



Divisions to Have Safety Captains

CARS TO MOVE ON SIGNAL AT CURVES DOWNTOWN

Steps toward improvement of traffic conditions, which are expected to facilitate street car movement, were taken by the city council last Tuesday when it adopted part of a program presented by the Greater Los Angeles Traffic Commission.

The item of particular interest to street car men, is that cars at the downtown curves must proceed with the traffic signal, instead of against it as at present. Adequate notice will be given when the date for this change is decided upon.

The present system of making turns against the traffic signal was instituted several years ago by the police department to prevent squeezing automobiles in the narrow curves. There has always been more or less confusion, especially with autoists not familiar with the custom. Tests have been made at various downtown corners where cars have moved with the traffic signals and the satisfactory results have been responsible for the action by the council. At present right hand turns at Second and Ninth on Spring are made with the signal and all other turns against it.

The council also authorized an ordinance compelling pedestrians to move with the traffic signals at downtown corners and making it a punishable offense to dodge through traffic when the "Stop" sign is displayed.

Another step, important to street car service, is the prohibiting of second line parking. The curbs will be marked with alternate spaces for delivery trucks and passenger cars. Stopping an auto anywhere than against the curb, unless halted by a blockade or by traffic signal, will be cause for arrest.

LARGELY A MATTER OF WEIGHT

"Well, Sandy," said the laird, "you are getting very bent. Why don't you stand up straight like me, man?"
 "Eh, man, do ye see that field o' corn over there?"
 "I do," returned the laird.
 "A' well, ye'll notice that the full heads hang down, an' the empty ones stand up."



Oh! Say Can You Sing?

*Oh, say, can you sing from the start to the end,
 What so proudly you stand for when orchestras play it
 When the whole congregation, in voices that blend,
 Strike up the grand tune and then torture and slay it?
 How valiant they shout when they're first starting out,
 But "the dawn's early light" finds them floundering about.
 'Tis the "Star-Spangled Banner" they're trying to sing,
 But they don't know the words of the precious brave thing.*

*Hark, the "twilight's last gleaming" have some of them stopped?
 But the valiant survivors press forward serenely
 To "the ramparts we watched," when some others are dropped
 And the loss of the leaders is manifested keenly.
 Then "the rocket's red glare" gives the bravest a scare,
 And there are few left to face "the bombs bursting in air,"
 'Tis a thin line of heroes that manage to save
 The last of the verse and "the home of the brave."*

—THE BUZZ SAW.

A bath a day will help keep the doctor away.

Supervisors Resume Class Instruction

Regular class instruction for supervisors was resumed last Thursday when Louis Recappe gave a talk on schedules. The meetings are to be conducted daily until all supervisors have been reached.

Hereafter it is planned to have an instruction meeting once a month to keep the traffic men thoroughly informed on all phases of their work.

Accidents In Class 1 Kill Div. 5 Lead

Three accidents in Class One on October 15th lost the safety contest lead for Division Five, and Division Four grabbed first place and was holding it at the mid week. Of the three Class One accidents, two were caused by motormen pulling past a standing object too close to the track.

A little more than a week remains of the first contest and a lively finish is expected, as the divisions are closely bunched and making an interesting race.

The standings when *Two Bells* went to press were:

Division 4	137.55
Division 5	163.38
Division 2	169.90
Division 3	171.23
Division 1	176.45

More Supervisors And Loaders Used

The supervisors staff has been strengthened by the addition of five men who will work through the heavy winter traffic period. Supervisor J. A. Ormby, former motorman of Division One, will go on traffic work Monday and four extra supervisors will work between 10 A. M. and 8 P. M. daily. Two additional men will be in District One, and two in District Two.

Arrangements have been made also for additional loaders. East and west traffic at Seventh and Broadway has been helped by loaders from 3 to 6 P. M., and this starting time will be moved up to noon. A loader will be stationed at Seventh and Grand between 4 and 6 P. M. to help west bound cars. Twelfth and Main south bound cars will have a loader from 4 to 6 P. M.

PRAISES ASSOCIATION

L. A. Railway Co-operative Association.

Gentlemen:

I wish to thank the Los Angeles Railway, and the Association, for their kindness and liberal help during my husband's sickness and death. May God bless all the donors and their families, is my best wish, and that I always can hold them as among my truest and best friends.

Respectfully,

MRS. McMAHON.

(Conductor T. D. McMahon, Division 2, passed away September 1.)

PRIZE SERVICE IDEA TO BE PUT INTO EFFECT

As the result of a prize-winning suggestion submitted by Motorman L. W. Merskoetter of Division Two in the September contest for service ideas, safety committees will be formed among trainmen of each division to advance the work of safety first on the cars. The suggestion wins the first prize of \$7.50 for the month and immediate steps will be taken towards the organization of committees. The men will act as safety captains to lead the work of accident prevention.

A somewhat similar plan was tried in 1920 when the safety bureau was started, but the arrangement was somewhat unwieldy and was discontinued. It is believed a satisfactory way of handling this matter has been arranged and details will be announced shortly.

Second prize money of \$5 was awarded to Motorman L. E. Wall for a suggestion regarding the downtown traffic semaphores. Some checking will be necessary to determine the possibilities of the plan, but it has likely earmarks.

Third prize of \$2.50 goes to Motorman W. S. Service of Division One, for submitting the suggestion that the running time card be made smaller so they can be carried conveniently in a pass case or some similar small holder that will protect the card and enable a man to handle it easily.

Inglewood Track Will Be Paved

The track department started work last Thursday on Market street, Inglewood. Between Pimiento street and Redondo Boulevard, the track will be lowered to conform with the new grade of the street and reconstructed and paved. Seventy-two pound rail will be used.

The work of ballasting and paving the tracks on Whittier boulevard is well under way. The tracks were recently moved to the center of the street. The work extends from Indiana street to the private right of way at the cemeteries.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Instructors:- Help Your Men

THE PLAN of the instruction department to cease training new men December 15 and give a maximum of men and cars in passenger service during the Christmas rush, is necessitating extra work. Many men are breaking in at present and a large number of line instructors are being used. Some men who have not had students before are having a chance to show their ability in this line.

A line instructor with a student has a special duty to perform. In addition to instructing him in the various details of work, the line instructor is expected to give the new man the Los Angeles Railway spirit.

Make him the kind of man you would like to have working with you. This requires work, pep and patience. You appreciated all the help you could get when you were breaking in. Give the new man all the help you can.

Service Ideas Valuable

THE MONTHLY contest in which cash prizes are awarded to trainmen for suggestions for the improvement of service is producing results that indicate a healthy interest and keen understanding of the needs of the day in street railway operation.

The majority of letters contain good, practical ideas but prizes can not be awarded to all and it is no easy job the judging board tackles every month. This board is composed of executives in the transportation department but frequently the help of the engineering department is necessary.

A suggestion for a different location of the signal light at Hoover and Temple streets was received last month. It is probable that the change will be made sometime in the near future but the idea did not win one of the prizes, because all things considered, the board decided that the three ideas mentioned on page one of this issue were of greater value to the company.

There is a degree of satisfaction to an employe to know that he has submitted an idea of value to the company even if others were of slightly more value or came in earlier in the month and consequently got in the money.

What Is Neatness Worth?

ONE of the trainmen who won a prize for a service improvement suggestion, sent in a second letter concerning personal appearance. Read over his letter and see how it strikes you:

"A first class application of the Merit System, now in force on the Los Angeles Railway, should be in the matter of the personal appearance of trainmen. Greasy, dirty, untidy clothing, unkempt appearance, unshaven faces should receive demerits in the same ratio that merits should be bestowed on men who, by their neat and well groomed appearance elicit favorable comment on the personnel of the trainmen of the Los Angeles Railway."

When we were kids it was necessary for ma to ask pa's co-operation along the lines of discipline to the end that soap and water made regular visits around the back of the neck, and that shoes were shined before starting to Sunday school. As the years rolled by, ma was forced to concede—reluctantly, that we were old enough to attend to such details personally.

Discipline should not be necessary to prevent a return to second childhood in this matter. Any man who has respect for himself will keep himself reasonably washed and shaved. As a financial proposition, a stiff clothes brush and some shoe polish deliver big dividends in preserving necessities of attire.

FOOTBALL LOADS HANDLED QUICKLY

Handling large numbers of high school students in football season is getting to be a fine art with the chief district supervisors. Thirteen hundred Manual Arts students journeyed to Los Angeles High School and were loaded on twelve cars and on their way in 11 minutes. Incidentally this was done on the hoodoo day of Friday the 13th.

On the same day 950 Lincoln High folks were loaded on 10 cars bound for Bovard field in 14 minutes.

Well over a thousand Lincoln students went to Los Angeles High Friday on 11 cars and were handled with equal dispatch.

Accidents are a waste.

DELEGATES BACK FROM CONVENTION

C. M. McRoberts, general claim agent, and B. H. Eaton, engineer of way and structures, have returned from the convention of the American Electric Railway Association in Chicago. George Baker Anderson, manager of transportation, attended the session and is now inspecting street railway systems of leading Eastern cities.

Accident prevention occupied a large share of the program of the claim agents meetings, according to Mr. McRoberts, and many interesting ideas were advanced. Many companies use safety contests and considerable benefit results to the company, the trainmen and the public, delegates reported.

Believe and retrieve.

BULLETINS

Issued October 23, 1922

BULLETIN NO 160
Notice to Conductors

Conductors on line "F" when taking up both portions of coupon tickets, Form No. 4-30, at the same time, will account for the two coupons as one ticket, in making report of tickets collected.

BULLETIN NO. 161
Steam Crossings

At all Steam Railroad or Pacific Electric Air Line Crossings when a flagman is not on duty, crews will operate in strict accordance with the provisions of Rule No. 71 on pages 22 and 23 of the 1922 Operating Rules.

At Steam and Air Line Crossings during the hours when a flagman is on duty, motormen and safety car operators must bring their cars to a full stop, not less than 10 feet before reaching such railroad tracks and clear of all crossing gates; must stand when receiving signal from the flagman; must make observations themselves to the right and left before starting car; and must remain standing until after car has cleared the crossing.

SPECIAL RULES FOR OPERATION AT
MAIN AND JEFFERSON

All northbound cars will make stop for the Air Line Crossing, and upon receiving signal from flagman will proceed as stated above, making no additional stop for the intersection of Main and Jefferson street tracks.

All southbound cars will make stop at switch point, and upon receiving signal from flagman, cars continuing south on Main Street need not make a second stop for the Air Line Crossing, but as car approaches this crossing motorman must be on his feet, note that crossing is clear, and remain standing until car has cleared the crossing.

All cars eastbound will make stop at the point of the electric switch, and cars proceeding east on Jefferson street need not make a second stop for the Air Line tracks, but motorman or operator must on approaching this crossing proceed as indicated in paragraph above.

All westbound cars will make stop for the Air Line crossing, and upon receiving signal from the flagman will proceed, making a second stop opposite the east property line of Main street, and will receive a second signal from the flagman before proceeding over the intersection of Main and Jefferson streets.

BULLETIN NO. 162
Notice to Conductors

Transportation book No. 7039, issued to W. E. Hurst, account Fire Department, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 163
Notice to Conductors

Please cancel that part of Bulletin No. 152, pertaining to lost pass No. 4457, issued to M. F. Hurst, conductor, Division No. 1, as this pass has been found.

BULLETIN NO. 164
Notice to Conductors

The following passes are reported lost: No. 878—Issued to F. Griffith, switch repairer, way and structures department

No. 6211—Issued to E. M. Davis, conductor, Division No. 1.

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

BULLETIN NO. 165
Notice to Conductors

Effective Monday, October 23, in all cases where it is necessary to change fare boxes on account of same being B. O., the conductor will put his closing number on the register card and have same verified by the party delivering to him the new box; this register card to stay with the B. O. fare box.

The new box will be delivered to the conductor with a register card filled out, showing the date and the commencing number of the reading, and this reading must also be verified with the party delivering the box at the time the exchange is made

In all cases of heavy load, where it is possible to do so, the conductor will remove his fare box and deliver same to the mechanic, or other party making the exchange, thereby avoiding the possibility of a mechanic in soiled clothes having to force his way on to a heavily loaded car.

P. B. Hill

Supt. of Operation.

If people who are always knocking would spend the same amount of energy in boosting, they soon wouldn't have anything to kick about.

60 MILES OF TOOTHPICKS USED IN A YEAR

If every person leaving the company restaurant at Division Three had dropped his toothpick at the end of the toothpick dropped by the man ahead of him, the line would have ended last Sunday nine inches beyond the south arch of San Juan Capistrano Mission. This figure is announced by E. B. Carter, manager of the company restaurants, after close analysis of the amount of toothpicks devoured by the average human, research of customs of taking one or more toothpicks per meal and an audit of the number of times toothpicks have been on the menu.

150,000 Meals

To make a long story longer, the restaurant celebrated its first anniversary Sunday, October 15 and in the twelve months approximately 150,000 meals have disappeared across the counter. Ten thousand appetites were satisfied in September and duly accounted for. Taking into consideration the heavier months, particularly December, and allowing for those not counted, 150,000 is a modest figure.

Cleanliness Praised

Two months ago the Board of Health made its regular inspection and commented in the highest terms on the extreme cleanliness of the place. The inspectors were so well impressed that they asked restaurant men in other parts of the city to visit the company eating place and benefit by the example.

On the anniversary day, Motorman W. X. Dickert decorated the restaurant with a cartoon of a happy trainman explaining "I bought the first meal here, one year ago today."

== In Memory ==

(In memory of Mrs. Eva Fauver, who died Oct. 6th, 1922.)

By Frank Feuver

Gone, but not forgotten, dear,
I'll feel your presence ever near,
Cheering me on my lonely way,
I miss you so, but I must stay
And care for our little ones,
Until the Master says, come,
Light of my eyes, pulse of my heart,
God alone knows how hard 'tis to part.
Rest sweetly, sleep my dear,
I'll care for them tenderly, never fear.

Thanks Friends For Their Aid

To my co-workers and brother trainmen:

It is with my heart overflowing with gratitude, that I take this silent way to express to you, my appreciation of your tributes, indicative of your heartfelt sympathy for me in this trying hour.

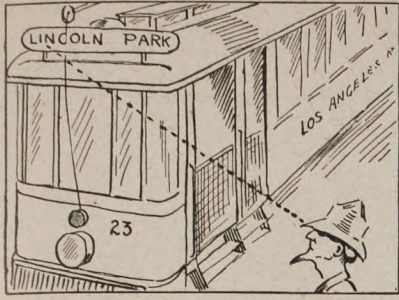
God has seen fit to take my dear wife from me, and He knows best what is in the future for us, therefore we bow our heads in meek submission to His will. I take up my burden cheerfully, fully determined for her dear sake, to care for her babies to the best of my ability, trying to be both father and mother to them in their great loss.

Your manifold kindness will never be forgotten.

FRANK FAUVER.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

For Motorman R. R. Frasier, Division 3 Los Angeles Railway, Gentlemen:

Reporting that Motorman 395, car 657 2 P. M., between 6th and 7th on Broadway, was able to avert an accident by his presence of mind. An automobile swung out of line approaching 7th street, suddenly applying brakes. The motorman brought his car to a stop, avoiding a collision.

A. R. ROSE, 211 North Arcadia.

□ □ □

For Conductor J. H. Deveau, Division 1 Los Angeles Railway, Gentlemen:

Attached hereto you will find car fare paid by No. 1146, Mr. J. H. Deveaux, Division 1, for the undersigned.

All I had when I boarded car at Salt Lake tracks was a five dollar bill. Rather than give me a hat full of tickets, Mr. Deveaux paid my fare, for which I thank him very much.

We need a few more conductors like him.

Yours very truly, J. O. ALSTON, Care Peppers Fruit Company.

□ □ □

For Motorman O. F. Lange, Division 4 Los Angeles Railway, Gentlemen:

I was so struck and pleased with the motorman on car No. 192, West 9th street, this morning, that I determined to write to you and congratulate you on having such a one.

He has a wonderful broad smile for all, one of the smiles that's "worth a million dollars, and does not cost a cent." He did not see me or have any idea that anyone was interested in his words or acts. I went downtown on his car and sat in a front seat, and just happened to get on his car again coming home.

His number is 983. Those men, and you have lots of them, should be appreciated and praised.

Yours very truly, MRS. CHAS. H. SMITH, 850 West 9th St.

□ □ □

For Motorman J. H. Critchett, Division 3 For Motorman J. F. Wright, Division 3 Los Angeles Railway, Gentlemen:

I ride four to six times a day on the West Adams line to Vermont Avenue. I noticed between Hill and Grand Avenue there is a very rough section when going west. Most all motormen seem to drive over that section fast, whether it is for their pleasure to see the people get bounced around or just not thinking. But you have one man who thinks more of your cars, also of the public, as he slows down every time he comes to that section as he would at a crossing. His name I do not know, as I have never spoken to him, but have found out his number—1209.

Also, there is another motorman whose number is 1681, who calls out very distinctly all the streets. This is a wonderful benefit to those in the first half of car.

Sincerely, F. G. PETTINGELL, 1347 West 24th St.

□ □ □

For Motorman R. Long, Division 2 Los Angeles Railway, Gentlemen:

In the past five months I have been a frequent passenger on the Huntington Park car, and owing to the fact that I am a stranger in Los Angeles, I feel that I have been very fortunate in riding on a car on which the motorman calls the streets, which has in many instances been the cause of my alighting at my proper destination.

I trust his efforts are not in vain. His cap number is 167.

Respectfully, MRS. RUBY C. PRYKE, 1020 East Florence Avenue, Cudahy, California.

Remember When Your Number Was Worn On A Tin Plate?



DO YOU remember when a trainman carried his badge number on a tin dinner plate pinned to his coat and his profession as motorman or conductor was displayed in letters embroidered in gold across the front of the cap?

The picture above was taken in the gay days that flourished in 1908 B. V. D. (before Volstead did) as was snapped at Division Three, although some of the men in the group were from other divisions.

Sixth from the left in the top row is Condr. Ira Gott, now temporary instructor. The second man on Ira's left is Mtr. I. R. Bewley, who is still in

service and on Bewley's left is Instructor H. R. Miller, who is at present on sick leave.

Just below Miller is Supervisor C. B. Palchow. The third man from the right of Palchow is Mtr. "Boston" D. E. Greaves.

Seated and adorned in an iron derby is W. S. Weber, then foreman of the division and now in charge of the escrow department of a Pasadena bank. At his right is Mtr. Glen Chapman, who recently married and went on his honeymoon and on Glen's right is another old campaigner, Mtr. M. Wurtz.

Perhaps you can amuse yourself picking out other old-timers.

Melrose Substation Gives "D" Line Better Service

The first improvement of service in the northwest district, made possible by the operation of the new Melrose automatic substation, will go into effect on line "D," West Sixth and S. P. depot, Monday.

By giving Division One four additional cars on this line, the early morning headway will be cut from four minutes to three. Westbound travel on the line is particularly heavy in the morning due to the extensive building in that district and the number of workmen riding the cars. The midday service will be on a six-minute headway instead of six and a half as at present. In the evening rush, the headway is three minutes and there will be no change in this except that the short headway will be maintained a little longer through the rush period.

The new schedule allows 96 minutes for the round trip instead of 87½ as heretofore. This will make the line easier for trainmen and improve service for passengers by reducing the necessity for turnback as a result of traffic delays.

Service in the northwest section has needed improvement for some time and the need has been recognized by officials of the company. It was impossible to improve the service with the available power conditions. Efforts to build a substation were blocked for a time by the fancied objections of a few people. Other citizens of the district urged the city officials to permit the construction and

the request was finally granted. Other lines in the district are to be built up immediately.

L. A. Kaiser Also The "Happiest Man"

It was broadcasted the other day that the Kaiser, the exile of Dorne, had reported he was the happiest man on earth, but at that he didn't have anything on Motorman J. B. Kaiser, of Division Three. John came in with a fine brand of cigars and reported the arrival at his home of a 9-pound bouncing baby boy.

On Monday, the 17th, the old bird stork paid a visit to the French Hospital and donated a beautiful 8-pound baby girl to the family of Conductor C. H. Pendell. The cigars in this case were of A-1 quality. This is the first in the Pendell family.

We are pleased to report babies and mothers doing fine.

For Conductor F. Nelson, Division 5 Los Angeles Railway, Gentlemen:

Having had in mind for quite a while to comment on the lovely and conscientious way your Conductor No. 742 handles his passengers on the Grand Avenue line, I thought I would finally take the opportunity.

It is really a pleasure to ride with him. So courteous, and always willing to help everybody the right way. As I was riding on one of your cars this evening, I noticed a very elderly lady getting off, and even though your car was very crowded, the conductor made his way through the

On The Back End (Contributed)

In the well-known cold, gray dawn, Condr. Roy Dunahoo and Mtr. A. Pfeiffer of Division One sat in a lonely street car at the L. A. High terminal and thought. Next day came two miscellaneous reports. Dunahoo explained how he looked at his watch, read 6:55, and told the clerk he was due out but had no motorman. Pfeiffer explained how he had been asked by a clerk to work as tripper motorman with Roy and how they had started on their way. At the terminal Pfeiffer asked the cashier when the return trip started and then they found that they had romped away just one hour ahead of time—and they thought some more.

Conductor A. G. H. Trager of Division Five has started for a quiet and leisurely campaign and fishing trip through the state. He is pinning his faith to a flivver, so the trip will be leisurely enough, but that quiet stuff sounds all wrong.

De Guire and Stoddart, the famous Owl team of Division 1, have purchased an alarm clock to wake themselves up at the end of the line. After sleeping in for a few nights and causing some of the boys of Division Four to miss-out, they bought the clock. System to you fellows.

October 15 Motorman Seibert of Division Four and a new conductor, took a change-off car to Temple street. Arriving there several minutes before the B O. car was due, they decided to take the straight track at the post office and park. But—wowie—after pulling into the hole they discovered there was no trolley wire overhead, the wire having crossed the westbound track at the switch. The emergency truck was called but did not have enough muscle to pull the car out. They tried to stretch the trolley pole to the wire without any luck. Cussing in undertones failed also. Finally the B. O. car arrived and graciously towed out its rescuer.

Motorman W. X. Dickert of Division Three tried his best to prevent an accident. A black cat stole across the tracks at Lincoln Park. Dickert saw it and gave chase to try and run the bad luck omen back across the street, but the cat outran him and went through the fence. "Dick" came back and said to his conductor, C. C. Beyers, "Well, brother, get your witness cards ready. I couldn't get that black cat back across the street."

Seven minutes later they were distributing witness cards and sizing up the damage to their car and an automobile.

Just to show he is a gent of some snap, Conductor Jimmie Reynolds of Division Three, snapped his finger in play the other day and threw the member out of joint, the result being a week of painful test. Some snap.

crowd, and outside he went to assist her from the steps.

Hoping you will allow this letter to be known to above No. 742, as I am anxious to see that a fellow like that should know that his passengers appreciate his courteous ways, I am,

Yours for cooperation, HENRY I. LOCUS, 923 West 48th Street.

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

L. F. Carmack, Two Bells' scribe for Division One, is rapidly recovering from a recent injury and is expecting to return to work next week.

Condr. L. C. Morton is back from a few months' trip to Idaho, where he spent his time fishing and hunting up in the mountains near Boise. He reports an enjoyable trip and has gained about fifteen pounds while away.

Word has been received from Conductor H. O. Brann, who is now in a sanatorium in Tucson, Arizona. He is improving rapidly and expects to be back on the job before long.

Motorman J. Lalanne, who has been with the company for a number of years, came in last week and resigned. He has established himself a milk route and will devote his time to selling milk in the near future.

Hold 'er boys, she's slipping. Division One seems to have taken a slump in the safety contest. We are on the bottom, it's a fact, but don't expect to stay there long, so hop into her and let's go.

Condr. Golden is back on the job from his honeymoon wearing a smile that won't come off. Keep up the good work, Goldie, you know the first seventy years are always the hardest.

Mot. W. Bridge has purchased a new pair of kicks, and believe me, they are some kicks, costing the said owner about \$12.50. Bridge says he always believes in buying the best, regardless of the cost.

Ask Motorman Boehme if Pico isn't his favorite line and see what he says, especially when he gets out of the barn late and manages to get in on time.

Notice that Condr. White, formerly from Division One, now of Division Three, is dicker to get back to old Division One again. Not a bad division at that, eh White.

The A to Z Cafe, across the street, also known as the P and G, the trainmen's retreat, has again changed hands, including cooks, waiters, etc.

DIVISION 2

C. L. Christensen

John F. Allison, father of Conductor J. C. Allison, is drilling an oil well on their property in Oklahoma, and from all indications, will be a great success. They are at a depth of 2600 feet. A great amount of gas is encountered, which they claim, is an indication of oil very soon. We wish them good luck as a number of Division Two trainmen are interested in the enterprise.

Conductor L. G. Turre is tiring of being in the same company, so he has made arrangements to trade seniority with C. A. Rogers of Division Five. We welcome Mr. Rogers to Division Two.

Motorman W. A. Warner is taking some time off, preparing to become an efficient police officer. Division Two wishes him success.

Motorman E. C. Secrist and Conductor L. F. Crandall, are helping out in the instruction department during the present rush.

Conductor F. Habich reports the arrival of a seven-pound baby girl at his home, October 2. Mother and baby are doing fine. Congratulations.

Motorman R. R. McFall and Conductor J. F. Strickfaden, who resigned a short time ago, are back with us again, saying they are going to stay this time.

Who's Who



HE IS red-headed but you would not know it unless he took his cap off. That is the way Division Two describes Motorman J. A. Bell, meaning that he is quiet and not as quick on the trigger as red-headed men are generally supposed to be.

Motorman Bell is one of those quiet, steady workers, who brings the rays of joy through the gloom of mis-outs, overs, shorts, accidents and the rest of the array known to any street railway office man. He works a regular run on line "S."

It was back in 1907 that he started on the cars as a conductor for the Pacific Electric Railway. He remained with that company ten years when he left to visit his home in Iowa. There he worked for a time as a truck assembler for the International Harvester Company and returned to Los Angeles in 1920, when he entered the service of the Los Angeles Railway.

On the Sick List

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

DIVISION NO. 1

Conductors—C. E. Anderson, 3544½ E. 7th St.; L. F. Carmack, 3003 E. 4th St.; Motorman—G. A. Williams, 448 S Ered St.

DIVISION NO. 2

Conductors—G. W. Pinney, 134 E. 55th St.; J. W. Godel, 608 E. 17th St.; A. M. Ricks, 3744 Maple Ave.; S. F. Sutherland, 853 N. Hicks St.; J. H. Kirkpatrick, 1462 E. 48th St.; E. F. Loyd, 1241 W. 91st St.; F. Fauver, 5125 Wall St.; O. B. Landrum, 988 E. 106th St.; J. A. Mason, 628 E. 51st St.

Motormen—W. H. Gill, 3201 Fletcher Dr.; F. T. Miles, 327 W. 23rd St.

DIVISION NO. 3

Conductors—W. E. Smith, 3231 Granada St.; J. W. Reynolds, 3304 Pepper Ave.; F. C. McKibben, 801 Isabell St.; K. A. Burton, 5922 Pasadena Ave

Motormen—G. Kamrath, 5467 Arroyo Seco; F. Milano, 2812 Jeffries Ave.

DIVISION NO. 4

Conductors—W. R. Greenland, 1155 El Molino St.; F. Arnold, 1406 S. Union Ave.

Motorman—M. F. Lourdou, 967 E. Molino St.

Operators—T. M. Fitzgerald, 1217½ W Pico; J. D. Maynard, 1248 Georgia St.

DIVISION NO. 5

Conductors—F. Nelson, 3766 Maple Ave.; G. C. Cowgen, 2309½ W. 54th St.; G. D. Chick, 833 S. Osage St., Inglewood; W. J. Loudy, 221 E. 52nd St.; H. J. Osborne, 1236 W. 102nd St.; D. E. McLeavy, Wallace and Prairie, Hawthorne.

Motormen—J. A. Gillespie, 712 W. 46th St.; L. O. Larson, 6529 Mineral Ave., Hyde Park; H. A. Reeves, 1763 Middleton Pl.

Decency and cleanliness will always be the first object of a judicious and sensible man.

DIVISION 3

H. A. Russell

Well, we are still holding the position of tail enders in the safety contest. Something seems to have gone wrong. Wonder what it is. Maybe it's the weather. Maybe it's hard luck, but anyway the fact remains that we are in the cellar position, and it will be necessary for us to get a wiggle on if we intend to get out, so get the safety notion in your nut and keep everlastingly at it and see if we can't move up a point or two.

Mot. Gale Hendry, our high faluting top-notch, efficient motorman, has returned to work after a two months' spell of muscular rheumatism. He says that he believes that 509 with 535 and Dan were the cause of it.

Condr. Ira Gott, our double bonus, high efficiency conductor, and Mot. L. D. Messick, have been appointed temporarily on the instruction staff. Conductor W. J. Russell will look after the Co-operative Association work at this division during the absence of Gott.

Our popular supervisor, Ted Harrison, who recently won an I. C. S. course in a popularity contest, will take up an advertising course.

Condr. Bill Bailey, who has been one of our energetic watchmen at this division, has joined the order of Royal Flagmen and can now be found wielding a wicked flag at one of the R.R. crossings.

Mot. L. F. McGinty has resigned and has accepted a position with the Board of Education.

Bughouse Fable—Mot. H. R. Armstrong and his conductor, Harry Haylor, pulled in once on time this year. It can't be did.

Condr. O. G. Johnstone is just tickled pink because he has a different motorman every day. As he says, familiarity breeds contempt.

A card, received from Supt. Dye, who is spending his vacation automobiling in the north, reports that he is thoroughly enjoying the trip.

The fact that Mot. G. Hopkins is going around with a very stiff air these days, does not necessarily prove that he is getting haughty. The said stiffness being caused by several rounds of plaster that he wears to strengthen his back, hurt by lifting a heavy auto off track that disputed the right of way with him.

Supt. Eddie Williams of Division One, paid a short visit Tuesday, and after looking us over, decided that Division Three was just about all O.K., Dan included.

DIVISION 5

A. F. Grant

Motorman H. M. Bush has recovered from his sickness sufficiently to return to his home, No. 828 Larch st., Inglewood, and says he will be glad to have any of the boys call and see him.

Conductor J. B. Barton is on a short vacation to remodel and finish his house, so he and his family will have their own home to live in this winter.

Motorman G. P. King has resigned the service and left for Chicago, Ill., to pay a visit to his father and other relatives, and also to transact some business in that city.

Motorman A. J. Udall has left on his vacation to rest up and recover from ill health.

We made a good start in the safety contest, but have gradually slipped to second place: If you will just keep continually in mind, that there is ab-

DIVISION 4

C. J. Knittle

This week we take pleasure in announcing the entry of Conductor F. U. England to the realm of happiness and rolling pins. The affair will take place on the 28th, and the lucky lady is Miss Mary Euliss of this city. After a brief honeymoon, the newlyweds will settle down at 3435 Merced st., a home which England has taken up under the company's housing plan.

Motorman Radtke is taking a ten-day rest.

And then there's the safety contest—with our crowd in the lead—Oh boy!—how inflated we feel.

The boner that wins the fur lined beeeveeaze was pulled last Saturday afternoon by Conductor David Gibbs. Dave was supposed to make a relief on Garvanza line. About the proper time, he strolled down Pico st. to the relief point (?). First a Moneta car went by, Dave glanced at it absently. A Huntington Park car passed northbound. Dave looked at his watch and told himself his Garvanza was late. A southbound Jefferson car and another northbound Moneta went by. Dave consulted his watch again and opined that the Garvanza line must be tied up. A half hour later he was still waiting for his car. Numerous "J" and "M" cars had passed, when—BING!—Dave woke up. He was standing at Pico and Grand instead of Flower!

Gee, folks, "ye scribe" is hard up for comedy this week. Maybe Kleagle Russell of Division Three will help him out by telling that one about how they were looking for a run over there a few days ago and finally learned that one of their star crews had pulled it out an hour and fifty-three minutes ahead of time.

And now we'll have a little tragedy. Scene: Santa Fe station. West 9th car waiting at terminal. Time: Last Thursday morning. Cast: Motorman Jack Wayne, Conductor A. MacKenzie and male passenger. A friendly little gabfest is taking place. ZIT! SPLATTER! CRASH! A bullet has ruined the mirror and curved glass in end of car. No pedestrians in sight. Motorman Wayne is unnerved. Finishes dav in B. O. condition. Mac asks Wayne for a match. Wayne stops shimmying long enough to answer, "No, I'm not mad." (Next day Mac has extra motorman.)

Introducing New Men

The following men have been assigned to their divisions during the week ending October 14:

DIVISION NO. 1

Motorman—W. O'Hern.

DIVISION NO. 2

Motormen—J. J. Lavery, L. L. Smith, L. C. Anderson, H. J. Hitchman, G. E. Force, C. H. Kellogg.

Conductors—G. H. Bradford, W. T. Haynes.

DIVISION NO. 3

Motorman—C. Englehart

Conductor—G. C. Bidwell.

DIVISION NO. 4

Safety Operators—D. J. Curtin, I. B. Markham, J. L. Sigler.

Motorman—J. F. McCarthy.

DIVISION NO. 5

Conductors—B. E. Harris, R. R. Lawler, J. L. Lattimore, J. Perkins.

olutely no reason why you should have a responsible accident, we will have no trouble in taking first place again.

Conductor A. K. Turner has returned from a quiet and restful vacation with a smile on his face.

Conductor A. G. H. Trager left on his vacation the other day for a trip through the state in his Ford, camping and fishing.