

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

Prizes Offered For Suggestions

CROSS-OVERS PUT UNDER STANDARD ORDERS

By JOHN C. COLLINS
Supervisor of Safety

It is the policy of the Safety Bureau to interfere as little as possible with the man who is doing his work properly, and as much as possible with the man who is not. We do not want to penalize all the men for the oversights and mistakes of a few. But on account of the carelessness of some men taking crossovers, and on the part of others who approach the crossovers at too high rate of speed, a definite mode of procedure is necessary, or we will have a serious accident.

I do not favor an arbitrary stop at such places for that compels a stop if there is a car there or not, and does not protect the crossovers occasionally used. Neither does the arbitrary stop fully protect any crossover. For the man about to take the crossover, may pull across in front of any approaching car, the operator of which might not stop, thereby causing a very serious accident, the man pulling over the crossover having the excuse, "I knew he should have stopped, that is the reason I pulled over."

Same at All Points

As all of our curves are considered non-clearance curves, there is no reason to ask if cars will clear at this or that one.

The rule pertaining to crossovers means all crossovers that a car is about to take, whether it be Main and Market, or at Sixth and Rampart.

In the future the motorman and conductor on the car to take the crossover are to be held equally responsible if an accident occurs. Motormen must not start without bell signal from the conductor. Both men must see that no car is approaching that might hit them. As the crossover car is cutting into the regular flow of traffic, it has no right-of-way whatsoever, and the fact that it is just

(Continued on Page 2, Cols. 1-2)

DIVISION 3 BREAKS 1921 RECORD

COURTESY

By G. B. A.

COURTESY begets courtesy.

A soft word turneth away wrath. A rough word invites trouble.

A cheery smile creates friendship.

A sharp tongue and a sullen expression are seeds from which quarrels grow.

Don't tread on the tail of his coat and he will keep HIS heels off YOUR coat.

10 MILES OF NEW RAIL PURCHASED

The first trainload in a shipment of 2000 tons of steel rail was hauled to Los Angeles from San Pedro a few days ago and has brought joy to the ways and structure department. The new rail is of 116-pound girder type. It was shipped from the big Bethlehem Steel Works and made the trip to the Pacific Coast by steamship.

In a single line the track would measure ten miles. It is to be used for reconstruction work wherever needed. The cost is approximately \$125,000.

You can not do better than your best but you can do a whole lot better than you think is your best.

On Time 27 Years Without Alarm Clock

J. W. McElroy, former motorman of Division One and now one of the information men in the downtown district, has a record for efficiency that few can tie and probably none can better. For 27 years McElroy reported for his early morning run on time and did not use an alarm clock.

A part of the time he lived on West 46th Street, where there was no owl service. He would catch a late car down to the car house and finish out his slumber there before starting on his run. In the latter years he used the owl cars but spurned an alarm clock.

Supt. Dye Wins Flag For War On Accidents

In winning the sixth and concluding safety contest of the 1921-22 season, Division Three brought the percentage of responsibility for accidents lower than the average responsibility of any division in 1921.

The final contest, lasting ten weeks, was probably the most successful in accident prevention and in developing real competitive spirit between trainmen of the five divisions.

Division Three ended with a score of 7.7 per cent responsibility. In the ten weeks Supt. E. R. Dye's men at Avenue 28 and Idell were involved in 518 accidents. Of these only 40 were classed as preventable, so that in 92.3 per cent of the accidents, the other party or parties were primarily responsible.

The final scores are as follows:

Div.	Total Accidents	Classed Preventable	Per Cent Standings
1	457	43	9.4
2	650	53	8.2
3	518	40	7.7
4	372	39	10.5
5	438	42	9.6

The percentage of responsibility for the divisions in 1921 gives some interesting comparisons and is as follows: Div. One, 7.9 per cent; Div. Two, 7.9 per cent; Div. Three, 8.1 per cent; Div. Four, 10.08 per cent; Div. Five, 9.5 per cent.

From March 1 to April 1 last year Division One kept responsibility down to 6.6 per cent and this is the lowest on record. At no time was the mark kept as low as 7.7 per cent for ten weeks.

The championship flag will be presented to Division Three at the May dance in Recreation Hall. This will give Supt. Morrison of Division Five time to write a speech of surrender and Supt. Dye of Three to arrange appropriate words of acceptance.

A Diamond is nothing but a lump of coal that stuck to its job.

THANKS FOR ASSISTANCE

I sincerely thank the Los Angeles Railway and employes for the kindness shown me and for the Association funds received.

Sincerely,
MRS. L. S. RONEY,

CASH AWARDS EACH MONTH PROMISED TRAINMEN

The question has been asked a number of times recently as to what becomes of suggestions sent in by trainmen, and why suggestions, which appeared of great value to the men making the same, are never adopted.

The question of the value of a suggestion and the advisability of its adoption is an open one. Our general claim agent, Mr. McRoberts, impresses upon us the fact that a single negligent act on the part of a trainman might cost anywhere from nothing to a million dollars, and in speaking of the value of a suggestion the same figures might be used. Some of the best suggestions which the company has ever adopted came from trainmen who, being engaged in the active service of operating cars, were much more closely in touch with actual conditions than any official of the company could possibly be.

Some Impractical

Other suggestions which in themselves were of great merit could not be adopted simply because some fact which had not been taken into consideration by the man making the suggestion rendered it impractical.

Some suggestions are made from purely selfish reasons, and, if adopted, would be of no value except to the man making them, as for example: The suggestion of a conductor that the inspection plate lever and crank on all Johnson fare boxes be placed on the opposite or left hand side of the box.

Good for a South Paw

Investigation showed that the man making this suggestion was left-handed, and such a change would undoubtedly, render the box more convenient for his own personal operation.

Other suggestions are made with the idea of improving conditions in one respect only and without taking into consideration the cost or effect on other conditions. One such suggestion was a very earnest plea from a conductor that all tracks be moved

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

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Accident Prevention Is A Citizen's Duty

THE news of Division Three's victory in the sixth and last safety contest of the season, warrants additional comment in the editorial column as it was in several ways the most successful contest held.

One and all, we take our hats off to the trainmen of Division Three for their excellent work. It is human nature for any red-blooded man to do his best to prevent the suffering and sorrow that accompany so many accidents. The men of Division Three added new energy and new brain work to this natural feeling and produced laudable results.

But while Division Three was establishing an enviable record in the closing days of the race, Division Two men were doing some fine work in accident prevention. When two divisions end a contest of ten weeks within one-half of one per cent of each other on the responsibility records, it shows that there is little to pick between them. Division Three men, along with all the others, will give a lusty cheer for the Division Two men who put up such a fine scrap.

The contest seems to have been scored by the fairest method devised. Placing it on a responsibility basis puts the fight on an even basis. Naturally a division with 180 cars will have more accidents than a division with 130 cars because as long as cars are on the streets, autoists will knock off steps and passengers will try to board them on the run. But there is no more reason why a motorman of a division with 180 cars should lapse into carelessness and have an accident in which he is to blame any more than in a division with three or four cars. A man can drown himself in eight feet of water without sailing out to mid ocean.

The increased interest in accident prevention aroused by the contest is probably the biggest benefit to all concerned. If this interest is maintained throughout the summer months, safety records will be kept as bright as they are now or perhaps bettered.

If all there was to accident prevention was just saving a few dollars in claims, then ours would be a sorry lot. Accident prevention means conserving the most precious thing on earth, human life and happiness and this is one of the most important duties of citizenship we have to fulfill.

CROSS-OVERS PLACED UNDER STANDARD RULE

(Continued from Page 1, Col. 1)

starting puts the burden of responsibility on the crew.

Must Give Signal

In all cases where a car is waiting at a crossover, or about to take it, and there is another car approaching on the opposite track, the motorman or conductor of standing car must give the approaching car a signal to proceed without telling that car to come to a stop. The signal may be given from the car or from the ground. Motorman on approaching car must call for signal or clearance. When he receives it he answers with the regular two taps of the gong and proceeds at the speed that governs special work. If he fails to receive signal, he must bring his car to a full stop, with the front of his car even with the rear of the other car. He must then give the regular right of way signal and proceed. The crew on the car about to

take the crossover assumes the responsibility and signals the other car through. The approaching motorman must receive signal for clearance or make a full stop. There is no injustice done to any man in this rule, as a great many have been doing it this way, especially the men on the West Sixth street line at the crossover at Fifth and Central.

Responsibility Set

Every crossover is fully protected by three men, any one of them can prevent a mixup. If this rule is followed as outlined, there is no possibility of an accident and it makes no difference in which direction the car at the crossover might move, or in which direction the other car is passing. Observe the rule, then there will be no excuses and no necessity of investigation. If an accident happens we know three men are to blame.

Mtr. Minghini Back From Wedding Trip

A few days ago, Motorman W. I. Minghini, at Division Two, asked the foreman for a week's leave, which was granted, when W. J. insisted it was a matter of the utmost importance. He said he was to be married to Miss Magdalene Haisch. The happy couple have returned from a short honeymoon at San Diego and the vicinity, and are now at home, to their friends, at 5449 10th Avenue. Congratulations!

Introducing New Men

The following men have been assigned to their divisions during the week ending April 22, 1922:

DIVISION NO. 2
Conductor—H. J. Horstman.

DIVISION NO. 3
Conductors—E. L. Bledsoe, R. S. Hill.

DIVISION NO. 5
Conductor—J. Thomas.

Motormen—F. Lyle, W. A. Price.

BULLETINS

ISSUED APRIL 24, 1922

BULLETIN NO. 63
Notice to Trainmen

Warehouse street, on East 7th street, west of Alameda, is a passenger stop in both directions.

Conductors must call "Warehouse street" when approaching it from either east or west.

BULLETIN NO. 64
Notice to Trainmen

Permission has been granted for the use of toilet in Fire House on Vermont avenue, just south of Fountain on the Temple street line by trainmen.

This permission was secured only with the understanding that there would absolutely be no misconduct on the part of trainmen, and that they would be especially circumspect in their actions in availing themselves of this permission.

R. B. Hill
Supt. of Operation.

Supt. Mann, Div. 2, Congratulates Men Who Won Pennant

Division Two congratulates Division Three on their whirlwind finish of the safety contest, winning it on practically the last day. Division Three, we take off our hats to you because we know that you made a good fight. We set the pace all through the contest and the other divisions will have to admit it was a hard one to beat, but when you came along with a record-beating stretch of no responsibility in nineteen days, and after a lapse of only two days, start right off on another stretch of at least fifteen days—well, it put us out of the race, that's all. The fact that we did not win makes us feel that you were a worthy adversary and deserving of the honor of being first for prevention of accidents.

The boys of Division Three are deserving of great credit, as are those of this division, and all the other divisions, who all made good showings.

To the boys of Division Two I want to say that your record was fine, even if you did lose. You held first place at the end of every week of the contest, excepting only the first, third and last week, when you finished second by small margins. In other words you finished in first place in seven out of the ten weeks of the contest, which is a record to be envied.

Personally, I wish to extend my thanks to every man at Division Two, who did his best in this contest, and I have confidence enough in all of you to believe that this applies to every man at the division.

I thank you.

P. V. MANN, Supt. Div. 2.

Big things are only little things put together.

Fishermen To Seek Trout Opening Day

Monday, May 1st, the 1922 open season for the disciples of Izaak Walton will be in full swing. Many a speckled beauty will take his last bite on the opening day. The West Fork of the San Gabriel is about the best trout stream in Southern California.

Motorman L. K. Plummer, Conductor Wm. O. Butler, and Mot. Wm. Pearson will whip this beautiful mountain stream for three days, commencing at sunrise May 1st, and all expect to get limits each day, as it is one place where a person cannot fish from the seat of a "flivver." The nearest a "lizzie" can get to this stream is 10 miles away, being the top of Mt. Wilson. The party will stay at Boulder Lodge, in the heart of the best fishing grounds.

Have you will power or just wish power?

THIRD POWER STATION TO BE BUILT SOON

Work on the third automatic substation in the program for increased electrical power throughout the system has been ordered. The new station will be located on company property near Melrose and Kingsley Drive and will serve the north-west district.

The building will be constructed so that practically no noise will be heard outside. The building, which was described in Two Bells March 13, will be of artistic Spanish design and the grounds will be grassed.

A 1000 K.W. General Electric converter will be installed.

The building will be finished by July 1, according to present plans, and the installation of the electric equipment will follow. The building, electrical equipment and necessary feeder cable will cost over \$100,000.

The first two automatic substations are now in operation. They are located in the Vernon yards and near Avenue 56 and York Boulevard in the Garvanza district.

Acquire the habit of being careful. It pays.

Y. M. C. A. OFFERS VARIED COURSES

A letter has been received from Roscoe A. Goodcell, educational director of the Los Angeles Y.M.C.A. and formerly a captain of infantry in the Eighth Division, calling attention to sixty courses being taught at the association.

The letter reads in part as follows:

"This is an opportunity to prepare for the advancement that comes with better training. Sixty courses are open to you including: Automobile, accountancy, commercial, commercial art, radio telegraphy, public speaking, welding and brazing, college preparatory, salesmanship, electricity, vulcanizing, Spanish, and fifty others.

"Observation shows that annual income increases practically \$10.00 for every \$1.00 spent on education.

"The service of the Occupational Counselor on problems of your life work is yours for the asking and without price.

"For further information, see, write or telephone (10822) the Registrar, Y.M.C.A. Schools, 607 Y.M.C.A. Building."

Blessed are the men who mind their own business.

For. Condr. H. Dean, Div. 5.

Los Angeles Railway,
Gentlemen:

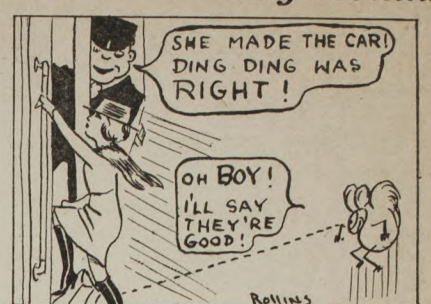
Yesterday, while in Los Angeles, I had occasion to use one of your cars. The conductor on this car was so kind and so considerate in answering questions that I wish to call attention to the fact. He answered my inquiry so quickly and courteously, and directed me just how to go that I noticed him after that, and he helped many people just as he had me. Two of these people I noticed were tourists, and were on the wrong car, and after giving them explicit directions let them off at the next corner.

The number of the conductor referred to herein is 1584.

Very sincerely,
FLORENCE JONES BURRITT,
Box 11, Manhattan Beach.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things

(Hand Picked)

BOUQUETS RECEIVED LAST WEEK
Operator A. B. Colson, Div. 4.
Condr. D. W. Gibbs, Div. 4.

For Condr. S. S. Wollam, Div. 3
For Condr. H. J. Burke, Div. 4

Los Angeles Railway.
Gentlemen:

I want to call your attention to your Conductor No. 1728, on whose car I have ridden two or three times of late. He has an unflinching and uniform habit of courtesy, which stamps him far above the average of public servants, and I shall be glad if any word of commendation on my part may advance him on your honor rolls, as he deserves.

Also wish to commend Mr. H. J. Burke, Conductor No. 724, for courtesy, cheerfulness and efficiency.

Very truly yours,
DR. GUY BOGART,
Executive Secretary,
Longer Life League.

□ □ □

For Condr. C. E. McKean, Div. 1

Los Angeles Railway.
Gentlemen:

Conductor No. 1148 on a Melrose Ave. car at the rush hour on the evening of March 28th, displayed good judgment in his handling of the car and passengers, and kept his temper under provocation, and under circumstances where I would probably have lost mine.

Yours very truly,
A. E. BRUCE,
1204 Pacific Mutual Bldg.

□ □ □

For Mtr. O. J. Lamm, Div. 2

Los Angeles Railway.
Gentlemen:

Today as Grand Avenue car, south-bound about 1 p.m., was traveling at a good rate, there was a Jevne's bread truck with front to the curb and rear far enough to let car pass, but just as we were real close the driver of the truck undertook to back out and did, right to the car tracks, and if the motorman had not been mighty prompt, doing everything possible, there surely would have been a badly splintered truck and a good deal of damage.

As such efficient service by the motorman deserves commendation, I write this note. The motorman's number was 179.

Yours respectfully,
FRED Z. STONE,
4909 1st Avenue.

□ □ □

For Condr. D. M. Wood, Div. 2

(Conductor D. M. Wood, No. 1532, Division 2, commended by Mr. James Devine, 215 No. Malabar Street, Huntington Park. Part of his letter is as follows:

"As I am a house painter by trade and having finished a job, I took with me a roof jack and hung it on the fender on the back end of the car. When I got on the car the conductor said that he was afraid the roof jack would fall off the fender and he opened the window on the back end of the car, reached out and took it off the fender and put it inside. I told the conductor my reason for hanging it on the fender was that I was afraid it might be in the way, and he replied no, it was not in the way.

As he did not want me to lose the roof jack it shows he took an interest in my welfare by his kindly act. As this is appreciated by me, it does me good to speak a good word in his behalf."

"Doctor, I wish you would give me something to help my memory. I forget so easily." "All right. I'll send you a bill every month."—Boston Transcript.

HOME OF FIRST POWER MACHINE TO BE RAZED

AN INTERESTING landmark which has played an important part in the history of street railway operation in Los Angeles is to be torn down. The two-story brick building on the company property at Division One, which housed the first electrical equipment of the street car system, is to be razed so that the space may be used for storage track.

The building is just north of the division car house, located at Sixth and Central and has a tall brick smokestack. Boilers that generated the electricity for pulling the first trolley cars were installed in this building, which was finished in 1891. The railway generated its own power

until 1907, when the Southern California Edison Company developed its electrical facilities to the point where it was able to supply the system. The building has not been in use since 1907.

In the old days, the executive offices of the company were in part of the building.

Placing of additional trackage on which cars may be stored overnight will relieve congestion that has been a problem at the Division One car house for some time. Tracks and switches will be arranged so that cars will pull in and out from Central avenue.

Awards on Ideas Only for Men Under Merit System

(Continued from Page 1, Col. 4)

over to the side of the streets so patrons could board and alight without danger from automobile traffic. Of course, Mr. Collins, supervisor of safety, might approve of this, but when Mr. Harris, chief engineer, began to figure on the cost of moving the tracks he would probably have some objections to make, and then there are also a few truck drivers and delivery men who might object to carrying loads on their backs from their trucks, parked in the center of the street, to the sidewalk.

Looking for Best Ones

However, the management fully realizes that among the mass of suggestions which are in the "nothing" class, the "million-dollar" one is likely to pop up any time, and therefore it is willing to "winnow chaff for the sake of one kernel of grain."

Originally under the Merit System it was decided to encourage the making of suggestions by giving credits for all suggestions received regardless of value, and this would have undoubtedly proven a means of bringing the suggestions in, but unfortunately this plan was spoiled by a few who made it a practice to send in an almost daily suggestion of no value whatever, merely in order to build up a high efficiency rating.

To overcome the above difficulties the General Manager, G. J. Kuhrts, has sanctioned the offering of a cash prize of \$7.50 for the best, and \$5 for the second best and \$2.50 for the third best suggestion turned in, in any one calendar month by a trainman under the Merit System.

This plan will become effective May 1, 1922, so get your heads to working and see if you cannot turn in a suggestion that will win a prize. If you do not win the first time, remember that the months keep coming right along in a steady procession and by keeping your eyes open you will perhaps eventually see something to which you can call attention and which will really be worth while.

Watch Two Bells

All suggestions sent in will be carefully considered by the Operating Department, and the prize winner and his suggestion probably will be announced monthly in "Two Bells."

The company also will reserve the right to print and comment on any suggestion whether it be adopted or not, and whether it wins a prize or not, but in such cases the name of the man making the suggestion will not be printed without his consent.

In sending these suggestions in please keep the following points in mind:

Write your idea out on letter size

paper, which can be obtained from your Division Foreman, but do not think that you need to fill the whole sheet.

Make your suggestion as brief and as much to the point as possible and at the same time bring out your idea clearly.

Make but one suggestion in any one communication, using a separate sheet for each suggestion.

Weigh the recommendation carefully from all sides to determine whether it is practical or not, and do not offer a suggestion from selfish reasons alone, but study the effect it is going to have on all others as well as yourself.

Carefully consider the monetary cost, and do not forget that in making suggestions in regard to schedules, the adding of time, cars, or mileage to schedule costs a great deal of money.

Do not suggest many new rules (for anybody can write rules), but suggestions as to how to secure better observation of an existing rule may win a prize.

Sign your name, cap number and division.

Suggestions as to safety of operation are always in order, and a practical suggestion as to how a trainman may be taught to be always tactful, courteous, and gentlemanly in his dealings with the public, regardless of what the provocation might be, would undoubtedly be a winner.

A Worthy Cause

New ideas in regard to better methods of instruction, or for securing better results under the present methods, would make a hit with Mr. Pierson, the chief instructor. Mr. Plummer, the director of traffic, is continually tearing what little hair he has left in trying to hit on some method of maintaining a more regular service on the lines. A suggestion as to how to keep certain motormen from running ahead of time would certainly appeal to him.

Suggested changes of any kind in equipment must always be considered from the standpoint of cost as well as practicability; and Mr. Hayner, superintendent of employment, would welcome a suggestion as to how he can get the prospective members of his "Rod and Gun Club" all off on the same day.

In addition to the above your attention may be called through Two Bells to certain conditions regarding which suggestions may be invited, and a suggestion which would solve the problem mentioned would undoubtedly receive special recognition.

Now, boys, go to it. Address all communications to Mr. R. B. Hill, superintendent of operation, and rest assured that every suggestion made will be carefully considered and that the winner each month will be decided upon only after such full consideration has been given.

On The Back End

(Contributed)

Anyone in the market could have bought a perfectly good motorman for about 15 cents the other day. Motorman (Hop) Hopkins endeavored to make his relief just one hour ahead of time. When he discovered his error he remarked, "I must be full of hop for sure."

Harry Tupper, of Division Three, received a cute little nursing bottle through the mail and will put it in his hope chest.

A trainman approached me last Wednesday and said he had found a way to stop jaywalking in the business section. I immediately discarded my "home-made" cigarette, stuck a cigar in my "chow-chewer," reminded him that my time was valuable, and begged him to spill it. He did. "An inch and a half pipe should be installed along the outside of the car tracks, stopping forty feet back of the intersections, with holes drilled all along the upper side of the pipe. It should be connected with the water main, thereby sending a spray of water about three feet high." I agreed that it would be quite liquiditious. "At the street crossings," he continued, "when the Acme Signal said 'Stop!', a stream of water should be arranged to shoot across the sidewalk, thereby stopping the pedestrian traffic."

Now isn't that a swell idea? If the storm sewers should become blocked, people would have to go shopping in boats. Bathing suits would replace peek-a-boo waists, fringed, blanket skirts and Bull Durham hose because women will have their way. If the alarm clock in the semaphore box failed to ring, would it not be fun to get a squirt in the ear?

"I believe you have water on the brain," I commented, as I put the cigar back in my pocket and looked around for the cigarette I had tossed away.

"Numbskull!" he shot back and wandered off.

On the Sick List

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

DIVISION NO. 1

Conductors—W. G. Miller, 1161 W. 37th St.; T. Birmingham, 909 E. 9th St.; D. A. Van Dyke, 1537 E. 33rd St.; G. W. Moore, 532 S. Fremont; W. J. Williams, 1663 Fairmont St.; O. Arguello, 3085 Lan Franco; C. A. Phillips, Hillvale Place.

Motorman—W. Herrmann, Box 400, R. No. 9.

DIVISION NO. 2

Conductor—J. Kirkpatrick, 5808 S. Hooper Ave.

Motormen—C. G. Lee, Clark and Chestnut; J. H. Allday, 5848 Denver Ave.; S. P. Jordan, 610 E. 54th St.

DIVISION NO. 3

Conductors—A. P. Keran, 3400 Althea St.; P. H. Powers, 2817 Huron; C. E. Tyndall, 2616 Idell St.; W. W. Wright, 236 E. Ave. 38.

Motorman—O. A. Dunman, 747 Isabella; M. C. Eveland, 123 N. Ave. 29; T. T. Fletcher, 6302 Crescent St.; C. H. Freer, 2739 Pepper Ave.; R. Romani, 440 Avoca.

DIVISION NO. 4

Conductor—F. W. Reynolds, 1420 W. 12th St.; P. Tromblay, 809 W. 12th St.; J. Spadaro, 1048 Byram St.; S. J. Despars, 3511 S. Flower; G. A. Jahn, 1335 Dewey Ave.; C. H. Bateman, 834 West 11th St.; H. E. Earl, 935 West 36th St.

Motorman—M. B. Madden, 1517 West 12th St.

Operator—R. J. Teal, 1110 West Pico.

DIVISION NO. 5

Conductors—W. H. Moore, Inglewood; J. J. Gregory, 7922 S. Vermont Ave.; E. H. Link, 5427 4th Ave.

Looking 'em Over at the Divisions

DIVISION 1

L. F. Carmack

Talk about adventure, read this! Conductor C. D. Burnett was taken ill on duty about a month ago. He was taken to the Golden State Hospital, where he was operated on for appendicitis. Latter part of last week he was discharged from the hospital, and on this same afternoon, Miss Thera Pittman, whom Burnett met two years ago at a party, left home dressed in her best silks, etc. Her mother, Mrs. Pittman, became suspicious and at 9 o'clock, phoned the L. A. High School where Miss Pittman was to graduate this year, asking if her daughter was there. She was not.

Mrs. Pittman then telegraphed Santa Ana not to issue a marriage license to Mr. Burnett and Miss Pittman. Blocked at Santa Ana, Burnett sped on to San Diego, where he and Miss Pittman were married. Hot on the trail came the parents of the bride. When they saw they had lost the race however, all was forgiven and the happy couple went on a short honeymoon, returning to Los Angeles this week.

A pickpocket relieved Burnett of his pass and about \$50. I told him he was getting away to a good start. I extend to you the heartiest of congratulations and best wishes as does all Div. 1 and I and all of the boys see now why those beautiful roses were always in your room at the hospital, as was the candy and the picture of—well it's a beautiful picture, isn't it? I also apologize for taking up so much of your time at the hospital when you had the other visitor. Good luck and good wishes for a long happily married life, Burnett.

Conductor J. A. Cardenas resigned this week on account of ill health. Cardenas has been off sick for the last five months, all of the boys of One are sorry to see you go and wish you success and regained health.

Motorman W. Herrmann's baby daughter died last week. We extend our sympathy to Herrman in his great loss. A beautiful floral piece was sent by the boys of Division One.

Question Ouija board is being asked these days—when is the shake-up?

DIVISION 2

C. L. Christensen

Motorman O. M. Hayward was passing the cigars the other day and when inquiring, how come?, O. M. stuck his thumbs in the arm hole of his vest and said, "I am Grandpapa now. A nine-pound girl was born to Mr. and Mrs. O. D. Cowden, the latter being my daughter." Congratulations, and thanks for the smokes.

L. Schudder, assistant to Mr. Robey, in the mechanical department, has been laid up, for the last few weeks, with a bad case of influenza. At this writing, Mr. Schudder is improving slowly and we hope he will soon be able to be on the job again.

Conductor J. H. Kirkpatrick has just returned to work after several weeks under doctors' care.

Motormen H. Robertson, F. Alverado, and Conductor F. Carlyle have resigned.

Conductor G. L. Rosen, who resigned about eight months ago to go east, has returned to Los Angeles, also to the foot of the extra list at this division. We are glad to have you with us again, G. L.

Motorman E. H. May, who only worked here a short time, has again decided to go back to Division One, where he started.

Conductors H. Nadeau and W. F. Klause are on short leave to rest.

Who's Who



INTRODUCING Joe Spearing, foreman of the carpenter shops at Fifty-fourth and South Park.

Joe has been with the railway since July 5, 1905, and would have been here sooner only the day before was a holiday. He started as a carpenter and has remained in the department, working up to the top position.

In the rebuilding of cars, the carpentry work is an important factor as new sides, floors, and roofs have to be built. Joe has been in charge of this end and it is largely due to his efforts that the reconstruction program has moved with promptness. Cars that have the wood work damaged in accidents go into his department on crutches, come out repaired and strengthened and then go through the paint shop and come out ready to run the gauntlet of trucks and autos again.

Joe is one of the most popular men of the main shops and although he is usually busy enough to make the proverbial one-armed paper hanger look like a loafer, he always has a moment for a friendly word or a little help when needed.

DIVISION 3

H. A. Russell

Bang! Did we win? I'll say we did; and how come? This contest was the contest supreme, luck positively cutting no figure at all. Efficiency was all that counted this time, and of course Division Three was there with the goods. Like all thoroughbreds, we took it easy at the start, and falling into our stride we galloped in at the end, winning by a nose. The race was close and interesting all the time. But it had the inevitable end that we hoped for. All that remains now is for that good old flag to be transferred from the roost of the seagulls and mosquitoes to that section of the city that is bathed in the sweet fragrance of the orange blossom as it is wafted down from the foothills of Altadena. Here the flag will repose in all its grandeur, a symbol of all that goes to make for true efficiency, to be found at all times at Division Three.

The old bird Stork in all his glory, the harbinger of gladness and love, made a visit to the family of Cond. J. C. McKassen on the morning of Friday the 21st and gladdened their hearts with a beautiful baby girl. I believe J. C. said the weight was eight pounds. Any way, it was out of the ordinary. This is the first in the family and of course daddy is all puffed up. We are pleased to report that mother and babe are doing well and also that the brand of cigars supplied was okeh.

We observe by one of our local papers that Division One has a pair of twins. We have 'em also, only ours are more

closely connected being of the Siamese variety, their names being Mot. Charley Aldridge and Cond. Jim Williams. This pair really believe that they are inseparable and they are continually worrying as to who may die first, as each wants to be the hero at the end, both agreeing that there shall be no operation.

Somebody said we won by a half a point, but so far we have not been able to get our peepers on that half pint.

If anyone should be skeptical as to the prosperity that abounds at this division, a glance at the line of new automobiles parked here will be fully convinced, the latest addition being a new 1922 model Gardiner of which Cond. E. J. Reilly is the owner and it's a beauty.

The new Washington schedule, after a week's operation, is working out smoothly, and everybody is satisfied and happy. A new schedule is usually like a new pipe—tastes bad at first but improves with age.

Mot. S. G. Styles has been enjoying the presence of a felon on his finger, and he rises to remark that anyone that says it was not interesting is a felon, that's all.

Bughouse Fable:
Supt. Ernie Dye is not at all pleased that we won the pennant.

Cashier Kelley has traded jobs with Victor McAdams. Kelley will now be relief man. We are glad to have our old friend Mac back with us again, with his "where have you bean?" But at that, we are sorry to lose Kelley, as he was well liked by all for his good fellowship.

Volstead holds no terrors for Extra Men L. J. Jones, E. E. Davidson and F. A. Nordyke, for they tangle with the spirits semi-weekly at a seance in Garvanza.

DIVISION 5

L. V. Burwick

At last it is over and we finished very close to the cellar, but even at that we helped make the contest interesting and made a very good record in accident prevention. The total number of our accidents was kept down nicely and we should be proud of the work we did, even if we did lose the pennant. Congratulations, Division Three. We are proud to surrender the flag to a division which sets such a low mark of responsibility in accidents.

Signs of spring at Division Five:
Ed Link has removed his kid gloves for the season;
C. D. "Dad" Fisher has shed his over-shoes;
I. H. Gilbert has trimmed his beard;
M. B. "Mike" Phelps has discarded his red sweater;
O. S. Nyhart has donned his "see-more" coat.

A two-round boxing match was held in the waiting room last Saturday evening. It being an impromptu "pugilistic combat," the attendance wasn't very great, but the few who witnessed it enjoyed it to the utmost. The two "knights of the padded mittens" were Conductors A. E. Kemp and T. W. Stites. Stites was given the decision by Motorman J. V. Powell, who acted as referee. We would like to see more trainmen interested in boxing, for we may at some later date develop enough talent to issue a challenge to the other divisions.

W. J. Burdick has returned to duty after a leave of thirty days spent in trying to regain his health and wear out his new Ford sedan. The first morning he was due to report for his run he was doing double time toward

DIVISION 4

C. J. Knittle

Dear Scribe Russell—We congratulate you and your division for winning the safety contest. It was a tough race, was it not? But victory is sweet. What do you say? Just think, now you are in our class—two victories apiece.

Conductor T. W. Laughlin is on a thirty-day leave to take his invalid mother to Oakland.

Conductor E. Smith is on a thirty-day leave to visit his folks in Corona.

A sparring match was in progress at Recreation Hall last Wednesday evening. F. A. Bryant, the battling midget, and his mysterious opponent, were training for the fight that winds up the Division Four show. The opponent accidentally gave Bryant one of those gentle taps in the stomach that makes one gasp for breath. Bryant became peeved and thanked him with a crashing left hook to the jaw. The opponent went down for five counts, then came to, and in his anger embossed four teeth marks in the trainer's right leg. (Practice called off until following evening.)

My motorman, E. Reichelt, bought a new cap last Saturday. His extravagance puzzles me. Why, he just bought the last one in 1892.

Conductor W. J. Scanlon is on a ninety-day leave and has left for Salt Lake City. After visiting relatives there he will go to New Orleans and take the boat for New York. Then he will take the train for his home town in upper New York State, where "pop" and "mom" will see that he gets enough to eat, plenty of covers at night, and has a nice vacation. Scanlon has not been home for several years.

The new face in the cash room belongs to the body of Stanley Hart. All hail ye the newly exalted ruler of the jit.

Was watching Janitor "Herb" shine a trainman's shoes the other day. After the usual brushing, rubbing, and art work with the tooth brush, the man stepped down and received a brushing off. "Much obliged," he returned, as he beat it out the door without coming forth with the usual fee. Herb looked after him with an expression of anger and grief. "Has he got a credit account with you, Herb?" I asked. "Nope, Mistah C. J., he didn't hab, but he's shuah done got one now," replied Herb.

the city from Ocean Park, passing through Culver City in a little less than a mile a minute, when the officiating speed cop nabbed him. After donating \$25.00 to assist in paying for the upkeep of the town, he drove the rest of the way to the barn in low gear.

Motormen F. A. Stroud and J. R. Mahaffey, and Conductor L. A. Wade have left the service to accept other employment.

Motorman E. Gillen, who had the misfortune of stepping on a nail nearly a month ago, is able to return to train service.

G. L. Kramer expects to leave within a few days for a trip east to visit his parents.

Motormen C. S. Dakin and H. E. Brown have taken short leaves to attend to some personal business.

P.S.: Supt. Morrison has just discovered that we will be able to keep the Premier Safety Pennant until May 27th, when it will be presented to Supt. Dye of Division Three. In the meantime Mr. Morrison is preparing a speech of presentation to be given on the eve of the departure of the flag from this division.