th St.; C. Gilbert, 911 Diamond St.

Safety Operators—R. L. May 345 S. Hope St.; A. W. Grunwald, 343 E. 53rd St.; H. Rendell, 5632 Lexington Ave.; A. Vejar, 4017 Hubbard St.; A. E. Cutler, 1234 S. Ardmore; O. O. Reed, 843 S. Maple Ave.

**DIVISION NO. 5.**  
Motormen—A. L. Mann, 600½ W. Vernon Ave.; E. Gillen, 9898 Moneta Ave.  
Conductors—R. T. Evans, 860 W. 52nd St.; H. L. Gayle, 4410 S. Wall St.; F. J. Mason, 5440 3rd Ave.

## DAD AND TWO SONS MAKE THREE OF A KIND

Perhaps you can guess which one is "Daddy" G. W. Davis, then you can locate C. W. Davis on the left and C. E. Davis on the right.



## DIV. FOUR HAS FAMILY GROUP OF CONDUCTORS

WHAT? Three of 'em this time?

Yes, folks, we got three with one shot, but like Grape Nuts, "there's a reason." We might have written up these three trainmen separately, giving each of them individual honor, but here is the reason: The cranky-looking gentleman in the middle is Conductor G. W. Davis of Division 4 and the two "future-greats" are his boys, C. W. and C. E., also Division 4 conductors.

"Daddy" Davis is one of those peculiar individuals who carries a stock of wit and humor, who can turn down a transfer when presented two blocks from the transfer point or ten minutes over time without peeving the passenger. But his main claim to fame is that he "street-carred" twelve

years in Kansas City in the "pre-prohibition era" without getting into a scrape. He entered the service here in September, 1919.

C. W. Davis entered the service in December, 1919. Last June C. W. found his life partner and has since shown the world that he does not have to lean on dad.

C. E. Davis, who entered the service July 25, 1921, is a trifle new in the game, but can tell you more about the world than an information man could tell you about Los Angeles. C. E. served in the navy from 1915 to 1921 and is a member of the Ancient Order of the Deep, a degree which is given on board only while the ship is crossing the equator.

C. J. Knittle.

## DIV. THREE PASSES 18TH DAY WITH CLEAR ACCIDENT SHEET

Division Three has won a place in the spotlight and worked into second place in the safety contest by one of the best pieces of accident prevention on record.

The last accident, involving a Division Three car, which was classed as preventable took place March 10. Since that date the division has not had a responsibility accident. The slate was still clean when Two Bells went to press Wednesday and Supt. Dye's men were within one point of first place.

The continued climb of Division

Three upset the standings often. Last Wednesday the scores stood as follows:

	Responsibility.
Division Two	8.4%
Division Three	9.1%
Division Five	11.2%
Division One	11.3%
Division Four	11.5%

Division Two has held up well but Division Five will have to buck up quickly if it hopes to be in on the finish.

## A Genuine Worker Passes

(Continued from Page 1, Cols. 2-3)

time so completely that he made his home in the bay city.

Mr. Huntington was at his desk in the main offices up to five weeks ago. He took a great interest in the company library, particularly in the technical books and availed himself of every opportunity to learn more about the business in which he was engaged.

He filled a busy life with successful work and climbed to a top position by his own ability and initiative. His life was an example to be followed.

As a mark of respect all cars stopped for one minute at 10 A.M. Wednesday. All machinery at the shops was quiet for five minutes and the main offices closed until after the funeral.

Truly a genuine worker has laid down his tools for a deserved rest.

## On The Back End

(Contributed)

When Motorman Pete Jaksick of Division Five received his pay check for the first half of March, he declared he was three days short. The foreman checked over the time, but could find no error and asked Pete how he could be short. Pete replied: "Well, last pay day I only got paid up to February 28 and this check should include the 29th, 30th and 31st of February."

Opportunities for kindness are numerous on a street car. A little lad had been sitting on his father's lap when a handsome girl entered. Quickly the little fellow stood up and said, "Please, madam, take my seat."—C. M. S., Div. 5.

When you meet a crank there is the suggestion for you to be a self-starter.

Chapman of Division Three Owl fame came near having to take a rest cure, for Motorman Channing made him hurry so in order to get the money car away in time that he hardly had time to argue with Dan Hanley over lost time on the last check. All's well now and he has "Slim" Barrett back again.

The fastest motorman on record is a Division Four man, who turns out the light when he gets home, but undresses and slips into bed before the room is dark.

Supervisor Ted Harrison, after a conference with "Rich," the emergency supervisor, one time rabbit king of Division Three, has decided to go out of the rabbit business and substitute guinea pigs. They having no tails, it will entail less work and he can always retail them.

Operator Cates sang, "Just Before thee Battle Mother" as he pulled his car out for the afternoon rush hour. As he was counting cash preparatory to turning in he whistled blithely "The End of a Perfect Day."

## Many Show Keen Interest In Plan For Hunting Club

Employees of all departments have been shooting suggestions and fishing for information at a rapid rate since the suggestion of a rod and gun club was put forth by J. B. Hayner, superintendent of employment.

A considerable number of sportsmen have written to Mr. Hayner signifying their intention to join such an organization if it is formed. The names of those interested in outdoor sports is of prime importance to establishing such a club as they will form the nucleus of an organization.

If you are interested, communicate with Mr. Hayner as soon as possible. A full expression of opinion is needed before any plans can be outlined.

# Looking 'em Over at the Divisions

## DIVISION 1

Our popular foreman, J. B. Lair, has blossomed out in a brand new Studebaker six. Cash Receiver Powell is also sporting a new coupe.

Conductors Burke and Burke, the twins of this division, have Motorman Ferris worried. He borrowed a quarter off the one who works with him, but cannot tell them apart so is afraid to pay it back for fear he will pay it to the wrong one. Be it said that the loan is of six months' standing. Take a chance anyway, Ferris.

Motorman Coltzan pulls one boner after another. This week "J. B." put him on a West Sixth street run. On the back end was a new man. The run was scheduled to be relieved, but Coltzan told the new man he was mistaken in the time and pulled the run into the barn. We feel sorry for you, Coltzan.

Some of the boys are taking two and three days off to make spring gardens and paint their houses, etc. Too bad we single fellows haven't any such work to do.

"Happy" Boman, the waiter in the lunch room across the street from Div. No. 1, has been sick the last few days. "Happy" is very popular with the trainmen because of the fact that if any of them are in a hurry, he sees to it they are given quick service.

## DIVISION 2

Conductor A. M. Ricks took a few days off and went to Redlands to attend the funeral of his father, who died recently, after a long illness.

Conductor A. W. Gilbert is taking a three weeks leave to enjoy a visit to his home in Merced.

Conductors T. F. Minor and C. R. Love have resigned to engage in other work.

The following occurred on a Central avenue car from Division Two:

Mother to a girl of nine: "Now let me get off first, Dearie." Girl: "All right, Mama." Mother: "Wait now, be careful," and then she started around rear of car, without looking to see if anything was coming from other direction and was almost run down by an approaching auto. Girl: "Be careful, Mama, don't you know better than to walk behind a car without looking?"

For Condr. J. C. Phillips, Div. 3.

Los Angeles Railway,  
Gentlemen:

Just a line to commend the unfailing courtesy of Conductor No. 426, on the Washington-Garvanza line.

I am writing this so that you will know that there are always two sides to a story, for I overheard one of those public grouchers, who always have an ill-temper, state that he intended to place a complaint against this conductor who asked a school boy to move up so that the young ladies could get on the car, the boy answering, "Aw! let them take the next car." The conductor told him that it was not he that was being hurt but the public that wanted to get to town as bad as he did. The boy then called the conductor a name and the conductor rightfully called him for it.

I have often commented on the courtesy of this particular conductor and his efforts to aid us all, so felt that I could not in justice to him let this matter pass without adding my tribute to help offset the complaint of the aforesaid groucher.

Yours very truly,

E. M. HILTON,

1825 Grover Street, City.

## Who's Who



"Here's looking at you," said Conductor A. A. Sears of Division Three, as he faced the cameraman. Now you can judge for yourself why a passenger might think twice before trying to give him an ancient transfer.

Quite a number of Division Three conductors owe their ability to Conductor Sears as he has been line instructor for many of them. He started work in June, 1909, and continued in service until 1920. He returned to the fold the latter part of the same year and took up his duties again as conductor at Division Three.

He is a popular trainman and willing to help the division in any emergency.

## DIVISION 5

S. A. Johnson, F. A. Stroud, and W. G. Stephens have taken short vacations to rest up and attend to personal business.

Conductor W. E. Cowart has resigned to take up some line of work.

E. J. Holler has returned from a sixty-day leave and is again cranking fare boxes on the University line. He spent the vacation searching for his lost health and came back looking considerably better than when he left.

Motorman D. R. Babcock, who went on leave of absence January 4th on account of ill health, has sent in his resignation to Mr. Morrison. He writes that his health has improved but slightly and that it would be some time before he would be physically able to return to platform service. He sends his regards to all Division Five men.

Motorman "Shorty" Hague has lost his reputation as being one of the best ejectors of nuisances from street cars working out of Division Five. In an engagement last week, with a strange bulldog, which had boarded his car and refused to pay his fare. "Shorty" came out second best and not only let the dog ride free, but insisted that his conductor give him a transfer. Conductor Flynn has the whole story if you wish to hear it.

T. L. Stephens, realizing that the "clock" excuse for missouts was an old one, brought his alarm clock to the office with him the other morning after missing out on his run. The clock was an hour slow. Then some "joy killer" accused him of turning it back an hour.

Conductor G. F. Stevens, Division Five's gold miner, has taken another ninety-day leave to look after his mining venture in the eastern part of the state.

## DIVISION 3

We congratulate Division One on having the names of many famous men on their list. They claim to have the name of the highest man in the land, but shucks that's nothing, for haven't we got our "Mein Gott" and not forgetting out Angel and our Christian to say nothing of His Majesty Kaspar Mazurkerwitz and such celebrities as "Painless" Parker and Hellman, and Floro the Wop and last but not least our Doughty Robin Hood, with his ever present monocle and I guess that ought to hold 'em for a while.

That our "Constibule" Frank Mead has a goat goes without saying. If you would like to obtain same, just ask him why he refused the kindly invitation to an Irish stew with our friend Conductor W. J. Browne.

Who broke the glass? I, said the Steiger, with my little tray, I broke the glass. Too much speed, old boy, and these bursts of speed cost money.

Motorman H. Barker came from York Blvd. with B. O. car, arrived at 28th and Dayton with another car pushing him. "This car is dead for sure," he said. "I cut out both motors." "Guess it is alright, said the mechanic," as he cut in the motors and took it into the house on its own power. Another eligible of the Bonehead Club.

"Another candidate for the Bonehead Club," remarked a trainman, when in passing the Huron Sub-station he observed two fountains in full play on the lawn in front of the aforesaid institution in a down pour of rain.

Someone in last issue reported that we were losing our stork reputation. Oh, well, we should worry, this is the dull season anyway. Most of us managed to kid the government out of the income tax and just watch how we will repeat the dose next year.

If you should happen to see our genial Motorman Emile Meyers going around with his pockets all bulged out it is not necessarily money that causes the bulge. He is clipping coupons these days and helping the poor working girl out through the Examiner contest.

For proof that ivory has more friction than hair see the top of Sir Jarvis' cap.

We had a very distinguished visitor in the person of C. J. Knittle, scribe of Division Four. After a few pleasant moments with the Division Three scribe, he went on his way, fully satisfied that Division Three was all O. K.

Well, boys, you are doing nobly in the you within about one point of first place. You within about one point of first place I just knew that you could do it if you tried and I am sure that you can overcome that one point and give me the pleasure of announcing in the next issue to all the world that you have arrived at the top, just where you belong, so let's go.

## Introducing New Men

The following men have been assigned to their divisions during the week ending March 25, 1922:

### DIVISION NO. 1.

Motorman L. Reed.  
Conductor J. L. Krc.

### DIVISION NO. 2.

Motormen—W. O. Dowle, R. W. Large.  
Conductor J. W. Clark.

### DIVISION NO. 3.

Motorman R. J. Sark.

### DIVISION NO. 4.

Motormen—G. Preston, G. S. Obray.  
Safety Operator H. M. Farr.

### DIVISION NO. 5.

Conductor G. S. Courtright.

## DIVISION 4

Motorman W. M. Gilbert has been granted a sixty-day leave to go to Watts. (This must not be construed as a slam on train service to that city.)

Our all-wise answer-man, George Ferguson, is still paying us his weekly visits but has changed his day from Tuesday to Friday. Last Friday George was playing Pedro when the "sky pilots" came round to give us our weekly dose of religion. George became interested in the sermon and dropped out of the game. By the time the speaker was through, our answer-man was so full of brotherly love that he took up a collection, which amounted to sixteen cents and presented it to Conductor W. L. Price, to help him get a shave.

Conductor A. Werner is on a ninety day leave.

We had the grand ha, ha, on Operator R. D. Jones a few mornings ago. R. D. came rushing into the trainmen's room at 4:35 and told how he had missed his owl and had to run quite a distance to avoid missing out. Then, to make the fleas more blinding, he found several cars in front of his own out in the yard. He rushed around until he located Yardmaster Barden and attacked him thusly—"How in the (blank) do you expect me to get out in time when the (blankety blank) switchman put a half dozen cars in front of mine?" Barden asked him what time he was due out. R. D. told him 5:42. "Well, then go and lay down for an hour, will you?" asked Barden. R. D. looked at his watch and complied with the yardmaster's request.

Conductor G. C. Watson, a very popular trainman, became a follower of Benedict, last Saturday when without making any noise or raising any dust he laid off and took unto himself a wife. The lucky lady was Mrs. Anna Hedquist of Provo, Utah.

"Eternity. Where?" Motorman G. Recard says the fellow who posted that sign on the bill board never rode a West Adams car behind a three-car Venice train.

Operator E. A. Sommerville is on a thirty-day leave and is going to Santa Cruz to boil out in the hot springs and to rest up.

Anybody going to see "Ten Nights in a Bar Room?" We used to see ten bar rooms in a night. Now we can't see one in a year.

Last Monday morning I sold Motorman J. B. Woodland two plugged half dollars for two bits. In the afternoon Conductor Megget wanted to know if I would like to buy two plugged half dollars for eighty cents. I asked who had them to sell. "Motorman Woodland," he replied. Ha, ha, ha!

## COMPANY LIBRARY HAS 3 NEW BOOKS

Three books of interest have been added to the library and are available for employees.

"Oh Susanna," is a story of sea life in the days of the clipper ships, and is written by Meade Minnigerode.

Some of the romance of a big industrial plants is contained in "Chanting Wheels," by Hubbard Hutchinson.

"Short Talks in Psychology," by Charles Shaw, is devoted to an important subject which is attracting increasing attention in business.