



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

# LOVE AFFAIR HANDICAPS GENUINE SAFETY

BY JOHN C. COLLINS

Traveling Supervisor of Safety

This is the second of a series of articles dealing with the relation of a trainman's mind to safety.

Very small things affect the mind of a motorman and thereby affect his accidents. Take the conductor's signal bell which is placed over the motorman's head. The bells sound very much like other sounds, especially if the conductor is in the habit of giving light bells. The motorman not wanting to carry anyone past his destination and not being sure that he can hear the bell, will have his mind on it. The more attention he pays to the bells the less he pays to the front of the car. He is more or less "on his nerves" all day.



### Conductor Can Help

The conductor can help safety greatly by always giving clear and distinct bell signals.

A wavy window to look through bothers a motorman. He might have a window that is good every place except about four inches which he could adjust himself to avoid. But he will watch that place until he is cross-eyed and has a headache, neglecting to look where he is going. His mind is worrying about that glass.

Never forget that a man sees with his mind. Where his mind is, there his sight is. If you have some kind of trouble, sickness or anything to cause you worry, you are dangerous on the car. You must fight to keep your mind on your work. If you are really in love, lay off, don't attempt to work, for you are so far up in the air that you won't get down to earth until after you are married.

### Requires Full Attention

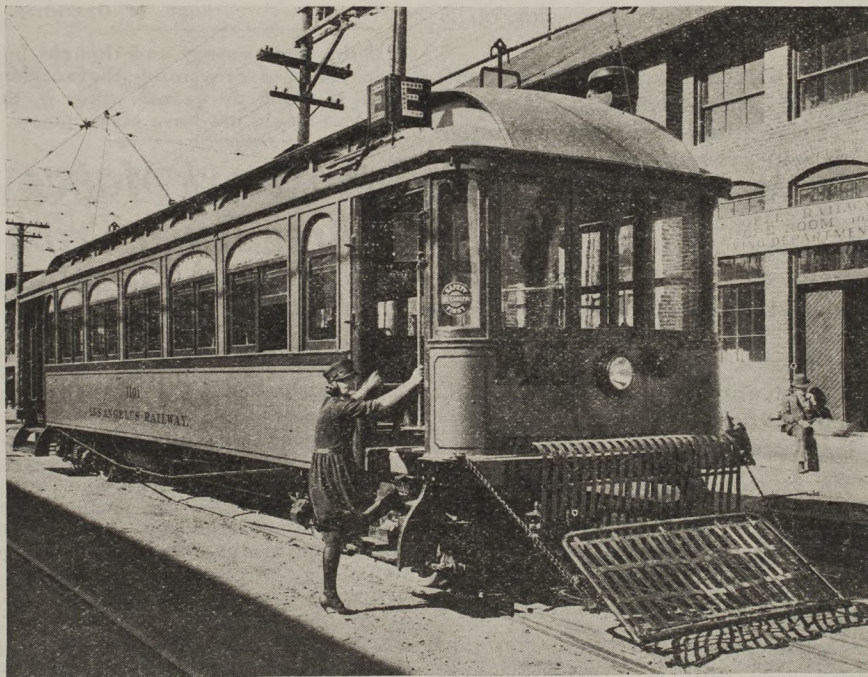
You see at times an old motorman doing something that looks like inattention to duty. You think you could do the same thing and get away with it. Do not kid yourself. Every man has a subconscious mind. The mind of this old man from years of training is primarily on the work. The

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

## Two Beauties of the L. A. Railway

IF THERE was a mark-up open on this run the Eagle Rock and Hawthorne line would be the most popular in the system.

To give added attractiveness to No. 1101, Miss Gertrude Schoonmaker, of the auditing department, was photographed when about to make an inspection of the handsome car.



## FINAL WEEK BRINGS CLOSE SAFETY RACE

THE final week of the fifth inter-division safety contest promises one of those ninth-inning finishes that you read about. The contest closes next Saturday, February 4, but present indications are that the winner will not be known until the last accident report is in.

Division Five started the week of February 22 with a comfortable lead over Division Three but with Division Four in third place and showing the fighting spirit that has brought the pennant to Georgia street twice before.

Last Tuesday things began to hap-

pen. Division Four went through the day with only one accident. On the same day Division Three had 12 accidents and this moved Division Four into second place. Division Five had six accidents on that day and surrendered a little of the margin of lead.

Division Four is telling the world it is out to win but in this there is plenty of competition.

Division One has dropped to fourth place after a threatening start. Division Two, although in cellar position, has been doing good work since the first of the year, but it has not been strong enough to overcome the records of previous weeks.

### Monthly Dance to Provide Fun Quota

Soon after this edition of Two Bells leaves the press, the music will start for the monthly dance at Recreation Hall. The last Saturday of each month is devoted to fun and the January dance is scheduled to provide a satisfactory quota. The program at 8:30 p. m. is to be followed by dancing and refreshments.

### Co-operative Assn. Office in Room 906

The office of the Cooperative Association has been changed from room 601 in the main office building to room 906.

A slight rearrangement of the office has been made on the seventh floor. Men wishing to see John C. Collins, supervisor of safety, or A. K. Plummer, director of traffic, will enter room 704.

## DE-LUXE CAR PLACED IN PASSENGER SERVICE

Car No. 1101, regarded as the car de luxe, (which means that it is quite wompalozza), has been put in service on the Eagle Rock and Hawthorne line. It is operated out of Division 3, and made the first trip Tuesday.

The car was formerly used for special service. It was the larger of the two funeral cars, when those coaches were in use, and is artistically equipped. Cross seats are used throughout and they are all in an enclosed section. Each seat has an individual window, with colored decorative glass at the top. The roof is painted a dark green. Fifty-two passengers can be seated in the car.

No. 1101 has been through the main shops and refitted for passenger service. New equipment has been installed and a thorough paint job completed. It suggests a Pullman car of the steam lines and goes forth as the pride of the engineering department.

The new car has attracted considerable interest at the main offices. With regulation uniform cap to add atmosphere, Miss Gertrude Schoonmaker, of the auditing department, gave it a critical "once over" at the shops and decided it was quite a dandy.

**WANTED:—A man who looks you straight in the eye and tells the truth every time.**

### R. A. Pierson Goes East; Mother Ill

R. A. Pierson, chief instructor, left hurriedly for Bulaski, Iowa, last Tuesday night when he received word that his mother was quite ill. During his absence, Dan Healy, assistant chief instructor, will be in charge of the department.

The L. A. Railway family extends its sympathy to "Bob" Pierson and hopes his mother will soon regain good health.

**It is not the burst at the start, but the continued, everlasting, unhesitating advance that counts.**

**Clear thinking is honest thinking and only by clear thinking can we succeed.**

# Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

## Patrons Won't Respect Rules Unless You Do

A FEW WEEKS ago there was related in the editorial column a story of an incident reported in Chicago, in which a motorman took a passenger to task for violating the smoking rule and then the passenger calmly cited five or six rules the motorman had violated within a few minutes. They included talking with passengers unnecessarily, and starting before all passengers were aboard. The motorman was astounded because he considered himself about 99 44/100 per cent O. K. in handling the front end.

Talking to the motorman is one of the most common infractions of rules passengers note against trainmen. It seems a natural, friendly thing for a trainman off duty to start a conversation with the motorman who is supposed to be giving his undivided attention to operating his car safely. On lines leading to a car house this is noticed particularly.

John Collins says that it may be possible for a veteran to give his attention to his car and at the same time rattle off a conversation with his subconscious mind. This is true enough and may serve as an alibi for the trainmen who engage in conversation, but it looks the same to a passenger whether the motorman has been in service ten weeks or ten years. It is a violation of the rules and makes a bad impression on a passenger.

It gives a passenger the impression that street car rules are not very serious things and that if the employes themselves can disregard them a passenger may do the same. This attitude will put trainmen up against some difficult situations. It will prevent the co-operation between passengers and trainmen, which makes the work easier.

It is a good thing for trainmen when riding a street car during off-duty time to move to the front of the car. That part of it sets a good example to passengers. Often a trainman can get some good ideas by watching another man on the job. But talking to the motorman violates rules and sets a bad example.

Let us give some real consideration to this. It should not be necessary to talk about demerits to convince a trainman of the importance of observing rules, especially when such observation vitally effects co-operation between passengers and all trainmen.

## Make The Train Popular

REGULAR operation of two-car trains in all-day service on the Grand and Moneta line marks a distinct addition to street car service. The average passenger appreciates good service.

To the men who will handle these cars falls the privilege and responsibility of making this increased service popular with patrons. The work on trains has points of difference from the single-car work. The trainmen have the chance to discover all these differences and adjust themselves to the changed conditions so that they may render the most efficient service.

## MARQUEZ ADOPTS FUTURE TRAINMAN

Motorman R. B. Marquez of Div. 3 has the proud title of "Dad" now. It happened this way. R. B. wrote Attorney Prichard January 1 and said: "I have a seven months old baby at my house which I want to adopt right away quick; next Friday, if possible." The attorney replied: "Meet me at my office, 935 Citizens National Bank Building, and I will attend to the matter for you."

The papers were prepared and all parties appeared in superior court January 6th, and thus Mr. and Mrs. Marquez were made the proud foster parents of "Jerry." R. B. declares he would not take a thousand dollars for the baby.

Be sure you're right, then go ahead, but don't spend so much time making sure you're right that you never get around to go ahead.—Typographia.

Teach the children Safety First.

## U. S. C. OFFERING VALUABLE STUDIES

Attention of employes is directed toward the bulletins of the University of Southern California, College of Commerce and Business Administration, which have been posted in offices and divisions. The second semester of the school year is just beginning and offers some valuable studies.

Particular attention should be given the bulletin on night classes. The evening sessions are held in the Realty Board Building, 631 South Spring street, this being a central location.

Two subjects of interest to employes are Public Utilities and Traffic Management. The study from text books is augmented by talks by practical men engaged in these fields.

A booklet giving details of the work is available at the company library.

Don't have the notion that success means simply money-making.

## BULLETINS

### BULLETIN NO. 14

#### Notice to Conductors

Transportation Book No. 466 issued to J. J. Tamzola, account Fire Department, has been lost. If this book is presented for transportation, take up, collect fare, and send to this office with report.

### BULLETIN NO. 15

#### Notice to Trainmen

Hereafter Trainmen, Police Officers, Mail Carriers, when in full uniform only, will be permitted to enter PAYE cars at front exit gates.

Trainmen not in full uniform must make no attempt to enter front exit gate except at points where a loader is in charge.

### BULLETIN NO. 16

#### Notice to Trainmen

Line "F" cars at terminal at Manchester and Vermont will in all cases arrange to permit passengers to board and alight from side of car next to the waiting station.

### BULLETIN NO. 17

#### Notice to Trainmen

When in charge of Two-Car Trains conductor of lead car must not give starting signal to motorman until after buzzer signal has been received from conductor on second car.

Motorman must in no case start on buzzer signal, but must wait for two bells from conductor on lead car.

Supt. of Operation.

If the same energy and thought had been given to preventing the accident as to thinking up excuses after it, the accident would not have taken place.

## John Stork Makes Three Rush Trips During Busy Week

Old John Stork will be telephoning during the rush hour some of these days that he had a hot journal unless business slacks up a little.

He winged his speedy way to the home of Motorman L. H. Adams of Division 2 recently with the result that Adams is now the proud father of a fine nine-pound boy. Both mother and baby are doing fine. Congratulations.

Division Three reports the old bird celebrated Motorman J. B. Weil's transfer from Division Four by visiting the family January 18 and presenting them with a handsome new motorman in miniature. This makes a pair of them. Mother and baby are doing well and dad is pricing baby buggies.

While in the neighborhood, the stork made a formal call at the home of Motorman Frank Bean, leaving therein a fine bouncing baby boy. Frank is happy and never again can say, "I haven't got a bean."

If put to the pinch, an ounce of loyalty is worth a pound of cleverness.

## Grant Clear Gets Free Advertising

In a recent issue of Collier's magazine Grant Clear, instructor and Birney car expert, came in for some national publicity by having his smiling countenance in a photograph of a safety car. The picture was taken at Fifth and Olive streets when the Birney cars began operation on the Angeleno and Crown Hill line.

The photo was used to illustrate how the safety cars have been a big factor in building up street car service throughout the country and mentioned Terre Haute, Indiana, where all service is handled with Birney cars.

The article discussed street car salesmanship, emphasizing that good service is the thing that sells street car rides. A copy of the magazine may be seen in the company library.

# TRAINS READY AFTER ONE WEEK'S DELAY

Owing to delay from two or three angles, the operation of ten two-car trains of the new twelve-hundred type steel coaches on Grand and Moneta line did not begin last Monday and the new service was postponed one week.

With cars ready and a full force of men qualified for the two-car train work, the added service will begin Monday, January 30. The trains will operate out of Division Two. With good power conditions on this line, a thorough test of the train operation will be given.

In connection with this added service there are a few points to be called to the attention of men who will handle these cars and which will be of interest to all trainmen.

The motorman must have a signal from each car before he starts. The conductor on the rear car will give the buzzer signal when he is ready and the conductor on the lead car will give bell signals. The bells signals must not be given before the buzzer signals.

Attention of motormen is called also to the fact that the air release on the twelve-hundred type cars is slightly slower than on other cars. This means the motorman must begin braking sooner and begin the release of air sooner to avoid a jerky stop and back-lash.

The Bank of Safety pays 100 per cent and never fails.

## 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—J. H. Wilson, 544 So. Flower St.; H. W. Rapiet, 518 So. Grand Ave.; W. L. Campbell, 801 Bonnie Beach.

### DIVISION NO. 2

Conductors—A. Tye, 446 East 84th Pl.; C. E. Hill, 1125 E. 35th St.; H. S. Crawford, 5135 Woodlawn; A. E. Clark, 321 E. 25th St.; L. G. Dahlbring, 349 E. 52nd St.

Motormen—L. Neff, 1116 E. 48th St.; P. E. Wilkins, 1125 W. 35th St.; J. Wadell, 520 East 23rd St.; E. B. Clark, 631 E. 46th St.; I. B. Crain, 411 E. 15th St.

### DIVISION NO. 3

Conductors—R. D. Donner, 211 East Ave. 38; J. W. McCarty, 2066 Dayton.

Motormen—Freer, 2739 Pepper; E. Eahart, 2615 Merced; G. D. Martin, 110 West Ave. 43; J. W. Gilreath, 1923 Echo Park Ave.

### DIVISION NO. 4

Conductors—D. E. Hubbard, 8127 Alix Ave.; W. H. Smith, 4039 Kansas Ave.; D. A. Mitchell, 907 S. Hill St.

Motormen—F. A. Barnard, 202 Lake Shore Ter.; J. C. Walp, 1332 Winfield St.; C. A. Staley, 1948 Bonsallo Ave.; P. McGrory, 613 W. 83rd St.; E. F. King, 210 Floristone, E. Rk.; C. B. Hackett, 417 Downey Rd.

### DIVISION NO. 5

Conductors—L. R. Chamberlin, 2319 1/2 W. 54th St.; R. H. Harris, 5202 Rhode Island; N. S. Sarah, 4528 Van Ness Ave.; E. Muller, 1119 Moneta Ave.; H. E. Chester, 5341 3rd Ave.; E. L. Raines, 930 W. 41st Drive; A. K. Turner, 2408 W. 54th St.; W. E. Cowart, 7001 10th Ave.

Motormen—J. F. Beswain, 1213 W. 62nd St.; J. Morton, 5403 6th Ave.

He who takes chances usually takes one too many.

## Bouquets And Things

(Hand Picked)

BOUQUETS RECEIVED LAST WEEK  
 Condr. J. O. McArthur, Div. 1.  
 Mtr. C. Haggard, Div. 2.  
 Condr. E. J. Drew, Div. 3.  
 Condr. E. A. Somerville, Div. 4.

For Mtr. N. B. Stiles, Div. 3.  
 For Condr. C. H. Deane, Div. 3.

Los Angeles Railway,  
 Gentlemen:

While bouquets are being passed around I request that some find their way to Motorman N. B. Stiles, No. 571, and Conductor C. H. Deane, No. 948, of Division No. 3.

Sunday evening at York Boulevard a man with a two months' old baby in his arms was running for the car waving a flashlight, his wife ran him a poor second almost a block away. The motorman saw them and stopped across the street and waited. The conductor kindly helped the lady to board the car, as it was a high step at that place.

I was the man, and my wife and I wish to thank the trainmen again through "Two Bells" for their courtesies.

Yours respectively,  
 GEO. B. MAGIN,  
 2626 Huron St., City.

□ □ □

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

Los Angeles Railway,  
 Gentlemen:

I ride once and often twice each day on the Maple Avenue car and I want to say that I often notice Conductor No. 430, a short slender, elderly man, because he is always so kind and so courteous to passengers and particularly so to elderly people and children. He certainly deserves credit if it is what you call "efficiency."

Sincerely,  
 MRS. A. E. SHOOK,  
 3201 Maple Avenue.

□ □ □

For Condr. F. Slattery, Div. 1.

Los Angeles Railway,  
 Gentlemen:

June 9th I made complaint, in reply received your very courteous letter of June 11th. I feel it an injustice to point out only the bad qualities and not the good.

I am a regular on the 6th Street line. At 5:30 P. M. I came home on a very crowded car in charge of Conductor No. 856. The way this man handled the passengers made me watch him very closely and I came to the conclusion that he is the most courteous, considerate, pleasant and patient that I observed on any of your lines.

Yours truly,  
 E. M. CHILDS,  
 520 S. Oxford Ave.

□ □ □

For Condr. C. A. Palmer, Div. 2.

Los Angeles Railway,  
 Gentlemen:

I wish to say a word in praise of Conductor No. 1788, who is on the cars from Huntington Park to the City. I have been riding on this car for a couple of weeks to and from the city and I have noticed his kindness to all passengers.

I was on his car Friday morning, December 2, on my way to the city to a doctor, as I was sick, and the car was crowded, no seats, and he gave me his seat at the fare box.

Yours truly,  
 MARY M. LEE,  
 2505 E. 53rd St.

□ □ □

For Mtr. A. A. Middlecoff, Div. 3.

Los Angeles Railway,  
 Gentlemen:

In crediting employes, remember Mtr. No. 2133. When coming in one day on car No. 811, I noted that he twice very carefully directed two women where to go on transfers. It was done in an exceptionally thorough and good-natured manner, which makes the public think better of a corporation and its management.

Yours truly,  
 E. W. STILLWELL,  
 2308 11th Avenue.

□ □ □

For Condr. A. R. McDonald, Div. 3

Los Angeles Railway,  
 Gentlemen:

This morning while on a North Broadway car, I witnessed an act of courtesy on the part of Conductor No. 396 which I believe is worthy of mention.

The incident was that of an old lady who was very anxious to get off the car at the right place. Conductor No. 396 not only assured her that he would tell her when she arrived at her destination, but called out each street plainly. When her destination was reached, he took it upon himself to see that she alighted from the car safely.

Yours very truly,  
 G. R. SHAW,  
 Asst. Mgr. B. H. Dyas Company.

# Navy Men Call Service Here Best of Any Port

## Crew of U. S. S. Tennessee Appreciates Cars Furnished for Big Ship's Ball

A FINE commendation for Los Angeles Railway service has been received from the crew of the U. S. S. Tennessee, of the Pacific Fleet.

The ship's ball was held at the Ambassador Hotel, January 20, and drew a large attendance. A number of extra cars were ready at Sixth and Kenmore when the festivities of the

Traffic Manager,  
 Los Angeles Railway,

Please permit me to thank you and your employees for the splendid service accorded the personnel of the U. S. S. Tennessee, on Friday evening, last, at Sixth and Kenmore.

On behalf of the entire crew, I say that the service was of a class that has never been equalled in any of our ports of call and that we appreciate very much the interest you people took in providing the transportation. I am,

Yours truly,

B. B. Wolman,  
 Secy. Ship's Ball Committee,  
 San Pedro, Cal.

night were ended, and the accomodation apparently greatly pleased the navy men.

In the letter of thanks, written by B. B. Wolman, secretary of the ship's ball committee, the statement is made that the service has never been equalled in any of the ports of call.

The letter is as follows:

# EYES FOLLOW THE MIND

## KEEP THEM BOTH ON THE JOB

(Continued from Page 1, Col. 1)

subconscious mind is rattling off the chatter. With your thorough years of training along another line of thought, things are just the reverse. Your mind would be centered more on the thing distracting your attention. The subconscious mind would be trying to run the car, but without success. Running a car requires unflinching attention.

Auto drivers will tell you, "I know just what I can do with this old bus." They do not know, they only think they do. With the motorist as with the motorman, each time a stop is made that is the first and last time that stop is ever made. The next time is another stop under entirely different conditions.

Why is it that drivers of automobiles seem to prefer driving on car tracks rather than on the right side of the street?

### Drivers Hate to Stop

The answer is not hard to find. If they drive on the right side of the street they can not drive so fast as they are close to the intersecting street where the view is cut off, necessitating a stop should an auto come out of that street. Stopping is one of the last things a motorist wants to do. He prefers to dodge around. It also prevents a street car getting ahead of him. An auto turning from the curb directly in front of a car without a thought of danger is hard for a motorman to watch.

The mind of an auto driver works altogether different from that of the man on the car. The more careful are our men, the more careless is the chauffeur cutting in and crowding over. If they did not pull on the tracks but gave our men every consideration the more careless some of our men would become, each showing their selfish nature every time the opportunity presented itself, although each side can keep out of trouble if they wish.

### Autoists Too Confident

One thing affecting the mind of people who drive automobiles is that when they are in the congested district where the movement of cars is slow, they have cut in front of cars, stopping on the track without getting hit. This leads them to believe the street car can be stopped very quickly. They try the same thing on the outside sections and get hit, for the speed of the car is greater which requires more distance in which to stop. They do not know that it takes three times the distance to stop a car that it takes to stop an auto, both going at the same speed.

### Expect the Unexpected

A motorman, in following autos, should

have his mind on the idea that the auto may stop at any moment, being ready for that move at all times. When approaching cross streets or passing autos at the side of the track, maneuver for position until time to get ahead. Always figure that they are going to do the very thing they should not. When on the track treat them as you would a street car. You have tried many times to go ahead without success so why not get wise and go with them, coaxing them to get out of the way as you follow, at a safe distance.

A man in trouble has his mind set on worry; for that reason it is easy for a winner to win and hard for a loser to make good. A man can be so afraid of having an accident that he will use poor judgment, which is the cause of his having a great number. As a man's sight is where the mind is, it also can be so concentrated on a thing that all thoughts of other things are blotted out.

### Watch Other Motormen

While riding on another man's car watch his actions; try to figure where his mind is; notice how he approaches dangerous situations. See if you recognize them before he does. See if he allows himself to get into a situation you could have kept out of, or if he realizes the danger at all. See what his mind is on.

On Broadway, when the semaphore signals are in operation, and about to change from "GO" to "STOP," see how anxious the motorman is to get away regardless of what the conditions are on the other side of the street; how he relaxes and sits back when he fails to make it. He is so anxious to get away that his mind is at the rear step looking in the mirror at the people who are about to board. He taps the gong to hurry them. Knowing the signal is about to change, he will start before the people are on. Through fear of throwing someone he will continue to look in the mirror while the car is moving and collide with pedestrians who are walking across the track.

### Eyes Front!

The motorman is not looking where he is going. His mind is centered on the people and the step, and the semaphore—once in a while it is on the conductor. For this same reason the motorman can not depend on the other fellow when he rings the gong for right of way. The mind may be concentrated on the rear step or on something at the side of the car. If so, you would not hear the gong though special effort was made in ringing it. On account of this you must not depend on your hearing but on your eyesight, looking as you start, to the point of danger for the purpose of protecting the people who are under your charge as well as taking care of the careless people in the street.

# On The Back End

(Contributed)

Did you notice that article in "Two Bells" last week under the "On the Back End" column, which read "Wonder why some one doesn't invite Division Two to get into the Safety Contest?"

We noticed it and it relieved our minds of a great worry, for we assure everyone that we thought we were invited to participate in the Contest, and we wondered all through the contest why we had not been recognized. We understand now why we are always listed in the cellar position.

The reason why we were not invited is easy for us to understand, knowing as we do that Division Two has a bunch of men that will stand any test for safety, man for man, with any other Division. We hope that we will be invited to participate in the next contest and then—Well, "Just watch our smoke."—Div. 2.

\* \* \*

We understand that the sign will soon read, "H. A. Beals, Auto Wrecking Co.," and to prove Harry's ability in this line he will at any time exhibit to you the remains of his automobile which he so successfully wrecked on the Stephenson boulevard. It is mute evidence that you need go no further. Please place your order early.

\* \* \*

Division Five has heard a rumor that the other divisions are "throwing off" in the Safety Contest to let Division Five win the pennant just to hear Supt. Morrison make a speech of acceptance. Div. Five hopes to extend them that pleasure, but four other Divisions enthusiastically deny the story.

\* \* \*

Here lies the body  
 Of Tommy Green,  
 He's stolen his last ride  
 From the rear of a machine.

Here lies Johnny,  
 Age eleven,  
 He jumped from a moving car  
 Right into heaven.  
 FRANK ALEXANDER, B 6 Grade.

\* \* \*

Motorman J. W. Howard of Division Two was recently marked up to No. 612, a night run on the Vernon line, due to make relief at 4:10 p. m. Now, J. W. is a good fellow who never misses out and he reported promptly at 3:50 a. m., thinking he had a good straight day run. "Oh what a shock to get on a frosty morning," was Howard's only comment when informed of the error by a division clerk.

\* \* \*

### AS I PASS YOU BY

I prize my friends, respect my foes,  
 To show good will I always try;  
 That's why, in all my wanderings,  
 I always speak when I pass by.  
 A smile is cheap, yet brings good cheer;  
 A kind word spoken ne'er can die;  
 I'd show true courtesy to all—  
 That's why I smile as I pass by.  
 —E. M. S.

\* \* \*

Some one reported that Night Clerk Allen of Division Three had a trumpet to call the extra men. No, boys, that is not a trumpet, only an elegant calabash pipe of the jumbo variety.

Carelessness is inexcusable and warrants the inevitable sequence.—Safety First and Last.

## Introducing New Men

The following men have been assigned to their divisions during the week ending Jan. 21, 1922:

- DIVISION NO. 1  
 Motorman—D. W. Sherman.
- DIVISION NO. 2  
 Conductor—T. E. Shanafelt.
- DIVISION NO. 3  
 Motormen—C. M. Houghlan, L. F. McGinty, J. A. Durkin.
- DIVISION NO. 4  
 Conductor—I. R. Carter.
- DIVISION NO. 5  
 Conductors—T. W. Stites, P. F. Rennie, W. L. Scott.  
 Motormen—H. L. Mast, J. W. Forbes.

# Looking 'em Over at the Divisions

## DIVISION 1

This week's hot one:

Our brilliant literary divisional scribe, Mr. L. F. Carmack, was on his way to work and happened to ride into town on a Stephenson Avenue car in charge of our cotton-topped friend, J. O. McArthur. Instead of showing his pass to Mac, Carmack (who was greatly in need of some change) slipped him a one dollar bill. With his accustomed speed and a quiet swear, Mac maliciously dug up eighteen nickels and one dime. Carmack thanked him sweetly for the favor and showed him his pass. On account of having so many feminine readers, it becomes necessary to censor the rest of the story.

H. E. M., Div. 1.

Division No. 1. Bughouse fable. Nobody wanted off this week.

Well, fellows as regards the safety race, it begins to take on the form of a most sad and hopeless case. This division has dragged from first to fourth place in the space of about ten days. Now, as the saying is: How come?

This week and the remaining one is the only chance we have, so let's see what we can do.

Notice the new lights that have been put in the office. Roy is a hard-working fellow, and no, doubt, needs all the light he can get.

## DIVISION 2

The Instruction Department has been kept busy during the last week or so instructing motormen for the operation of the new 1200 Type cars to run in two-car trains on the Grand and Moneta avenue line.

**Dig, Industrious, Vigorously, Individually, Separately, In Order Named. This Wins Ordinarily. Willing Individuals Lose Little. Why Invite Notoriety? This Help Evade. Private Enterprises Now Notice All Noteworthy Trainmen. Should Our Meritous Endeavor Deserve Attention?—Yes.**

*The above contains a hidden sentence. Cancel all letters except the first letter of each word and see what you think about it.*  
Supt. P. V. MANN, Div. 2.

Conductor M. F. McCarter came up and gave us quite a surprise the other day. Walked in just as cool and collected as always, and informed us in a very few words that he was going to resign. After getting our breath sufficient to ask why, Mac said he had what he thought would be a better job. Anyhow, he was going to try it out and of course time will show whether he will continue to think so.

Motorman E. J. Macheret also resigned to engage in other work.

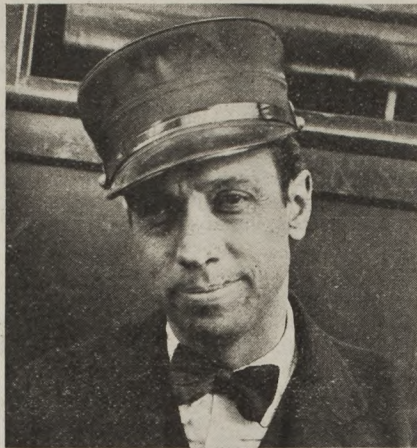
Motormen C. J. Hagerty and T. E. Shanafelt have changed over and are now at the foot of the list on the conductors' side and like it fine.

Conductor E. A. Tober, who has been off sick for about two months, died at his home in Cudahy City, on the evening of January 24th. Mr. Tober had been in the service for several years, was well known and very well liked, as he always had a smile for every one. He was a member of the Co-operative Association. To the bereaved children Division Two extends sincere sympathy.

Smile awhile,  
And while you smile,  
Another smiles,  
And so, there's miles and miles,  
Of smiles,  
And Life's worth while,  
Because you smile.

—Quoted.

## Who's Who



THIS week "we have among our midst" Motorman J. A. Moreno, the popular athlete of Division Three, whose record for "throwing the bull" is 67 feet 5 inches. But he comes by it honestly as he was a plumber before he entered the street car game.

It was in May, 1913, that Motorman Moreno broke in and then it was on the back end as a jitney gatherer. Just to show he was impartial, he qualified as an extra motorman.

During 1920 he was badly troubled with rheumatism and went on an extended leave of absence and finally resigned. He took up his home on the edge of the desert in some little burg with a name like a new breakfast food. There he got busy in business and cornered several vocations and seemed well on the way to being elected mayor. But luckily his rheumatism dwindled before he entered politics and he returned to service last July as a motorman.

He always has a chereful word for those who are working with him. He does efficient work on the road and is a general all-around good scout.

## DIVISION 5

It has been a hard shopping day for the lady and as she steeped up into the car and dropped her fare in the box she said, very crossly, "Transfer."

Conductor, who was trying to keep the crowd from getting the best of him, "Don't eat me, ma'm."

"Don't worry," she replied, "I'm a Jewess."

Conductor A. A. Greggor and Motorman G. B. Hubbard have taken a short vacation on account of poor health. Mr. Hubbard expects to spend about thirty days in Arizona before he returns.

Conductor A. E. Kemp is taking the examinations for the L. A. Police Department.

Conductor H. J. Holler is taking a sixty day vacation on account of poor health.

Evidently married life is causing Night Clerk W. E. DeMuth to become absent-minded for he started to leave the office one morning this week wearing his eye-shade instead of his hat.

Can you afford to miss the big meeting at Recreation Hall Saturday night, January 28th?

We are still a few points in the lead and only a few more days to go. Well done, men.

C. E. Cline is back on his run after working about six days in the office on account of the illness of W. E. DeMuth.

## DIVISION 3

It's no use, it's no use, it just can't be did that's all. Hair cannot be grown on solid ivory, absolutely. Jarvis has given the recipe a thorough trial and is now trying it out on his top lip, and from present indications, in about one year from now, he will have a charming moustache, of the baseball variety, nine on each side.

Motorman P. B. Bledsoe and Conductors Donner and Cady, who were stay away from the division. Why the other evening instead of going to Temple Block to get relieved, they just naturally pulled into the house. Oh well, everybody's headed this way.

We are pleased to report that Conductor Donner and Cady, who were both seriously hurt recently, are now home from the hospital and getting along fine. Both of these boys were just about in hearing distance of the Harps, but being young and sturdy were able to overcome all injuries, and both expect to be back grabbing the elusive nickle in a short time.

Motorman Frank Wolfe, who leaves shortly on an extended trip to Honduras and other remote parts, has promised to keep in touch with the boys, through Two Bells, and he, no doubt, will be able to furnish some interesting news. He has already obtained his passport and expects to leave shortly.

When you receive this paper, there will be just one more week in the Safety Contest, and at this date (Thursday) we are just 5 points behind Division 5, and Division 4 is right after us for second place. Five points is not many, but it is something to overcome and it will be almost a miracle if you overcome it. But I believe you can do it and I know you are trying, but let's try a little harder. We've got everything we want at this Division except that Flag, and we've just got to have that. So go after it.

Someone said that we were going to have a new uniform cap of the Rah Rah variety, but there's nothing to it. Our aristocratic Conductor O. E. Hood made one trip with one of that variety but is again wearing the regulation; but still wears the monocle.

Conductor C. A. Pence received back from the Lost Article Department, a purse containing between 15 and 20 dollars. He immediately went 50-50 with his motorman. Now if that isn't brotherly love, what is it?

Now what do you know about that? That long slender motorman of ours who is best known by the name of Charley Wolfe, had the nerve to step right up to Ira Golt, he of the Benefit Association, and make out a Beneficiary Card in favor of his wife, Irene, and he never batted an eye. It seems the longer they are the more nerve they've got. Now you know this old boy never told us a word about this very interesting event, having taken place, altho we had an idea that his mind was running that way. Well Charley, old boy, we will pardon you this time and we extend to yourself and wife our sincere good wishes for a long life and a happy one, and see that you don't let this occur again.

Conductor Ira Gott, the Association hustler, of this Division, reports as having 427 out of a total of 432. The five, so far not accounted for, had better be getting busy and join the big majority. In the meantime they are overlooking a good thing.

**Be careful today—Tomorrow may be too late.**

## DIVISION 4

Ye humble scribe dropped in on Mr. Wimberly to receive what news he had for Two Bells, last Tuesday, but this was one visit that will linger in my mind indefinitely. Mr. Wimberly informed me that I had missed out several times recently and that it was not conducive to good health, and that if I didn't improve immediately he would be forced to give me a dirty look or tell me I ought to be ashamed of myself. Of course, I knew I had missed out even before he did. I was afraid to ask him if he had any other news so I waited 'til the next day and went to see him again. He was talk-in to "Shorty" Morrison over the phone and you ought to hear him. He was telling "Shorty" how good our chances were to win the Safety flag again and say, boys, it sure "listened" good. Then he looked up at me and exploded, "What! You here again?" and I sat down quick so that I wouldn't get knocked down and though Mr. Wimberly and I ended our chat with the best of feelings, I have resolved never to miss out again because I've found out that "the way of the transgressor is hard."

Our weekly boner this time was incidentally pulled by two of our star extra men, "Conductor" (?) T. H. Speed and Motorman C. F. Price. It seems that fate put these two brilliant gents together to work a tripper on East First. They wended their way to the wilds of Belvedere without any trouble but on the way back the motorman called up the conductor and asked him a question regarding L. A. High. Here is the essence of the conversation: "L. A. High? What about it?"—"That's where we are going."—"The devil we are, we're going to the barn."—"The schedule said we must go to L. A. High."—"Go on, you are off your nut." The argument became quite heated and finally Speed's nature reinserted itself and he wound up with this, "You are not going to make a d— fool of me, I'm conductor of this car and we are going to the barn. Guess I know what I'm doing." And they did. And when they got there Speed hurried to the schedule chart, and found he was in the wrong but it was too late then. Ha! Ha! Ha!

We were honored with a visit by Mr. George B. Anderson last Tuesday.

This division lost two of its popular trainmen during the past week, Conductor R. E. Bird and Operator H. W. Graham. Bird has flown to a position with the Standard Oil Co. Graham has gone back to his farm in Imperial Valley.

"Abie" Budne is going to resign in the near future. This is sad news as his departure will take all the Yiddish essence from our division. "Abie" will work at his brother's oil station on Sunset boulevard and about August 1st will leave for Baltimore, Md., where a position is awaiting him in his father-in-law's wholesale tobacco business.

Motorman C. H. Beckner is on a ten-day leave to have some dental requirements attended to.

Say, fellows, we have got just seven days to win the Safety pennant. Here is how we stand. Division 5 has been carrying a pretty good lead but they have been flunking in the last few days and I am beginning to feel that they are going to lose their place. Division 3 has been working like Sam Hill and their chances look pretty fair. Division 4 has been on the uphill climb for several days and our chances look just as good to me as Division Three. Most of you fellows remember how we won the flag in the last contest. It was a mighty close call for us those last two days. Well, now here is the only way we can keep the Safety pennant with us. These next seven days must be almost accidentless. They must be seven days in which SAFETY MUST BE PLACED AHEAD OF EVERYTHING ELSE. Seven days in which you must use every atom of foresight you ever possessed. Seven days in which you must think SAFETY FIRST when you eat, and when you sleep, but mostly when you are on the road. Seven days when you must let that crazy autoist have his own way at all times. Seven days when you must gloat in the fact that you are a member of the division that now holds the Premier Safety Pennant but that its possession is now at stake and that in these coming seven days the GLORY OF THE DIVISION DEPENDS ON YOU.