

# TWO BELLS

Vol. II

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Edited by J. G. JEFFERY, Director of Public Relations

# 106 CARS TO BE REBUILT

## MENTAL ANGLE OF ACCIDENT PREVENTION STUDIED

By JOHN C. COLLINS  
Supervisor of Safety

Most people talk louder and longer on a subject they little understand. We are no exception to that rule.

When you ask "What is mind" and "What is electricity"—the answer is, "I do not know." We know that both can be controlled and made to do certain things. How well these things are done depends on point of contact—how clear the lines and the resistance. Both are very sensitive, consequently affected by small things which might create great havoc or destruction.



The brain is composed of several different parts, each part, like a motor which, under certain conditions, produces certain results. While receiving other impressions it becomes a dynamo and will produce entirely different results. The motor, while sensitive, is produced by man and is more able to be controlled by man than is the mind which is one of the things we are not supposed to thoroughly understand, therefore it can not be controlled because the impressions each one receives produce different results natural to the impression.

### Power May Be Dormant

A person losing the use of one or two fingers of transmission, or you might say "has a ground or short circuit" develops greater power along some other line to overcome what has been lost. This power was there all the time, but dormant from lack of exercise. Specializing on one thing has a tendency to make a person narrow, temperamental and selfish, with a one-sided view-point, not understanding others or others understanding him.

It is as hard to break a good habit

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

THE valuable employe is one who does the right thing without being told— who senses the requirements of his work and meets these requirements in a way that reflects credit upon the company.

Kellygram

## TEN TWO-CAR TRAINS ON GRAND-MONETA LINE

TEN two-car trains of the new "twelve hundred" type steel cars are to go into service on the Grand and Moneta line Monday, January 16. The trains will be operated out of Division Two and will be in all-day service.

This marks the first operation of trains in any considerable

numbers and in all-day service. The Grand and Moneta line is the best for a thorough test of the new types as it gives the best power conditions and keeps the cars in close touch with supervisors, mechanical men and shops in case of any trouble.

## L. A. CLAIM AGENT BRINGS 1922 CONVENTION HERE

The 1922 convention of the Pacific Coast Claim Agents Association is to be held in Los Angeles next summer, principally due to the efforts of C. M. McRoberts, general claim agent of the Los Angeles Railway who is first vice-president of the organization. The association is composed of claim agents of railways in the Pacific states. The last meeting was held in Butte, Montana, and Mr. McRoberts was one of the speakers. The exact date for the 1922 convention has not been set.

One of the most active members of the organization, Col. H. G. Windsor,

Superintendent of Investigation and Adjustment for the Tacoma Railway Light and Power Company, was in Los Angeles recently. Col. and Mrs. Windsor were guests of Mr. McRoberts. The Tacoma executive is an official of the National Guard.

Although Tacoma has a cash car fare of ten cents, there are many good points on the Los Angeles Railway, where car fare is still a nickel, which might be used to advantage in the north, Col. Windsor said. He spoke very highly of the Los Angeles system after visiting various departments.

## REGULAR CLASSES FOR SUPERVISORS

An instruction class for supervisors has been organized by A. K. Plummer, director of traffic, and will be a permanent feature of traffic work. Classes are held Tuesday to Friday afternoon in the lecture room of the instruction department and the men are drilled in correct ways of keep-

ing up service by meeting emergencies. It will take two weeks to give classes for all supervisors.

It is planned to have the instruction every three months, so that the supervisors will be kept informed on new traffic conditions.

## '22 PROGRAM TO MAKE ALL EQUIPMENT MODERN

Following the 1921 program of the engineering department in which 123 cars were rebuilt, the 1922 program for the rebuilding of 106 cars is now under way.

Completion of this work will bring all cars up to modern standards. At the end of this year there will be but a few of the older type cars remaining and they may be used for maintenance of way work cars or other special service.

The 106 cars to be rebuilt are P. A. Y. E. (pay as you enter) No. 2 and they will be converted into P. A. Y. E. No. 1. The No. 2 type cars have the single entrance step. When rebuilt, they will have the double step with one space for the entrance and the other for exit.

The cars will be lengthened from 39 feet 1½ inches to 44 feet 6 inches. This will give larger loading platforms, enabling passengers to board faster and reducing the stopping time to a minimum. An extra seat will be placed in each end of the car, increasing the seating capacity from 38 to 42 passengers.

The estimated cost for the work is \$2000 per car or a total of \$212,000.

## 72 New Car Motors Delivered by Ships

The first lot of street car motors in the second consignment of 200 being delivered by two eastern electrical manufacturing concerns reached Los Angeles last Tuesday, having been sent by boat from Baltimore via the Panama Canal.

There were 72 Westinghouse motors in the delivery made Tuesday. The first consignment of 200 motors consisted of 100 General Electric and 100 Westinghouse.

## Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

### New Ideas for Safety

SOMETHING a little different in accident prevention work is presented by John C. Collins, supervisor of safety, in this issue of Two Bells. Mr. Collins has prepared a series of articles on the human mind and its bearing on safety. He has put considerable study into the subject and has developed some very forceful ideas for trainmen.

One of the particular ideas he presents this week is that human nature will usually follow the line of least resistance and in street car operation this leads to carelessness. It can be offset by bringing into play the ability that exists but is dormant in certain mental channels. To bring the greatest ability into play there must be genuine study of the problems that appear. This study can never end and the work can never be completely mastered, because new conditions come with each new month, week and day.

Great benefit can be derived from careful reading of the series of articles beginning in this issue of Two Bells.

### Protect Your Interests

ABUSE of any of the privileges provided for trainmen endangers all privileges and works against the welfare of all employes. It should not be necessary to bring such matters before all employes, as the vast majority are gentlemen and conduct themselves as gentlemen. But when a few men endanger the privileges of the many it is the correct thing for the majority to lend their fullest support to stopping the improper activities of the few who make trouble.

Vigorous steps are to be taken to assure proper use of privileges provided. These steps will promptly eliminate the undesirable ones, that the general reputation for gentlemanly conduct may be maintained. In this the company will have the active co-operation of those who appreciate the value of privileges provided.

## NEW INSTRUCTIONS FOR FARE BOX STATEMENT

By R. A. PIERSON  
Chief Instructor

The following will supercede former instruction in making out Johnson fare box reports.

WHEN taking register statement, conductors using Johnson Fare box must take the cash and also "S" ticket statement. On the daily report and register card you will show the cash reading the same as at present, except that you will discontinue showing the difference in the difference column.

In taking the "S" ticket statement, you will use the columns marked "difference and Ohmer key," as per sample posted at your division. You will note that the "S" ticket column has four figures. Place the first figure just to the left of line between the two columns, with a dash in front of the figure, which will leave plenty of room for the other three figures in the last column. If this is followed out by all men it will be a great help to the Auditing Department, as the work will be uniform.

#### Show Cash Statement

On your trip sheet you will show your cash statement in space No. 1, same as heretofore, and you will use the space that we formerly used in case of a register change for the statement for your "S" tickets. By doing this it will be necessary to make out an extra trip sheet in case of a car or register change. Whenever a car is changed off or a relay made, register card must be made out, but

it will not be necessary to make out a trip sheet unless passengers are carried.

In connection with the above instruction, I would like to call to your attention the fact that some of the men are becoming careless in issuing and receiving transfers. There is one mistake that shows up continually, and I cannot understand why it should occur at all. That is where an A. M. transfer is issued in the evening. The rules are plain on that point, and if the conductor finds he has run out of P. M. transfers, he must borrow from another car.

#### Reasons Simple

There are a great many transfers sent into the office when, the schedule shows car was off its regular route, pulling out or in the car house, where conductor should have issued a Turnback and Diverted transfer, body only. There are only four short reasons for issuing the Turnback and Diverted transfer, and if each conductor would learn those four short rules, and follow them, it would stop a great many of these complaints, which error costs the passenger an extra fare and causes unjust criticism against your fellow trainmen and the company.

If there is a question in your mind regarding action to be taken, consult your rules or call us up.

## BULLETINS

### BULLETIN NO. 10.

Notice to Conductors.

The following passes are reported lost: No. 1578 issued to J. W. Larson, Repairer, Mechanical Dept.

No. 1617 issued to P. Mathews, Watchman, Div. 1.

No. 1766 issued to Albert G. Spear, Carpenter, Mechanical Dept.

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

### BULLETIN NO. 11.

Notice to Trainmen.

Arrangements have been made with Messrs. Gray & Daugherty, 962 Eagle Rock Avenue, for the use of toilet privileges, same now being available, therefore trainmen will discontinue the use of toilet in Grocery Store at 806 Eagle Rock Avenue.

### BULLETIN NO. 12.

Notice to Conductors.

Pass Lost.

Pass No. 2398, issued to Agnes Pierce, wife of Supervisor W. R. Pierce, has been lost. If presented for transportation, take up, collect fare, and send to this office with report.

### BULLETIN NO. 13.

Notice to Trainmen.

Signature of motorman and cap numbers in proper place at top of trip sheet must in all cases be entered in his own handwriting. Rubber stamp cannot be used by motormen for this purpose.

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

## Track Braces for Frozen Ground get No Market Here

R. B. Hill, superintendent of operation, is indebted to the mail order department of an eastern concern manufacturing street railway equipment, for it injected a good laugh into a busy day's tussle with schedules, mileage reports and a thousand other odds and ends.

The eastern concern sent Mr. Hill some testimonials of operating men concerning track braces to prevent the rails spreading when the ground is frozen.

"Frozen ground is one of the fifty-seven million classified worries we do not have," remarked the superintendent as he marked the letter for the chief engineer to give him some entertainment.

## Appreciation

A. J. LANGE

To the Men of Division 4.  
Gentlemen:

I wish to thank you sincerely for your kindness to me at the time of the death of my mother. The beautiful flowers, conveyed a message of sympathy such as only true friends can extend.

Yours very truly,

MTR. A. J. LANGE.

MRS. ELLA VOLKENS

Los Angeles Railway Corp., and  
Employes' Association.

Let me extend to the employes of the Los Angeles Railway and members of the Employes' Association my hearty appreciation and thanks for their sympathy and aid in my hour of sorrow. I assure you all again that what you have done for me is genuinely appreciated from the depths of my heart.

Sincerely,

MRS. ELLA VOLKENS  
411 El Centro St.,  
So. Pasadena.

## MORE CARE OF FARE BOXES NEEDED

By R. R. SMITH

Assistant Superintendent of Operation

The number of fare boxes being changed off at the present time for various defects is entirely out of proportion to the number which are in service, and is proving to be a very annoying and expensive proposition.

The fare box which sticks on account of a defective coin or on account of foreign matter having been accidentally dropped into the box, of course, can in no way be charged up to faulty operation, but unfortunately we find a considerable number of boxes which have been replaced within a comparatively short time after having been reported to the emergency supervisor and which have so many coins accumulated in the box, that it is positive evidence that some conductors are careless in not cranking the money through.

#### Glasses Broken Often

Another very large item is that of broken totalizer and hopper glasses; this condition of broken glasses accounts for, perhaps, more boxes having to be replaced than any other reason. In 95 per cent of such cases when referred back to the conductor for information, the conductor states that he did not notice the glass was broken.

It must be distinctly understood that the conductor **MUST** notice all cases of broken glass, and that his miscellaneous report which follows the report made by telephone to the emergency Supervisor must state how the glass became broken, and in the future conductors will be expected to give this information correctly in all cases.

#### Move Them Carefully

In checking the condition of glass in the fare boxes, we find a considerable number of totalizer glasses which have been cracked by carelessness on the part of the conductor in allowing such glasses to come in contact with the lever on change carrier when transferring the box from one position to another. It will therefore be necessary for conductors to be careful in picking up the box to do so in such a manner that there will be no danger of breaking the glass by its coming in contact with changer, punch, or any other item of their equipment.

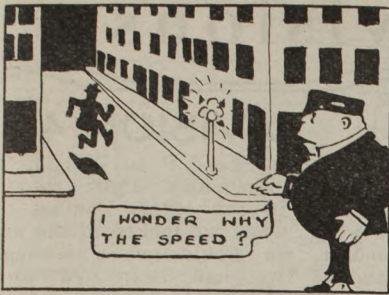
Also some hopper glasses are being broken by conductors striking the box with their hand in order to dislodge coins which may have failed to pass through the chute properly, or which have lodged between the edge of the hopper and the hopper glass.

If the hand only is used to dislodge such coins no damage will ordinarily result, but in some cases conductors have attempted to jar the hopper in this manner, while the punch was held in the hand and inadvertently struck the glass with the punch, thereby cracking the glass.

Conductors must in the future pay special attention to the above items, and must not only avoid the damage which is being done to fare boxes, under the above conditions, but must also in every case have their miscellaneous report show exactly how the glass was broken, make proper notation on card for verification and report the condition to the emergency supervisor by phone.

# Conductor Ding and Motorman Ding Ding

By Rollins



## Bouquets And Things

(Hand Picked)

BOUQUETS RECEIVED LAST WEEK

Division No. 2.  
Condr. C. L. Walinder, Mtr. T. E. Shanafelt.

Division No. 3.  
Condr. D. W. Beatty, Mtrs. R. P. Frazier, W. W. Taylor, F. Milano.

Division No. 4.  
Condrs. F. A. Bryant, A. B. Colson, B. H. Suter, A. L. Loyton.

For Condr. W. L. Price, Div. 4.

Los Angeles Railway, Gentlemen:  
I wish to thank Conductor No. 1614 of the West 11th Street car for the courtesy of paying my fare to the city as I dropped my nickel just as I boarded the car and only had a twenty-dollar bill. Hope I will ride on his car again and get to pay him. I will enclose stamps which I hope will be forwarded to him.

Yours truly,  
MRS. R. BENTON.

For Mtr. S. W. Porter, Div. 5.  
Los Angeles Railway, Gentlemen:  
This is not a complaint, merely a good word for Motorman 611, of the Hoover line. He is not only courteous, but patient and obliging, as exhibited in an incident occurring Sunday night. Wishing more were like him and devoted to their work, I am,  
Yours for continuous, satisfactory service.

MRS. L. M. ANDERSON,  
1387 W. 87th St.

For Mtr. C. H. Wolfe, Div. 3.  
Los Angeles Railway, Gentlemen:  
I wish to give a word of commendation for Motorman No. 2577. The other day he was kind enough to wait for us a moment when we were not right at the corner when the car stopped. The way in which he treated the passengers was one of courtesy and showed him to be a man. He handled his car in a most excellent manner.

Yours truly,  
DAVID E. DOWKER, Pastor,  
Church of Jesus Christ of Latter Day Saints,  
2911 S. Western Ave.

For Condr. F. H. E. Pierce, Div. 2.  
Los Angeles Railway, Gentlemen:  
I wish to express my appreciation of No. 430. I find him very careful of the children and I am glad he is on a "school time" car.

Very sincerely,  
KATE PARSONS,  
301 S. Coronado Street,  
Los Angeles, Cal.

For Condr. W. L. Price, Div. 4.  
Los Angeles Railway, Gentlemen:  
Condr. 1614, on 11th Street car paid my fare yesterday. Am returning same to him with thanks.

I. F. NELSON,  
1035 Gramercy Drive.

For Mtr. H. G. Loe, Div. 1.  
Los Angeles Railway, Gentlemen:  
I would like to call your attention to c motorman who runs a car on Stephenson Avenue line. His cap number is 2095. I have occasion to ride on this line each day and have noticed this man in particular. He handles the car so we do not jerk any, and he has been kind and courteous to me many times. We who are old, fat and awkward appreciate these courtesies and we want you to know about them also.

Respectfully yours,  
MRS. B. CONKLIN,  
618 E. Pico St., City.

## SAFETY IN OPERATION DEMANDS FULL ABILITY

### Do Not Treat Your Job as Routine but Look for Ways to Improve and Work on Them

(Continued from Page 1, Col. 1)

as it is to correct a bad one we have formed. It takes time and will-power to develop the weaker side for, as it gains strength, the other side is putting up a good fight—the counter-motor-force, so to speak.

#### Mind Controls Accidents

The difference between men under the same conditions and how the mind works with the same men under different conditions, are things hard to understand. Through the eye an impression is made upon the nerves—it is carried to the mind and back to the muscles. The intellect formulates the plan, the will makes a decision and reason reaches the conclusion. With some men the co-ordination is so keen that action seems instantaneous.

With others the mind sees so far ahead that preparations are made anticipating the act, not apparent to others. A third type has no co-ordination, is more deliberate, slow in thought and action. This class is not on the street cars. Not only do they dislike this kind of work, but could not do it if they tried.

The first thing a man entering the street car service must realize, is that it is a business, and like every business it takes work to make it successful. He should get in harmony with the bosses' orders or rules. Rules are made for a purpose, after deliberation by those in authority.

#### Study the Rules

If you have studied the rule book have you recognized the intent? What was the cause of its being made? How best can I observe it? What must I do to do what the management expects should be done? What responsibility do I owe the company and to the reputation of my fellow employee? As the mind looks thru a rule it should see the consequence of not observing it. Not so much as to what I, myself, might suffer, but the suffering my carelessness might cause others. With this in mind examine yourself, make a personal study of your work by trips, by hours and by day, how you perform your duties. If you have a habit

natural or acquired, that you would consider unsafe, eliminate it at once.

Government and street car operation are closely related. Government is representative of law and order, so must be stationary. Operating rules are much the same, should be stationary. Time and order are the fundamental rules of street car operation. They must be so a man knows what is expected of him, so he will know what to do. Literature is representative of the mind and must be progressive, closely related to courtesy and safety. The mind, intellect, or how a man uses his head, controls the accidents. It is thinking and planning, not luck, for accidents do not happen, they are caused.

#### The Other Man's View

When you consider the many things that affect the mind, then try to get the other fellow's point of view, which, very likely is different from your own, you then begin to understand the why and wherefore of things much better.

We notice kicks and growls about a week of bad weather—pay very little attention to 51 weeks of the finest kind of weather. The bad week impresses us more than do the others. So, all along the line, the thing interfering with comfort is the most noticed. The trainmen are subject to the very same thing. Every one thinks the other fellow is out of step, each lacking the ability to criticize himself.

From the old pony dispatch and stage coach days, to the present, time has been considered the essential thing. The line making the fastest time was considered the most essential and was the most patronized. If a man has not been properly trained to safety, it makes no difference where he operates a car, he will have time first in his mind, because it is the thing most likely to interfere with his comfort, getting late and working harder. You can always figure he will lean towards the thing interfering with him the least.

Safety should be the first thing in the mind of a man who is entrusted with other lives. Courtesy and safety travel as close companions—far ahead of time. That is their natural place. When a man puts time ahead of courtesy and safety the result is confusion, disorganization and destruction.

## On The Back End

(Contributed)

Everybody hates a knocker. They're not even using them on front doors any more.

Peace and silence reigned for nine hours and 10 minutes on 222 Grand and Moneta line. Condr. Shoemaker left at home two very important, but artificial pieces of equipment, without which one's speech is slightly hampered.

Mine honor is my life,  
Both lie in one.  
Take honor from me,  
And my life is done.

Mot. Jacob Hellman received notice of the return of a lost article. Mot. J. A. Rudd overhead it and offered Jake 10 cents for it, sight unseen and Jake, true to his nationality, sold out. It turned out to be a pair of ladies' gloves about two feet long. Rudd being unable to dispose of them, put them in his coat pocket and what Mrs. Rudd said when she discovered same, well we will leave it to you to guess.

Wonder why someone doesn't invite Division Two to get into the Safety Contest.

Motorman J. R. Hollander boarded my car last Tuesday. J. R. is on a leave to try out the police force, and must say he makes a good looking cop. He told me this one on one of the new policemen. It was a night call over their private phone. "Hello, is that you, Lieutenant?" "Yes, what do you want?" "Well, I am Patrolman—I'm lost out here on my beat, will you send someone to get me?" "Alright, where are you now?" (slight pause) "I don't know."

C. J. KNITTLE.

Wednesday, last, was Conductor W. J. Millican's day of Jinx. The first thing in the morning as he was coming to work, some kind friend of his had stretched a wire across the sidewalk, the result being a bruised nose and chin. So to celebrate this he staged a silver shower at the Santa Fe crossing, by having his changer fall to pieces, scattering about eight dollars in the street. His passengers kindly assisted him to gather it up the result being one dollar seventy cents short. Hard luck old kid.

"Doc" Robey, Mechanical Foreman of Division Two, has a peculiar habit, which he doesn't seem to be able to break. That is picking up parts and parts of parts for Ford cars. While he was attending the foremen's meeting at Division Five it was found that he had collected an old tire or two, quite a collection of scrap iron and on over-ripe squash. No one seems to be able to understand just what the function of a squash is when applied to a Ford. "Doc" has not given us any explanation as yet.

H. Andrews, 1151 S. Hope St.; C. F. Foster, 239 E. 52nd St.; J. U. Cawley, 5614 Smiley Dr.; J. H. Chambers, 247½ N. Hollenbeck.

Division No. 5.  
Conductors—J. A. Darling, 433 W. 94th St.; V. E. Lloyd, 5316 7th Ave.; W. C. Sanders, 5013 Van Ness Ave.; R. H. Harris, 5202 Rhode Island; F. P. Walker, 3937 S. Hill St.; J. Malley, 5427 4th Ave.; F. Nelson, 3766 Maple Ave.; J. H. Miller, 4811 S. Vermont.

Motormen—A. H. Warren, 5415½ 2nd Ave.; W. H. Marion, 331 W. 50th St.

## "Me and My Twin" Enjoyed Party

Apparently the kiddies are still talking about the big times they had at the Christmas entertainment as is indicated by the following letter received by the Association office.

Los Angeles Railway Co., and Employees' Ass'n.  
Gentlemen:

I want to write to thank you for the lovely time me and my twin brother had at the Recreation Hall during Christmas. It was the best fun we had during Christmas. My mother went with us both nights. We certainly did enjoy the entertainment. We still have some of our candy left that you gave us. I tried to find out who Santa Claus was but I couldn't. I had lots of refreshments. I enjoyed them so much. Once again thanking you for the lovely time me and my twin brother had.

Yours very sincerely,  
WILLIAM CHARLES,  
LUCILLE CUBA LANE.

## On the Sick List

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

DIVISION NO. 1.  
Conductor—E. N. Duncan, 203 E. 7th St.  
Motormen—C. F. Alpaugh, 1133 Diamond Ave.; J. H. Wilson, 544 S. Flower St.

DIVISION NO. 2.  
Conductors—A. Tye, 446 E. 84th Pl.; C. E. Hill, 1125 E. 35th St.; H. S. Crawford, 5135 Woodlawn; A. E. Clark, 321 E. 25th St.; G. Spilker, 5328 S. Park Ave.  
Motormen—R. R. Harrow, 334 E. 54th St.; J. M. Graves, 1029 E. 45th St.; I. B. Crain, 411 E. 15th St.

DIVISION NO. 3.  
Conductors—R. D. Donner, 211 E. Ave. 38; J. W. McCarthy, 2066 Dayton.

DIVISION NO. 4.  
Motormen—H. J. Robinson, 1906 2nd Ave.; F. A. Barnard, 202 Lake Shore Ter.; J. C. Walp, 1332 Winifield St.; C. A. Staley, 1948 Bonsella Ave.  
Operators—R. J. Teal, 941 S. Francis-co; E. J. Knapp, 2408 W. 54th St.; R.

# Looking 'em Over at the Divisions

## DIVISION 1

We seem to have slipped a cog or run out of gas or something. We are now in second place in the safety race and it is not very far off to the close of the race. Now, we want to look ourselves over carefully and see where the trouble lies and pull this Division back in first place.

As Harry Lozier said, "We want to make it a whirlwind finish into first place. But if we get too far behind it will be mighty near impossible even to keep Division Three company, and we sure don't want to go down and visit Division Two in the cellar."

So lets make one mighty effort and get back where we belong—in first place.

The disease is very catching. Conductor Cardenas returned to work from a sick leave and displayed the cute little upper lip decoration. I suppose the reason he was sick was because it took all his strength to grow the moustache. However, we are glad to see you back Cardenas.

"Pacific" Harry Travis was on deck this week writing accident insurance for the boys. Harry can surely tell 'em what's what when it comes to accident insurance.

Conductor Wentzel has taken a 45 day leave of absence just for a vacation. It must be great to be able to do such a thing.

## DIVISION 5

We never believe in spreading gossip, but we have it from a responsible party that R. C. Hall is to be married real soon. The party who told us made us promise not to tell anybody about it, but we think it is too good to keep. The bride-to-be is scheduled to arrive from Chicago some time this week. All other arrangements have been kept secret, but we're looking forward to another smoke.

A Cockney Englishman boarded Conductor G. F. Stevens car south bound on Vermont Ave., and after paying his fare inquired:

"H'i say, Mr Conductor, H' and 'ow fast do your bloody street cars run 'ere?"

"Well", replied Stevens, "with all the power on and with a down hill grade, I think they'll do about 25 miles."

"But doncha know that isn't H'any speed at H'all. Why in H'england we have the bloomin' bloody cars that run so fast they reach the town h'at least thirty minutes before their bloomin' shadows, doncha know?"

Motorman G. W. Rankin has resigned on account of his ill health.

Motorman C. S. Dakin has given up his position with the Police Department to return to the car service. He advises that his disposition didn't quite suit that kind of work.

W. J. Burdick has taken a sixty day leave of absence to rest up and regain his health.

W. E. DeMuth is returning to work as clerk within the next few days. He has been off for some time on account of eye trouble. We are glad to have him back for it is a mighty pleasant sight to see him standing behind the counter.

Foreman John Robinson missed a few days last week on account of sickness, but is back on the job now looking just as well as always.

Our lead in the Safety Contest is gradually slipping away from us and with only a short time left yet it

## Who's Who



DOING his work in highly satisfactory manner, Motorman F. L. Bedell, of Division One, is establishing a service record of close to 20 years. His records date from November 1903, although he was in street car service here as a conductor 1900 to 1902. He left for a time, and like others, he came back to the game and has remained in continuous service.

Prior to entering the street car service Mr. Bedell was for a time a rancher and left a position of real estate salesman to work for the Los Angeles Railway. He was for a time engineer of the pay car and also manned the head-end of the observation car, when it was used for sight-seeing.

## DIVISION 2

Conductor H. W. Flanagan is taking 90 days off to rest up.

Conductor F. Brockman, who expected his wife to return from a pleasure trip to Ohio, received a telegram that Mrs. Brockman was seriously ill. Brockman secured a leave of absence for 90 days and left for the east immediately.

Conductor H. M. Vining is taking 30 days off to rest up.

Motorman C. H. Byers has got a lot of work to do on his ranch in Bell, so he secured a month's time to do it.

Motorman J. H. Bailey, who had 30 days off to try a position as Patrolman, has returned to train service again, and says, he will stick to it.

Motorman H. Robertson, who went to some high point in the Colorado Mountains, is getting along fine, according to word just received from him.

There is no excuse now for parking cars on the wrong track, as Switchman Halderman is using a megaphone these mornings.

Mtr. C. P. Roberts must have missed out the other day as he spent the morning muscle grinding on the gymnasium equipment.

"Daddy" C. E. Carlson has a new way to carry ice while on duty. Ask him about it.

doesn't look as favorable as for the past two weeks. Can't we hold'er on eight points for a few days and break this slump? Division Three will chuckle in their sleeves if we let them get ahead now.

## DIVISION 3

The following interesting news appeared in one of our dailies lately: "Eat celery roots and grow hair. Eat carrots and grow hair. Have a good disposition and grow hair." All of which is respectfully referred to Jarvis Phillips, Arthur Cole and Cond. H. C. Albertson, our prize Bald-pate trio; and as proof of efficiency of the above formula would refer them to Cash receiver Kelley, who uses same to grow that luxuriant growth on his upper lip.

Motorman L. F. McGinty, who left us with the departure of the Birneys to Division 4, has returned home. After wandering around in the center of things for a few months he decided that good old Division 3 was good enough for him, and with him came Operator Weil. Glad to see you both.

Condr. Louis Parker is sporting a brand new uniform, buttons and all, and as someone remarked, he looks twenty years younger. What's the matter Louis with getting two of them and looking like a real kid?

Ex-Condr. W. McDonald, who left us in 1915, and has since been globe trotting, was in to see us the other day. He is at present visiting his brother, Condr. Geo. McDonald. He has not said anything about coming back to work, but you know.

The Division was honored on Tuesday last, by a visit by Mr. R. B. Hill, Superintendent of Operation, accompanied by the Superintendents of the other Divisions. Although they did not say it in words, we could see it in their faces that they were satisfied that Division 3 was to say the least, Ace high and a shining example of what a Division ought to be, and that's no Bull, but the truth absolutely.

Anyone having a garage to rent cheap and mighty cheap at that please see our old friend A. K. Miller, that indefatigable weilder of the flag at the loading station at Temple Block. We will whisper to you that a burly cop pinched A. K. the other night for parking his machine in the street. Five dollars or five days, hence the S. O. S. of a garage.

Mtr. Gail Hendry, our top efficiency driver, has returned from his visit to the old home. He says he was glad to get back to dear old L. A., and the Extra Bonus. He is looking fine, his sunny smile, if anything, being sunnier.

Ex-Condr. Murray laid his changer containing over five dollars in change down in the waiting room the other day for a few minutes, and some low down cuss got away with it. It does not seem possible that we have one of us that would do so mean a trick, but it looks like it, and if he should read this I would tell him as Girard told the Huns; that there are lamp posts not far away for the likes of him, and he had better get off the job while the goings good.

With just two more weeks to go in the safety contest, you are just doing fine. Running true to form all the same thoroughbreds you are creeping right up into first place, just like real pennant winners. Keep up the good work and we will land it yet.

At the motorman she smiled,  
And raised her hand—  
He threw the car in emergency,  
And gave her sand.  
The passengers they swore  
To beat the band;  
And tried to get the innocent  
Conductor can'd.

## DIVISION 4

We must hand it to Division Five for the strenuous effort they are making in the safety contest. For a while, when we looked at the safety meter, we would get a feeling as though we had been fed up on Eskimo pie, but we have ceased using the high-powered telescope to look at "first place," and judging by the way the Division Four boys are going after the safety flag, I believe the safety meter is going to have its "ups" and "downs" in the near future.

Night Switchman C. A. Bryant has come back on the cars. Conductor Eddie England has taken C. A.'s place.

It seems as though the letter signed by Supervisor Bill Flannery, which appeared in the "Back End" column of last issue, was a practical joke played on Bill because he got on my car the same day it came out and almost made me believe I wrote it.

Conductor S. L. Christ is on a sixteen day leave to help finish building his home.

It might be well to remind you boys of Division Four that Mr. Metersky is an official watch inspector and is located right around the corner on Pico Street. Mr. Metersky is handing out good service and should be mentioned to your students, especially if they do not have a qualified timepiece.

We are glad to see Motorman Warner back again on the cars after being laid up for several months with rheumatism.

But say, gents, speaking of exciting news, we've been trying to get something on Night Foreman McIntyre of the mechanical department for some time and here we are. "Mac" came to work one evening recently at the usual hour and came near running into a pole cat at his office door. The animal was looking straight at him. He backed away and seized three bricks and proceeded to battle his enemy. The first brick sailed a little to its left, the second a little to the right, but the third hit it squarely. The pole cat lay on its side in a pool of—no, not blood—sawdust. Mac approached it stealthily in Sherlock Holmes' fashion only to find it a masterpiece of the taxidermists' art. It had been found hanging to the brake beam of a Birney.

## Introducing New Men

The following men have been assigned to their divisions during the week ending January 14, 1922:

### DIVISION NO. 2.

Motormen—C. J. Hagerty, D. H. Santhoff.  
Conductors—R. M. Falkinburg.

### DIVISION NO. 4.

Motorman—E. W. Brown  
Conductor—R. W. Marvin.  
Safety Operator—C. E. Lambert.

## NEW MACHINERY FOR MAIN SHOPS

Two new 24-inch high-speed Barnes drill presses have been ordered for the main shops at Fifty-fourth street and South Park Avenue and are being eagerly awaited by L. J. Hathaway, machine shop foreman.

A new twelve-foot lathe with a 21-inch swing is also on order. This machine will cost \$2500.