



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

# FIRST DIVISION SHOW APRIL 29

## BROKEN GONG CORD PROVES THEORY OF SAFETY

By JOHN C. COLLINS  
Supervisor of Safety

Defective gong cords have been placed on several cars recently by Mr. Collins to prove that a motorman will be more careful when the gong is B. O. and he realizes that safety depends entirely upon his head work. Observation showed this theory correct. This article gives some interesting details of the experiment.—The editor.

As road space is the most important scheme for a motorman to study, it being the foundation on which he must build if he keeps from having accidents, I am going over another angle of it for there are very few men on the road who apply it properly all the time, although I know they understand it and can apply it when put to the test. I would like the new man to give this considerable thought, for it will be harder for him to understand. The old-timers understand it

because they practice it themselves and need no further proof.

### Slight Effort to Stop

These days a man exerts very little effort to stop a car, a slight movement of the air handle and the air does the work. A little practice makes the man an expert. The effort is so slight that a man makes many unnecessary stops during the day, each one an added expense to equipment. But suppose you had the old hand brake that you had to stand up to apply, wear hob nails in your shoes to keep your feet and raise blisters on your hands. In those days each man had plenty of pull. Every time you applied the brakes you had to work, for you did the work by hand that is now done by air.

In the first few weeks work as a motorman, the men of bygone days

(Continued on Page 3, Col. 2-3)

## Conductor Loses His way in Maze of Pull-Out Cars

HERE is a real achievement. A brand new excuse for a car pulling out late has been produced and the ivory laurel wreath will grace the brow of that good natured conductor, L. H. Wilson of Division Two.

On an afternoon pull-out on the West Jefferson line, Tuesday, Conductor Wilson threaded his way through the rows of cars standing on the pits searching for 804. The time to start approached, arrived and departed, and still Wilson looked but apparently became the more confused. Up one row and down the other he dashed trying to find an open avenue which would lead to his car. Once he paused to look under the pits, but without results, according to the story.

Finally he found 804 standing patiently on its front and hind legs and jumped aboard with a lusty two bells.

Upstairs a clerk tapped his head and entered on the report: "Conductor got lost in car barn."

## J. W. McElroy Is Information Man at 5th & Broadway

J. W. McElroy, veteran motorman of Division One, who has been winding up controllers since 1895, is the newest recruit for the Swiss navy. In other words John will wear the foxy cap, gold braid and other accessories that go to make up a first class information man. He started April 1, as understudy to S. H. Christy, who has been telling the world at Fifth and Broadway.

Christy has been changed to the Sixth and Main Pacific Electric Depot, where he will assist out-of-town folks who want to know how to go from here to there on a yellow car. McElroy will preside over Fifth and Broadway.

## Div. 3 Has 19 Days Perfect Safety Record

Nineteen days without a responsibility accident is the record hung up by Division Three.

On March 11, the men of Supt. Dye's precinct began a spontaneous no-accident week that lasted until March 30. The charm was broken when a motorman tried to pull his car past a standing cement mixer, which was too near the car tracks and took off a step.

But the work gave Division Three a sniff of first place, for on April 3, the safety sharks stood at the head of the list. On the following day Division Two regained the leading position by a small margin.

The contest has two weeks to go. On Wednesday the scores stood like this:

Div. Two .....	9.1 per cent responsibility
Div. Three ..	9.2 per cent responsibility
Div. One .....	10.0 per cent responsibility
Div. Five .....	10.8 per cent responsibility
Div. Four .....	11.4 per cent responsibility

## Joe Stork Back on The Job at Div. 3

Joe Stork has more or less redeemed himself after leaving one of his best customers, Division Three, without a call for several weeks.

The old bird pulled a first of April stunt by arriving at the Good Samaritan Hospital at 5:30 A. M. with the first installment of a large family for Conductor Van Keuren. Van tells us that he could not get the first remark but although the new arrival is a girl, it sounded like "fares, please."

This is the first of the family, and of course is in a class by itself, as were the cigars supplied by Van in honor of the event. Mother and baby are reported doing well.

### THE FRESH YOUNG THINGS

"Waiter," he called, sniffing the air suspiciously, "never mind that order now; I can never eat when there's a smell of fresh paint around."

"If you'll just wait a few minutes, sir," replied the waiter, "them two young ladies will be going."—Allith Bulletin.

## DIV. 4 LEADS PROGRAMS OF HOME TALENT

The first of the division shows, which have been planned for a considerable time, will materialize April 29 and be the feature of the monthly dance and entertainment at Recreation Hall.

Division Four will lead off the new type of entertainment and promises a show that will travel on nine points all the way. The detailed program will be given later, and some varied amusement acts are promised.

Divisions Five, Three and Two have done some preliminary work on organizing a show and are expected to present some entertainment later, but nothing definite has been announced as yet.

With men from practically all walks of life in street car service, talent is plentiful, but the big job is in organizing this talent and presenting a well rounded out show. The action of Division Four men in taking the lead should result in others getting busy promptly and presenting creditable entertainments.

## MARCH COURTESY GAINS OVER FEB.

All but 39 trainmen got added credits in March for clear courtesy records. A total of 346 missed the extra credits given for clear safety records.

The number failing to get clear safety records is slightly in excess of February, which totaled 295, but the courtesy record shows an improvement. In February, 44 were charged with discourtesy. January was the lowest month so far, as only 34 failed to get the credits for clear courtesy record.

She: "I don't think it is right to say a woman can't keep a secret."  
He: "What makes you say that."  
She: "No woman ever tried."

# Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

## Where Good Deeds Count

IT is human nature that one individual with a grouch will kick up more disturbance than one thousand who are satisfied. That is why a rowdy passenger or a quarrelsome trainman will attract more attention than the rest of the people on a car.

When the voice of satisfied patrons, who appreciate courtesy and efficiency, becomes loud, then indeed there is something worth talking about.

Three incidents happened last Wednesday that are well worthy of mention, not to praise the individuals involved, but to show that they stand as typical examples of the body of trainmen doing their best.

R. B. Hill, superintendent of operation, was at the City Hall on business last Wednesday when a clerk of one of the offices stopped him to tell him of an incident he has witnessed on a Heliotrope Drive car. A woman was arguing with a conductor. She was wrong and apparently knew she was wrong, but was arguing just to keep in training. "The conductor acted as a perfect gentleman," the man told Mr. Hill. "He did not shout, but told her simply wherein she was wrong and politely answered her objections."

While this conversation was in progress, the head of the department with which the clerk is connected came up and on hearing the story, he took out a note book. Then he called off a car number on the West Ninth line, a date and time and told of a somewhat similar incident in which the conductor proved himself to be a perfect gentleman.

Feeling pretty good, Mr. Hill left the City Hall and started back to the main offices. On his way he met one of the men connected with the electrical department who had been working on a car motor check. He fished out a note book and called off a car number. "Say, the motorman on that car is a dandy for smooth service stops, safe operation and courtesy," he said. "You should have seen the quick work he did in avoiding a smash when a wagon load of poles stopped on the track."

That is the stuff that puts the joy in life and makes trouble and annoyance look as insignificant as a snake's ankles. It is fine to know one is connected with an organization giving such service as to bring forth such unsolicited compliments, three in a row. But being a member of such an organization carries its responsibilities as well as pleasure.

Responsibility rests on every member of the railway, in the offices, shops or on the cars to keep up the good record that has been established by the loyal co-operation of the whole organization.

## Complaint Score Needs Service of Alibi Shark

IT IS a sad but imperative duty to direct attention to the March complaint record. The figures read: "February, 166; March, 210; increase, 44."

According to the complaint department, the increase is due partly to situations arising from the change on the Grand and Moneta line March 15. While some of these cases might possibly have been classed as requests for information, they appear under the head of "fare and transfer trouble" and "miscellaneous."

The most serious feature of the summary is an increase of 15 in complaints about cars starting too soon.

Many of these occurred in the early part of the month and resulted in an intensive drive being made to check abruptly this practice.

In March last year there were 132 complaints. The charges of discourtesy last month totaled 37; the same as February. This is really an improvement as March had three more days than its predecessor. Twenty-eight letters of commendation were received.

In March, 1921, thirty-four discourtesy complaints were registered and 33 bouquets were received.

The complaint summary in full follows:

Classification	February	March	Gain or Loss
Discourtesy	37	37	---
Fare and transfer trouble	52	57	+5
Starting too soon	7	22	+15
Passing up passengers	19	19	---
Carrying passengers past stop	12	13	+1
Dangerous operation	5	5	---
Commendations	31	28	-3
Miscellaneous	28	47	+19
Short-change	6	10	+4
<b>Total</b>	<b>166</b>	<b>210</b>	<b>+44</b>

# BULLETINS

ISSUED APRIL 10, 1922

BULLETIN NO. 48  
Notice to Trainmen

All cars northbound at 6th and Hill will make stop at the point of switch where the P. E. curve turns east on 6th Street.

Cars must not pull down to property line in making this stop.

BULLETIN NO. 49  
Notice to Conductors

The following passes have been lost: No. 1379, issued to Harry Burrell, car repairer Division Four.

No. 2638—issued to Myrtle M. Stover, wife of A. C. Stover, conductor, Div. No. 3.

No. 4423—Issued to G. Houdashelt, motorman, Div. No. 2.

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

BULLETIN NO. 50  
Notice to Conductors

Transportation Book No. 3041, issued to E. G. La Fon, account Fire Department, has been lost. If this book is presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 51.  
Notice to Conductors and Safety Car Operators

Public Schools will close during the week beginning Monday, April 10th, and will re-open on Monday, April 17th.

Do not honor school tickets during the week of April 10th.

BULLETIN NO. 52.  
Notice to Conductors and Safety Car Operators

Fare box conditions, such as cracked or broken Totalizer or Hopper Glasses, or tell-tales out of place, MUST be noted by conductors or operators, and properly verified and reported.

The miscellaneous report must in all cases show how the damage occurred.

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

## Fame of "Ask Me" Men with Railway Reaches Chicago

From Chicago to Fifth and Broadway for information!

Quite a long jump, but it indicates the good impression eastern visitors get of Los Angeles Railway service.

S. H. Christy, who has been holding down the "ask me" job at the busy intersection until his transfer April 1, to the P. E. Depot, at Sixth and Main, says a stranger came up to him recently and said, "I am from Chicago and a friend told me when I came to Los Angeles to find the information man at Fifth and Broadway and I could get all the answers I want."

Suffice to say, Christy gave the new customer all the information in stock to maintain his excellent reputation.

## Watch Inspector Changes Address

Nicholson and Isaacs, watch inspectors for the Los Angeles Railway, have moved from 1053 South Broadway to 1063 South Broadway. The new store is in the same building as the old one, but is more commodious. The store is opposite the Los Angeles Railway building.

### MAKES GOOD SWITCHMAN

E. J. Eden, one of the popular trainmen of Division Two, who recently returned from a Government hospital at Tucson, Arizona, is now working as a switchman and is doing well in the new line.

# EASTER MORN SCHEDULE POSTED

Cars will carry passengers from all parts of the city to Eagle Rock Park Sunday morning, April 16, for the fifth annual sunrise service. Forty-seven through cars will be operated to the Rock and owl cars will carry passengers from various lines to connection points.

The inspiring devotional exercises will begin at 5:25 A. M., with bugle calls from the height and echo calls sounding from adjacent hills.

Car cards giving the schedule of cars carrying passengers to Eagle Rock Park have been posted in all cars and will be given in A-Z-U-R-I-D-E. Trainmen are asked to familiarize themselves with the Easter morning schedule on their runs and the transfer connections, so that they can assist passengers.

Trainmen who work cars in the early hours Easter Sunday will have to give particular attention to transfer points and general information, as many of the passengers will be riding over territory with which they are not familiar.

## COMPANY LIBRARY HAS NEW BOOKS

In connection with the proposal of a hunting and fishing club, the library directs attention to the book "Tales of Fishes," by Zane Gray. The book deals with deep sea fishing off Catalina and other Southern California waters.

The following new books have been added recently:

"The Eyes of the Village," by A. Terhune; "Red Dusk and the Morrow," by Paul Dukes; "Why Lincoln Laughed," by R. H. Conwell; "If Winter Comes," by S. M. Hutchinson; "My Boyhood," by John Burroughs; "David the Son of Jesse," by M. Strachey; "How to Make a Wireless Telephone," by V. Hyatt; "Construction of Radiophone."

## Appreciation

Following the recent death of one of the most popular members of the maintenance of way department, the following letter was received:

To the L. A. Railway Employees:

We wish to acknowledge with sincere thanks and appreciation the kindness and assistance you extended to us during our time of illness and also your expression of sympathy in our bereavement.

MRS. MATILDA GREENWALD AND FAMILY,

627 Cerea Ave.

For Mtr. L. A. White, Div. 2.

Los Angeles Railway, Gentlemen:

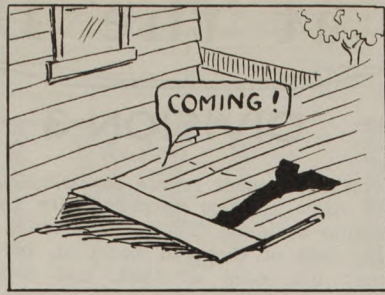
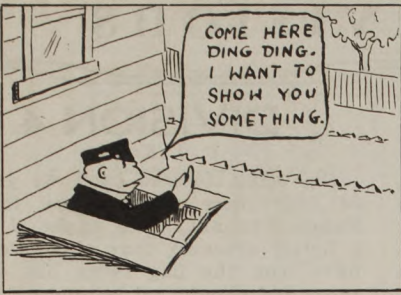
I take this opportunity to express my appreciation of the courtesy of Motorman 883, of the Grand Avenue and Moneta line.

On last Sunday evening my wife and myself were returning from a visit with friends and through error on my part we waited for the car at the wrong street. The motorman above mentioned would have been entirely right in passing us up but as the car was not crowded and evidently not behind schedule, he had the decency to stop and let us on.

Very truly yours,  
J. LESTER DRUMMOND,  
1016 1/2 S. Serrano Avenue

# Conductor Ding and Motorman Ding Ding

By Rollins



## Bouquets And Things (Hand Picked)

- BOUQUETS RECEIVED LAST WEEK**
- Condr. A. J. Hathwell, Div. 1.
  - Condr. C. E. McKean, Div. 1.
  - Condr. S. S. Wollam, Div. 3.
  - Mtr. J. C. Burrell, Div. 3.
  - Condr. C. F. Sapwell, Div. 3.
  - Condr. J. O. Murray, Div. 3.
  - Condr. J. E. Coons, Div. 5.

For Condr. H. A. Glenn, Div. 2  
Los Angeles Railway.  
Gentlemen:  
I desire to comment very highly on the efficient and courteous manner in which the conductor, whose service number is 2666 car number 163, University line, handled the large number of passengers on his car, which arrived at 39th and Vermont at 9:30 p.m., Sunday, March 12, and on which I had occasion to ride from 5th and Spring streets.  
Very truly yours,  
**CARL F. PETERS,**  
Care Union Terminal Warehouse Co.

For Condr. G. J. Thronson, Div. 1  
Los Angeles Railway.  
Gentlemen:  
On Friday, March 3, I witnessed a splendid act by one of your employes, which is certainly worthy of appreciation.  
I boarded a Pico car southbound at 8th and Broadway, about one o'clock. The car was in charge of conductor No. 2622. A lady, with her arms full of bundles, foolishly attempted to board the car after it had started. The conductor, however, was a quick thinker, he swung off the car (there was no time to stop it), caught the lady, placed her safely on her feet, and swung back to the car again without one word of annoyance. He surely saved this lady an awful fall.  
Yours very truly,  
**MRS. R. C. CHUBBIE,**  
1820 Michigan Ave.

For Condr. A. J. Hathwell, Div. 1  
Los Angeles Railway.  
Gentlemen:  
Being one of those old-fashioned fellows who believe in giving credit where credit is due, I wish to commend your Conductor 2302, who was recently on the Pico street line—possibly is yet.  
I do not know the gentleman, but am assured his courtesy and tact in handling crowds under very trying circumstances, and keeping them all good-natured, is worthy of more than passing notice.  
I therefore wish to offer this tribute, hoping he will prosper and advance in the service to higher things. The best thing I could wish for your corporation is that you had more men of his type in the characteristics mentioned.  
Respectfully,  
**E. EVERETT HOLLINGSWORTH,**  
Staff Writer, The Evening Herald.

For Condr. J. C. Phillips, Div. 3  
Los Angeles Railway.  
Gentlemen:  
Having been in nearly every city in the United States and Canada, I claim to know a little about what I am writing. I also do not believe in waiting until a man is in his coffin to give him a bouquet, when he cannot get any benefit from it.  
You have some of the best men I have ever met, on your cars. One of them is a conductor whose name I do not know, but his number is 426. He would do credit to the management.  
My wife had a stroke of paralysis some years ago and it is a little hard for her to get on the cars. Whenever we happen to get on his car he always helps me to get her on. I also noticed that he helped other old people.  
Yours for justice and humanity.  
**F. W. MORROW,**  
5915 York Blvd.

# Broadway & 7th. Has Rival Honduras Mosquitoes Congested

## Mtr. Frank E. Wolfe of Div. 3 Writes Interesting Description of Visit to Tropical Land

FROM the tropical country of Honduras, where mosquitoes are almost as thick as automobiles at Seventh and Broadway, a letter has been received from Frank E. Wolfe, motorman of Division Three, who is now on leave investigating business possibilities. Letters will reach him if addressed in care of H. C. Cook, Toloa Plantation, via Tela, Honduras.

Frank states in the letter that he is staying with "Mr. Garcia of Mexico" who is no doubt as well and distinctively known as "Mr. Smith of the United States" but as C. D. Clark says: "Outside of that it's all right, huh?"

The letter follows:  
The Editor Two Bells:  
Having promised a number of boys at Division 3 to advise them of my movements in the tropics, will contribute a few lines at this time.  
While I have only been two weeks on Honduras soil, I have been on the move most of the time. This is surely a wonderful country. Vegetation is more rapid in growth than anything we have in the

states. Will send you some pictures when finished.  
Bananas are the chief product of this district. The United Fruit Company and the Cuyamael Fruit Company being the principal shippers shipment being made principally to New Orleans, Mobile and New York. An English boat was loaded for export yesterday, however.  
I am stopping with Mr. Garcia, who is well known in Mexico, having figured at one time in Mexican politics. Mr. Garcia has a large banana plantation, shipping a great quantity of bananas, besides hogs, cattle, chickens and garden vegetables. He tans hides, and makes shoes for all his help. He operates his own electric light plant, so while he is isolated from the outside world to a great extent, he produces almost all the necessities of life.  
I wanted to get away from Broadway traffic congestion. Well, my efforts were rewarded with success, but the mosquito traffic here is awful. Am glad I don't have to make out a yellow one for every collision I have had with the sharp fendered insect.  
Am enjoying my vacation, but suppose I will be glad to return home and "give-nerve" again.

Yours truly,  
**FRANK E. WOLFE,**  
Motorman, Division 3.

## On The Back End (Contributed)

Conductor A. B. Chambers of Division Four says that all people who come to L. A. are not from I-O-Way or I-D-ho. For proof he tells us of a woman who boarded his West Pico car down on East First street. The car was going west. When he reached Pico and Sentous she came back and asked him to let her off when the car came to the business section. Bam!

Conductor Auger tells us that he is still drilling along after the nickels on the back end of Run 445, and that he has Motorman Head on the head end, which augurs well for Division Three and for the service of the public.

Motorman W. H. Murphy, Division 5, must have forgotten that last Saturday was "April Fool's Day," for at 59th and Moneta he made a special stop to pick up an old pocket book. But just as he stooped to pick it up it developed a power to move away from his grasp and he thereby became the object of much merriment from a group of small boys on the sidewalk.

Last Saturday morning, about 1:30, our dear friend, Operator Teal, was sitting in the trainmen's room, his feet on the table, meditating over the fact that he was just a month older than he was a month ago. The telephone bell suddenly took a nervous spasm. Clerk Roffee answered it and informed our philosophical "britelite" that a lady craved his gentle voice. Teal straightened his hat and bow tie and went to the 'phone. The voice at the other end was laden with distress: "Oh! Mr. Teal. I am at the.....Lunch Room, at 7th and Main. I am afraid to go home alone. It is so late. Will you please come and get me?" Teal recognized the voice and readily consented. He reached the place in no time with his Jeffery, and—well, where did she go? He looked about the neighborhood for exactly an hour. Then thinking he must have misunderstood the corner on which she was waiting, he drove back to the barn, thinking she would call up again. As he walked into the trainmen's room, Clerk Roffee was tearing the old sheet off the calendar and Teal noticed that this was the dawn of "All Fool's Day," April 1, and his spirit revolted as he thought to himself, that trainmen are merely grown-up boys and can act the fool the same as youngsters.

# SOUND WAVES OF GONG CAN NOT CLEAR TRACK

(Continued from Page 1, Col. 1)

thought it was easy. Soon they realized that it was hard, or that they were making hard work out of it.

Suppose you were one of those men under the same condition. As soon as you realized the work was hard you would try to find a way to make it easier. You would soon see you were making six or seven hundred unnecessary stops each day, then, instead of just using your back, you would begin to use your head, figuring how to make less stops, but the same or better time. You would judge your speed and distance throwing off the power at such a place that when the car arrived at the stop a very slight application of brakes would be all that was necessary. At the end of a few weeks you would be making about five hundred less stops per day than when first you started. At the end of a year you would make only the absolutely necessary application of brakes, because you would have unconsciously mastered the road space idea of coasting, distance and stop. You would have formed the habit of coasting where you could gain the same thing as if you approached under power to a point where a heavy application of brakes was necessary, and doubt existed of the stop being made in time.

**Car Kept Under Control**

I know a few men who were so expert in this that when going up grade they could stop at the proper place, unload one or two passengers, and start again without putting on the brakes at all, and without their car drifting back.

In following cars or autos you would take the even line speed established by the number of stops made by these cars to distribute their load, or the number and combinations of the vehicles. This would enable you to follow with your car under control at all cross streets, judging your speed by feeding up and throwing off the power at the proper time, which would depend on the grades, making only the necessary arbitrary stops governed by rules. In short, if it was hard work for you to apply the brakes

you would operate in such a way as to avoid all unnecessary stops, falling naturally into the road space idea.

Here is the reason I know the men on the cars today understand the road space idea, even though they do not apply it—they know the different phases of it when necessity brings it forth. I have put the different types of motormen to the test. Every motorman proved to me that he knew what he was doing and how to do it thoroughly though not knowing we had him under observation at the time.

**Take Gong Away**

Consider a motorman who goes down the line, mile after mile, without ringing the gong as a warning at dangerous places. Take the gong away from him for one trip, then see how anxious he is. A motorman misses the gong more than any other thing. The less he is in the habit of using it, the more he will miss it, for he now must substitute brains in the operation to replace the gong. He shows you by his operation that he recognizes all the dangerous places, how to protect himself, how to maneuver for position to approach a cross street, or pass an auto. As he does this he thinks he is getting late, but knowing he is doing the best he can under the circumstances, he does not worry about it. On arriving at the terminal on time he may say "We did better than I thought we could." He fails to ask himself, Why? He fails to analyze the trip to see how little time it really takes to operate a car safely. To take the gong away from a man for half a trip every little while, would soon instill the necessary caution in him to make him reasonably safe. To have the gong where he can reach it if necessary to use it, is not the test.

**Valuable Experiment**

A man can experiment with this on a crowded street. Try once in a while going through a certain section safely without using the gong (except at the places called for by rules.) Instead of seeing how close you can come to things, see

how far away you can keep from them. At the start note the position of the car ahead to see how much time you have lost, on account of the extra caution, when you arrive at the diverting point.

I have not found a man who was operating with a broken gong cord but proved he had it in him to be careful.

I do not think we ever had an accident caused by the man not having a gong, although I have heard of one or two where the motorman broke the gong cord trying to make sound waves enough to carry a party off the tracks when he had crowded too close.

**Use Gong Properly**

One man can do twice as much good with a gong as another and only ring it half as loud, because he rings it at just the right time to accomplish the purpose. He studies out when to ring it and how to ring it. He puts the thought in what he wishes to convey. The gong is as the car, a mechanical operation subject to the whims of the operator.

Taking the gong away temporarily, gives added responsibility in the mind of the man in control. He is conscious of the fact, watches himself closely and feels decidedly lost without it. But you who are watching his actions know he is a capable man if he cares to be.

The problem is to make him realize his responsibility so he will care to be as careful a man though he has a gong in reach as he can be without the gong.

# Looking 'em Over at the Divisions

## DIVISION 1

L. F. Carmack

Conductor Burnett was operated on for appendicitis at the Golden State hospital this week. Conductor Burnett is a brother of Motorman Burnett and is well liked. At present he is getting along nicely and would like some of the boys to pay him a visit.

Conductor Niemeyer was run down by a heavy truck at First and Alameda streets and injured very severely. He was hurled a distance of 30 feet on the track of a fast passenger train. His motorman, N. W. Flynn, rushed out and dragged him off the track. After a chase of five blocks the truck driver was caught and arrested. It will be a few weeks before Niemeyer will be back.

All you fishing and hunting sports who are interested in the proposed club, hurry and write to Mr. Hayner and let him know what you think about it. It is a wonderful plan and should meet with the full co-operation of the boys.

Motorman Latta was taken ill on his run last week and is at present at his home.

Conductor Bernstein has taken a week off to rest up and also to take a trip to San Diego.

## DIVISION 2

C. L. Christensen

Conductor W. D. Schaefer is taking a couple of weeks off and is going to try out the restaurant business, at the entrance to this division, having bought out Motorman J. W. Sharp. We wish you success, W. D.

Conductor A. H. Hoyt resigned recently, to take up duties for Uncle Sam, as letter carrier.

Conductor W. L. Green has resigned, and is now farming on a little tract in San Fernando Valley.

E. H. May, for several years known at Division One as the Indiana street jigger man, who left the service nearly a year ago to go east to attend to some property, has returned, and is now working as motorman at this division.

Motorman J. H. Allday, while turning seats on his car at a terminal, had the misfortune of getting his little finger on his right hand badly smashed.

Motorman D. D. Cellars is taking a month off, to fix up around his home.

Motorman J. E. Carlyle is back on the job, after several weeks spent at home, under a doctor's care.

## On the Sick List

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

### DIVISION NO. 1

Conductors—W. J. Williams, 1663 Farmont, Edendale; J. A. Cardenas, 154 S. Gless St.; E. L. Ayers, 720 Ezra Ave.; H. N. Mullendore, 507 Maple Ave.

### DIVISION NO. 2

Conductors—C. W. Darwin, 5620 S. San Pedro; L. S. Phillips, 1336 Lawrence St.; W. W. Saunders, 211 E. 55th St. Motormen—J. E. Albert, 479 E. 49th St.; W. Meier, 603½ E. 7th St.; F. V. Dennee, 3926 Dorsey St.

### DIVISION NO. 3

Conductor—S. J. Lockhart, 4304 Drew. Motormen—C. H. Freer, 2739 Pepper Ave.; H. Christian, 2660 Loosmore; W. L. Alcorn, 2065 Dayton; S. G. Styles, 245 N. Ave. 18.

### DIVISION NO. 4

Conductors—A. Audet, 127 N. Hill St.; J. Federbusch, 1334 Alsace St.; J. L. Lyster, 2425 S. Grand Ave. Motorman—W. Vanden, 3240 S. 10th Ave.

Operators—A. Vejar, 4017 Hubbard St.; A. E. Cutler, 1234 S. Ardmore; O. O. Reed, 843 S. Maple Ave.

### DIVISION NO. 5

Motorman—A. W. Fletcher, 4500 Wil-low St. Conductor—T. W. Earl, 62011 11th Ave.

## Who's Who



YOU may not believe this, but just the same F. F. "Doc" Robey, mechanical foreman of Division Two, can take a street car that feels indisposed, tickle it under the headlight or pat it on the controller box and it will go out full of pep and bring home more nickels than it has done for a week. Yes, sir, "Doc" has that human touch on street cars which is almost as adroit as his means of procuring a cigar before consenting to having his picture taken.

Indeed we are to thank Dame Fate for sending us "Doc" Robey, but thank our lucky stars that she didn't send twins.

Circus man, "hoss trader," authority on chickens and Fords, "Doc" began his illustrious career in the local street railway industry in 1902, as a car repairer at Division One. When Division Two was opened in February, 1904, "Doc" was on hand with a cork screw to see that the opening was conducted properly. January 1, 1907, he was made car house foreman and still rejoices in that dignity.

For hard work and obliging service, "Doc" can not be beaten. He has a host of friends and was the enemy of no man up to the time this write-up appeared. We hope against hope that it will not change the orderly course of his life or upset the even tenor of his ways.

## DIVISION 5

L. V. Burwick

Foreman John Robinson is taking a week's vacation to attend to some personal business.

Conductor E. Richards has been appointed temporarily to the position of Emergency Board Operator.

A. W. Ellickson has taken a short leave of absence to try another position.

Did you ever ride an elevator at full speed from the top of a high building to the bottom? If you have you can realize how this sinking sensation of Division Five in the Safety Contest feels.

Motorman Jack Holm is cultivating one of those "Hawthorne" style moustaches. Says he expects to have it full grown by next Christmas, provided his wife doesn't object to it.

R. W. Lockwood has transferred to Division Two as motorman.

W. H. Hobbs has taken a sixty-day leave to try out the garage business in Hawthorne.

W. L. Scott and P. F. Van Amburgh have resigned to accept other employment.

H. L. Raines is back on the job

## DIVISION 3

H. A. Russell

Well, another record for Division 3, 19 days and no responsibility for a single accident. That's some mark for the rest of them to shoot at, believe me; but even at that, last reports show us still less than one point behind the leader, Division 2. Although we never had any hard feelings against the leaders, and far be it from us to wish them any hard luck, we've just got to overcome that small difference, and *you can do it*. So all together. Let's go!

Division 4 boasts of a good looking family of three—the Davis family, Dad and two boys. We likewise have the Taylor family, Motorman Dad, Motorman Jess and Conductor Harry. Also the Froschauer family of three brothers, two motormen and one conductor, all coming on the job the same day.

Conductor Pickard, who recently transferred to the front end, has resigned and will go back to his old trade as glass cutter. We wish him every success, and assure him that we will welcome him home at any time.

W. J. Millican has discovered that it is not always necessary to have teeth in order to bite. Ask him about the bite he took of Aldridge's conundrum. It was a good one.

Motorman L. F. McGinty is a wanderer all right. He went from Division 3 to Division 4 and back again, and now he is going the limit by trying out for the police force. Mac would be just the man to hunt out the bootleggers, as he says he just hates the stuff and can smell it a mile away.

Motorman Jimmy Brittain, sometime known as Jimmy Britt, is breaking in as an extra office man. Jimmy has been with us some time both as motorman and conductor, and is well up in the game and ought to make good. We wish him every success.

Extra Conductor Freeman has resigned and returned to his trade of meat cutter.

Motorman J. A. Moreno, the athlete, who left for Mexico some time ago to try out a position as interpreter, was in to see us, he having arrived in the city with a bunch of high-toned Mexicans, and the old boy told us he was staying at the Alexandria. Pretty soft for the athlete.

Bughouse fables: Motorman R. H. Kerr begging Dan every day for a night run and Motorman G. D. Martin begging for work of any kind.

Mr. Hayner's idea of a rod and gun club appears to have taken hold at this division, judging by the number who have signified their intention of joining same. No doubt contests between the different divisions would disclose many expert anglers and marksmen. It is hoped that interest will keep up and that the club will become a reality.

## Introducing New Men

The following men have been assigned to their divisions during the week ending April 1, 1922:

### DIVISION NO. 2

Motorman—E. H. Nay.

### DIVISION NO. 3

Conductors—J. F. Ester, J. E. Admire.

### DIVISION NO. 4

Safety Operators—A. B. Hobbs, J. Christopher, H. K. Riecks.

after an illness of nearly two months.

Motorman H. O. Lillie has returned to train service after serving thirty days with the instruction department.

## DIVISION 4

C. J. Knittle

Gee whiz, fellows can't we get out of fifth place in the race for the Safety Pennant? We ought to make a better showing than this—we, who have won the flag twice out of five races and should not be content in our present position. We have only got two weeks to make good. If we do not win it this time, we will not see it for at least six months. Our chances are still excellent. Come on, partners, let's go after it strong for Division Four and our princely chief, Supt. Wimberly.

It has just become known to "ye scribe" that on March 12, Operator A. Vejar was shot at a carnival at First and Rowan Streets. Vejar was standing by a man who was examining a revolver. The man did not know it was loaded and pulled the trigger. The bullet entered one of Vejar's lungs. In a letter to Supt. Wimberly he states that he is coming along nicely and expects to be back in a week or ten days.

Anybody need a first class carpenter? Foreman B. B. Boyd is right there with the goods. For proof of his ability, take a squint at the new fixtures in Supt. Wimberly's and Stenograher Ellis's office. All done by the hand of "his honorable presence."

Last Monday morning, Conductor Frank Shuster arrived ahead of time for his run. So he began to kill it by conversing with some other trainmen. A few arguments took place and then Shuster took a glance at watch. What do you think he discovered? He had missed out and his run was already running somewhere around Lincoln Park Ave. or Mission Road.

Conductor A. B. Chambers tells us that the people in Los Angeles did not all come from I-oh-way and I-dee-ho and Montana. For proof he tells of a lady who boarded his car down on E. First when he was going west. When he reached Pico and Sentous she came back and asked him to let her off when they came to the business section.

Our new janitor's name is Herbert Newman. "Herb" is getting along first rate and is trying real hard to give us the service we received from "Sam," especially in regard to shining shoes.

The married men had the laugh on us single fellows when income tax day came around, but now that the season of hoes, rakes, spades, lame backs and blistered hands is here we modestly giggle in our sleeves. Now "dig, ye Benedicts, dig."

Who said the Pico crews had to kill themselves to make the time? On the east end when they get a well divided load of Negroes, Japs, Choloos and Whites, the car becomes a race car and goes like Halifax.

## Grateful for Help Given to Sick Boy

Editor "Two Bells:"

In regard to the raffle of my phonograph, which was conducted under the supervision of Mr. Ferguson, to aid me in placing my son in a hospital where he could be treated for heart trouble, I wish to say my wife and I are sincerely grateful to all, individually and collectively. It was a good demonstration of the never-failing answer to the call of assistance which is the co-operative spirit of the L. A. Railway Corp. and its employees of which we are justly proud.

W. S. KENNEDY,  
Conductor Division Five.