



# TWO BELLS

Vol. II

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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

## 1921 Figures Show Improvements

### DIV. 5 LEADS SAFETY AT HALF-WAY POINT

The fifth safety contest is now in the home stretch, the seventh inning or the fourth down.

The ten weeks' contest closes February 4, so the beginning of the new year marked the turning point. Supt. Morrison of Division Five was a full point to the good over Division One and holding the lead when Two Bells went to press. A full point is a whole lot since the two divisions have been within a fraction of each other for many days. The scores are 914 and 913 respectively.

Division Three is making a fairly good showing in third place with a score of 908, according to figures at the middle of the week. Division Four has dropped to 903 and Division Two has no competition for the bottom place with 897 as a score.

### Best Wishes Given New Ticket Office

Bouquets of beautiful flowers and best wishes expressed in person and by cards from leading railway traffic men of the city were received by C. V. Means, traffic manager, at the opening of the company's new ticket office, 1050 South Broadway.

The information bureau is at the same location.

The offices are attractive and three ticket windows have been kept busy daily between three and six P. M. to serve the school students purchasing books. The office is open from 8 A. M. to 6 P. M.

### Complaint Record for Year

HERE is a table for 1921, showing total complaints, discourtesy complaints and commendations. Note that in the months marked with a star, seven in all, the commendations for special courtesy and efficiency exceeded or equalled the charges of discourtesy.

	Total Complaints	Discourtesy Complaints	Commendations
January	162	34	43*
February	94	22	34*
March	132	34	33
April	132	44	29
May	211	36	37*
June	160	30	20
July	129	26	23
August	125	21	29*
September	140	29	29*
October	146	40	29
November	128	33	36*
December	128	28	42*

### GARVANZA SUBSTATION IN ACTUAL SERVICE

The automatic substation at Garvanza Avenue 56 near York boulevard went into service with the opening of the new year. At present it is being used only to help the voltage conditions in the morning and evening rush hours but by January 15 it will be in regular service.

Tests were made of the noiseless features of the new station. The building is of brick with tile roofing and the doors shut like doors on an ice box. With the machinery running at the top point, no noise could be heard across the street from the building.

### OPENING 16TH STREET ADDS TO DANGER AT CROSSING

THE engineering department is rebuilding Third street between Gramercy Place and Norton on the West Sixth street line. Paving is also being done.

Work is under way at Vermont and West Sixteenth where it is necessary to lower the tracks due to the opening of West Sixteenth street west of Vermont avenue. The opening will

give a paved street as far as Arlington and will increase the traffic at Sixteenth and Vermont, making it a point which must be watched more closely than ever by men on the cross town cars. Pacific Electric cars cross at this point.

The opening is expected to relieve some of the auto and truck travel from Pico and Washington streets.

### Condr. Beckwith of Div. Four Married

Conductor Herman Beckwith distributed a few cigars around Division Four a few days ago, and on New Year's Day he and his bride were guests at the home of his motorman, C. H. Lewis.

Beckwith has a Pico and East First run, and is one of the popular men of the Division.

### Mtr. Volkens Dies After Brief Illness

Motorman William Volkens of Division Three died January 3 after a brief illness. He entered service June 30, 1920, and was a member of the Co-operative Association.

Funeral services were held Friday in South Pasadena, followed by burial in Forest Lawn cemetery. He is survived by the widow and one son.

### STEADY GAIN IN GENERAL SERVICE & SAFETY

Completing 1921 with high records for safety, courtesy and general efficiency, trainmen enter 1922 with a big task before them if they intend to establish even better marks.

That the records of 1921 will be beaten seems a foregone conclusion if the steady upward trend of the past year continues.

In December, the heaviest traffic month of the year, there were only 128 complaints recorded. This is remarkable when it is considered that in the closing days of the Christmas week, close to one million passengers were served in 24 hours.

#### Tie With November

The total of 128 is a tie with November and was only beaten once in a full month. The lowest complaint month was August with 125, although February produced only 94 complaints, but it was a short month.

Another feature of the closing complaint report is that December was the second highest month of 1921 for commendations. Forty-two letters praising individual trainmen for special courtesy and efficient service were received. January was the only month in which more "bouquets" were received. The total for that month being 43.

#### Bouquets Exceed Kicks

The commendations for December far exceeded the charges of discourtesy, which numbered 28. August produced the fewest discourtesy complaints, 21 in all. February gave 22 and July 26.

In seven of the twelve months, the commendations for special courtesy and service exceeded complaints charging discourtesy.

May was the highest complaint month, with a total of 211. This was due to the introduction of the coupon transfer that month and misunderstandings in transfer rules, which were expected. It is considered a good indication that complaints

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## Editorial Comment

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

### Service Wins Praise for Entire Division

**B**OUQUETS are received almost daily for individual trainmen, but the railway recently received an especially pleasing commendation in which an entire division is honored.

The Chesterfield Square Improvement Association, composed of residents in the vicinity of Division Five, has sent a letter praising all the trainmen of Superintendent C. A. Morrison's clan. The individual bouquet is for Conductor D. Craig.

It is gratifying to know that the organization has the highest regard for the men who serve them on the cars. It gives everyone the responsibility of living up to a good reputation.

The letter in full follows:

Los Angeles Railway,  
Gentlemen:

We desire to express our appreciation of the uniform courtesy and efficiency displayed by the men on the different runs out of No. Five. During the experience which we have had almost daily for the past several years, we have received such services as merit our deepest gratitude and highest satisfaction. The kindness displayed by the conductors in assisting children and aged people has been remarked many times, and we wish you to know that we appreciate this courtesy at the hands of the boys.

On a recent occasion the conductor, No. 2472, who lives in Maywood, but whose name we do not know, was of especial service to a crippled old gentleman and his aged wife, who boarded his car going south on Moneta Avenue and west on 54th Street.

We wish you to know that we are your friends and that without exception the people in Chesterfield Square, which is west of Western Avenue and north of Slauson Avenue, and adjoining No. Five on the west, desire to wish you all a Happy New Year.

We presume the same class of men run on the other lines, but we are speaking of personal experience with the men who run east and west on 54th and north and south on Moneta.

Yours very truly,

Chesterfield Square Imp. League,  
By J. F. KENDALL, President,  
1991 West 54th Street, City.

Attest:

C. A. WOLFE,  
Secretary.

### The Most Valued Employes

**D**ID IT ever occur to you that there is no one man who knows all about street railway work in Los Angeles?

This is natural when work has to be divided into departments with different men and women in charge of different work.

If there is any employe who will hold up his right hand and say that he knows all about his particular job, it would be, to say the least, surprising. But the employe who determines to find out all he can about his particular job shows a spirit that will lift him on toward promotion.

There is nothing so painful as a person who glories in his own ignorance.

Almost daily everyone encounters something about which he is uncertain. It is a pretty fair chance that there is someone somewhere in the company who can give the information. For trainmen there are the division superintendents, the instruction department and other superiors. It is their job to help you in your job. Take advantage of the opportunities and find out all you can about your job. It is in that way that you will make yourself of the most value to the company.

### Supervisor Price on Pull In Trip

Every employe of the Los Angeles Railway lost a friend when Supervisor T. F. Price passed away January 2, at his home, 3014 South Harvard. He had been ill for several weeks.

Mr. Price entered service as a motorman July 6, 1905, and was made a supervisor in 1912. He was always faithful to the company and to his

associates. He helped trainmen as one of their friends, for he was a friend of everyone connected with the company.

Funeral services were held Wednesday afternoon at Holy Names church, with burial in Calvary cemetery. The Spanish War Veterans had charge of the ritual at the grave. The body was placed in the final resting place with full military honors.

Supervisors who acted as pallbearers were, H. T. Scott, L. A. Tower, Fred Williams, William Price, A. Craig and Frank Westcott.

## BULLETINS

### BULLETIN NO. 1. Notice to Trainmen

Toilet facilities have been provided in the rear of Oil Station located on the Southeast corner of 10th and Norton Streets, and also in the rear of 4707 W. Washington Street.

Owing to the difficulty of securing such facilities, especially at these locations, we trust that every man will so conduct himself as to give rise to no cause for complaint on the part of the property owners.

### BULLETIN NO. 2. Notice to Conductors Passes Lost

The following passes have been lost: 3700 issued to T. R. Brewster, Conductor Division No. 1.

4863 issued to E. D. Mitchell, Maintenance of Way Dept.

5049 issued to G. A. Plume, Maintenance of Way Dept.

5396 issued to W. A. Swearinger, Maintenance of Way Dept.

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

*P. B. Hill*

Supt. of Operation.

### Popular Girl Gets Married to Liven up New Year's Eve

As a good way to start in the new year; get married.

Or to celebrate the passing of the old year, try a rush order honeymoon.

This is some of the advice being imparted to the auditing department since Miss Rose Weinig is no more or to be more precise, since Rose is no longer Miss Weinig, but now greets the grocer, the meat man, the ice man and other luminaries of like social plane as Mrs. George Wiley.

Miss Weinig left the offices Saturday afternoon apparently in her usual mental poise, but a marriage license in the newspapers broke the story and later came news of the honeymoon trip to San Diego.

Mr. Wiley came to Los Angeles recently from Chicago. The main office folks extend their heartiest congratulations and best wishes. May all their troubles be—er—insignificant.

## Div. 2---Let's Go

By P. V. MANN

SECOND CALL—  
WATCH your step—  
WE MEAN the car step—  
TOO MANY accidents this week—  
WE ARE still in the cellar—  
YOU MEN on Central—  
WATCH OUT for Washington street—  
BAD CROSSING—  
LOOK OUT for those trucks and autos—  
SLOW UP—look twice—  
LOOK THREE times if necessary—  
WATCH THAT curve at Fifth and Central—  
REMEMBER your car swings away out—  
DON'T LET it swing into something—  
LOOK OUT downtown—  
USE GREAT speed—slowly—  
LOOK OUT for pedestrians—whatever they are—  
ON SIXTH Street—automobiles—  
NARROW street—  
WATCH THAT auto ahead—  
HE MAY stop—  
HE MAY TURN into the tracks—  
WATCH out—  
ALL THE time—  
WATCH—  
STOP—LOOK—LISTEN—  
WE MUST win this one—  
LET'S.

## HIGH MARK IN EFFICIENCY REACHED

The "turn over" of men in the train service is now at the lowest point since before the war, according to a survey of the past few years.

This is one more indication of the movement "back to normalcy" which has affected every business and every individual in the nation from the days of 1914 and particularly in the period of American participation in the war, and, later, the return of service men and their re-entrance into business and industry.

The shortage of man power affected the Los Angeles Railway as well as other industries and necessitated the employment of many who were unfit for the service the company aims to render. Gradually this class has been eliminated until today the personnel generally is regarded as the best in the history of the railway.

### Dismissals Decline

Dismissals for improper service have steadily declined and reached the lowest point of two years last month. With approximately 2200 men in train service it was only necessary to part company with eight conductors and four motormen last month. Twelve out of 2200 is a proportion that speaks well for the personnel as a whole.

The highest months for dismissals in 1921 were March, when 21 motormen were dropped from service, and April, when 37 conductors had to turn in.

### Comparisons Obvious

There is quite a comparison between these figures and the 1920 records. In that year the most dismissals came in October, when 26 motormen ceased service and July with a mark of 75 conductors.

The totals for the years 1920 and 1921 show that there were more than twice as many dismissals in 1920 as in 1921. The figures for 1920 are: Motormen, 188; conductors, 620, making a total of 808. In 1921 the records showed: Motormen, 138; conductors, 234, making a total of 372.

The figures indicate that the men on the cars today are apparently the highest in efficiency of the hundreds who have passed through the employment and instruction departments in recent years and of many other experienced men on the employment waiting list.

## Introducing New Men

The following men have been assigned to their divisions during the week ending December 31, 1921:

DIVISION NO. 1  
Motorman—H. W. Rapier.  
Conductor—C. A. Phillips.

DIVISION NO. 2  
Motorman—J. W. Howard.

DIVISION NO. 3  
Conductors—M. V. Howell, E. J. Reilly, J. Ross, S. A. Graves, E. P. Voorhees.

DIVISION NO. 4  
Safety Operator—R. C. Gillette.  
Conductors—D. A. Mitchell, H. E. Earl, J. Banks, V. F. Schaap, L. A. Barnes.

DIVISION NO. 5  
Motormen—R. L. Cornelius, H. A. Zerbby, Jr. G. C. Vaughn; M. J. Manley.  
Conductors—O. B. Willis, R. Rabbitt, J. J. Parr, H. C. Smith, L. M. Mahanay.

# Conductor Ding and Motorman Ding Ding

By Rollins



## Bouquets And Things (Hand Picked)

**BOUQUETS RECEIVED LAST WEEK**  
 Condr. W. J. Millican, Div. 3.  
 Mtr. A. L. Murray, Div. 5.  
 Condr. D. M. Seaberry, Div. 5.  
 Condr. W. C. Sanders, Div. 5.

For Condr. H. E. Schultz, Div. 2.  
 Los Angeles Railway,  
 Gentlemen:  
 Permit me to call your attention to a pleasant occurrence on your West Jefferson line.  
 It was near six o'clock, the car was crowded, I saw your conductor, No. 2154, give his seat to a lady. Later, when she left the car, he gave it to me. I certainly appreciate it, for I was very tired. I can imagine at that time in the day the conductor also might have been tired. I noticed his unvarying courtesy to all passengers.  
 Yours very sincerely,  
 MRS. A. L. COLELEUGH,  
 1177 West 30th St.

For Operator R. G. Andrews, Div. 4.  
 Los Angeles Railway,  
 Gentlemen:  
 It is with pleasure I wish to inform you of the courtesy and manly treatment given passengers on the one-man cars by Conductor No. 1740.  
 I have ridden on his car many times, and it seems a pleasure to ride with him, as he takes such an interest in his work and is so nice and polite to old people, especially, that you cannot help but notice it, and he runs his car starting and stopping nice and easy.  
 Yours very truly,  
 MRS. PEAL GANEZ,  
 1937 Norwood St.

For Condr. D. F. MacNeil, Div. 4.  
 Los Angeles Railway,  
 Gentlemen:  
 Mr. MacNeil, Conductor 118, between five and six o'clock last evening, October 31, was the conductor of a westbound car on the West 1st Street line to Westlake Park. I asked for information.  
 Perhaps part of the public expect too much sometimes. Also probably true that a few conductors neither know nor care; are unqualified for dealing with the public. But the manner and spirit manifested by your Mr. MacNeil proved that he does care. Circumstances permitting, he will not be found lacking in desirable characteristics. You have others somewhat like him.  
 T. E. JACOBSON,  
 General Delivery.

For Mtr. Wm. Gibson, Div. 1.  
 Los Angeles Railway,  
 Gentlemen:  
 I wish to call your attention to the following: Motorman No. 207 was in charge of the Pico car as I came to work this a. m. At Pico and Broadway a man in a Ford cut across the curve at the rate of 20 miles an hour, and the motorman, by rare presence of mind, turned on the air in time to avoid what might have been a bad accident. I don't think he missed the Ford by over an inch.  
 Respectfully,  
 F. P. WINNE,  
 Care Winne and Adams Co.  
 752 So. Los Angeles St.

For Condr. H. Coligny, Div. 3.  
 Los Angeles Railway,  
 Gentlemen:  
 I have been riding on your cars for about ten months, and I have noticed one of your conductors who minds his own business and is very polite. He is on the Eagle Rock City line. His cap number is 1332. He is very polite to everyone and tends strictly to business.  
 MR. RAY SPRING,  
 812 Waldran Avenue,  
 Eagle Rock City.

## NEW YEAR RESOLUTIONS I Will and I Will Not for 1922

TIME was when the new year season has a special significance, but since then prohibition has been invented.

Still there is no kick like kicking out the old faults and starting off with a new spirit, determined to do the job right, whatever the job may be.

A number of new year resolutions for street car work has been compiled by Conductor C. F. Wood of Division Three.

They contain some mighty good ideas worthy of attention.

### FOR CONDUCTORS

Resolved that I shall:  
 Make reliefs, if not a block ahead of the relief point, then promptly when the car reaches that point.  
 Give bells with care. Not too soon nor too tardy.  
 Keep mileage and register cards neat and correct.  
 Begin each day intending to show the pleasant side.

### FOR MOTORMEN

Resolved that I shall:  
 Not try to help the passengers on or off with the gong.  
 Not start the car violently.  
 Not do all the accommodation on the front end, but shall heed a stop bell from the conductor.

Make the same effort to make the run on time whether late or on time.

### FOR POLICE, MAIL CARRIERS AND TRAINMEN

Resolved that I shall:  
 Not stand around in the way of passengers boarding the car.  
 Not always get out the wrong door.

### FOR THE PASSENGERS

Resolved that I shall:  
 Remember there is a front door to a street car, and that it is a very good place to get out.  
 Not expect that I have the sole right to the rear end of every car I board.  
 Not hold a long winded discourse with the conductor to the delay of a dozen other passengers.

C. F. WOOD.

## ACCIDENTS IN DECEMBER FEWER THAN IN JANUARY

(Continued from Page 1, Col. 4)

were kept as low as 211 that month. Incidentally, May was one of the months in which the courtesy bouquets exceeded the discourtesy "kicks."

### Safety Records Good

Continual improvement has been made in the year in safety. Despite increased traffic difficulties, there were fewer accidents last November than last January. More important still is the fact that the percentage of responsibility has been steadily lowered. Trainmen were primarily responsible for three percent less of the total accidents at December 15, 1921, than at December 15, 1920.

One of the outstanding facts of the 1921 safety summary is that there were fewer accidents in December with the heavy traffic and rain of Christmas week than there were last January. There were 1480 accidents

in January, 1921, as against 1402 last month. There has been a reduction in total accidents and in percentage of primary responsibility.

### Beat 1920 Marks

The Safety Bureau was organized in the latter part of 1920 and its detailed records show fewer accidents from September to December in 1921 than in the corresponding months of 1920. The figures are as follows:

	1920	1921
September .....	1340	1320
October .....	1441	1260
November .....	1476	1445
December .....	1584	1402

The accident reduction in December makes the best showing in view of the traffic conditions of Christmas this year. The figures are excellent and in line with other 1921 achievements of Los Angeles Railway men.

## On the Sick List

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

### DIVISION NO. 1

Conductors—J. A. Cardenas, 154 S. Gless St.; F. H. Sweet, 227 Hone St. W. Park; J. G. Allison, 223 W. 49th St.  
 Motorman—E. K. Latta, 4011 Naomi.

### DIVISION NO. 2

Conductors—H. W. Flanagan, 674 E. 53rd St.; M. Taylor, 422 W. 51st St.; M. W. Nelson, 511 E. 62nd St.  
 Motormen—F. C. Loyd, 711 E. 54th St.; W. B. Crunk, 7806 Crockett Blvd.; H. F. Swabby, 227 W. 50th St.; S. P. Jordan, 610 E. 54th St.; W. H. Gill, 745 1/2 E. 52nd St.

### DIVISION NO. 3

Conductors—K. R. McKasson, 161 So.

Ave. 21.; T. M. Adams, 5315 Buchanan; C. F. Wilson, 5152 Stratford.  
 Motorman—G. D. Martin, 110 West Ave. 43.

### DIVISION NO. 4

Conductors—W. S. Shields, 2103 Thompson St.; C. V. Bonnor, 1513 Girard St.; A. J. Bowen, 602 Kensington; H. J. Burke, 914 West 11th.

Motormen—D. J. Wildermuth, 916 Kensington; C. B. Hackett, 417 Downey Road; J. B. Stott, 1683 West 20th St.; J. E. Hauff, 1005 E. 7th St.

Operators—G. W. Burns, 406 Temple St.; A. E. Cutler, 1234 S. Ardmore; D. J. Daly, 228 N. Grand Ave.; D. M. McDonald, 5809 1/2 Pasadena Ave.

### DIVISION NO. 5

Conductors—M. A. Watson, 13414 Burreigh Ave.; H. F. Safford, Mesa Hotel; G. J. Cowden, 2319 1/2 W. 54th St.; D. W. Fields, 5445 3rd Ave.

Motormen—F. J. Murray, 5411 2nd Ave.; H. H. Anno, 6843 Mineral Ave.; F. Sims, 2048 W. 54th St.

## On The Back End (Contributed)

Conductor W. J. Browne, the congenial Irishman of Division Three, is busily engaged raising a bumper crop of carbuncles.. At present he has four lovely ones with others in sight. Browne says, Dr. Fisher is an expert with the harpoon and it's wonderful sport.

"That's a nice looking parcel someone left, guess I'll annex it" commented a passenger who had just left one of the new steel cars of the Grand and Moneta line and walked around the rear of the car.

But the parcel was the coupling gear wrapped up to keep off the rain, so the passenger was disappointed. Wonder if he made a complaint about it.

For an early riser Condr. R. L. Smith has the world beaten. Wednesday, he arrived at Division Three at 3:40 A. M. all out of breath to take out his 6:40 run. Some low down buddy of his had set his alarm clock just three hours ahead. Just three hours of perfectly good slumber missed! G-r-r-r-r!

Motorman H. O. Bontwell tells this one:

A passenger boarded his car on Broadway and asked him where he could get a Santa Fe Ave. car. He told him at Seventh street and then remembering about the line letters called back the passenger, "take the J line." The passenger said "Don't get too fresh young fellow, I am not any more of a Jay than you are."

"Look, mother," cried Willie, pointing to the elephant at a circus, "He's as big as hell ain't he?"  
 "Willie, how many times must I tell you never to say ain't?"

The distribution of annual passes this time sure gave us the blues.

In a recent tie-up on West Seventh, an old lady asked Conductor Vaught to call up the company and get the right of way as she was in a hurry.

Just think of a blockade with 20 cars ahead of you and some one asking a question like that. Can you beat it?

Here's to the short skirt and the street car step.  
 May they never meet.

Lady (to conductor)—"Please procrastinate me at the next corner."

(Conductor begs her pardon. She repeats request).

Conductor—"Procrastinate you?"  
 Lady—"That's what I said."

Conductor—"Excuse me, but do you want off at the next corner?"

Lady—"Why certainly. My, but you are an ignoramus. If you will look in your dictionary when you get home you will find that 'procrastinate' means 'to put off.'"

—Knittle.

# Looking 'em Over at the Divisions

## DIVISION 1

Division One is still in first place in the Safety Race, but Division Three is just a little too near behind us to make it pleasant, so step on her and leave Russell and his men out of sight.

Everybody got through Christmas and the New Year rush fine, and everything is running normal again.

Lies slumbering here,

One William Lake,  
He heard the bell,  
But had no brake.

It sure is a pleasure to see Supt. Williams back again in the office. Mr. Williams has been quite ill the last month, but is now able to get around a few hours a day. Glad, indeed, to see you, Ed.

Conductor Funk, one of the real old timers, surprised us all last week by walking into Supt. William's office and resigning. Funk is going on a farm up in the northern part of the state. The boys of Division One hate to see you go, Funk, and are wishing you the success that you deserve.

Some fellows are always lucky. Motorman Brewster went home New Year's Eve and found that he was the father of a bouncing 10-pound baby boy. That's a real Christmas and New Year's present, Brewster. May all your presents be little ones.

## It Might Happen

AT DIV. 3

Conductor Frank S. Leon had car ready and was waiting for motorman three minutes ahead of time.

One of the crews pulled in a run late and Russell did not say a word.

## DIVISION 2

We have inside information that Conductor H. L. Hanson has turned over a new leaf for the year 1922 and for all years to come, in that he has sworn off living alone. The fact of the matter is, he committed matrimony on New Year's Eve, so congratulations are in order.

Motorman W. C. Bourland went 364½ days without an accident in the year 1921 and then a young lady who was learning to steer a Ford had the crust to run into the rear end of his car, spoiling a perfect record for the year. Here's wishing you better luck for 1922.

Ask switchman Ed Forsythe how rabbit hunting is. Have been informed that he and a few friends, namely, Carl Godnard, Ed Yonkin made about a hundred mile trip New Year's day for the purpose of slaughtering some game of this kind. They arrived upon the hunting grounds all right and then it began to rain. So they decided to stay under cover in Ed's machine until the rain was over. After waiting from noon on Jan. 1st until noon next day with the rain still falling they decided that the weather was not favorable for rabbit hunting, so started home; but the ground was rather soft by this time and they got stuck up to the hub in mud, and then had to hire a mule team to pull them out. They got home Jan. 3rd, sometime early in the morning.

Cashier McAdams is back. Glad to see you Mack; we will get home early nights now.

## Who's Who



IT might create a little surprise if this crew made a relief in the downtown district and started their car down Broadway. Nevertheless the same two men may be seen on the cars most every day, but as some wise sage once remarked, clothes have something to do with the man.

In trainmen's clothes you might recognize them, left to right, as Condr. F. C. Mead of Division Three and Motorman D. V. Hambly of Division Two. At the big Christmas "open house" they were recognized as "the Clown and Santy." They rendered valuable service in keeping the big crowds amused, especially the smaller parts of the big crowds.

Conductor Mead has been in service since September 11th, 1916. He has hit the sawdust trail around the three-ring circuses, having been one of the funny men with some of the big shows.

Motorman Hambly began August 8th, 1918, and was a press feeder by trade but had had considerable experience in the show game.

## DIVISION 5

Motorman D. R. Babcock is taking a 90-day leave of absence on account of his health. He intends leaving for Iowa within the next few days. We wish him a pleasant trip, and that he may regain his health and return soon.

H. N. English and W. E. Cunningham have been added to our quota for the police force, having obtained leaves of absence to take up their new duties.

Motorman W. A. Huffman has returned to duty after a thirty-day vacation.

Conductor D. M. Seaberry has resigned to take up his new duties as Assistant Manager of the "Trolley Inn" Cafe, near Division Five.

Conductor G. H. McKibbon has secured a leave of absence to visit his sister in Latah, Washington.

Motorman J. H. Dillard, who was run down and severely injured by an auto a few weeks ago, is improving. He has changed seniority with Motorman H. D. Gordon, of Division 1, and will start to work there as soon as he has sufficiently recovered.

Division Five has taken on a more home-like atmosphere since our new heater has been installed in the waiting room. The stove has been a very popular ornament for the last few days.

## DIVISION 3

Well we are still in the third place in the safety contest. Someone was saying that if I would just keep still a little while, that probably we would move up. So this time I am not going to say a word just to see how it works out. But I just can't help saying, just keep everlastingly at it and see if you cannot move up at least one notch by the next issue.

Extra Conductor D. R. Donner while putting the trolley on his car in the barn last Saturday A. M. had the misfortune to slip and fall into the pit, sustaining a fractured skull, and was otherwise badly shaken up. He was taken to the Golden State Hospital, where he is now. Latest reports (Thursday) are that he is still in a precarious condition. We hope that he will soon take a turn for the better and that it will not be long before he is on the job again.

We observe with regret that Conductor D. O. Kammer has seen fit to remove that cute little mustache of his. It was in a class by itself and surely will be missed by the boys.

Conductor Ray Dean is a firm believer in the rule of three. Late, oversleep and sick. But is a life saver as a tripper worker.

We are just in receipt of a post card from Motorman Gail Hendry, our top efficiency motorman, who is spending Christmas season with his family at the old home in the east. Gail says that he will be back about the middle of the month to annex double bonus money.

In last issue one of the Divisions reported a man discharged on account of his wife calling for his money and reporting him sick in bed when in reality he was around the corner in a machine waiting for her. Well they don't all do it the same way. We had one who asked off for two days and to make sure of it he reported sick the day before and on the third day reported O. K. This is like sitting on a keg of T. N. T., mighty dangerous.

In the recent taking of addresses the question was asked "Are you married?" Conductor R. J. Leonard answered; "Surest thing you ever knew." But we didn't know, but we really believe the old boy slipped it over on us lately. Come across Len and tell us all about it.

We see by Division Five news that they are thinking of opening a swimming pool, and from what we hear about the big overflow down in that district, the water will not be of the Eau de Cologne variety.

Ira Gott, our high efficiency conductor, brought his brand new Ford around to see us the other day. This, he says, was made possible by the double bonus he received. So, boys, set up and take notice so that YOU can bring your new machine around next year.

As I sit at the window here, I observe a very industrious bunch of boys at the desk out in the waiting room, all busily engaged writing out accident reports. It is well to see everybody industrious, but methinks that these boys could put in their time at something more congenial, such as playing pinochle or something that does not cost so much.—H. A.

## DIVISION 4

There seems to be a misunderstanding from the looks of the safety contest standings. Division One in first place, Division Three in third and Division Four in fourth. Now listen, you Division Four boys, it might be easier to remember the standings if we all stood in the order of our division numbers, but since Division Two has broken the ice and sunk to the bottom, why should we not crawl up to a more respectable neighborhood?

An Englishman was riding on Conductor "Hughie" O'Neill's West First car recently. The Englishman was in good humor, but Hughie was a trifle moody. When Hughie called "Bunkerhill" the "Englischer" glanced back.

"H'I say, h'old top," he ventured, "H'and where is the monument?"

"Monument?" repeated Hughie, "and ain't ye read yer hist'ry, and don't ye know that the English only had 'Hope' till they saw 'Bunkerhill'" and then thought it 'Grand' to get away?"

Division Two wants to sell her cellar position. It is a bum "seller."

The same wind brought the news that Conductor P. E. O'Bannan went to Manchester and Vermont on New Year's Day to visit his "sweetie" and had not returned by Jan. 3, which gives his "batching" buddies a strong impression that he also was caught in a whirlpool in the matrimonial sea.

Two ladies were standing near the front of Operator A. O. Swoboda's car. When they were nearing their stop, one of them said to the other, "We want the next stop, honey."

"Yes, ma'am," unconsciously replied A. O. in the sweetest voice ever uttered, but when he got next to himself, his temperature reached 110 degrees.

Motorman M. J. Mesquit is on a thirty-day leave to visit his parents in Castorville, Calif.

The mystery of the naked turkey which Conductor E. Brown of Division Three found is solved.

Motorman L. N. Woodard ran over a piece of newspaper while going out N. Main St. When the fender hit it he noticed that it was bulky, but did not stop. At Lincoln Park he was standing outside when, to his surprise, he discovered said naked turkey hanging on one of the brake beams with one leg cut off. According to his conductor, A. R. Aldrich, he then reverently removed the unfortunate fowl to curb, uttered a brief prayer, placed its wings across its breast, anointed it and after failing to report the accident to the dispatcher he started off.

Cash Receiver R. Smith says that if any boys in the other divisions would like to have one of the transfer holders, they may obtain same by sending name and address to him (care of Division Four cash room) enclosing fifty cents and he will mail it immediately.

C. J. KNITTLE.

For Conductor M. B. Stewart, Div. 3.

Los Angeles Railway.

Gentlemen:

Conductor No. 2438. West Adams line, did me the favor of paying my fare in one evening when I had left my purse in my other clothes.

I took particular pains to watch him and he was clean and courteous to every one, old, young, black, red and white.

Am sending ten cents, so there will be a nickel to pay someone's fare under like conditions.

Respectfully yours,

L. B. MacNitt,

1366 West 107th Street.