

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

Div. 5 To Get Safety Flag Feb. 25

USE OF GONG SHOWS MIND AT DANGER POINTS

By JOHN C. COLLINS
Supervisor of Safety

This is the fourth of a series on "A Motorman's Mind and Safety." The concluding article will be published next week.

If the schedule time is such that under ordinary conditions it cannot be made, it should be changed, but having plenty of running time and layover, does not make a man more careful. As a rule he will run as fast as he can no matter how much time he has. With low time, some men go so far as to lay over at the terminal so they can run faster through, which shows the mind likes speed better than safety. Very few men like to kill time while running a car. People do not like to ride on a slow-moving car. You can run fast and safely, but not recklessly and safely. The difference is mind.



Just as soon as men who operate vehicles learn to keep their mind on the safe practice of the operation,—just that soon accidents will be eliminated. With the motorman things may hit his car, but his car will not hit them.

Gong Indicates Mind

One of the best ways to tell where a motorman's mind rests, is in the way he rings the gong. Some men do not ring the gong until they see the tracks are blocked. The gong is for warning purposes only, so it is of little use to clear the tracks. It is self-evident the tracks are blocked if a vehicle is on them, either moving or standing still. Another man rings the gong because he anticipates danger at certain places and sounds the warning while the tracks are clear, when he sees the danger he will use the air. Seeing

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Next Contest to be Based on Responsibility

New Garvanza Substation In Full Service

The Garvanza automatic substation located at Avenue 54, near York Boulevard, went into full operation last Thursday. It will run 18 hours a day hereafter, having proved entirely satisfactory in the previous tests. Heretofore it has been in operation only in the morning and evening rush hours to give better voltage for the additional cars.

The Garvanza station is the second of the automatic plants, the Vernon station having been in full service for several weeks.

Happiness is a perfume you cannot pour on others without getting at least a few drops on yourself.
—Nuggets.

Two Bells Scribe Becomes Reporter

Harry E. Meason, former motorman and extra supervisor of Division One, and at one time Division One editor of Two Bells, has entered the journalism field as a reporter on one of the daily papers. He has the best wishes of many friends who hope to see him do well as a news hound and turn in as many scoops as he did to Two Bells.

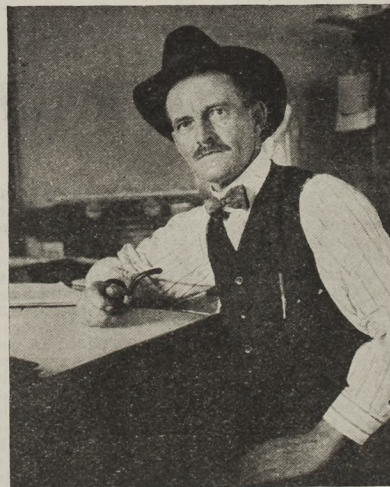
Study, apply yourself, work: be reliable, agreeable, helpful, and all the chains of hell and adversity can't keep you down. You will rise in spite of everything. Try it.

Instruction Rules Issued in New Form

New forms showing the points line instructors are expected to cover in training new motormen and conductors are being prepared by the instruction department. They will be printed on strong paper, making them much easier to handle than the mimeographed forms previously used.

Little But Oh My!

Superintendent C. A. Morrison, of Division Five, whose personal work among men of the Division figured largely in the safety victory.



Snow Stops Trip To Mt. Baldy Camp

Harry Tuttle of the mileage department and Elmer Tower, dispatcher, returned last Monday following an unsuccessful attempt to reach Tuttle's cabin on Mt. Baldy. After shoveling snow to make a path for the automobile they drove, the trip was abandoned three miles from the camp.

The snow encountered is the worst the mountain territory has experienced for years.

Pierson's Mother Is Still Very Ill

Word has been received by Dan Healy and O. T. Elrod, of the instruction department, from R. A. Pierson, chief instructor, saying that the condition of Mr. Pierson's mother, who is seriously ill in Bulaski, Iowa, is practically unchanged. Slight hope is held out for her recovery.

Mr. Pierson left Los Angeles for the Iowa city January 24.

FOUR LEADERS WITHIN 8 POINTS

Winner in one of the most successful safety contests held by trainmen of the five divisions, Superintendent C. A. Morrison, representing the motormen and conductors of Division Five will formally receive the "Premier Safety Division" flag at the monthly dance and entertainment in Recreation Hall, February 25.

The contest was successful because it produced some effective work in accident prevention and developed into a remarkably close race. Division Four finished second, only three points behind the winner. Divisions One and Three tied for third place. Although Division Two finished in the cellar, 22 points behind the leader, the men of Superintendent Mann's bailiwick did highly creditable work with the start of the new year. Had they done as good in December they would have been contenders for first place.

The final scores are as follows:

Division Five	835
Division Four	832
Division Three	827
Division One	827
Division Two	813

The next contest begins Sunday, February 12, and will last ten weeks. The winner of the sixth race will be the division with the least number of accidents, for which the crews are responsible between February 12 and April 15. This is a new angle for the safety contests. It eliminates any of the element of luck and puts the race squarely on actual ability of the crews. There is no more reason why a motorman of Division Two should have an accident at Seventh and Broadway, in which he is responsible than a Division Three motorman and the same applies to conductors in step accidents.

The race is on. Who is going to get the flag this time?

Cunning is like a short blanket; if you pull it over your face, you expose your feet.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Taking The Cross-Over

HOW MANY times does a Supervisor hear this complaint: "He held me at the cross-over" or "So and So always beats me to such and such a place and then holds me while he takes the cross-over" or "That guy always beats it through and won't wait while I take the cross-over; he has a load and I've got to drag along behind him."

How long does it take to change a car around at a cross-over?

A check was made of about a dozen cars at Avenue 28 and Dayton. The fastest change was made in 33 seconds and the longest in one minute and 40 seconds. Different crews worked in different ways. Some worked together and some did not. **The crew that made the change in 33 seconds did not have to hurry, there was no car in sight either way, they just worked together and each man did part of the work and each man went through the car once.** The crew that took the longest time did not work together. Both motorman and conductor had to make two or three trips through the car and had a car waiting to get by.

More than 90 per cent of the delay to street cars comes from causes over which the company has no control. A selfish auto driver, a fire a broken down truck or some like causes. The passengers are the ones who suffer from this delay, consequently it is up to every one connected with the company to see that delay is reduced to a minimum. A crew that does not work together at a cross-over and delays the car behind, makes a bad impression on the public and may easily cause complaint about their work being made to the main offices.

Unnecessary delay is against the spirit of co-operation, which means so much to efficient street car service. When a man does not exert the fullest effort toward co-operation with other crews he is hurting himself.

GONG CAN WARN BUT WILL NOT CLEAR BLOCKED TRACK

(Continued from Page 1, Col. 1)

danger means approaching a dangerous place of any kind.

Consider a motorman who will go down the line passing cross street after cross street without ringing the gong, though he knows an auto is liable to come out of a street ahead of him. An auto appears far enough away to eliminate all chances of a collision if he would use a little air, which he would if his mind was on safety. This man does not seem to realize if he had been 100 feet nearer the street when the auto pulled out there would have been a collision, as the car would have been inside its stopping distance at the speed he was traveling.

Anticipating danger and protecting yourself with the gong in the right way is a study in itself. Old motormen have a knack of looking under or through certain openings in trees, windows, between houses, through cars, or over the top for the trolley of another car and in many other ways to see what the conditions are at a particular place. If they cannot see around the corner, they prepare for what MIGHT happen.

Don't Manufacture Accidents

It is interesting to stand at Santa Barbara and Grand Avenue and study the minds of the different men on northbound cars and autos that come from Figueroa east on Santa Barbara, running a race with the car to cut in ahead of Grand. The man on the car tries to keep him from it. The motorman knows the auto is going to try to cut in ahead of the car, but will do his best to keep him from doing it. Some men will almost batter the gong out of shape, working ten times harder on the gong when there is no necessity of ringing it at all. The easiest way is to throw the power off, paying very little attention to the machine. If he has the edge on you he will not delay you. There is no need for you to manufacture an accident. Check the man who uses the gong to frighten against the one who uses it as a warning, you will find one shows up regularly in his accidents, the other will have a few when he had very little chance of avoiding them. Look at the energy the one man is wasting and what must be his frame of mind during a day's work, when he lets such little things irritate and bother him.

You Can't Pass Leader

We will take two good motormen, one on the Maple and the other on the San Pedro line, eastbound, both due at 7th and Alvarado at 8:15 A. M., or at the same time for two weeks. They arrive together. The Maple lets the San Pedro lead to town, Maple falling in right back

of him. Men are satisfied with this arrangement, their minds are at peace. Now let the Maple pull down there some morning and see this San Pedro up at Union Avenue. The Maple man looks at his watch, sees he is three minutes late, his frame of mind is instantly changed. He is keyed up to a higher pitch. All thought is given to time and safety is forgotten. He does not realize he has the very same position on the car ahead that he had every day for two weeks. He will try to close up by running hard and cutting close, using a kind of judgment he is not familiar with and consequently is more liable to make a mistake.

In the down-town section he will catch the car alright, but figures the only reason he did so was because he went after it, throwing caution to the winds. When, if he had operated the same as usual, watching safety instead of time, he would have accomplished the same thing. No matter which way he operated, on arriving at 7th and Maple, the car just ahead of him is the San Pedro, the same as always. He has the same position at the same time, as if he had been right up with the car at Alvarado. His frame of mind does not change, however, until he reaches the terminal, and starts back on time. He is excited until the trip is finished. A trip like this will leave a man worn out. He cannot stand up under such a strain for any length of time.

Center Mind on Safety

The way a man keeps his mind on what he is doing rests with the man himself, no rule and no man can make you do it. This power rests with you. When you direct your intelligence to the cause of safety, the other little things are blotted, or not noticed nearly so much. You can keep from having an accident. Any man, whether on a car or on an auto can keep from having an accident if he wants to do it bad enough to work the mind toward that end. But just so long as time or any other thing that is liable to interfere with a man's comfort is first in mind, just that long will accidents happen.

The race between safety and carelessness depends on how the mind is divided between the two. Men who work at what we call the most hazardous occupations, such as bridge builders, structural steel works, steeple jack and the like, do not have accidents as a rule, because these men recognize the danger and use their heads. Once in a while you hear of one getting killed, when you do, it was carelessness or monkeying. The foolhardy are there the same as in other walks of life, you can be sure some one did not have his mind on his business.

BULLETINS

BULLETIN NO. 22. Notice to Trainmen

Trainmen will discontinue at once use of toilet privileges in the rear of fruit stand at 1014 North Western Avenue. Arrangements have been made for privileges in the rear of Shoe Shop at 1013½ North Western Avenue.

BULLETIN NO. 23. Notice to Conductors

Transportation book No. 2616, issued to G. E. Lewis, account Fire Department, has been lost. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 24. Notice to Conductors

The following passes have been lost: No. 1867—Issued to Nina Barbour, Car Cleaner, Division Three. No. 2575—Issued to Clara O. Goodwin, wife of J. A. Goodwin, Mtr. Div. Two. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 26 Notice to Conductors

Pass No. 948 issued to Escanalon Garcia, Ways and Structures Department, has been lost. If presented for transportation, take up, collect fare and send to this office with report.

BULLETIN NO. 25. Notice to Motormen and Safety Car Operators

Effective at once motormen and safety car operators when leaving cars in car house must in all cases pull trolley down and leave handles on what will be the front end of car when pulling out of car house, leaving air handle on valve in release position and laying the controller and reverse handles on top of controller. No excuse will be taken for failure to so place the handles. Trolleys must not be left on trolley wire at the request of Car Cleaners or Mechanics.

P. B. Hill
Supt. of Operation.

Conductor Pays \$350 for Rubber Soles and Heels

Having rubber heels and half soles put on a pair of boots is not a very expensive job under ordinary conditions, but it cost Conductor John Briggst of Division One exactly \$350.

Sometime in the dim past Briggst was argued into taking \$350 worth of stock of a firm organized to manufacture and sell the rubber heels and half-soles. In addition to nicely printed stock certificates every stockholder was given a pair of the products. Apparently manufacture stopped at that point, but to get some of his money's worth, Briggst had his boots equipped with the fancy accessories recently and piped the sad tale to his mates at Division One.

There's one born every minute and two to take him.

Mtr. Babcock On Eastern Trip

Word has been received from Mtr. D. R. Babcock, of Division Five, who is on leave of absence for a visit to the Davenport, Iowa. Babcock was troubled with an abscess on his side and will get some of the best professional service while on the trip.

He wishes to say hello to all the fellows through Two Bells and says he enjoys receiving his copy by mail. He puts in a cheer for Division Five in the safety contest and will no doubt be glad to learn that Superintendent Morrison will nail the flag to the mast.

THROUGH CARS WILL RUN ON TEMPLE ST.

Through service on the Temple St. line will be established Monday in place of the former shuttle service in the single track section between Hoover Street and the terminal at Fountain and Edgemont.

The change increases the maximum number of cars in service from 12 to 13.

During the morning and evening rush periods the short-line cars running from Spring to Hoover Street will have a 4½ minute headway, with a through car sandwiched in after every third car on a 1½ minute headway. This will mean every fourth car will run through to the west terminal. In the mid-day and night periods, every other car will run through.

HOME OF SUPT. DYE ATTRACTS BURGLAR

The home of Supt. Dye, of Division Three, was visited by an efficient representative of the burglar industry recently, while the family was absent. The visit was short but swift.

After annexing about fifty dollars in cash and musing things up a bit, he departed without leaving his card. Ernie regrets not having met the gentleman, but his friends are glad he didn't as these fellows sandpaper their trigger fingers and this is no time to break in a new division superintendent.

On the Sick List

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

DIVISION NO. 1.

Conductors—A. C. Stanley, 768 Standard Ave.; O. Arguello, 3085 Lan Franco. Motormen—W. L. Campbell, 801 Bonnie Beach; T. W. Hartford, 137 S. Hicks St.; H. E. Phillips, 1631 E. 65th St.; F. J. A. Sharon, 8161 Hillvale St.; C. T. Chadwick, 1433½ Pleasant Ave.

DIVISION NO. 2.

Conductors—M. W. Nelson, 511 E. 52nd St.; M. Taylor, 422 W. 51st St. Motormen—P. E. Wilkins, 1125 W. 35th St.; J. Waddell, 520 E. 23rd St.; E. B. Clark, 631 E. 46th St.; J. E. Albert, 479 E. 49th St.

DIVISION NO. 3.

Conductor—D. A. Kuykendall, 3029 E. 4th St.; Motormen—C. H. Freer, 2739 Pepper St.; E. Eaheart, 2615 Merced St.; W. W. Strong, 934 Beatrice; R. McCartney, 239 E. 5th St.; L. F. McGinty, 5953 Hayes; H. E. Crooks, 3328 Elthea; F. O. Heebing, 3231 Pasadena Ave.

DIVISION NO. 4.

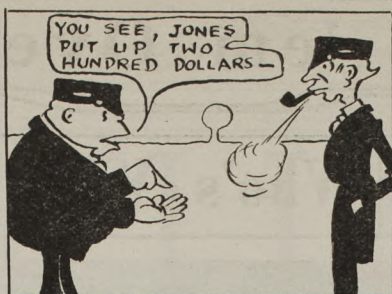
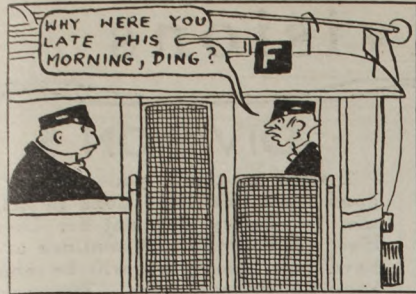
Conductors—H. J. Burke, 2714 Central Ave.; A. Audet, 127 N. Hill St.; T. W. Laughlin, 917½ W. 11th St.; A. Werner, 1409 Winfield St.; F. A. Bryant, 324 McBride St.; T. F. Preston, 504 W. 27th St.; W. Barney, 1811 S. Hoover St. Operators—O. O. Reed, 3050 Oregon St.; R. H. Andrews, 1151 S. Hope St.; C. E. Crayne, 2884 W. 12th St.; A. E. Cutler, 1234 S. Ardmore; T. M. Fitzgerald, 1343 S. Flower St.

DIVISION NO. 5.

Conductors—W. S. Kennedy, 5314 Palm St.; M. D. Smith, 4822 McKingley Ave.; J. B. Dunn, 1168 W. 36th St.; M. S. Donovan, 1253 W. 60th St.; G. H. McKibbin, 750 W. 57th St.; H. Dean, 160 E. 67th St.; C. S. Warrell, 1059½ W. 52nd St.; H. T. McCardell, 2408 W. 44th St.; P. N. Bailly, 3747 S. Van Ness Ave.; D. W. Fields, 426 E. 79th St.; M. Bixler, 146 E. 63rd St. Motormen—D. C. Ross, Lawndale; R. W. Hodgson, 1325 W. 36th Place; E. E. Gribble, 5415 2nd Ave.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things

(Hand Picked)

BOUQUETS RECEIVED LAST WEEK

Condr. H. L. Raines, Div. 5.
Condr. W. H. Snow, Div. 4.

For Mtr. A. L. Murray, Div. 5.

Los Angeles Railway,
Gentlemen:

I ride daily upon the cars of your Hoover Street line and assure you that with, but very few exceptions you have a band of loyal courteous gentlemen on that line. There is one of your men whom I want to mention especially. I do not know his name; he is a motorman and his number is 2367.

I generally ride where I can see and know pretty well what transpires upon my daily trips into and out from the city and I have especially noticed No. 2367. He is always the same every evening. Courteous and pleasant to a marked degree and attentive to duty always.

He can get more out of equipment and do it easier than lots of men I have seen. He never takes a chance in the traffic and yet he never loses an opportunity to move when it is his move.

Very respectfully yours,

B. F. HAMILTON,
8834 Baring Cross St., City.

□ □ □

For Operator C. N. Aubin, Div. 4.

Los Angeles Railway,
Gentlemen:

Am calling your attention to Operator 357, as being an honest man. A few days ago when I got on his car I gave him a dollar bill, as I thought. He gave me change for it, but a few minutes later he called me back, saying I gave him two bills instead of one.

Yours respectfully,

L. HOOSER,
494 E. Avenue 28.

□ □ □

For Condr. W. E. Marsh, Div. 1.

Los Angeles Railway,
Gentlemen:

I want you to know of the exceptionally careful work of an employee, No. 800, at the transfer platform, in front of the main post office.

He called the various cars, assisted elderly women and men off the cars in a gentle, courteous manner. When a certain car came he reminded a lame man that that was the one he should take. The car was crowded and he got him clear in before leaving him.

B. R. PARKER,
308 W. Ave. 55,
Highland Park.

□ □ □

For Condr. F. H. E. Pierce, Div. 2.

Los Angeles Railway,
Gentlemen:

I am writing to say that I go on the street car every day conducted by No. 430, and he is a perfect gentleman, always very courteous, and if all conductors were as pleasant as he there would be no difficulty in any way, but pleasure instead.

Very respectfully,
MARGARET KLEIN,
216 No. Dillion St., City.

□ □ □

For Condr. J. P. Rossiter, Div. 4.

Los Angeles Railway,
Gentlemen:

I want to acknowledge my appreciation of the honesty of one of your employes.

Tonight, as I was coming home on Pico Street car 745, I lost an envelope containing three theatre tickets. I pulled it out of my pocketbook when I was getting my fare and did not know it. When the people thinned out he found it and came into the car and called out that he had found an envelope. I looked for mine and found it was gone. As I could tell him from what theatre they were from and for what night he returned them to me. His number is 1920.

I am very grateful to him, as they were not for myself and I could ill afford to replace them.

Very sincerely,
ANNIE M. MCKINNEY.

TEACH New Conductor

DON'T MERELY TELL HIM ONCE

BY DAN HEALY

Assistant Chief Instructor

The following article on line instruction by trainmen gives some of the high points of what is expected of conductors in training new men. It will be of interest to conductors who have had students and to others ambitious to qualify as line instructors. An article for motormen will be printed shortly.

THERE seems to be some misunderstanding among the line instructors as to what their duties are toward a student. I will try and outline what should be done.

For instance, conductors will be expected to instruct their students in all phases of the work. Telling a student once does not necessarily mean he thoroughly understands you, nor are all men of the same mental caliber.

It is expected that the last day you have a student, he is to work the car the same as you would without having to be continually cautioned. He should be examined by you in regard to transfers and transfer points, line route, how to get patrons to the different railroad depots, the names of the different lines you cross, turn-back and diverted transfers, stop transfers and why issued, etc., register and cards, etc.

Test on Rule Book

Have him read the rule book and question him the next day in regard to same. When student leaves this office, he is supplied with rule book, transfer rules, and line map. He is told he must work the same hours as regular men. Do not let student off unless you are unable to get in touch with this office from the phone at terminal. Make note of same on little card, form No. 520-0.

Do not try to tell him everything at once, as this will only confuse him. The days marked on the signout card are the

limit in which we will consider a "green" man. You are privileged to keep him any number of days over this until he thoroughly understands the work. This will be necessary in cases where student is a stranger in the city. If student fails to pass an oral and written examination at the Instruction Department, he will be returned to you. Remember, he is broken in on one line only, and when qualified, goes to the division to work on this line.

Settle Cash At Once

Settle all money matters with student at relief or pull-in time. If shortage should occur, due to student and he can't pay it, turn in short and have cash receiver charge same to student. When through with student have him report at Instruction Department at 7:45 A.M. of a week day.

Should you receive a man and the signout card shows "When O. K.", keep him until he knows all direct and walk-over points or any tickets, if used. This is usually done in the case of a re-employee who covers all lines of his division. All students, whether new, re-employee, or for additional qualifications, must wear cap and work the car, making trip sheet. When through with student, regardless of whether you have had him for only thirty minutes or for three days, make a trip sheet showing student's name, line, and dates you had him, and turn same in at division with form No. 520-0, signout card to be returned to this office by student.

Want Line Instructors

There is always a demand for good line instructors. We would be pleased to hear from men who think they would like to break in students, and have the following qualifications: Good record, courtesy, pep, patience, knowledge of rules and why they must be observed, firm but not overbearing toward new men. We prefer to use a swing run, as it gives the most practice, usually pulls out and in, and works through the heavy traffic. On split lines we try to use a run that covers both branches.

Little Stories of Street Car Life

THE rain was pelting down; streets were flooded; schedules were disrupted. Everything was going wrong.

It was Sunday, January 29. A woman passenger came from Highland Park on a Buena Vista Terrace car. She was taking a little girl home. Eagle Rock Avenue was flooded so the motorman stopped at the street nearest the child's home, although it was not a regular stopping point. He offered to carry the girl to her house and when the woman assured him this was not necessary, he held the car so that the woman could come right back without losing time. The woman left her own little daughter on the car and started with the other girl.

They both fell in an excavation seven or eight feet deep. The motorman was first to their aid and helped to extricate them. The conductor also offered his help. To avert a serious cold, the woman went to a friend's

house after telling her daughter to proceed home. At Annandale Place the motorman carried the girl to the sidewalk and put up her umbrella for her.

Then the motorman went on his way. No report was necessary. It was all in the day's work.

Like many other incidents, it might have gone unnoticed but for the report of the woman, Mrs. F. W. Phelps of 1534 Annandale Place. In the excitement she did not note the car or motorman's number, but she has asked the company to locate him so that she may express her personal thanks.

At the main offices, officials hope that this motorman will make himself known after reading this story. Possibly he is a veteran of street car service or perhaps he has been in service but a short time. In his heart is the stuff that makes real men.

On The Back End

(Contributed)

M. E. Bowen, Division Five, has challenged any trainman to a swimming race to be held in the switchman's pool. Mr. Bowen exhibited his skill Wednesday morning, to the delight of several other trainmen who happened to be around when he fell into the pool.

* * *

"A young lady recently wrote a country newspaper asking if there were any Editors in Heaven. The reply she got was: 'There is but one editor in Heaven. How he got there is not positively known, but it is conjectured that he passed himself off as a physician. When the dodge was discovered they searched the length and breadth of the realms of felicity for a lawyer to start ejection proceedings, but they couldn't find ONE, so of course the editor holds the fort.'"

* * *

Prospective customer: "Conductor is this a Washington car?"

Conductor: "Yes, ma'am, the letter 'W' on the roof stands for Washington."

Prospective customer: "Oh, I thought it meant Watts."

* * *

Speaking of service, efficiently given, harken unto this. Saturday evening, last, Conductor Corneth turned in a 10 pound roast of fresh beef and handed it over to our Worthy Night Clerk, Allen, of Division Three, with the remark that it would spoil before Monday. Allen said, "It might be called for tonight. I will put it in cold storage." He raised one of the windows and put it on the sill. All night long he felt the icy blasts, but for his kindly feeling toward the "dear peepul" he stood and suffered. But nobody came forward. Sunday Corneth said as it had not been called for he would take it, but lo and behold you, the 10 pound roast turned out to be a nifty little 10 pound sack of flour, nicely wrapped like a meat package; and after all that suffering. Oh! Allen!

EXTRA DIV. 1 CLERK

Conductor C. E. Holler of Division One is breaking in as extra clerk.

Keep Healthy

The following advice for guarding against colds and kindred troubles in winter is given by Dr. Hugh S. Cuning, surgeon general of the United States Public Health Service:

"Cover up your coughs and sneezes; keep out of large crowds; avoid unclean eating and drinking places where glasses, cups, dishes, spoons, knives and forks are not properly washed in boiling water. Shun the roller towel. If you feel sick, take no chances, call the doctor.

"Don't worry, it lowers your resistance."

The man who thinks he can't, can't—that's all there's to it. They CAN who THINK they CAN. How do YOU think?

Looking 'em Over at the Divisions

DIVISION 1

Motorman A. C. Runyon has resigned and is now a salesman. Motorman Runyon, although a new man, was well liked and we all wish you success.

Conductor A. M. Brown was run down this week by an auto. He was not injured very much and is now hopping around. He says nothing can put a good man out for very long.

Our most efficient stenographer, Mr. Kohl, who tickles the typewriter in Mr. Williams' office and otherwise makes himself useful, was laid up sick for a few days, but is now able to be back on the job. In his absence Conductor Fountaine was pinch hitter for him.

Mr. M. W. Flynn, who when not otherwise occupied, is a motorman of this division, is acting very strangely the last few days. We suspect he will have some news for our column soon.

Do you know that there are getting to be so many autos parked out in front of the division that a man asked the price of Conductor Dewy's car. Even Conductor Jacobi comes to work in a sedan as does Motorman Jones. Some day we may expect to see them coming to work with a chauffeur at the wheel.

Talk about wideawake guys, this one wins the booby prize. Our esteemed switchman, Monaghan, had a day off last week and was on a car coming into town. On the same car was Motorman Hile. At Seventh and Broadway, Monaghan stepped to one side to allow other passengers to get off. Standing directly behind him was Hile. As Monaghan stepped close to him, Hile quietly lifted a cigar out of his coat pocket unnoticed. The motorman noticed it though and smiled and said, "Gee, there are pickpockets on this car I believe."

"Did you lose anything?" he asked Monaghan. Monaghan felt himself over very carefully and decided he had lost two cigars, and the big joke is this, he doesn't know who got those cigars. Also, I beg to inform you, Monaghan, that they were not 15-cent cigars as you said they were, but 8-cent ones.

DIVISION 2

Our Foreman, T. Y. Dickey, was forced to keep under cover at home for a few days this week on account of an attack of the Flu.

Division Two was honored one day last week by a visit from our Manager of Transportation, Geo. Baker Anderson. He was accompanied by Asst. Supt. of Operation, R. R. Smith.

Conductor R. W. Damon and Motorman G. E. Sisk have taken leave of absence to try out on the police force.

Here's to the two-car trains now operated on Moneta; well liked by the trainmen and praised by the public. May their numbers increase.

Motorman T. A. Brewer is back to work again after a three-weeks' absence on account of sickness.

Conductor H. S. Crawford, who has been laid up with the Flu, is much improved and expects to be back to work soon.

Conductor J. W. Parker reports the birth of an eight-pound boy at his house.

Conductor P. Casserly, not to be outdone by Parker, reports exactly the same happening at his house, an eight-pound boy.

Who's Who



A MOUSTACHE made Charlie Chaplin famous, so why shouldn't a motorman try it? The face of Motorman G. L. Ker of Division One looks pretty well in print but it seems necessary to alibi the moustache in some such way.

Ker was born in that city which can no longer advertise the product that made it famous—Milwaukee, in 1893. When he entered the employ of the Los Angeles Railway he had but recently received his discharge papers after service with the British and American armies in the big ruckus in France. During 1920 he qualified as an extra switchman, but puts in most of his working hours on the front end of a car. He is a good, consistent motorman and is well liked around the division.

DIVISION 4

Dear Division Five:

We congratulate you, sincerely. You have won the pennant of premier safety. It is a hard graft, these victories. You worked mighty hard to win this contest. Nobody knows that better than we do. Were we not doing our "derndest" to beat you to it? You started the final week with an eight point lead and although we gained five points on you, you did not drop back a fraction. You showed genuine pluck. We were mighty jealous of you during the contest, Division Five, and came near wishing you hard luck, but now that you have come out on top, we give you the glad hand and in a couple of weeks Mr. Wimberly will hand over the pennant with some brand new alibis. We have always craved keen competition in these contests. It is greater sport. It makes victory seem sweeter and defeat more endurable. We are going to give you a tough tussle in the next race, but today we give you the hearty slap on the back for the victory you have won.

Motorman F. W. Preston, our popular Temple Owl pilot, will be married next Tuesday, Feb. 14. We are elated at receiving this information, because, according to Professor Einstein's theory of complex relativity and Johnnie Collins' ratiocination proceeding his psycho-analytical observation especially in regard to love affairs versus operation, Motorman Preston's debut in the Association of Benedicts will shine forth in the form of greater safety. Unfortunately, we were unable to learn who the lucky girl is, but extend to them our hearty congratulations. Preston is on a twelve-day leave.

Scribe Russell of Division Three told us last week of a certain trainman who had such a clear conscience that he laid down at 5:00 P. M. one day to take a nap and did not wake up until five o'clock next morning.

DIVISION 3

Well it's all over but the Post Mortem. I suppose that Two Bells, this issue, will inform us that we finished in third place pretty close to second, but third from the top and only a couple of notches from the cellar position. We congratulate Division Five men on the good race they made, and if we don't win it the next time, do you get me? I said, if we don't, for we are surely going to try, we would like to see Division One annex it, as they certainly made a grand start this time, but owing to a little hard luck dropped into fourth place. It is their turn next.

Conductor Frank Mead, always on the job, received a very welcome letter of appreciation with a cheque of \$3.00 from Dr. W. T. Rothwell in consideration of service rendered as witness in an auto collision.

We remarked in the last issue the longer they are the more nerve they have. At that time we were speaking of motormen of course; in the case of conductors it is different, for didn't that little conductor of ours, E. J. Drew, show his nerve on Saturday last by taking unto himself a wife? We have not seen the lucky young lady, her name was Delfina Barrera and we are sure she must be very nice, as E. J. told us so. A four-day honeymoon was spent at Catalina. We extend the happy couple a long life and a happy one.

Conductor J. L. White has resigned and accepted a position in the post office. We hate to see J. L. go, but there have been others go the same way, but they found their way back again.

Conductor C. Ream traded seniority with S. S. Wollam of Division Four, and along with the trade went Run 440; so if you want to know the gent who is tagging along after Motorman Wykee, why that's Wollam.

Conductor E. L. Jandro was observed with a Nick Harris glint in his eye the other day, eyeing everybody with suspicion. Asked what was the great "eyedea," he said, "Hist, I've lost my changer." After a thorough sweeping of the floor and considerable worry, he found it comfortably resting in its usual place aboard his tummy. He thought he had put it in his pocket.

Our genial foreman, Dan Hanly, after trying to fight off a bad cold for a few days, on Monday went down for the count and at the time of writing, Wednesday, he is still confined to his bed. But remembering his fighting reputation in the Philippines, we are sure that he will soon win the fight. We hope to see him back on the job again before long. In the meantime, H. A. Russell is officiating in his stead.

Speed did I hear you say? Well yes, that's Charlie the stenog's new name. He was donated that handle by an accomodating speed cop as he was burning up the dirt with his trusty Ford at a 40-mile clip. We have already recommended him to the Carnegie Hero Fund, for he certainly is a hero, absolutely.

Conductor R. D. Donner, who was so seriously injured by falling into the pit in the barn sometime ago, is so far recovered as to pay us a visit and to inform us that, although slightly disfigured, he is still in the ring and expects to be on the job again shortly.

Supervisor Bill Flannery could not do that. Bill was writing out reports in the office here when a small table had a severe collision with the floor. The sudden crash almost ruined him for the rest of the day.

Will somebody donate some news?

DIVISION 5

I want to thank you men for the good work you have done in helping win the Safety Pennant for Division Five. If you will just continue as you have been going we will be able to keep the Pennant here. Your records have been very good and I am glad to have you win the flag.
SUPT. C. A. MORRISON.

Motorman S. I. Spikes, one of our old-timers, has resigned to go into business in Globe, Arizona, where he recently spent a short vacation for his health.

Motorman H. H. Swinnerton has been assigned temporarily to special duty as Supervisor.

Second in importance to the Safety Contest, recently won by our Division, is the race among trainmen of Division Five to report at the earliest minute for their runs. At the present Motorman Trask holds first place, having reported Tuesday morning at 2:33½ for his run, which is due out a few minutes after sunrise. As usual, the poor alarm clock gets the blame. It is safe to say that anyone wishing to beat this record will have to report early in the morning.

Clerk W. E. DeMuth asks this question: "What would you do if a big husky motorman and another one not so husky and not nearly as big stepped up to the window simultaneously and called for the same run"? Our answer is the same as yours will be, but DeMuth advises that the man with the falsetto voice got the run while the one with the bass voice worked a tripper.

Motorman A. W. Fletcher fell asleep while driving to work one morning last week and ran his auto off the road and into somebody's front yard. It was several hours before he was able to get it out of the soft ground and back on to the road.

It is a great relief to know that the Safety Contest is over and we are more than pleased to know that the Pennant will wave over the watery wastes of Division Five. Judging from the effort put forth this time and the results obtained we see no reason why the flag can't stay here permanently.

Introducing New Men

The following men have been assigned to their divisions during the week ending February 4, 1922:

DIVISION 1.

Conductors—D. B. Gilmore, F. W. Woodall, E. E. Considine.

DIVISION 2.

Motormen—A. L. Conger, F. Carlyle.
Conductors—J. W. Sumner, E. A. Inter, C. R. Ream, P. Yakes, K. S. Bowsher, T. R. McPherson, H. A. Glenn.

DIVISION 4.

Conductors—J. C. Sleeper, B. F. Lowe, A. O. Anderson, S. S. Wollman.

DIVISION 4.

Motorman—G. Boudman.
Safety Operators—B. L. Backs, C. Grove.

DIVISION 5.

Motormen—H. J. Pearson, O. Newton, J. V. Powell.

BACK-FIRED

When the clock struck "12", father came to the head of the stairs, and in a loud voice asked: "Young man is your 'self-starter' out of order tonight?"

"It doesn't matter," retorted the young man, "as long as there is a crank in the house."