

50 MORE STEEL CARS FOR TRAINS ORDERED

HERE IS WAY TO AVOID DEMERIT SLIPS

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

In noting the number of demerits assessed during the month of March, I find it advisable to call the attention of trainmen to a few points, upon which checks frequently result in demerits being given, but which can be so easily observed that it appears absolutely unnecessary that a man should have to be demerited for such reasons.

First, and perhaps greatest, is the fact that it has been necessary to assess more demerits against motormen for running sharp than for all other reasons during the past few weeks. There is absolutely no excuse for a regular motorman running ahead of time and but little excuse for the extra man if he gives the figuring of his time the proper attention. This practice of running ahead of time will be followed up closely in the future.

Help Terminal Patrons

Another point to which I wish to call attention is the failure of motormen to properly sound gong under certain conditions. A recent article in "Two Bells" called attention to the necessity of sounding the gong thirty seconds before leaving the terminal. A good many crews are failing in this respect, and this failure has been the cause of demerits being given in a number of cases.

Also it must be remembered that proper sounding of the gong is necessary in the claiming of a right-of-way, and in such cases the gong must not be sounded by the motorman until his car is ready to proceed, and then tapped plainly in order that there may be no misunderstanding on the part of other motormen, and therefore no need of confusion as to who has the right-of-way.

Remember the Officer

Police officers are complaining about the way the gong is sounded when pass-

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

Pickpocket Nabbed But Report Marks It As "Accident"

KNOWING that our good friends of the police department can enjoy a joke like everybody else, even if it happens to be on the stalwart arms of the law, the following incident is related as gospel truth:

A police detective nabbed a pickpocket on Conductor E. C. Croughan's car recently. After the excitement was over E. C. wondered if he should make out a miscellaneous report about it. He called the emergency supervisor, told him what had happened and asked what should be done.

"Make out an accident report," came the reply.

"But it was no accident," continued E. C., "they arrested him on purpose."

"Yes," agreed the witty phone man, "but it was an accident they caught him!"

SAFETY RACE SETS NEW LOW RECORD

The final safety contest of the season has developed the greatest accident prevention activity on record, according to the safety bureau.

The final days of the sixth race for the big Premier Safety Division flag, ending at midnight, April 22 brought out some excellent team work. Superintendents Dye and Mann of Divisions Three and Two respectively, have been fighting a battle to the finish with very little between them. Personal work with men at the car houses and on the road has had a wonderful result.

Figures compiled last Wednesday showed Division Three in the lead by one-tenth of one per cent. The complete score was reported as follows:

	Responsibility
Division Three	8.0%
Division Two	8.1%
Division Five	9.7%
Division One	10.0%
Division Four	10.7%

25 NEW COACHES TO BE RUNNING XMAS WEEK

ORDERS for fifty more street cars of the 1200 type, designed for operation in two-car trains, have been ordered by G. J. Kuhrts, general manager of the Los Angeles Railway.

The announcement indicates a substantial move to keep up with the growth of Los Angeles and the changing traffic problems. The cars will cost approximately \$14,500 each, equipped and ready for operation.

The bodies and trucks will be built by the St. Louis Car Company. Delivery of the first 25 is scheduled to begin the first week in September. The shipping schedule calls for five cars per week leaving the eastern factory.

Install Equipment Here

The air and electrical equipment will be installed by the company at the main shops, Fifty-fourth street and South Park avenue, as was done on the original 25 cars which are now in train service on the Grand and Moneta line.

According to the program of the engineering department, the first consignment of 25 new cars will be equipped and in service for the Christmas holiday rush traffic.

Few Minor Changes

The new cars will be the same as the present 1200 type cars with the exception of a few minor mechanical changes. The noise which developed from application of the brakes on this type has been investigated at length. A means of correcting this feature has been worked out. The brakes have been changed on four cars to date. The correction will be made on all the cars within a short time.

No decision has been reached as to what lines the new cars will operate on or to what division they will be assigned.

"What nationality is that prisoner?" asked a visitor, making her first tour of the county jail.

"Well, I'll let you guess for your self," returned the keeper. "He's here for fighting with five civilians and two cops."

SAFETY SIGNALS PUT ON SIXTH ST. GRADE

Block light signals have been installed on the West Sixth street hill at Sixth and Beaudry, to regulate cars eastbound. The lights have been put in service and will work according to the details given in Bulletin 58 in this issue of Two Bells.

The device will give additional safety as it will prevent two eastbound cars being on the grade at the same time. The distance protected by the light is from Sixth and Beaudry to Sixth and Fremont.

The light standard at Sixth and Beaudry has two glasses. One is green to denote clear track and the other is red, to indicate that a car is on the grade and to warn the second car to halt until the leader has cleared the block at Sixth and Fremont.

The green and red light is located at the point where cars must stop at Sixth and Beaudry. The connection is made from the trolley wire. When a car passes this connection and puts the red light on, it also switches on a blue pilot light at Sixth and Loomis, just a few feet down the track.

This pilot light will serve as a guide for the motorman of a second car. If he sees the red block light on as he approaches the stopping point, he will hold his car and watch the hooded blue light at Loomis street. This light is placed on an angle so that the motorman can see it conveniently. When the blue pilot light goes out, it will indicate that the leader has passed Sixth and Fremont and that the grade is clear for the second car to proceed.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Summer, Time for Smiles

HONEST to goodness Southern California summer weather is here again. There has been no mistaking the cheering warmth of the sun these past few days. It has brought the great happy season of the year and put behind the dull and rainy days.

We human beings respond to nature just like the animals of the field and the trees and flowers of the hills. Instinctively we feel cheered up when the summer days roll around again. If there have been worries, they seem to fade under the spell of the cheering weather. Truly it is a time to be up and doing with the rest.

Summer is a time for smiles and enthusiasm. Smiles are infectious and travel fast, but they are worth catching, worth passing along.

So, heads up. Now is the time to show the best stuff you have and work with a smile.

Boost The Division Shows

THE entertainments to be given by various divisions in connection with the monthly entertainments deserve the hearty support of every employe of the Los Angeles Railway. They give a chance for co-operation in play as well as in work. Success in work is measured by the co-operation given by all employes of all departments. The fun we can get out of our play time is measured by the same rule.

Those who will take part in the entertainments are practically all amateurs—the fellows who work with you. It is just as much work for them to organize the shows and present them as it would be for a vaudeville headliner to qualify for operation on a Broadway car in the evening rush hour. They are doing it in a fine spirit, giving their time and efforts. Show them that their efforts are appreciated.

Thankful for Flowers Sent to Funeral

A card of thanks, addressed to all employes of the Los Angeles Railway, has been received from Mrs. Howard Huntington and Mr. Henry E. Huntington, expressing their appreciation of the floral piece sent to the funeral of Howard E. Huntington, late vice-president of the Los Angeles Railway.

The card is being sent to the various departments and reads as follows:

"Mrs. Howard Huntington, Mr. Henry E. Huntington gratefully acknowledge the kind expression of your sympathy."

On the Sick List

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

DIVISION NO. 1.

Conductors—C. C. Niemeyer, 613 E. 28th St.; B. D. Smith, 731 Hillvale St.; W. G. Miller, 1161 W. 37th St.

DIVISION NO. 2.

Conductors—F. Newell, 937 E. 56th St.; H. C. Peck, 1630 E. 52nd St.; J. Kirkpatrick, 5808 Hooper Ave.

Motormen—H. P. Chaffee, R.F.D. No. 12, Box 746; T. A. Brewer, 224 E. 54th St.; J. H. Allday, 5848 Denver Ave.; H. A. Mayfield, 114 E. 67th St.; T. E. Boydston, 1372 E. 50th St.

DIVISION NO. 3.

Conductors—W. E. Gillibrand, Auduta St.; D. W. Beatty, 2612 Idell; F. C. McKibbin, 32 McBridge St.

Motormen—G. R. Wilbur, 501 Amethyst St.; A. C. McGilliard, 236 E. Ave. 36; M. C. Eveland, 123 E. Ave. 29; R. B. Marquez, 229 S. Ave. 17.

DIVISION NO. 4.

Conductors—F. W. Reynolds, 1420 W. 12th St.; P. Trombley, 809 W. 12th St.

DIVISION NO. 5.

Conductors—A. J. Konecny, 2408 W. 54th St.; A. J. Maryhew, Hawthorne, Cal. Motorman F. G. Mohr, 848 W. 36th Pl.

A man's best country is that which gives him his bread and butter.

Easter Sunrise Cars Meet Demand

The car service given to Eagle Rock Park April 16, for the annual Easter sunrise devotion, was the most successful of any year. Power trouble, which has been experienced in past years and seriously delayed cars, was absent this year, due to the construction of the Garvanza automatic substation near Avenue 54 and York boulevard.

The Garvanza power station was cut in at 4:08 A.M. and the Huron station at 4:11. All cars made the pull up to the park without the least trouble and no accidents marred the event. Approximately 5000 people gathered from Los Angeles, Glendale, Eagle Rock, Pasadena and other points. Of this number about 2000 rode on Los Angeles Railway cars.

Errorless Day at Div. 3 Reported

Division Three reports that on April 14, the conductors came through without a single over or short slip. Now the motormen are being urged to produce a "no accident" day and then they will have something to crow about.

Failure sits on the door step of the man who hates what he has to do.

Joe Stork Develops New Business Field

Old Joe Stork, who has been so popular around the other divisions lately, came snooping around Division Five recently, looking for new customers. On April 15 he paid a visit to the family of Conductor M. Bixler and left a 9½-pound baby boy. Mother and child are doing well and dad is the proudest one ever.

BULLETINS

ISSUED APRIL 24, 1922

BULLETIN NO. 57
Notice to Trainmen

Effective Monday, April 24th, flagman will be stationed at 1st and Alameda from 6 A.M. to 7 P.M., and at 7th and Alameda from 6 A.M. until 6:30 P.M.

As these flagmen are working straight shifts, it may be necessary for them at times to leave their position temporarily, and motormen must be on the alert to see that proper signal is received from flagman, or that in his absence conductor flags the crossing properly.

BULLETIN NO. 58
Notice to Trainmen

A Nachod Automatic Block Signal has been installed at the corner of Sixth and Beaudry to govern operation of eastbound cars at that point.

When red light shows on pole opposite the point at which stop is made, no car will proceed until the car ahead has cleared the block at Sixth and Fremont.

A pilot light, located on pole at the corner of Sixth and Loomis, is in a position to be readily noted by a motorman on eastbound car, and will indicate when the car ahead has passed out of the block.

BULLETIN NO. 59
Notice to Conductors

Pass No. 58, issued to Mr. C. E. Culver, asst. secretary, Huntington Land Company, has been lost. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 60
Notice to Conductors

Yellow Transportation Book No. 18137, issued to Miss G. A. Kanne, employed by Pacific Railways Advertising Company, has been lost. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 61
Notice to Conductors

Please cancel Bulletin No. 54, relative to Transportation Book No. 3913, issued to John W. Murray, Fire Department, being in improper hands, as this book has been recovered.

BULLETIN NO. 62
Notice to Conductors

The following passes are reported lost: No. 3005, issued to Mrs. Nellie Rubalcaba, wife of Mr. Rubalcaba, way and structure department.

No. 3753, issued to C. D. Burnett, conductor, Division No. 1.

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

P. B. Hill
Supt. of Operation.

Auto Trip Costs One Wheel, 2 days Time, 10 Demerits

Motorman J. B. Engledon of Division Two, took off a couple of days to go up to Ventura. He made the trip by auto but just out of Fillmore, J. B. encountered one of the road hogs.

The result was that he was compelled to return by train to Los Angeles and also miss out his run Monday morning. He accumulated 10 demerits into the bargain and then had to take another day off to take a wheel to Fillmore, where his machine had been left.

Outside of that, it's all right.

Flying Dutchman Returns To Cars

Motorman J. R. Hollander, the "flying Dutchman" of Division Three, has returned to the fold after trying out on the police force. His first official act was to bid on everything in sight.

As he agreed emphatically with some of the statements made by Chief Everington concerning police work, he dropped the handcuffs in favor of a controller handle.

TOE DANCING TO BOXING ON DIV. 4 PROGRAM

From the classic to the brutal—almost.

This is the varied program promised by Division Four for the first division entertainment, which will be the feature of the monthly dance in Recreation Hall next Saturday, April 29.

Miss Margaret Ketchum



Miss Margaret Ketchum, accomplished daughter of Conductor H. E. Ketchum, and her team-mate, Miss Ethel Radom, will contribute to the classical with a French ballet and toe dancing.

The other extreme will be furnished by Conductor Bryant, the midget of the division, when he pulls on the gloves for a boxing bout with an unnamed opponent. It will be a case of winner, take all, including black eyes and cauliflower ears.

Additional numbers include several sparkling comedy skits and musical acts. The show will be put over in snappy, rapid-fire fashion so that it will not interfere with the regular dance.

Divisions One and Three are actively at work on their entertainments and one or the other will provide the program for May, according to present plans. Nate Robinson is leading the work at Division One and expects to line up some excellent talent.

Those who are thrifty never fail entirely; they may not reach the heights, but they never reach the depths.

Mother of Supervisor Sweeney is Dead

Mrs. Elizabeth Sweeney, mother of Supervisor L. W. Sweeney, who has charge of loaders, towermen and the flagmen at steam line crossings, passed away April 14. Funeral services were conducted last Monday.

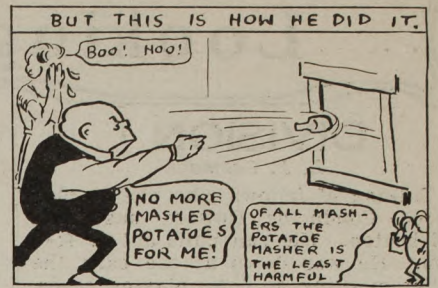
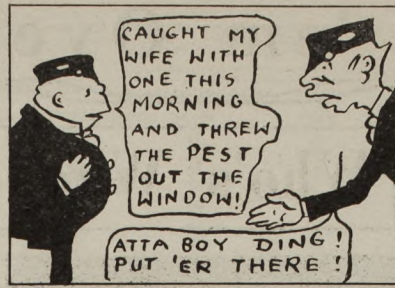
A beautiful floral piece was sent by Mr. Sweeney's many friends with the company. Another beautiful token was sent by the police department. C. J. Sweeney, brother of Supervisor Sweeney, has charge of motor vehicles of the police department.

Supervisor Sweeney extends his sincere thanks to those who expressed their sympathy through the floral piece.

The only way to prevent an accident is before it happens.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

BOUQUETS RECEIVED LAST WEEK
Condr. F. W. Godel, Div. 2.
Condr. H. A. Hanson, Div. 2.
Mtr. E. T. Angus, Div. 4.
Operator W. J. Irwin, Div. 4.
Mtr. A. J. Spohn, Div. 5.

For Condr. A. J. Hathwell, Div. 1.
Los Angeles Railway,
Gentlemen:
I feel it my duty to write a few words of commendation concerning one of your employes.
I was a passenger yesterday on an east-bound Pico Heights car, in charge of your conductor wearing the number 2302 on his cap, and could not help but notice the tactful and pleasant manner in which he handled his passengers.
The most unusual and particularly gratifying part of his conduct, was at 8th and Broadway, when an old lady using a crutch started to alight from the car. He very promptly stepped down to the street, lifted her off of the car, and conducted her to the sidewalk.
While I understand that courteous treatment of the public is expected from all of your employes, yet when they are lax in their duty, every one seems ready to jump on them and report them, but when one, during the rush of his arduous duties goes out of his way to be kind and courteous to an elderly lady as this conductor was, I feel he ought to receive some word of praise.
Very truly yours,
R. F. CHURCH,
Asst. Vice-Pres.
Security Trust & Savings Bank.

For Mtr. W. McLean, Div. 2.
Los Angeles Railway,
Gentlemen:
On Saturday, 1:35 P. M., Moneta train No. 1213, passing 28th and Grand, a passenger tried to catch the car while in motion. He missed the handle and was thrown between two cars. The motorman applied the emergency brake and stopped the car within two inches of his body.
I am writing this information to you to commend the motorman for his presence of mind.
There were fifteen or twenty witnesses to this near accident. This motorman deserves a great deal of credit.
Very truly yours,
W. H. VALE,
Mgr. Acct. Dept.
Los Angeles Athletic Club.

For Condr. W. H. Snow, Div. 4.
Los Angeles Railway,
Gentlemen:
I take this occasion to write you concerning the unflinching courtesy and ability of Conductor Snow, of the West First St. line.
I have been on his car daily for many months and have found him courteous and kindly under all conditions and I wish there were more conductors like him.
Yours very truly,
MRS. E. G. SMITH,
803 Pacific Mutual Bldg.

For Mtr. F. Milano, Div. 3.
Los Angeles Railway,
Gentlemen:
Through his presence of mind and his attention to business, Motorman No. 319, on the Hawthorne car No. 649, this morning avoided wrecking a Ford that crossed the track suddenly. The car going to Los Angeles.
Sincerely yours,
C. R. M. GREENFIELD,
R. F. D. No. 2, Box 391,
Inglewood.

For Operator E. A. Somerville, Div. 4.
Los Angeles Railway,
Gentlemen:
You are to be congratulated upon having such men as the operator on your G. and G. line, whose cap number is 456. He is one of the most careful operators I have ever observed and it is a pleasure to ride with him.
EARL ANDERSON,
1147 E. 58th Street,
Los Angeles, Cal.

LOS ANGELES CAR FARE IS LOWEST IN COUNTRY

Letters Praising Service as Best in United States Given Added Significance

SO MANY commendations of the Los Angeles Railway men and system have been received from patrons who have ridden on street cars of principal cities and in so many of the letters the service here has been rated as best in the country, particularly in the matter of courtesy, that it will be of interest to note that fare on the yellow cars is considered the lowest in the United States.

An investigation of fares made recently by the State Railroad Commission, shows charges in 79 principal cities. Twelve have ten-cent cash fare, one has nine-cent fare, 15 have eight-cent fare, 30 have seven-cent fare, 12 have six-cent fare and nine have five cent fare.

New York, Detroit and San Francisco are the only five-cent cities that may be compared to Los Angeles, all the others are much smaller in population and have fewer miles of track.

The New York Rapid Transit System operates at a deficit amounting to approximately one cent per passenger and this amount is made up by taxation, which brings the cost of a ride to the individual to six cents.

In Detroit, although the fare is five cents, a charge of one cent is made for transfers, so that a car ride costs six cents to a large proportion of the passengers.

That Los Angeles gives more serv-

ice for five cents than is given in San Francisco for the same money, is shown by a comparison of mileage records. In the northern city the longest ride possible on the Municipal Railway is 12.45 miles and on the Market Street Railway a passenger can ride 19.80 for a nickel. The Los Angeles Railway has service which enables a passenger to ride 26.69 miles for five cents.

The total number of passengers carried on the Los Angeles Railway in 1921 was 278,480,403. Of these 70,443,847 rode on transfers. The number of passengers riding on transfers here is the highest in the United States as it amounts to 34 per cent of the total passengers carried. The free rides last year totaled 7,157,904.

The company has 384 miles of passenger track in use. In a single track this would extend from Catalina Island to Yuma, Arizona.

R. R. SMITH REVIEWS CAUSES OF DEMERITS

(Continued from Page 1, Col. 1)

ing points where officers are directing traffic. In such cases, when car is ready to move, motorman will tap his gong plainly, once only, and when the "Go" signal is given by the police officer, or automatic signal, the motorman will tap the gong twice before starting up.

Cars stopping at crossings or intersections where there is another car between them and the point where arbitrary stop should be made, must in all cases make a stop at proper place after the car ahead has proceeded and must sound the gong properly before starting up from that point, except when directed to follow the car ahead over the crossing by a loader or traffic man who is working in co-operation with the police officer.

At Fifth and Los Angeles streets, cars must not double the crossing at any time when a police officer is on duty. At this point the eastbound car has the first right-of-way, and a car westbound must not sound his gong and start up until the eastbound car has cleared the officer's station.

Watch the Towerman

At all points where towermen or flagmen are stationed, signal will be called for by one tap of the gong, and answered by two taps as the car starts. At such points cars will start only on signal from towerman or flagman, regardless of the position of the police officer, but should the officer change the direction of traffic after such signal has been received the officer's signal must be respected.

In a number of cases crews have been noticed when pulling to and from car house to have failed to properly let down fenders; this in such cases as operating between Division No. 2 to 53rd and Mo-

neta, or between 28th and Dayton and Division No. 3. In all cases, no matter how short a distance the car has to run, fenders must be in proper position.

Keep Right Positions

A number of conductors are receiving demerits for not being at their proper station on pull-out and pull-in trips. It must be remembered that rules are in effect on such trips the same as on any other.

The attention of conductors is also called to the practice of not being at proper station on car at terminals, which results in the necessity of making otherwise unnecessary hand collections, and the practice of conductors in making change for passengers and dropping the fare in the box themselves, when the passenger is in a position to reach the box, also brings heavy penalties.

Do Your Work

In making appeals from demerits assessed for giving starting bells too soon, conductors frequently claim that motormen insist upon bells being given regardless of the number of passengers waiting to board, and thus permitting the motormen to do the loading by making observation in the mirror. This is wrong and the question of giving starting signal when it is safe to do so must be left entirely to the discretion of the conductor. When a motorman notes that bells may be given safely, he may give two taps of gong to attract attention of conductor to the conditions, but beyond this he must not go, and a motorman who tries to influence a conductor in the violation of this rule will undoubtedly be subject to discipline.

Proper observation of the above points will result in materially cutting down the number of demerits which it has been found necessary to assess.

On The Back End (Contributed)

A conductor on Stephenson avenue last week had all his transfers punched "turn back or diverted" while on his relief trip. When asked the reason, he explained, "Why I am getting relieved."

A woman was riding on Conductor C. W. Davis's North Broadway car and was in quite a hurry to get to Avenue Twenty-four. The car sped across the bridge, then took the dip down the grade and up again. "Avenue Twenty," yelled Davis. After passing the stop he lustily announced "Avenue Twenty-two." The good woman's patience gave out. "For the love of Mike, conductor," she exploded, "is the next one Avenue Twenty too?"

George Wooley, Division Three's staid and portly switchman on the night side, has decided to become more wooley, so please lamp that fuzz on his upper lip. If you have any trouble finding it, just ask him and he will gladly point it out.

The latest style dress for women is called the "prodigal skirt." It brings out the fatted calf.

First Conductor: "What kind of a run have you got?"

Second Conductor: "A graveyard swing on West Pico."

First Conductor: "So have I, in fact they are all graveyard runs on my line."

Second Conductor: "What line are you working?"

First Conductor: "Stephenson Avenue."

Conductor W. D. Schaefer has resigned to go into the restaurant business. The former Division Two man holds forth at 311 East 53rd St., where meals are given away three times a day. A small fee is charged as you leave.

Motorman Jimmie Brittain claims he has the world beaten when it comes to spotting loose change. The Saturday before Easter during the high wind, he was standing in the door of his car at L. A. High terminal. A cloud of dust swept past and in the midst of it was a Jewish flag. Down the street ran Jimmy, his coat tails fanning the air like the tail of a kite. When he caught up with the elusive dollar it was folded up neatly in the middle of a lot. Charles Paddock wouldn't have had a chance.

The following occurred on a Central ave. car, according to Conductor C. L. Walinder, Division Two:

A Jewish gentleman boarded car, dropped a nickle in fare box and walked in. A boy followed, went in without paying with C. L. after him asking: "Who are you with?"

Boy: "My father there."

C. L. to Jewish gent: "Is that your boy?"

Gent: "Yes."

C. L.: "Will you please pay for him?"

Gent: "I never have; he will be five in June."

C. L.: "I must congratulate you, sir, on having such an unusually large boy for his age," turning around facing the boy, C. L. said to him: "How old are you, son?"

Boy: "Seven." Jewish gent dug up another nickle.

Looking 'em Over at the Divisions

DIVISION 1

L. F. Carmack

Talking of fellows who like to play cards—Conductor Howard has them all beaten. His run pulls out at 4:47 a.m. He was down at the barn the other morning at 2:30, playing cards.

Conductor Victor Impusene bought a piece of property out on Stephenson avenue, a short time ago. He is now going around wearing a big smile and—oh, pshaw, figure it out yourself!

Conductor Niemeyer was around last week on crutches. He is getting along first rate but it will be weeks before he will be able to resume work. Ben Smith is another conductor who has been at the Golden State hospital the last month. He looks pretty weak, but you can't keep a good man down.

Quite a number of the old-timers were at Eagle Rock on extras Easter Sunday morning. It was a lovely morning, and a camp fire was built and all gathered around, and everything of interest was brought up and discussed. Scribe Knittle was there looking after Division 4 men.

There were hundreds of people who attended the Easter services, and many of the company officials were there.

Motorman Nate Robinson is in charge of Division One's show, which will be presented the latter part of May. Any of you fellows who think you have any talent to become an actor, get in touch with him. He will at least give you a tryout. There is a lot of undiscovered talent at Division 1, and we want to put on a swell show.

Motorman Cullen and Conductor Dewey are getting away from cigarettes. They have holders that look about two feet long. They are hopeless.

DIVISION 2

C. L. Christensen

Motorman R. Aldsworth has returned from a trip to the Imperial Valley, where he was visiting relatives. "Dick" said something about warm weather down there.

Conductors P. J. Boyer and A. W. Gilbert have returned from a trip to the northern part of the state, where they were visiting relatives.

Conductor R. L. Wilson says, next time Two Bells prints anything about Conductor L. H. Wilson, please put in his picture, as a great number of the boys have been asking R. L. if he always has trouble finding his car in the barn. Of course, R. L. being an extra switchman, would never get lost.

Motormen O. L. Harrison and L. D. Gordon are back on the cars, after working a while as supervisors.

Motorman A. C. Campbell has been appointed temporary supervisor.

Motorman D. E. Fletcher is working in the maintenance of way department.

Conductor R. J. Walker is taking a short leave of absence to rest.

Conductor F. Nunn has resigned to go to his former home at Cleveland, Ohio.

Conductor R. I. Burton also took a notion to go back home, so he resigned and is on his way to Missouri.

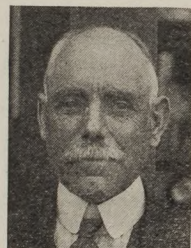
Conductor E. V. Fiedler is taking a month off to improve his health at Murietta Hot Springs.

Conductor P. J. Boyer, for many years on the Maple Avenue line, recently chose a run on Grand and Moneta line. P. J.

Who's Who



LOOKS like the horse car were before the horse in the Who's Who picture this week, but is not quite as bad as that. Jim Gallagher, motorman of Division One, and at present a watchman, has no picture of himself piloting a horse car, so there is presented herewith a picture of Jim standing beside the pride of local transportation a few decades ago.



Jim started in 1888, as cashier and engineer of a horse car of the Main St. and Agricultural Park Railroad, which ran or trotted or walked from Temple Block to Figueroa and Jefferson. He was a pretty handy with the reins and whip and put his ability to use on the front end of the first electric cars in 1891. He has stuck to the game. Many of the kids he flicked off the horse car with the whip when they tried to rock it off the track, have grown up to be useful citizens of Los Angeles. In the picture above is shown Mrs. Gallager holding Jim's boy, Walter J. Gallager. It is of interest to note that Walter is now grown up and has a youngster of his own about the size Walter was when the picture was snapped. The smaller picture shows Jim as he is today, waiting for the next general choice, so he can bid in a run on the Mateo flyer. Jim is a friend of every man at the division, a ready helper and a general good scout. He is of the kind that authors call "salt of the earth."

said he did it because he would like to see some more of the city, as he had been told Los Angeles is growing toward the Southwest.

Motorman J. A. Shore is on the job again after several weeks at home under doctor's care. He had a bad case of ptomaine poison.

Motorman G. L. Stoddard has returned to work, after a week spent at Fresno, visiting relatives.

Conductor O. B. Landrum just received the sad news that his mother passed away after a lingering illness, at Covington, Kentucky.

Conductor H. A. Hansen spent a week at his mountain ranch, in San Diego County, and says everything looks fine.

Conductor J. A. Mason never let an open run go by without bidding on it, but imagine his great surprise when he bid on what he thought was a straight day run and it turned out to be a night run.

Introducing New Men

The following men have been assigned to their division during the week ending April 15, 1922:

DIVISION NO. 2.

Motorman L. E. Nottingham, Conductors—E. J. Evans, L. Light, S. C. Scott.

DIVISION NO. 3.

Conductors—L. F. Helfer, R. O. Ware.

DIVISION 3

H. A. Russell

Oh boy, with just four more days to go, we have just got the dope that we are again in our place in the safety contest, being just one-tenth of a point ahead of our friend the enemy Division Two, and after being just that degree behind for about a week, it is, to say the least, quite refreshing. Now boys, you are doing nobly, stay with it and give us the chance to proclaim in the next issue to all the world that Division Three, when it comes to safety and efficiency, is there with the goods.

The old bird stork, in all his glory, paid a visit to the home of Motorman R. Romani, on the morning of the 17th, and left therein a beautiful baby girl. This makes a pair of queens in this family, a fine pair to draw to. Mother and babe reported to be doing fine.

Conductor F. C. McKibbin is now breaking in as extra supervisor. We believe that he will fill the bill all O. K. and we wish him every success.

Conductor E. P. Voorhees, who has a great eye for business, attended the Easter Sunrise Service in the garb of a Hot Dog Merchant, but owing to the wind not being in the right direction, the venture was not a success. If you are a lover of the Hot Dog, you can no doubt get a good bargain in a ton or two of same from E. P.

Conductor A. R. MacDougall, our rotund nickel gatherer, has added as a side issue a line of imported thoroughbred Flemish grey rabbits, and would be glad to supply any of the boys, either for breeding or for the table.

Motorman Gus David, who has been on sick list of several months, is not improving very fast. Last week he was removed to the County Hospital, where he now is and would be glad to see any of the boys that can find time to drop around.

Conductor C. E. Lyndall, he of the wicked moustache, had a narrow escape the other evening when the trolley came off of his car and on getting out to fix it, the catcher flew around and beamed him for the count, cutting through eight thicknesses of paper that were in the top of his cap and sinking about a quarter of an inch into his dome. After a quick run to Emergency Hospital, where a few stitches were necessary, he reported that he would be on the job again in a day or two.

The new Washington and Garvanza schedule, to say the least, is a humdinger. The daylighters are just tickled to death, to say nothing of the swing men, who will have a chance to visit Division Four once in a while. Someone remarked schedule makers are born, not made. Ain't that the truth! No doubt when we get through with the line shake up and have the one big general choice everything will settle down and run along smoothly and everyone will be happy.

Cashier Bebe Daniels has added trip sheet books to his list of wares at six bits a throw. Although he loses money on them it is just one of his ways of showing his good will to his fellow men.

If you play the game straight, business becomes an inspiring sport. Be a true sportsman.

TRIES STAMP COLLECTING

Supervisor Ted Harrison, who recently shifted his financial ventures from rabbits to guinea pigs, has now a deep study in collecting foreign postage stamps. He says it is a life job as Condr. E. B. Peterson has more than twenty-five thousand separate issues and has not got them all yet. Ted's collection so far consists of one Jewish, one Irish and two Cholo stamps.

"Unity and co-operation" will pay large dividends to those that invest in them.

DIVISION 4

C. J. Knittle

At the time of this writing, ye scribe firmly believes that this division will wind up the safety contest in first place—but at the wrong end of the line. As Scribe Russell stated in last issue, it was a Mann-sized job for Division 2, because his division vowed that they would win or Dye. However, you heard no "Wim" from us because we were "Boyd" up by the memories of our past achievements.

Motorman C. Larson has come back from Division 2. We are very glad to have him with us again. Larson traded seniority with A. C. Jones.

Motorman R. L. Andrews, a Yiddish flyer pilot, furnishes the amusement this week. A few days ago he had an extra conductor. On one of the trips leaving Hoover his leader left late, in fact, so late that when they came to go through the single track, Andrews saw he would be able to follow through on the lead car's light. But the conductor did not "sabby." As Andrews slowed down to avoid being harsh to the bend in the rail, the conductor jumped off and cut out the light. By the time he had done that, Andrews was sailing gayly down the hill—and then it happened.

Dear Scribe Russell: Did I understand you to say that Jarvis Phillips is bald-headed?

Janitor "Herb" told me he was not married. I believe he was fibbing. The other evening I came into the trainmen's room. Herb had been called to the phone. The only talking he did was this: "Yes, but—uhhuh—but listen, honey, I—yes—uhhuh—I—but listen—please, won't you—yes, uhhuh, — but — why—Oh! have it your own way!" Say, fellows, who ever heard a single man talk like that?

Conductor F. D. Ware is on a thirty-day leave and is going to Murietta Hot Springs to boil out.

Operator A. M. Tolin is on a ninety-day leave to rest up. A. M. has been in the service seventeen years and is high man on the Birney seniority list.

DIVISION 5

L. V. Burwick

O. R. Flannery has taken a sixty-day leave to visit his parents in South Dakota.

There appears to be some very dark secrets between Conductors Estep and Everhart in regard to the manner in which the latter divested himself of his "Charles Chaplin" mustache.

Motorman W. Atchison is taking a few days off to rest up and try to regain his health.

"Men, like rivers, who follow the path of least resistance, become crooked."

E. C. Tyler came near to being the proud possessor of a Ford car last week. But the thing wouldn't fit his garage so he wasn't able to take it.

Conductors Robertson, Rabbit, and Parr have resigned from the service.

Motorman G. A. Erwin has returned to work after over a month of severe illness. We are glad to see him back and hope he has no more trouble.

T. W. Bennett has taken a short leave of absence to rest up and attend to some personal business.

Conductor S. W. Drew is resigning to return to his ranch near Sacramento.