



Two New Substations To Be Built

DIV. 5 REGAINS THEN LOSES SAFETY LEAD

Division Five regained the lead in the inter-division safety contest, then lost it again in a short accident prevention tussle that left Division Two at the top of the heap, according to reports of the safety bureau.

The standings March 4, the end of the third week of the contest, showed Division Five in the lead. But the men from the seacoast started the week on the wrong foot and returned the first place honors to Division Two with appropriate compliments.

The standings March 4, as posted at the divisions showing total accidents since the contest started, follow:

	Total Accidents	Classed Preventable	Percentage of Responsibility
Division 5.....	137	13	9.5
Division 2.....	185	19	10.3
Division 4.....	104	11	10.6
Division 3.....	167	20	12
Division 1.....	122	19	15.6

The shift that followed publication of these figures reduced the percentage of responsibility for Division Two to 9.9 and raised Division Five's to 10.01.

It isn't what you know, but how well you know how to use what you know that really counts.

"Let me kiss those tears away, sweetheart," he begged, tenderly.

She fell into his arms and he was very busy for a few minutes. But the tears flowed on.

"Can nothing stop them?" he asked, breathlessly.

"No," she murmured, "it's hay fever, but go on with the treatment."

Abraham Lincoln's humble introduction to life—the difficulties he surmounted—the high honor he achieved—stand an everlasting monument to the living truth that No man ever fails ultimately who will not be defeated.

Efficiency Champ All Swelled Up By New Discovery

CONDUCTOR IRA GOTT, efficiency champion and fisherman de luxe, has been going around all swelled up.

As the story goes, Ira went home the other day, and, just like any other man whose heart is in his home, browsed around for something to eat. He ate a package of raisins, a few stewed prunes and a bowl of soup. As a formula for home brew this can not be beaten.

Soon the champion conductor had a feeling like that of a brown, pint-size bottle before the cap shoots toward the ceiling. His expression put Skinny Shaner to shame and he recollected that the Co-operative Association is very efficient in arranging funeral details.

Hereafter Ira will be willing to concoct home brew mixtures in another way.

What Miscreant Done This Deed?

Polish up your star counstable!

Conductor Frank Mead, of Division Three, whose claim to fame consists of having been a circus clown, a top efficiency man and holder of a deputy sheriff's badge, has a sad story to relate.

Frank is so good natured that he is assigned to maintain Roberts' rules of order at the monthly dances. For an unknown reason he was packing some .32 caliber light artillery, as authorized by the shining badge attached to his suspenders. At the end of the gay night he reached toward his hip pocket, much the same as a man does to see that the cork is in tight, and found that his fowling piece had gone off, so to speak. Just where it had gone off to he knew not, but suffice to say it was gone.

Let no gentle reader suspect that some miscreant would have so little regard for the law of the land as to deliberately remove the little merry-go-round for six, but nevertheless Frank has suddenly taken to wearing a belt in case someone should remove his suspenders for the sake of the deputy badge.

Detail Tests Made of New Car Motors

DETAILED car motor tests are being made on the line "W" following the installation of new General Electric motors. When a car is selected for a test, four men are kept busy every second from one terminal to the other. An ammeter and a volt meter are used in this work, the instruments being attached to the car's electrical equipment. Readings are made every five seconds.

Stop watches are used to check the time taken for stops and the time the car actually is in motion. At the end of the line the temperature of the motors is taken to determine how much they "heat up."

It CAN Be Done?

A few weeks ago a Div. 3 trainman wrote an article in which he told of receiving his transfers with the line letters in alphabetical rotation. In the following issue a Div. 1 man demanded to know how he could correctly accept an "R" transfer at 10th and Vermont going west. The Div. 3 man does not seem to be able to answer the question, so I will answer for him. If a passenger transfers from a Stephenson Ave. car to a West 11th car at 7th and Broadway and uses the coupon to ride to 10th and Vermont, alights, and then presents the body of the transfer on a following W. 11th car within the time limit the conductor cannot refuse to accept it, because it is not so stated on the reverse side of the transfer.

C. J. KNITTLE.

Book on Wireless Work is Available

In response to many calls made upon the library for information on wireless work, a book, written by S. Walton Swoopes entitled "Lessons in Practical Electricity," has been placed on the shelves. The book has an interesting section devoted to radio work.

The work was written for night classes of men beginning electrical study and deals with many features of this activity.

There's one bigger fool than the man who "knows it all"—that's the man who argues with him.

EQUIPMENT IS ORDERED FOR AUTOMATIC UNITS

Orders have been placed for electrical equipment to be used in two new automatic substations involving an expenditure of approximately \$250,000. This step is part of an extensive program mapped out more than two years ago to give adequate power for street car service in all parts of the system.

One of the substations will be located in the southwest section of the city and the other in the northwest area. They will supply increased power where the need is urgent and will be important factors in the improving of street car service.

G. E. Equipment.

The electrical machinery is to be furnished by the General Electric Company. In addition to the building of the substations and the installation of the machinery there will be a big job in putting up feeder cables to carry the increased power from the stations to the trolley wires.

The two new stations will operate automatically, like the Vernon and Garvanza stations, which are now in service. They generate power according to the needs of service at various times of day, giving the maximum in the evening rush period and closing down at night.

Handsome Buildings

The buildings embrace beautiful architectural features. The station in the northwest section will measure sixty-three feet at the front, sixty feet deep, and thirty-seven feet high. The walls will be of cream colored plaster and Spanish type of architecture will be followed. The roof will be of red tile. The Spanish effect will be carried out further with wood panel doors, sixteen by twenty feet, with Florentine columns at the sides. On both sides of the entrance will be French windows with balconies. All walls of the building will have two ornamental lanterns made of black iron and art glass. The grounds will be parked with grass and shrubs and will be for the use of the public as a breathing place.

The building in the southwest section will be along classical lines. The

(Continued on Page 2, Col. 4)

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

A Place in the Community

WHEN R. A. Pierson, chief instructor, was returning to Los Angeles from a recent trip to Iowa, he noticed that the conductor of the train was particularly obliging. He was not only courteous, but he made particular effort to see that passengers were satisfied with the service the railroad was rendering and if there was anything he could do to advance his passengers' convenience, he was on the job to do it. Traveling men who rode the train regularly called him by his first name and he knew the names of many of his passengers.

Any employe of the Los Angeles Railway would have noticed such service because a man engaged in any part of the transportation business is interested in other men in the same business. Possibly "Bob" Pierson was a little more interested than the average passenger might have been, because part of his work is converting new men into qualified street car men who will be courteous and render the best possible service.

The chief instructor got in conversation with the conductor and, to test his real worth, asked him foolish questions Nos. 357, 461 and 2,015-357. The conductor had heard them before, probably hundreds of times, but his manner was unchanged. He endeavored to answer the questions in words of one syllable so that his curious passenger would understand.

In telling of the incident afterwards, Mr. Pierson said that the conductor's friendly disposition under all circumstances made a hit with him.

Any fellow can smile when the whole world is smiling with him, but the fellow who counts, is the one who can smile when the air is full of gloom and the smiles have slipped into scowls.

In closing these few thoughts, it may be interesting to state that Mr. Pierson sent a letter to the superintendent of that conductor's division on the Chicago, Burlington & Quincy Railroad, at Centerville, Iowa, and received the following reply:

My Dear Sir:

I was very glad indeed to receive your letter February 24th, commenting favorably upon the performance of our Conductor, Mr. Bert Moore.

The standing of this conductor with his company AND THE COMMUNITY AT LARGE in which he serves, justifies your estimate as to his qualifications as a conductor. I shall take pleasure in calling his attention to your favorable comments.

With highest regards, I am

Yours truly,

W. H. HANSEN, Sup.

ARTICLE ON "BUILDING MEN" BRINGS FORTH HIGH PRAISE

THE EDITOR,

Two Bells,

Sir:

The article "Building Men," by Mr. Anderson, should be reprinted, so that it may have a chance to be absorbed into the cerebral convolutions of the less thoughtful, indifferent and hypercritical.

This writer has never known of a corporation or individual employer of labor so generous toward infractions of working rules, of order and of private conduct. Of course, the company realizes the arduous nature of our work on the platform, the abuses we must stand from an unfeeling and, not infrequently, an unreasonable public, and the racking of our nervous systems. Still my former remark holds good—that the Los Angeles Railway is most generous in its forgiveness of our frequent swerving from the paths of dutiful rectitude.

It is the wish of the writer that Mr. Anderson may never be provoked to the point of changing the views which he so ably expressed in his article.

Yours sincerely,

Condr. E. A. ALLEN, Div. 2.

Cable Damaged by Fire is Replaced

Fifty-eight feet of new feeder cable has been installed on Main street between Ninth and Tenth streets, to replace cable that was damaged by a recent fire in that block.

IT'S A DAUGHTER

"Bob" Taylor, of the drafting room, is father of a recent arrival in Los Angeles. Miss Dorris Mae Taylor weighed seven pounds and likes the city quite well.

Mtr. H. O. Lillie is Made Instructor

H. O. Lillie, formerly of Division Five, has been promoted to the instruction department. Mr. Lillie was top efficiency motorman of Division Five when the merit records were finished last year and received the double bonus prize. During the recent wave of flu, he came to bat as a regular pinch hitter and acted as switchman when the regulars were sick.

Remember the life of Abraham Lincoln. He was never too busy to give a kind word of encouragement.

BULLETINS

ISSUED MARCH 13, 1922

BULLETIN NO. 37

Notice to Conductors

Transportation Book No. 2600, issued to Mr. Fred Pell, account Fire Department, has been lost. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 38

Notice to Conductors

Pass No. 3848, issued to A. E. Clark, conductor, Division No. 2, is in improper hands, as this man is no longer in the service.

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

BULLETIN NO. 39

Notice to Conductors

Conductors must not give starting signal at terminals until observation has been made to ascertain if parties are approaching who wish to board car, and gong giving warning of starting of car should be sounded thirty seconds before car starts.

BULLETIN NO. 40

Notice to Conductors

The following passes are in improper hands:

No. 3535—issued to D. E. Alvarado, Conductor, Division No. 4.

No. 4278—issued to C. B. Hackett, Motorman, Division No. 4, as these men are no longer in the service of the Los Angeles Railway.

No. 474—issued to Miss Edith Brink, stenographer, special service, classification department. This pass has been stolen.

No. 5900—issued to B. M. Nielson, conductor, Division 5. This pass has been lost.

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

P. B. Hill
Supt. of Operation.

Painless Photos Now Snapped In Instruction Dept.

Hereafter when a new trainman is told by the employment department to look for the birdie, it will not be necessary for him to look all the way down Spring street for the mythical creature.

The instruction department has added a photographic studio to its equipment for facilitating the movements of new men. Heretofore new trainmen have had to make a trip from the building to a photo shop to have the pictures taken for company records, but the firm which has been handling this work recently installed a camera and developing apparatus in the instruction department quarters.

The camera man comes to the building at 12:30 o'clock when there are any new men to be photographed and invites them to look natural or good-natured, as the case may be, and to watch for the birdie.

For Condr. L. H. Parker, Div. 3

Los Angeles Railway.

Gentlemen:

I ride on the Garvanza line of your system and I believe in saying nice things when they are true, regarding your service.

I desire to make it plain to you that you have a conductor on this line who is a careful, courteous gentleman. He calls the names of streets, assists elderly people on and off the car, takes special pains with strangers, and is always pleasant and courteous. If you had a school where all conductors could attend, and had this gentleman to teach it my opinion is that as your pupils graduated your system would be on terms of cordiality with your patrons, and many problems solved.

I don't know his name, but his number is 1546.

Sincerely yours,

C. S. SMITH,

525 Laughlin Building,
315 South Broadway.

2 TRACTORS CLEAR WAY FOR NEW TRACKS

Two "flivver tractors," husky brothers of Henry and Lizzie, have been purchased for the track department and are being initiated at the South Park main shops, where grading is being done for extension of No. 2 transfer table tracks. The big table, facing the paint shops is to be extended west 530 feet. Work on the job is now well under way. When complete, this change will give additional room for car storage during repairs.

The use of the small tractors is a new departure in track work, but the engineering department is confident that they will be useful in many ways.

In the machine shops, L. D. Hathway, foreman, is installing a new universal grinding machine to be used for tools and milling machine cutters.

NEW SUBSTATIONS TO BE BEAUTIFUL

(Continued from Page 1, Col. 4)

Corinthian order will be followed. The distinctive columns, base and caps will be made of soft gray terra cotta or tile. A fine architectural effect will be given by the use of old rose tapestry brick for the body of the building. There will be only one door, deeply recessed and panelled. Ornamental lights will be placed on the columns. A lawn will be put in the grounds. The feeder wires will be run out of the back of the building and down the alley so that there will be a clear view of the building from the street.

Like the Garvanza substation, these buildings will be noise proof. The designing of these buildings has been done by draftsmen of the engineering department.

Help of Men on Line M Wanted

Trainmen on line "M," the Grand and Moneta, are asked to help the company in familiarizing patrons with the changes to be made March 15.

Car cards have been placed in all cars on the Grand and Moneta line telling what is to be done and announcement has been made in the newspapers. But some folks will overlook the notices unless their attention is directed to them.

Whenever you have a chance between now and next Wednesday, ask passengers if they have read the car card. It is a chance to give service a little above the ordinary. Use the opportunity.

For Condr. B. H. Suter, Div. 4

Los Angeles Railway.

Gentlemen:

I am writing this because I believe it fair to Conductor No. 2748, on the East 4th St. line. I am no relative, no personal friend, in fact, do not know him. But I have watched him for some time and I find him to be courteous and gentlemanly and considerate to the public, and think you should know.

E. R. HUMPHREY,
3120 E. 2nd St.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things

(Hand Picked)

BOUQUETS RECEIVED LAST WEEK

- Condr. A. J. Hathwell, Div. 1.
- Mtr. D. F. Hodges, Div. 1.
- Mtr. H. L. Edwards, Div. 3.
- Mtr. W. S. Zoll, Div. 4.

For Condr. E. E. Ford, Div. 2

Los Angeles Railway.

Gentlemen:

I understand your company has some sort of a merit system for your conductors and motormen. If that is so, I think Conductor 2562 of the Brooklyn and Hooper line is entitled to some for courtesy and care for safety in two different cases.

One to an elderly, crippled lady getting on car at 29th street, February 3, going south at about 10:25 p.m. Several times I have noticed that same lady get off there, and always that same kind and courteous care toward her and still no time lost in doing so. I have heard several of the passengers comment on it and speak very highly of his treatment of elderly people.

And then again on February 6 at 3:30 p.m., going north on Main and 5th streets, an elderly gentleman on crutches was helped carefully to the ground by this conductor, and no time lost.

Hoping this will help to convey appreciation of efforts, I am,

Yours truly,

MRS. W. J. PAULL,
1357 East 50th St.

□ □ □

For Condr. H. L. Raines, Div. 5

Los Angeles Railway.

Gentlemen:

Here's saying a word of appreciative commendations of Conductor No. 226, on inbound Eagle Rock car leaving Inglewood at 9:30 a.m., February 1.

In addition to the faithful and courteous performance of his duties, No. 226 found time to look after the comfort of his passengers as well. A woman was made to move a hand grip from the seat next to her to make room for a lady who was standing, after giving her seat to a frail little mother carrying a heavy infant. (None of the men budged.) Ventilators were opened on request and a general friendly thoughtfulness emanated from No. 226, which we all noticed. "More power to his kind among those present."

MISS D. M. WAY,
722 So. Commercial Street,
Inglewood, California.

□ □ □

For Condr. C. H. Deane, Div. 3

For Condr. L. H. Roberts, Div. 3

For Condr. A. Blish, Div. 3

For Condr. J. Van Keuren, Div. 3

For Mtr. N. B. Stiles, Div. 3

Los Angeles Railway.

Gentlemen:

Our family numbers seven. Five of us ride on your cars every day. The other two ride frequently.

It gives me pleasure to call to your attention the following conductors whose courtesy and consideration of passengers is worthy of mention. Nos. 948, 2420, 2276 and 2508. Also a motorman who is often with Conductor 948.

I do not believe in always being a kicker and knocker.

Yours very truly,

MRS. EDITH B. PUTNAM,
2758 Estrava Ave.

We live on the Eagle Rock City line.

□ □ □

For Mtr. H. Lozier, Div. 1

Los Angeles Railway.

Gentlemen:

I ride the cars to and from work every day during the rush hours and see many acts of kindness and patience on the part of your employees. Want to especially mention Motorman No. 2167 of West 9th and East 2nd Street, for pleasant, courteous consideration of passengers.

Respectfully,

MRS. S. C. ALLEN,
2420 W. 9th Street.

MANY FIND PERMANENT PLACE ON STREET CARS

Thirteen Percent of Men in Regular Train Service Have Records of 10 Yrs. or More

MORE than 13 per cent of the trainmen now in service have been with the company ten years or more, according to figures compiled by A. Ginss, efficiency statistician of the transportation department. Eighteen per cent of the trainmen have been in service five years and over. The number of men who have been serving on the cars for 10 years or more is 298.

Figures given last October, when a similar check was made, showed 318 trainmen in service ten years or more but only 295 were actually on the cars, the others being assigned to various duties, such as switchmen, watchmen, etc. All the figures on the March 1 report are taken from the records of the five divisions and show men actually in train service.

The figures are compiled from the books as they stood March 1, showing 2186 qualified trainmen classified as follows: motormen, 1029; conductors, 1045; safety operators, 112. Similar statistics were compiled last year and printed in Two Bells.

Classified according to years of service, the greatest number of motormen have been with the company between two and five years. They number 366. The largest group of conductors is in the class between one and two years'

service and totals 332. The period between two and five years is next highest on the conductors' side with 382 men.

Of the 1029 motormen, 587, or more than 50 per cent, have been in service more than two years. Of the 1045 conductors, 462 have been on the cars more than two years and 794 have been in service more than one year. With the 112 safety car operators, 56 men, or exactly fifty per cent, have been in service more than one year. The safety cars have not been in operation here two years yet.

On the whole the report indicates a healthy condition of "sticktoitness" among trainmen. The majority of men in the main offices who have been promoted to their present places after satisfactory street car service, have been with the railway well over ten years.

AN AUTO-MATIC THRILLER

Knight Dodges Loco Ford

By H. A. RUSSELL

A STEARN KNIGHT with a STUTZ BEAR CAT in a MERCER went HUP the HUDSON. The MOON was up, likewise a COMET and the band played COLUMBIA and LIBERTY. They tried to DODGE a BAKER but the MERCER, STU-D-A-BAKER on his head and they took him to a SCRIPPS BOOTH by OVERLAND route and he being a good TEMPLAR, they revived him with WHITE rock. All he could do was NASH his teeth and PACK-HARD at the PEERLESS Chummy Roadster as he could not a-FORD to PAIGE a KING, but a charming GARDNER. He asked to SE-DAN as he crossed the JORDAN. But WILLYS KNIGHT being a SAXON related to KING COLE and lucky BALDWIN, whose son was a CHANDLER and had read of Ben FRANKLIN, our one time PREMIER, and had at one time met STANLEY of darkest Africa and also the POPE, it was found that he was LOCO-MOBILE. They put him in a BUICK coupe and ran him over to ESSEX and from there in a KISSEL KAR to ELGIN, picked up HAYNES and ANDERSON returned by OAKLAND, putting up at the CADILLAC with Billy BRISCOE, who hailed from CLEVELAND, being related to MITCHELL LOZIER and SHERIDAN'S famous ride had nothing on this ROMANTIC trip of these famous OLDS-MOBILES.

Two New Draftsmen In Engineering Dept.

Two new men in the drafting room of the engineering department are Arthur S. Little and John Bohlinger. Mr. Little was with the company about eight years ago and since then has been doing some highly creditable work in photographic art. Some of his pictures have been exhibited in leading salons of United States, Canada and England.

The press of work now engaging the engineering department necessitated the additional two men.

Mother of R. O. Crowe, Auditor, Passes Away

Mrs. Elizabeth Crowe, mother of R. O. Crowe, auditor of the Los Angeles Railway, passed away last Monday at the age of 80 years. Funeral services were held Friday afternoon followed by burial in Rosedale Cemetery. Several employees of the main offices attended the services and others expressed their sentiments of sorrow with beautiful flowers.

If there is a doubt in your mind, put it up to a man who knows.

On The Back End

(Contributed)

If Motorman G. L. Ker of Division One had notified Two Bells of his intention to remove the alleged mustache that graced his upper lip, it would have been possible to present a more handsome picture than the one used in the "Whos' Who" column recently.

* * *

Congressman Frederick N. Zihlman, of Maryland, considers the following one of the best stories he has ever heard:

He was evidently from the country and was also a Yankee. From behind his spectacles he peeked inquisitively at the Hebrew who occupied the other half of the seat.

"You're a Jew, hain't you?" queried the Yankee.

"Yes, I'm a salesman," handing him a card.

"But you're a Jew."

"Yes, I'm a Hebrew," came the answer.

"Well," said the questioner, "I'm a Yankee, and in the little village in Maine where I come from I'm proud to say there ain't a Jew in the hull durn place."

"That explains why it's only a village," was the flash-back of the quick witted Hebrew.

* * *

Motorman "Doc" Lee has started a campaign to beat the record of the Division Four motorman who found so much money during the last year. "Doc" keeps an eagle eye on the track and at crossings. We don't know how much he already has, as "Doc" is keeping that a secret, but we do know that he has found twenty cents already this week.

* * *

"Can you decipher the name of the street on this card?" asked a passenger, handing a grimy sheet to the conductor. The fare box grinder looked at it from various angles, then commented: "The first letter looks like H, perhaps it's Harvard you want."

The passenger grabbed the card again and looked hard. "It may look like H to you but the whole blame thing looks like L to me," he grunted.

* * *

Somebody said, "Look at that, it must be a trolley wire break." Flashes in the sky seemed to indicate such was the truth. But no, it was Conductor Walkinshaw of Division Three talking to himself just after Motorman "Slim" Barrett had run away and left him at the switch.

* * *

First Conductor—I had the laugh on my motorman today.

Second Conductor—How so?

First Conductor—On the 1st of January he resolved never to sit down anymore.

Second Conductor—He did?

1st Conductor—Yes, but today we were walking down Georgia street and he slipped on a banana peel and fell and broke his resolution.

LOOKED POSSIBLE TO HIM

The judge looked over at the prisoner and said: "You are privileged to challenge any member of the jury now being impaneled."

Hogan brightened. "Well, thin," he said, "yer Honor, Oi'll foight the shmall mon wid wan eye, in the corner there forninst ye."—Allith Bulletin.

Looking 'em Over at the Divisions

DIVISION 1

We have at this division for foreman this week none other than Roy Ruggles, popular clerk of the office. We all feel sure Roy will handle the job fine.

To the Division Two and Division Five trainmen, who will pull Grand and Moneta trains into this division, we extend a most hearty welcome and hope they like a real division. We beg to assure them that they will be properly looked after when coming into town. Division Two is out in the jungles and Division Five is on the sea-coast and it will be perhaps the first time that many of the boys were ever in a fair-sized city such as Los Angeles. It is to be remembered that this division is practically in the city and all the trainmen are *regular* city fellows, so they will keep a sharp lookout and see that no number 2 or 5 boys go wrong.

On a certain run up for bid on the Maple Avenue line there was not one bid put in, which shows that the boys are well satisfied with holding their own runs.

Conductor B. D. Smith was taken ill suddenly last week and was taken to the Golden State Hospital, where he underwent an operation for appendicitis. At the present time he is getting along nicely.

Lost—strayed—or stolen—one small mustache. Color black. If found return to Motorman Ker. Large reward and no questions asked.

Billy Lund, popular night mechanical foreman of this division, who has been ill 15 months, was around to see us this week. He still looks a little pale, but hopes to be back with us in a few weeks. We sure will welcome you back, "Billy" and hope it will be soon.

Conductor Fink is sporting a new car this week and it is some classy boat. One of those left hand drives and O..... But we said it was a classy boat, didn't we.

DIVISION 2

Cond. D. A. Walters, Cond. R. G. Humphrey and Mot. J. Jackson, have resigned, to go into business for themselves. We wish them success.

The stork again has been visiting Division Two. This time it was Conductor G. W. Gardner, who became papa of a 6-pound baby girl. Both mother and baby doing well.

Former Motorman H. B. Miller, who resigned about a year ago, on account of his health, passed away recently at a local hospital. Division Two men extend their sincere sympathy.

E. A. Van Horn, a former motorman at this division, who resigned several years ago, to go farming, died last Sunday, and was buried Thursday at Inglewood Cemetery. Services were conducted from the Peck and Chase funeral parlors in South Figueroa street, the Masonic lodge.

DIVISION 5

Motorman R. C. Hall has resigned to accept another position.

Conductor Armstrong has been called in to work trippers so many times lately after finishing his daylight run that he is planning to furnish the office with a large picture of himself so when the clerk wants to see him he can just glance up at the picture.

Most all of the victims of the "flu" epidemic have returned to work and the division is rapidly getting back to normal again. There are still some

Who's Who



WE CAN not start this story by saying "thirty years ago when he drove a horse car," because R. J. Leonard, conductor of Division Two, just naturally "has not been" that long. He is one of the younger men of the company delivering fine service on the road.

He began service January 20, 1920, after coming from the east. He was interested in electrical and road work in the east, having been in the electrical department of the Long Island railroad, a station operator for the New York Edison Company, and with the Westinghouse Company in Newark, New Jersey. During 1918 and 1919 he served in the medical department of the army.

Leonard started at Division Three, but recently transferred to Division Two, making a trade with B. F. Lowe.

Introducing New Men

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

DIVISION NO. 1.

Motormen—C. R. Hughes, F. O. McDonald, E. H. Batch.
Conductors—C. A. Hamey, C. Herch, A. A. Thurman.

DIVISION NO. 2.

Motorman—T. H. Harris.
Conductors—J. T. Dickey, R. D. Eaton, E. A. Schoenbaum, F. F. McGinn, B. H. Miller, W. W. Saunders, E. A. Ehrlich, H. A. Chaudoir.

DIVISION NO. 3.

Motormen—H. A. Drake, G. E. Kleinschmidt, J. F. Wright, G. R. Llewellyn.
Conductors—S. W. Bailey, E. O. Smith.

DIVISION NO. 4.

Motormen—A. D. Butler, H. A. Tinder, J. E. Dodge.
Safety Operators—W. E. Robinson, W. J. Irwin, J. Viellenave.
Conductors—C. A. Pratt, J. A. Patterson, G. L. Jensen, R. T. Magill, T. H. Dodge.

DIVISION NO. 5.

Motormen—E. L. Knopp, J. A. Slifer.
Conductors—E. J. Monteverde, H. M. Mayo, J. W. Clark, B. M. Neilson, E. P. Sinclair.

twenty-five or thirty men off but they are recuperating and expect to be back with us in another week.

Conductor C. S. Warrell has resigned to enter the Government Hospital at Palo Alto, California, on account of lung trouble from which he has been suffering for some time.

Conductor N. S. Sarah has taken a thirty-day leave to look after some property near Fresno.

Just when we thought we were weakening in the new Safety Contest we find that we are again in the lead, but it is a mighty slim lead and we will have to fight mighty hard to hold it.

DIVISION 3

Well, we go merrily anlong in the Safety Contest, tagging along behind like a cow's tail; although lately we have been decreasing the lead of the others we still hold the cellar position, but at that we have not yet given up hope. As a faint heart never wins a fair lady, it takes some strong headwork to win the pennant this time, so let's get busy and show 'em that we are in that class and make a glorious finish.

Conductor Ray Dean, our mathematician, is working on a strenuous problem just now. He is trying to figure out who was the bonehead, he or his motorman, when he pulled his tripper in the other evening instead of getting relieved.

Motorman J. A. Moreno, better known as the athlete on account of his agility, has taken thirty days off and gone to Mexico, where we understand he has something big in sight, but knowing the old boy's failings, we expect him back at the end of thirty days.

A lady boarded Conductor J. M. Wilson's car the other day and asked him if he found a dime on his car about a week ago. Jim asked her if it was a ten cent piece that she lost and she could not remember whether it was a dime or two nickels, but as she could not give the date of the coin Jim said he could not do anything for her.

We will agree with the scribe for Division One that his division is a training school for good men, etc., taking off the rough edge. But the finished product in all lines can be found at Division Three, and we will also agree that Division One is a good Division to be—from.

Mr. Clothier of the Lost and Found Department requests that any trainman finding any live animals, especially rabbits, on his car, proceed at once to take them home to his domicile and there properly house and care for same. Should said domicile be the Ambassador Hotel or such like apartment house, check said rabbit with the brunette, blonde or peroxide, as the case may be.

Should the protests or aroma be too strong, immediately pass the buck to the Lost and Found Department, which will make final arrangements for disposition of same.

Motorman W. W. Turner and Motorman Bill Pearson were having a hot argument on their records for accidents. Large amounts were offered in bets. Taylor said, "I haven't taken a step off in years," but as he rapped his dome he said, "I am knocking on wood." But it must have been solid ivory for in about eighteen minutes he went out and collided with a truck and took a step off, so I guess Pearson wins.

Conductor Kring always thought that boarding a moving car was an art, but he changed his mind the other day when he fell and bit the dust, and now declares that with him it is a lost art.

Conductor Boden, he of the eagle eye, was thinking, as his car sped along Hooper Avenue, what a hard world this is. He spied a real, honest-to-goodness five dollar bill in the dust. Unnecessary to state, he got it, and he says that it is the second one in the same place in the last year.

The sick spell seems to be broken and we are about back to normal again. They say that it is an ill wind that blows nobody good, and those of the extra list that were fortunate enough to be able to stay on the job will be drawing some man-sized pay checks next payday.

DIVISION 4

Well, gentlemen, ye hon. scribe will scribble the division news himself this week. The only "scoop" I picked up during my spasm of flu, was that there are exactly one thousand, nine hundred and eighty-seven flowers on the ceiling of my "boodwar" and that it was no joke to lay there with nothing to do but wait for the "doc" to come and hang his thermometer in a mouth that was inclined to hold an upside down position. Supt. Wimberly and Motorman Bob Lindsey kept the column in fine shape during my absence. Bob almost started me on a matrimonial voyage when he wrote of me as the "bachelor scribe." The first time I went to the barn, after being laid up, Conductor Jack Milburn came to me and said: "Say, Knittle, do you want to buy my wife? I'll sell her for a nickel." I told him that unfortunately I was dead broke. "Well," he continued, "I'll loan you a nickel." Of course, Jack was only joking.

Well, let's go.

KNITTLE.

Operator H. H. Haynie, a very popular trainman, resigned last Wednesday and is going to drive a milk wagon. Haynie is a society climber and he told Mr. Wimberly when he resigned, that he had decided that he would never be a social lion if he stayed on the cars.

Conductor A. MacKenzie and Motorman Joe Gaston, worked on a "cholo extra" on Pico street recently. Joe left his overcoat on one of the seats and MacKenzie sold it to one of the cholos for fifty cents. At the Plaza the cholo was getting off the front end. Joe recognized his overcoat and grabbed him. After a rather heated argument the Mexican handed over the coat and Mac was obliged to refund the fifty cents.

Conductor T. F. Preston has been granted a sixty-day leave to go back to Arizona, where Mrs. Preston is about to undergo an operation.

It is not quite right to tell about any boners that may have been pulled by men of Foreman B. B. Boyd's rank in the outfit, but Mr. Boyd pulled one that we just must mention. Last Wednesday morning an extra man was sent to a West First motorman by Mr. Boyd to break in on the "mags." That afternoon another extra man came to the barn to report for duty. Mr. Boyd thought this man was the one he had sent out to break in on the "mags," and he asked him for his "O.K." card. The poor fellow did not know what Mr. Boyd was talking about. Finally Mr. Boyd sent him down to Instructor R. A. Pierson's office to get an "O.K." card and told him he would have to have it before he could work any runs. The result was that said unfortunate trainman went to Mr. Pierson's office and demanded an "O.K." card. Mr. Pierson asked him what line he had just finished breaking in on. "I've done broke in several days ago," he explained, "but you will have to give me one of those cards or Mr. Boyd won't let me work anymore."

Our sick list is diminishing very rapidly nowadays. On Wednesday it showed seventeen motormen, seven conductors and seven operator and most of these boys will probably be back within a week or so.

An extra conductor worked a run on Garvanza last Tuesday. The motorman's operation did not appeal to him at all. When he came in that evening he found himself marked up to the same run for the next day. The next morning he asked Clerk Ellis for a tripper in place of the Garvanza, so that he would not have to work with aforesaid motorman. Ellis gave the run to another extra conductor. Then the motorman missed out. Adding to his conductor's misery Ellis was unable to supply him with a tripper. So he went home, but going out the door he was overheard telling himself that he didn't want to make over eighty dollars this payday, anyhow.

Don't hunt trouble. It is the easiest thing in the world to find.