

# TWO BELLS

VOL. III

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No. 45

*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

## "Courtesy Week" April 15 to 21

### DIV. 5 HOLDS SAFETY FLAG FOR SEASON LOW SCORE

Although Division Five lost the March safety contest, Superintendent Morrison's men turned in the best score for accident prevention during the six months from October 1, 1922, to April 1, 1923, and will hold the Premier Safety Division flag during the summer months. The big pennant will be awarded at the next monthly dance.

Division Four took the March contest with a low score of 129.48. Division Two was second with 133.13. Division Five came third with 133.50. Division Three finished fourth, scoring 168.36 and Division One was last with 186.80.

The total scores for the season are as follows:

Division Five .....	1281.31
Division Two .....	1285.31
Division Four .....	1330.64
Division Three .....	1336.76
Division One .....	1361.06

Although the contest features will be suspended during the six summer months when traffic is lighter, the accident statistics will be maintained the same as ever by the safety bureau.

### 480 Fail To Keep Clear Safety Records

A good mark in accident prevention was made during March, according to the Merit System records which show that only 480 men failed to receive the extra credits given for clear safety record. In January 489 missed the extra awards and in February the figure was 482.

Fifty-three men failed to get the extra credits for clear courtesy record in March, as against 45 in February, and 56 in January.

#### —Courtesy on the Cars— CREDIT TO SCHILLING

The armature winder described in last week's Two Bells is the handiwork of Oscar Schilling, foreman of the electrical repair shop at South Park. Mr. Schilling converted the metal lathe into its present style as an armature winder, and it has given very satisfactory service.

### CASH PRIZES OFFERED FOR BEST WAYS TO AID COURTESY ON THE CARS

APRIL 15 to 21 is Courtesy Week.

The Campaign to emphasize the human side of business is sponsored by the Kiwanis clubs of the United States and the Los Angeles Railway will co-operate actively to promote "Courtesy On The Cars."

Courtesy is a mutual thing. The company wants the help of every employe and every passenger to make Courtesy Week successful.

#### PRIZES OFFERED FOR COURTESY IDEAS

To get the best ideas on how "Courtesy On The Cars" can be promoted, Two Bells is offering three cash prizes of \$15, \$10 and \$5.

Write in 50 words, give your ideas for the best means of promoting courtesy on the cars. What should a conductor do? What should a motorman do? What should a passenger do to promote courtesy and good feeling? The best suggestions will win the cash prizes.

#### MUST BE IN BY WEDNESDAY NIGHT

As the winning ideas will be used in the Courtesy Week campaign, all suggestions must be in writing and in the office of Two Bells, room 602 at the main offices by Wednesday at 5 P.M. This means fast work. Get busy with your ideas right away, and send them in.

The suggestions will be judged by George Baker Anderson, manager of transportation; R. B. Hill, superintendent of operation and Burt Rees, librarian.

Further details of the Courtesy Week campaign will be given in next Two Bells. In the meantime, send in your suggestion for greater courtesy at once. If two or more suggestions of equal worth are received, the judges will give preference to the one reaching the office first.

### Library in New Home; Room 307

Establishment of the valuation department on the sixth floor has necessitated a slight change in the office arrangements. The valuation department is using rooms 603-4-5-6. The library has moved from room 503-4 to room 307 on the third floor.

The starting of this important work to establish an accurate valuation of the company property has necessitated the addition of six men in the drafting department, and other field parties are engaged in outside work on the overhead and track.

Courtesy is not listed on the stock exchange, but it is a big dividend payer.

### Revised Book of Rules Ready

Two thousand revised rule books have been printed and sent to divisions. A supply of supplement leaflets containing the corrections of the year will be given the divisions, also, shortly so that by pasting these corrections in the 1922 book, a trainman will have his instructions exactly up to date.

The corrected rule book is called the "1922 Revised" book and not a 1923 book. Copies may be procured at the division offices.

The less a man knows the more he wants to tell it.

Acquire the habit of being careful.

### NEW BUILDING IS ORDERED FOR DIV. 1 OFFICES

A shop order has been signed and bids have been called for the construction of a new administration building at Division One, Sixth Street and Central Avenue.

The proposed building will be immediately north of the present number one car house, and will extend back from the property line on Central Avenue 262 feet. The space used by the present offices and trainmen's waiting room will be utilized in the new building.

The structure will be one story high, built of brick and have steel window sashes. It will be 30 feet, seven inches wide and 262 feet, eight inches long. The trainmen's waiting room will be 149 feet long, but the width will vary on account of the superintendent's office and cash receiver's room being at the front end. Gas steam heaters will be used.

A feature of the building which is of particular interest to trainmen is that the plans call for installation of 380 steel lockers for their use.

#### —Courtesy on the Cars—

### Remove Cement Base In Recreation Hall

Following the removal of the wooden floor and partitions in the Recreation Hall building, work has started on taking out the heavy cement base. This is a job somewhat similar to the one encountered by the engineering department when the old power house at Division One was removed to provide additional storage pits, but it is even more difficult because it will be impossible to blast.

#### —Courtesy on the Cars—

#### HORRORS!

*Here lies the body of Percival Mush,  
His death is too sad for description.  
He was killed by the mob in a terrible  
rush,  
When he carelessly dropped his prescription.*

"Be truthful—we always weaken when we exaggerate."



# Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

*Courtesy is not a fad, or a surface accomplishment to be learned in a school of deportment. It's an indication that you know how to treat your fellowman, and the men who know how to handle men are, in the public industry, even more valuable than the men who know how to handle machines.*

*A laugh, they say, is infectious. So is good nature; so is courtesy. If it helps to smooth the rough places for the people you deal with it also serves to make the going easier for you.*

—B. C. Electric Magazine.

## Courtesy Sets The Grade Of Personal Efficiency

COURTESY is a mark of distinction.

Money does not make a gentleman any more than a gallon of gasoline makes an automobile. Money makes it possible for a man to move in certain circles. Gasoline makes it possible for the automobile to move around outside its usual abiding place.

In addition to the gasoline, an automobile must have many refinements before it can travel to the high places which are desirable. A man must have character to carry him to the high places of esteem of his fellow men.

A passenger may start an unnecessary argument with a trainman and behave himself in such a manner as to demonstrate to other passengers that he has not reached a high point of esteem among those who know him and that he cannot master situations outside the ordinary routine of smooth going. He may show that anything out of the usual order of things upsets his balance.

It is in these situations that the trainman has a chance to show whether he is of the same type as the passenger—loud and unreasonable, or the master of the situation. It is his chance to show that he can meet conditions outside the ordinary.

The foregoing thoughts illustrate one phase of courtesy on the cars, but it certainly is not the intention of the company to have trainmen demonstrating superiority over passengers. That puts courtesy on a one-sided basis whereas the intention is to make courtesy a friendly and mutual thing.

Courtesy by trainmen will develop courtesy among passengers on the whole. That is immediately apparent if you stop to think of the effect you feel when all passengers are cheerful and smiling. You naturally feel cheerful and smiling too.

When you are feeling cheerful work goes easier. Time does not drag so heavily and everything about you looks happier.

\* \* \* \* \*

It is impossible to set forth arguments on courtesy because there is no argument to the subject. If some one tried to set forth arguments in favor of discourtesy you would naturally look and listen for a fast moving wagon with a clatter gong and make your own conclusions about his mental state.

Courtesy is not "the best policy"—it is the ONLY policy.

\* \* \* \* \*

Take hold of the spirit of Courtesy Week, April 15 to 21. Send in suggestions for promoting courtesy and do it at once. Resolve to make more determined effort than ever before to meet passengers with a smile and keep back the curt reply. You will benefit, the passengers will benefit and everybody will feel a little better.

A determined effort is required, so get in training.

—Courtesy on the Cars—

## LINE "1" TERMINAL TO BE CHANGED

Work will start soon on the installation of new track on West First Street between Olive and Hill Streets.

This will provide a new terminal for Line "1." A safety sand pit will be built at the end of the tracks as a safeguard in case a car should get away from control on the steep grade.

If you worry about your work, it will make you less capable.

## 300 Meals a Day at Div. 5 Restaurant

W. C. Morse, new day chef-manager of the company restaurant at Division Five, is hitting a pace of more than 300 meals a day, indicating the popularity of the dining place. Mose has had considerable experience in cooking and attending to the managerial features which mean genuine service with the best of food.

There's a lot of difference between rising to the top and going up in the air.

# BULLETINS

Issued April 9, 1923

BULLETIN NO. 49  
Notice to Trainmen

A supply of cards has been provided at each division for the use of trainmen in reporting cases of automobiles passing standing cars.

These cards will be furnished trainmen upon request. Make all reports of this nature on this form.

BULLETIN NO. 50  
Notice to Trainmen

At all steam or high-speed electric crossings where flagman is stationed, car must not only be stopped before running over the stop plate or under the gates, but must be brought to a stop not farther back than 20 feet from such proper stopping place before calling for signal from flagman.

Flagman will not give signal for car to proceed until stop has been made within the above limits.

BULLETIN NO. 51  
Notice to Trainmen

The following passes are reported lost:  
No. 819, issued to Ricardo L. Bertolacci, Asst. Valuation Engineer.

No. 2815, issued to Isabella Roffee, mother of E. E. Roffee, Clerk, Division Four.

No. 3575, issued to E. D. Avila, conductor, Division One.

No. 4781, issued to S. L. Limes, conductor, Division Five.

No. 5020, issued to S. D. Moody, motorman, Division Four.

If any of the above passes are presented for transportation, take up, collect fare, and send to this office with report.

*P. B. Hill*  
Supt. of Operation.

—Courtesy on the Cars—

## Joe Stork Opens Easter Season in Double Header

Whether we are especially honored by Easter favors or the recipient of a 1923 April fool prank, ye scribe hasn't been able to decide, but the fact remains that bright and early on Easter morning Brother Stork sailed gracefully over the Sea Gull's nest, liked the looks of the place and left a seven and one half pound boy with Conductor R. A. Eisenhart. Returning home in the evening, after looking over all the other divisions, he stopped at Motorman E. U. Butcher and left a six and a half pound boy. Both mothers and boys are doing fine.

And, oh yes, thanks for the cigars, boys.

E. C. T.

—Courtesy on the Cars—

## Pool Tables at All Divisions Repaired

The pool tables of the five divisions have been treated to new covers and new cues have been supplied where necessary. In covering the tables, the best material available was used so it will give a lot of service if treated properly.

The pool tables are supplied for the entertainment of trainmen in their off time. If the tables are treated with right consideration for the interests of all trainmen, all will benefit by this improvement.

—Courtesy on the Cars—

"I think it's a perfect shame to let that man take his base when he never even tried to strike at the ball when it was thrown four times. The man before him tried to hit it three times, and they counted him out."  
You're wrong again, Blondy.

If you complain of lack of opportunity, you'll miss what you have.

# SPREAD TIME REDUCED 15 MINUTES

The average spread time of runs under the new schedule which went into effect April 1, is reduced 15 minutes from the average under the old schedules. The average spread time at present is 11 hours and 43 minutes. The average pay time is nine hours and 53 minutes.

These figures were compiled by the schedule department.

The scheduled total mileage is 91,731 miles. Division Three has the highest mark, showing 24,905 miles travelled by cars in a day's work. Division One has the lowest mileage, as heretofore, with 15,056.

The total pay time is 9,343 hours.

The figures on mileage and pay time are based on school day service.

—Courtesy on the Cars—

# Success

*It's doing your job the best you can  
And being just to your fellowman;  
It's making money, but holding friends,  
And staying true to your aims and ends;  
It's figuring how and learning why,  
And looking forward and thinking high,  
And dreaming a little and doing much;  
It's keeping always in closest touch  
With what is finest in word and deed;  
It's being thorough, yet making speed;  
It's daring blithely the field of chance  
While making labor a brave romance;  
It's going onward despite defeat  
And fighting staunchly, but keeping sweet;  
It's being clean and it's playing fair;  
It's laughing lightly at Dame Despair;  
It's looking up at the stars above,  
And drinking deeply of life and love;  
It's struggling on with the will to win,  
But taking loss with a cheerful grin;  
It's sharing sorrow and work, and mirth,  
And making better this good old earth;  
It's serving, striving through strain and stress,  
It's doing your noblest—that's SUCCESS.*

"BILLY" STARLING.

—Courtesy on the Cars—

## CARDS FOR AUTO VIOLATORS READY

A first supply of cards to be used for reporting automobiles passing standing street cars in violation of the city ordinance, has been sent to the divisions. It is impossible to give every trainman a supply to carry with him until more are printed, but those who are particularly interested in this plan will be supplied by the division offices as far as possible.

The use of this form is the outgrowth of the meeting held recently in Recreation Hall, when Capt. James McDowell, head of the traffic squad of the police department, spoke on co-operation between trainmen and police traffic officers.

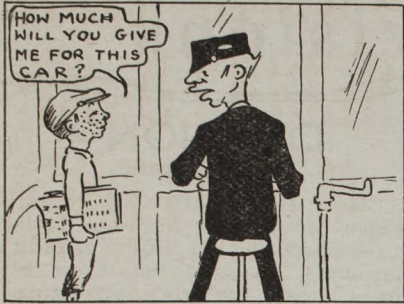
When a card is filled out, it is to be turned in at the division office.

Your success prepares you for a bigger job.



# Conductor Ding and Motorman Ding Ding

By Rollins



## Bouquets And Things (Hand Picked)

For Condr. H. J. McDonald, Div. 5  
Los Angeles Railway.  
Gentlemen:  
A few days ago the writer left a brief case with some papers in it on one of your "U" cars. This case was found by the conductor on the car, H. J. McDonald. It was turned in to your Lost and Found Department and the gentleman there notified me over the telephone, so that I was able to recover the case early the following day.  
I am writing this letter to express my appreciation of the very prompt manner in which the case was returned to me, and the courteous attention I received all along the line.  
Very truly yours,  
WESTERN PRECIPITATION CO.,  
E. L. ELY,  
1016 West 9th St.,  
City.

For Condr. W. E. Gillibrand, Div. 3  
The conductor (528) caught hold of the man who had preceded Mr. Lewis in boarding line "A," northbound at 7th and Hill, and asked him if he had paid his fare.  
Mr. Lewis, being somewhat at a loss as to why the conductor had done this, spoke to him as he was leaving 3rd and Hill. The conductor told him, the man was a pickpocket and that he had seen him about to put his hand into a man's pocket. Being unable to furnish evidence he had used this method of frustrating his plans.  
Mr. Lewis said, the company owes this man some recognition for the way he handled the situation and the gentlemanly way he departed himself.  
I, T. A. LEWIS,  
313 Columbia Bldg.,  
City.

For Condr. V. Impusene, Div. 1  
Los Angeles Railway.  
Gentlemen:  
Just a note to commend one of your conductors.  
I was on the "R" line on 7th Street about four o'clock this afternoon. The weather was extremely cold, it was raining and the car was packed, but the conductor, 124, was so polite and pleasant and "unruffled." I think the incident is worth mentioning.  
Yours sincerely,  
RUTH E. CARSON,  
224 Fairmont Ave.,  
Eagle Rock City, California.

For Mtr. J. T. Phillips, Div. 2  
Los Angeles Railway.  
Gentlemen:  
I am only a tourist here, but please allow me to call attention to an act or two of extreme kindness and graciousness on the part of Motorman No. 813.  
It has been my custom to use a Western Ave. car into the city. Twice my attention has been attracted by his deeds of kindness toward elderly passengers, (once by holding the car for a frail woman to cross the street, at the same time assuring her that there was no cause for needless hurry, once stepping to the ground to pick up a cane dropped from the car by a man whom later I discovered to be very lame), another time inconveniencing himself during waiting time at the end of the line to assist a mother and little ones.  
Yours very truly,  
ALICE M. REILEY,  
Seattle, Washington.

For Condr. H. Hazen, Div. 5  
Los Angeles Railway.  
Gentlemen:  
I take the opportunity to write you that, when wife and I get on the street car or if I am alone, always aim to have exact change in hand and pass inside immediately, and help economize time, etc. On Jan. 2nd I got on Central Ave. car as usual—accidentally and unintentionally I dropped a 10c piece in fare box. Conductor No. 1442 called me back and rectified the mistake. I think he is entitled to a big credit mark.  
Yours respectfully,  
JOHN H. BAKER,  
1225 East 24th St.,  
Los Angeles.

## March Complaints Less Than Same Month in '22

THE month of March produced 196 complaints, which is an increase of eight over February but 24 less than the January total.

It is interesting to note that the complaints last month are fewer than were recorded in March last year when 210 complaints were made. However, March was the highest month of 1922.

Thirty-nine letters of commendation were received last month as compared with 28 of the written bouquets in March last year. Sixty discourtesy complaints were made in March, which

is an increase of five over February and one over January.

Fare and transfer trouble increased eight over February and corresponds with the total increase for the month.

April should show a low number of discourtesy complaints if the trainmen and the general public will grasp the spirit of Courtesy Week, April 15 to 21. This should minimize controversies on the cars and give the smile a right of way over the system.

The detailed complaint summary for February and March is as follows:

Classification	Feb.	March	Loss or Gain
Discourtesy	55	60	+5
Fare and Transfer Trouble	43	51	+8
Starting Too Soon	19	14	-5
Passing Up Passengers	26	21	-5
Carrying Passengers Past Stop	8	14	+6
Dangerous Operation	3	4	+1
Short Change	5	1	-4
Miscellaneous	29	31	+2
	188	196	+8
Commendations	49	39	-10

—Courtesy on the Cars—

## AVERAGE OF ACCIDENT WITNESSES INCREASES

ALL divisions increased the average number of witness cards per accident procured during March, according to a comparative statement of February and March records compiled by the claim department. There were 1886 accidents in March and 7041 cards turned in. This is an average for the system of 3.73 witness cards per accident.

The mark of an average of 4.48 witnesses per accident was set in January by Division One, and is the highest this year, although in March Division One turned in an average of only 3.43 witness cards per accident,

which is the lowest for the five divisions in the month.

The summary for March is as follows:

Div.	Accidents	Cards	Average Cards
1	420	1440	3.43
2	451	1697	3.76
3	397	1498	3.77
4	350	1339	3.83
5	268	1067	3.98
	1886	7041	

—Courtesy on the Cars—

## FOUR-MOTOR CARS IN NEW ORDERS

The 50 new type "H" steel cars, which have been ordered from the St. Louis Car Company, and the 56 cars of the same type which the company will construct in the new mill at South Park, will have four motor equipment. This announcement is of considerable interest to the transportation and engineering departments.

The first of the 50 cars from the east are due to arrive within a month. The air brake and electrical equipment will be installed by the company at the South Park shops, as was done with the cars previously received.

Work is progressing well on construction of the new mill at South Park, where the company will build its own cars.

For Operator S. W. Jeremiah, Div. 4  
Los Angeles Railway Co.  
Gentlemen:

I desire to offer a word of commendation and respectfully request that credit be granted to a young man who was operating Car 1015, (the number of his cap being 3047,) Crown Hill line, last evening.

The writer boarded his car at 1st and Broadway with four cents, and a five-dollar bill. This conductor was unable to make the change readily and very courteously agreed to accept the four cents, for which he gave me a nickel out of his personal change. I dropped the nickel in the receiver, and thanked him for the courtesy.

Kindly hand him the enclosed penny with my compliments.  
Yours truly,

W. H. UNGLES,  
385 Lucas St.,  
Los Angeles.

### NON-SUPPORT

"Yes, Bobby, when you die your body will stay here but your soul will go to Heaven."

"Well then, mother, when I get to Heaven what will I have to button my pants onto?"

## On The Back End (Contributed)

Motorman "Heinie" bid in a nice two-car train run in the shake up, and of course broke in and qualified on same. He was very much impressed by all instructions given trainmen about the operation of the big 1200's, and listened attentively when the senior conductor was ordered to take the first car. When "Heinie" went out to pull out Monday morning, he walked around his train, looked underneath and looked on top, finally he got courage enough up to ask one of the conductors, "Say, which car do I belong on?"

No hopes, "Heinie," no hopes.

Susan shineth shoes and socks, socks and shoes shineth Susan; she ceaseth shining shoes and socks, for socks and shoes shock Susan.

Sir Jarvis Phillips may be the haldest but not the only bald-headed gent in the country, as Motorman Covington, dispenser of that rapid-fire hair restorer, tells us that he has received an order of 200 bottles from Fresno.

Clara—"Have you seen May?"  
Tony—"May who?"  
Clara—"Mayonnaise."  
Tony—"No; she's dressing and won't lettuce."—Exchange.

Motorman Louie Wall, the big boy from Kansas City, Division Four, Seventh and Broadway and other prominent places, was busily engaged in active duty the other day when a man standing behind him asked if he had ever been a policeman. Louie's chest expanded and expanded and expanded—pop! went a vest button.

"Yes, I was a policeman in K. C. for a good many years" he answered, "but how did you guess it?"

"By your big feet," replied the passenger—and Louie's inflated chest went down to nothing in no time.

A West Jefferson conductor, originally from the South, was diligently calling the streets in the fascinating Southern brogue.

"Is de next stop Denker?" asked a colored lady passenger.

"No'mandie," replied the con.  
The colored lady flared up. "Don't you say, 'No Mandy,' to me, you white trash!"

A new man was recently assigned to a run, which was scheduled to go to Division Three on the first trip. He reported at the office for his run, received his transfers, and promptly started for Division Three, where he thought he was to pull car out from. Arriving at his destination he reported to the clerk in charge, who, after considerable explanations promptly put him on a car, which returned him to Division Two, where he had some more explaining to do.



# Looking 'em Over at the Divisions

## DIVISION 1

D. B. Kohl

The boys are all getting settled once more after the big shake-up and some of them are getting acquainted with the new Jeff line. A few of the old "Air-dale" line boys are grieving on account of missing their little senior-ita's, but never mind, boys, there are some good looking ones over on the "J" line because I was over there the other day and know.

Motormen Q. S. Brown and M. M. Spence are sporting around in new Overlands these days, some class to you boys.

Motorman J. E. Finch left for San Francisco this last week, having been called there on account of sickness of his sister.

Conductor E. K. Herbert has returned to duty after being off for about six months on account of his health.

Motorman J. A. Gangnon had the misfortune to bump another machine with his motorcycle while on his way to work the other morning. He escaped injury but his machine looks the worse for wear.

Motorman J. S. Peach has been given a leave of absence for ninety days on account of his health.

Conductor Impusene, who enjoys giving lectures on various things such as running street cars, etc., can now be heard every morning throwing his line out in the lobby, for he has graduated into the daylight class and now has a swing on the famous Jeff line.

## DIVISION 2

C. L. Christensen

The safety contest is over, and while it was in progress, you fought bravely. Division Five would never have brought home the laurels if she had not kept up her fight from the beginning. Now that they have won, we congratulate them on the victory. We have now a period of six months in which there will be no contest, but nevertheless we must constantly be on the alert to prevent accidents and in keeping up the good work by watching your step, and being on the job 100 per cent, Division Two will be able to make as good a record during the "none contest" period as she did while the safety contest was going on.

Now that the big shake up is over, Division Two can no longer boast of being the largest division, as a number of cars as well as trainmen were transferred to Division Three. We are very sorry to see so many good men leave us at once, but we hope that all of them increased their seniority by joining Mr. Dye's clan, and wish everybody happiness in their new surroundings.

Conductor S. K. Fair arrived at the office last Wednesday afternoon with a big smile on his face, and a large box of cigars under his arm, which he excitedly opened with the announcement of the arrival at his home of an eight-pound baby girl. Both mother and baby are doing fine. Division Two congratulates.

Conductor J. Hollingsworth is taking his semi-annually vacation of a months duration for the purpose of resting up to be in good trim for the summer months.

Conductor N. E. Olton, another one of our old timers, has secured 60-days leave of absence on account of ill health.

Motormen L. G. Lowry and C. H. Campbell, both ex-supervisors, have re-

## Who's Who



ON THE East Fourth and Hoover line, where the balmy ocean breezes of the west are carried through the garlic-laden atmosphere of the east, Motorman Warren Moore of Division Five disports daily. At Christmas time he had his picture taken with the other motormen who won extra bonus prizes and carried home one of the welcome extra checks.

Warren made two starts at the street Railway business, first in the fall of 1918 and although he left for a short time, he returned June 30, 1919, and has been right on the job ever since. Prior to entering street car service, he was a driver of heavy trucks, but now he prefers a mount that does not require gear shifting at every corner.

## On the Sick List

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

### DIVISION NO. ONE

Conductors—D. L. Wieland, 262 W. 45th St.; A. C. Stanley, 768 Stanford Ave.; E. B. Jameson, 2704 Michigan Ave.  
Motormen—J. T. Daley, 933 E. 10th St.; L. F. Moore, 653 Central Ave.; G. L. Thompson, 912 Maple Ave.

### DIVISION NO. TWO

Conductors—M. F. Nar, 4721 Wall St.; W. W. Reutter, 261 E. 50th St.; J. S. Phillips, 1336 Lawrence St.; S. F. Sutherland, 853 N. Hicks St.; J. E. Delaney, 453 E. 30th St.; W. S. Culver, R. F. D. No. 1, Box 338, Redondo; C. F. Steinert, 675 E. 53rd St.

Motormen—J. E. Carlson, R. F. D. No. 12, Box 138; L. Neff, 4511 Lincoln Ave.; W. L. Cole, 319 E. 36th St.; H. Smith, 951 E. 52nd St.; J. C. Piester, 5519 Moneta Ave.; L. P. McLaughlin, 1327 E. 42nd St.

### DIVISION NO. THREE

Conductors—W. M. Rogers, Burbank, Cal.; H. A. Beals, Calvary Cemetery; F. E. Clark, 141½ N. Ave. 35; C. E. Cassar, 813 E. Sycamore Ave.; A. F. Eckenwiler, 3304 Granada St.; C. W. Greider, 611 Romulo St.

Motormen—E. M. Eaheart, 2616 Merced St.; L. Gher, 728 Aragon St.; R. Williams, 511 N. Ave. 22; O. A. Dunman, 747 Isabel St.; H. C. Trabue, 3410 Merced St.; J. D. Messick, 2608 Jeffries Ave.; F. O. Heebing, 123 W. Burchett St.; R. McCartney, 138 S. Olive St.

### DIVISION NO. FOUR

Conductor F. D. Ware, 1139 W. 7th St.  
Motormen—E. F. Irish, 5451 Whittier Blvd.; W. Brotherton, 1142 Mariposa; T. L. Roberts, 1437 W. 12th St.; M. Zoll, 1343 W. 59th St.

Operators—J. McGregor, 510½ E. 5th St.; J. H. McClintock, 2030 Cambridge St.

### DIVISION NO. FIVE

Conductors—L. A. Norman, 1360 San Julian St.; H. A. Peyton, 945½ Girard St.; M. D. Smith, 4855 Lincoln Ave.; Inglewood; C. A. Tomkins, 2327 W. 54th St.; J. C. Rainey, 4327 McKinley Ave., Lennox; W. H. Morgan, 5435 4th Ave.  
Motorman H. M. Bush, 828 Larch St., Inglewood.

signed and formed a partnership in the hardwood floor business. We wish you success.

## DIVISION 3

H. A. Russell

The big doings are over, and, as usual Division Three is to the front; we are now the largest division of the bunch. The men that we have received from the other divisions are gradually getting settled. The new schedules seem to be working out smoothly and most of the boys appear to be well pleased with them. The increase of men has made necessary a change in the office force. Extra Clerk H. W. Gilmore getting the night shift, R. W. Reid the early night and H. A. Russell the daylight, and, believe me, this is some busy bunch.

Conductor C. C. Beyers, whom you have all heard as well as seen, grabbed a full run in the shake-up, and that ain't all of it. This young gent of the big voice and peddler of the bull is now preparing for the biggest and most important event of his young and eventful career. He has the ring, the nerve and the girl, and about Saturday, March 21st the wedding bells will ring out and C. C. will become a married man, at least so goes the report. Watch for next issue for full particulars.

Conductor H. C. Hales has joined the ranks of auto bugs. He is now the proud possessor of a 1923 Buick, and, believe me, she is a beauty.

There is a big chance just at present for any of you boys who are working daylight or early nights to make some easy money for your summer vacation by taking out A. M. or P. M. trippers. Now don't all speak at once, but the office force would be glad to hear from you.

The office force tenders their thanks to Miss Tupper, sister of Conductor Harry Tupper, for the annual donation of Pass-over bread.

In the transferring of men from other division, three old timers have come home. Motorman S. A. Johnson of Division Five, Conductor Leonard of Division Two and Conductor Muse of Division Four.

Conductor Jaquish has resigned and is now operating a bread route.

Conductor D. C. Froschaner, who left us a few months ago, has returned satisfied that a job with the L. A. is a pretty good thing after all.

Although it is a standing order that all extra conductors must turn in their Ohmer register key, some seem to have forgotten it. It is absolutely necessary that this be done, otherwise there are not enough keys and it may result in having to hold a car in.

**Honking your horn doesn't help so much as steering wisely.**

*Ever try to crack a smile  
When ye'r feelin' glum?  
Er when ye'r all out o' sorts,  
Jes' to whistle some?  
Ef'y do, just thing y' know  
Y' won't feel so glum,  
Things'll kinder jes' clear up,  
An' the sunshine come.  
Ever try to look content  
When ye'r sky is black?  
Ever try to look for flow'rs  
Growin' long yer track?  
Ef y' do, just thing y' know  
Sky'll jes' git blue,  
An' ye'll see jes' lots o' flow'rs  
Smilin' up at you.*

—Carrie Jacobs Bond.

If you talk much of what you are going to do, you will never do it.

## DIVISION 4

C. J. Knittle

The battle for safety honors having ended in victory for this division brings back the old feeling of faith in our outfit. The past contest was, without a doubt, the most interesting of the six, and after heaving a sigh and mopping a moisty brow, we turn our attention to Division Five and congratulate them sincerely on finishing in lead for the six months' period.

Conductor G. S. Mattern is on a fourteen-day leave to attend to a real estate transaction.

Conductor G. W. Davis is taking a fifteen-day rest.

We used to love Division One like brothers ought to—but whether they like us, we don't know—anyhow they sent us three center entrance cars—and one was No. 76—and if you don't know what "ye scribe" alludes to—come to Temple Street when 76 is shining, or ask a Division one man, he'll probably know.

Motorman R. S. Woodard has been granted a thirty-day leave to settle an estate back east.

Two motormen of several years service met in the trainmen's room last Wednesday for the first time since the shake-up.

"What're you working Fred? East Fourth?" asked one.

"No, I got bumped off," answered the other.

"Working Pico now?"

"No siree, absolutely."

"West First?"

"I should hope to tell you I'm not."

"Say, Fred, I'll betcha six-bits I guess it this time," challenged the inquisitive one. And the other went down with a wild, "Oy Yoy!"

## DIVISION 5

E. C. Tyler

I wish to personally commend each and every trainman of Division Five for their hearty cooperation and the excellent showing they made in the safety contest which just closed. It is regrettable that we did not win but we have the satisfaction of knowing that we ran a good race and lost by only a narrow margin. For the season, Division Five stands in first place, leading by just four points, and that means that we are the Premier Safety Division for the next six months.

SUPT. C. A. MORRISON.

Conductor L. L. Thompson is in receipt of a nice letter of appreciation from a patron, to whom he had occasion to make a small loan of carfare.

Motorman R. O. Farmer has taken a leave of absence and expects to crank the old "Liz" and start for his old home in Kansas.

Divisions Four and Two both deserve congratulations in the last safety contest for the scores show that every effort was made by the men to win. To Division Four when we deliver the pennant, we also send our heartiest congratulations—BUT—please notice the little tag in the corner that says, "In thirty days return to Division Five."

A letter received from Conductor C. W. Bridger, who took a leave of absence to visit his old home in Wayne, Michigan, states that his father passed away on March 7. The boys of Division Five take this opportunity to express their heartfelt sympathy.

A laugh is worth a hundred groans in any market.—Franklin.