

# TWO BELLS

A Herald of Good Cheer and Cooperation Published by and for Employes of the Los Angeles Railway

Edited by J. G. JEFFERY, Director of Public Relations

## DIV. 1 GETS NEW CARS

### HOLD AVERAGE FOR SAFETY IN YOUR FAVOR

By JOHN C. COLLINS  
Supervisor of Safety

In the fight against accidents, the practice of each man doing the things that keeps the average in his favor, greatly lowers the total number of accidents during the month. Knowing the rules and observing them to the best of your ability is keeping the average in your favor.



Before the new system of giving proceed bells was adopted, we very seldom had a day without a boarding moving car accident. Now we are having as many days free from this type of accident, as we are days where in they happen,

though all the men have not been making an effort to observe the rule. From November 18 to December 18, we were having a certain number of traffic accidents every day. The collisions with pedestrians were daily increasing, one day going to the high mark of seven. Motormen did not consider themselves in any way to blame, because the other fellow either backed into the fender or pulled directly in front of the car while driving an auto.

#### Warning Cuts Accidents

The next day after your attention was called to a slower speed across the up town crossings through Two Bells, the traffic accidents were reduced about 90 per cent. That day all the men had the average in their favor. Collisions with pedestrians in Number One zone were reduced 100 per cent for the whole month, December 18 to January 18, there was not one single collision with a pedestrian during the heavy Christmas traffic. There have been four days between December 18 and March 1, when our traffic accidents climbed, but no day where it reached the high mark of the previous month, November 18 to December 18, so keep up this practice of half speed over the up town streets, for it is worth it a thousand times over.

One never meets a man who likes

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

### Stops for Nickel; Goes for Dime

IT IS reported that Motorman Glen Chapman, he of the eagle eye and of Division Three, was meandering along West Eleventh street the other day when he observed an orphan nickel beside the track.

He decided to add it to his collection of strange change and brought the car to an abrupt stop.

A passenger asked, "What's the idea?"

Chappy said, "I saw a nickel."

The passenger said "Here's a dime. I'm in a hurry. Let's go."

### SELECT SERVICE PRIZES ON MAR. 7

A large number of suggestions for the improvement of service were turned in by trainmen during February. A meeting of the transportation department heads will be held next Wednesday, March 7, in the lecture room of the main offices, to pick the winners of the three cash prizes. The meeting will start at 2 P.M., and all trainmen who are interested are invited to attend and listen to the discussion.

The reading and judging of the suggestions usually takes at least two hours, and trainmen are invited to "sit in" at the meeting during whatever time they have available.

### Next Dance to Be Held in New Hall

The last dance in Recreation Hall was marked by a good attendance, a good program and a general good time. Work of converting the hall into Division Four shops will begin immediately.

The entertainment and dance will be held the last Saturday of each month as heretofore. The next dance is scheduled for March 31 in Foresters' Hall, Tenth and Olive streets.

#### WORKS 'PHONE BOARD

Motorman C. E. Hollar, Division One, who is also an extra transfer clerk of the division, is adding to his accomplishments by breaking in on the emergency telephone board.

### Div. 5 Takes Safety Flag For February

By winning the February safety contest with a neat margin, trainmen of Division Five have the honor of setting up a double victory mark for the season of six months.

Six monthly safety contests started October 1 and ended March 31. Division Five took the October contest and in the succeeding months the Premier Safety Division Flag went to Divisions Three, Two and One respectively. Division Five scores two victories in five contests.

Division Four is the only one that has not brought home the bacon for one month. If Divisions One, Two or Three win the final contest this month, they will share honors with Division Five for two victories in the season, but Division Four is out to live down its past and make a strong finish, while Supt. Morrison of Division Five thinks the best way would be to let the flag remain at his shanty.

The March contest will be the most interesting of the series, for on it will depend the abiding place of the championship flag during the six months of summer in which the contest will be discontinued. Accident records will be kept as usual by the Safety Bureau but the contest feature will be dropped for the half year. The division with the best total score for the six months in accident prevention will hold the flag until October 1, next.

The final scores of the February safety contest follow:

Division Five	124.52
Division Two	149.62
Division One	160.36
Division Three	161.46
Division Four	187.22

### Supervisors' Class Studies Schedules

At the weekly meeting of day and night supervisors, held in the lecture room at the main offices last Friday, Louis ReCappe, head of the schedule department, spoke on the fundamentals of schedule making. He discussed the information necessary in preparing a schedule, and the importance of maintaining even headway to meet the demands of travel.

"How's this, waiter? You've charged me two dollars and a half for planked steak!"

"Sorry, sir, but lumber's gone up again."

### LATEST TYPE ADDED TO LINE "S" RUNS

Five of the new steel type "H" cars, which are used in two-car trains, were assigned to Division One last Tuesday and went into service on the San Pedro and Western line.

This action is of considerable interest as it marks the first operation of the newest type cars outside of Division Two runs. The big cars have been kept at Division Two because of its proximity to the main shops and convenience in making any needed adjustments during their first period of operation.

It is intended to put additional new cars on line "S" as fast as they are equipped and turned out of the shops ready for service.

Space for the new cars is made available by the completion of the open tracks and pits adjoining carhouse No. 2. This space will be used largely for the daytime storage of cars which belong to a foreign division but stay at Division One during the mid-day and then pull out again for the evening rush travel. This arrangement provides space for the new steel cars in the main carhouse.

### Line S is Given 3 Morning Trains

Two-car train service was added to the morning schedule of line S last Tuesday. Six trains had been in operation during the evening rush travel previously and the addition of three trains to the morning cars was a considerable help in serving passengers.

### Jefferson Track Section Repaired

The track department is repairing the Jefferson line between University and Vermont avenues. Some new ties are being installed, and the ballast is being supplied where it is needed to give a smooth road bed.



# Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

## Easy When We All Help

**M**ARKED improvement in service at all divisions has resulted from the procedure governing miss-outs and sick leave, as given in bulletin 24, which was issued recently.

Every division is getting out practically all its cars every day. The division offices have information as to what men will be available for service and what men will not be on hand. This is making it possible for the divisions to handle requests for leave with a degree of certainty which formerly was impossible.

The importance of getting out all runs at a division can only be realized when one stops to think of the number of people who use any one car during the day, or during one of the rush periods. Failure of one crew inconveniences hundreds of passengers.

Few penalties have been assessed for violation of bulletin 24 at the same time service has been greatly improved. This indicates that it was only carelessness that was interfering with efficiency in this respect. This carelessness has been reduced to a minimum, and men who do their work regularly and faithfully see the advantage.

Without hardship to anyone, but merely by an increase in personal efficiency all down the line, a situation which caused inconvenience to all largely, has been remedied and has resulted in the benefit to all employes and the general public.

## Cooperation of Crews

**I**T IS of great importance for the conductor, as well as the motorman, to be alert and to make an effort at all times to know what is going on in the front end of the car, as well as in the rear.

Recently a crew had an accident. Both members turned in their reports. The motorman's report was complete in every detail, together with the names of five witnesses which he had obtained. The conductor stated he did not know about the accident and therefore had not obtained any witnesses. Was it possible that the car collided with an auto, broke the front step, the motorman securing a number of witnesses and the conductor not observing anything unusual going on?

Operating a standard street car is a job for two men and it takes all their time while on duty, to bring it safely to its destination. In many cases the conductor thinks (or acts like he thinks) the whole responsibility lies with the motorman; he gives the signal to go ahead sometimes before the car stops, although there might be a dozen passengers waiting to get on. Giving signals in that manner is not according to the rules, it is unsafe and unfair to your motorman; it puts a greater strain on him when he knows the conductor expects him to do all the watching on the side of the car as well as in front. A motorman always appreciates working with a conductor whose signals he can rely on. So come on, you conductors, be on the job, 100 per cent, help to prevent accidents or after the accidents have happened, secure as many witnesses as possible. It does not matter whether the accident occurred at the front end or rear end of the car, make an attempt to get witnesses.

While we are working for the Los Angeles Railway let us work with body and soul, doing the best in our power.

C. L. CHRISTENSEN.

## SAFETY MEETINGS WILL BE RESUMED

Individual work for the advancement of accident prevention and co-operation with the Claim Department and Safety Bureau, is being followed by members of the various division safety committees appointed recently.

Owing to the press of business following the heavy travel of Christmas and the new year period, the regular meetings have not been kept up. Instead, members of the safety committees have been working with the division superintendents in overcoming dangerous practices and conditions observed on the road.

It is planned to resume the division meetings in the near future with representatives of the main offices attending.

## FIRE CHIEFS TO ADDRESS TRAINMEN

Following up the plan for the most effective co-operation in traffic matters launched when Police Capt. James McDowell spoke to trainmen recently, two meetings will be held next Wednesday at 10 A. M. and 7:30 P. M., when co-operation with the fire department will be the topic. The meetings will be in Recreation Hall.

Chief J. W. Stevens, of San Francisco, representing the national board of fire underwriters, and Chief R. J. Scott, of the Los Angeles fire department, will be the speakers.

All trainmen are expected to attend the meeting most convenient for them. A register of those attending will be kept at the door.

## BULLETINS

Issued February 26, 1923

### BULLETIN NO. 30

Notice to Trainmen

Conductors, Safety Operators and Traffic men must put name and cap or traffic number on all money wrappers turned in and must be careful to show same plainly.

This not only as a means of identification, but also for the protection of the man turning in properly wrapped money.

### BULLETIN NO. 31

Notice to Conductors

Pass No. 3864, issued to H. S. Christianson, Motorman Division No. 1 is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

### BULLETIN NO. 32

Notice to Trainmen

Honor Policemen's new style badges for transportation up to and including No. 1238, instead of No. 1218, as ordered in Bulletin No. 28.

### BULLETIN NO. 33

Notice to Trainmen

Attention to trainmen is called to Bulletin No. 182, of 1922. This Bulletin provides that conductor must not give a signal for motormen to proceed until after the conductor himself has made observation of the steps as regards loading and unloading passengers, and knows from his own observation that it is safe for his car to proceed.

Special check of this matter will be made at once and severe discipline will be administered for failure to observe same.

### BULLETIN NO. 34

Notice to Trainmen

The practice of unhooking fenders and allowing them to drop must be discontinued at once, and especially on cars of the 1200 type.

The fenders are so heavy that damage is invariably done when the fender is allowed to drop. This matter will be checked and responsibility for damage to fender resulting from this practice will meet with discipline.

### BULLETIN NO. 35

Notice to Conductors

Special Delivery Badge No. 26 was stolen on the night of Feb. 22nd. Conductors will be on the watchout for this badge, and if presented for transportation, take up same and return to this office, at the same time obtaining the name and address of the party presenting same.

### BULLETIN NO. 36

Notice to Trainmen

On Wednesday, March 7, meetings will be held at Recreation Hall, at 10 A. M., and 7:30 P. M. These meetings will be addressed by Fire Chief J. W. Stevens, of San Francisco, representing the National Board of Fire Underwriters and Fire Chief R. J. Scott, of Los Angeles, on co-operation between the fire department and the street railway. Every man not on duty at either of the designated periods will be expected to attend. A register will be kept of such men as do attend.

*R. B. Hill*

Supt. of Operation.

## "Andy" Underhill, Horse-Car Days Veteran, is Dead

At the end of his allotted "three score years and ten," A. J. "Andy" Underhill, veteran motorman of Division Two, passed away February 22 and was buried in Inglewood cemetery.

Andy was beloved by all who knew him. He had been at his home the greater part of the past two years.

In 1891 he started as a motorman on the first electric cars. Previously he drove a horse-car on the Vernon line, which ran from Slauson and Central, along Central to Third and up Third to the Plaza.

Through the years, Andy had saved his money and acquired real estate, a little at a time, so that the sunset years of life found him well supplied with this world's goods.

# HIGH RECORD OF CARS IN SERVICE IS SET

The highest number of cars in service in the history of the company was reached last Tuesday when 896 were in operation over the various lines. The highest previous record was established during the Christmas traffic rush last year, when the total reached 883. The number in service will go over 900 this week.

The steady increase in cars in maximum service is made possible by the recent purchase and delivery of new steel cars. The first of these cars arrived shortly before Christmas and the work of installing air brake and electrical equipment started at once in the company's shops. As fast as these cars are being turned out, they are being put into service.

A plan for improvement of morning rush hour service on thirteen lines has been under way in the schedule department and as fast as cars are available, they are put in service. The lines which have had service improved or are to be strengthened immediately are B, D, E, F, H, J, L, M, P, R, S, U, W.

An increase of from four to eight cars per line is being made and this will take in the neighborhood of 50 cars. The plan will give an average reduction of headway of 25 per cent.

## On the Sick List

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

### DIVISION NO. 1

Conductor H. F. Blanton, 740 Crocker St.

Motormen—G. A. Williams, 634 S. Chicago St.; A. E. Bartlett, 3453 Gleason Ave.; F. M. Vaughan, 1116 E. 8th St.; E. Van Fleet, 504 Bonnie Beach.

### DIVISION NO. 2

Conductors—J. E. Grant, 358 W. 73rd St.; F. W. Baker, 1816 E. Vernon; I. F. Graham, 703 E. 51st St.; P. C. Briggs, 623 W. 53rd St.; O. E. Wilson, 1199 E. 62nd St.; W. L. Settles, 1555 W. 46th St.; R. C. McGinn, 4421 Standford Ave.; W. W. Reutter, 261 E. 50th St.; I. B. Markham, 130 E. 27th St.; C. F. Steinert, 675 E. 53rd St.; J. S. Phillips, 1336 Lawrence St.

Motormen—F. Irvine, 227 W. 74th St.; W. L. Cole, 317½ E. 36th St.; J. P. Kennealy, 4823 McKinley Ave.; S. P. Jordan, 200 E. 53rd St.

### DIVISION NO. 3

Conductors—A. F. Eckenwiler, 3304 Granada; L. H. Parker, 3267 Arroyo Seco; J. O. Murch, 3430 Dayton Ave.; C. W. Greider, 611 Romulo St.; A. O. Anderson, 3308 Carlyle St.; N. W. Simmons, 500 W. Ave. 27; A. L. Trout, 290½ W. Ave. 28; G. Wilson, 141 N. Grand Ave.

Motormen—H. O. Boutwell, 1787 Albion St.; L. Gher, 728 Aragon St.; J. C. De-Deck, 2612 Idell St.; C. E. Aldridge, 2640 Maceo St.; R. B. Marquez, 2295 Ave. 17; L. B. Dundas, 617 Tularosa Dr.; A. H. Wheeler, 1211 Isabel St.

### DIVISION NO. 4

Conductors—H. P. Brown, 1307 DeLong St.; L. Hutchinson, 1323A West 12th St.; F. W. Reynolds, 1420 West 12th St.; J. D. Wilson, 1501 S. Hope St.

Motormen—F. A. Barnard, 202 Lake Shore Terrace; F. F. Nunn, F. Kane, F. A. Geel, E. F. Mojonier, F. H. Donovan.

Operators—J. McGregor, 510½ E. 5th St.; J. Stewart, 1807 S. Hoover St.

### DIVISION NO. 5

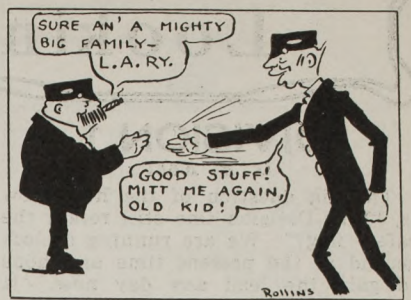
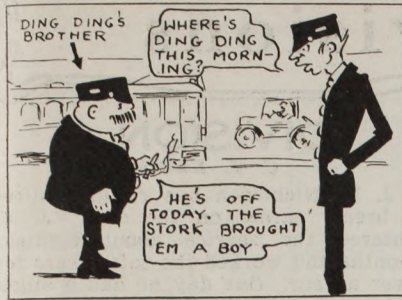
Conductors—W. H. Moore, 5345 First Ave.; A. McCurry, 233 Connecticut Ave.; H. A. Peyton, 945½ Girard St.; J. B. Dunn, 1168 West 36th St.; L. R. Chamberlain, 2319½ W. 54th St.; E. J. Hutchison, 6621 Mineral, Hyde Park; G. J. Cowden, 2309½ West 54th St.

Motormen—I. D. Brown, 1514 West 55th St.; T. O. Gray, 730 Garland Ave.; J. C. McCrosson, 251 South Main St.; M. E. Bowen, 158 East 54th St.; H. H. Yepsen, Lawndale, Cal.



# Conductor Ding and Motorman Ding Ding

By Rollins



## Bouquets And Things

(Hand Picked)

For Mtr. E. Gillen, Div. 5

The motorman seeing that the street was flooding at the regular stop, pulled across the street in order that an elderly gentleman and Mrs. Reed could alight where crossing to the curb was possible, thereby saving them a wait in the rain.

Said that both were highly appreciative and grateful for this act of thoughtfulness and courtesy.

Reported by MRS. A. J. REED,  
242 West 54th Street,  
Los Angeles.

□ □ □

For Condr. W. H. Clemens, Div. 5  
For Condr. A. J. Hathwell, Div. 1  
For Condr. A. A. Deaner, Div. 1

Los Angeles Railway,  
Gentlemen:

Am riding the cars a whole lot during the day and run across all kinds of conductors.

Some are very disagreeable but I can't help but notice that some are the right kind of men for the job. Among these that I have ridden with at different times and wish to mention are: Conductor No. 2302, on the "R" line, No. 2890, on the "U" line and Conductor No. 324 on line "P." These three I have found to be always pleasant and good natured. Always ready to answer all questions that are asked good naturedly, always ready to help people on who need help and observed how quickly they noticed children and were ready to help them. I have heard others on the car speak of these fellows too. I wish there were more like them.

Yours very truly,

A. E. MILLS,  
618 West 4th Street,  
Los Angeles.

□ □ □

For Condr. P. A. Bryan, Div. 3  
For Condr. H. C. Albertson, Div. 3  
For Condr. T. L. Miller, Div. 3

Los Angeles Railway,  
Gentlemen:

I would like to commend Conductor No. 554, who is a perfect gentleman in every way. He is kind and courteous, has a smile for everyone. He realizes that I am lame and that it is hard for me to stand all the way to the end of the line, so when convenient he offers me his seat.

I would like also to call your attention to Conductors No. 472 and No. 1678, for their courtesy and cheerfulness.

Yours for service,  
MISS J. S. BRANCE,  
4813 West 17th Street,  
City.

□ □ □

For Mtr. A. J. Trembly, Div. 4

Los Angeles Railway,  
Gentlemen:

An incident calling for some attention came to my notice Friday morning at 8:55, at the corner of Figueroa and 9th.

West First Street car No. 3, traveling south on Figueroa, at the intersection of 9th came to a stop and a young woman passing over the car track dropped a package containing a few articles that were strewn over the tracks upon the bursting of the paper container, whereupon the motorman in charge of this car took occasion to step from the car, called the young lady's attention to the fact, and assisted her in collecting her belongings, all of this without delay to the traffic.

Yours very truly,

L. B. WEBSTER,  
Care of G. H. Turner Co.,  
6th and San Pedro, City.

## ALL COMPLAINTS DROP IN FEBRUARY SUMMARY

### Commendation Letters Exceed Corresponding Month of Last Year

AT THE first of February we said "watch the complaint department and see if we can equal February of last year."

The complaint summary is not as good as it was in the corresponding month last year, but it is a fairly encouraging report nevertheless—especially after the heavy run of complaints in January.

February produced a total of 188 complaints as against 220 in January. In February last year, there

were 166 complaints, but only 37 of them charged discourtesy. There were 55 discourtesy complaints last month.

The letters of commendation for trainmen are considerably ahead of last year. Last month saw 49 of them as against 31 bouquets for February last year.

The only item showing an increase in February is short change.

The comparative summary for January and February follows:

	Jan.	Feb.	Loss or Gain
Discourtesy	59	55	- 4
Fare and Transfer Trouble	59	43	-16
Passing Up Passengers	16	26	10
Starting Too Soon	19	19	
Carrying Passengers Past Stop	10	8	- 2
Dangerous Operation	3	3	
Short Change	3	5	+ 2
Miscellaneous	51	29	-22
	220	188	-32
Commendations	51	49	- 2

## GIVE STEP WARNING TO ALL INSTEAD OF TO INDIVIDUALS

(Continued from Page 1, Col. 1)

to have an accident, although for some the work is too much for them, because they lack interest enough to study the combinations. This is particularly true of the step accident, the most disagreeable accident to handle in the claim department. We want to reduce this class of accident where people step off the moving car thinking it has stopped. In nearly every case of this nature, the passenger himself, is primarily at fault, though the accident is one easily prevented by the conductor keeping the average in his favor.

### Step Accidents

We had a certain number of step accidents during the last year under the system we now use. That is, the conductor being on guard at the exact time the one person out of the thousands he serves starts to leave the car while it is in motion, and he restrains her by warning or physical force. Conductors do not feel to blame and they are not, for the person should have sense enough to stay on the car until it stops, or leave the moving car at their own risk. But we will say, that we had 2500 accidents of this nature last year under this system. We want to reduce that number this year.

About 85 per cent of the step accidents are to elderly women, or those weighing more than 160 pounds, at a time when there are less than 30 people on the car, and in Number Two zone. This shows the need of being on the alert when in charge of a small load.

### Warn Them All

Now for the system. Let each conductor at the time his load gets down to about 55 start to warn the passengers at regular intervals, "Wait

until the car stops please." Say the same thing and in the same way, not to the people direct who may be about to get off at that particular stop, but a courteous warning with force and feeling enough behind it so that all on the rear end or in the center may hear.

Saying this every few minutes in Number Two zone warns the people at a time when they are able to grasp the meaning. The regularity of warning soon wears such a deep groove in the safety mind of your passengers, that every time they approach a street car stop, the existing danger comes to them, and in a very short time, every car rider in this city will have been warned, leaving them without foundation for their claim, should they disregard the warning. If you do this regularly, we will very materially reduce this type of accident. You would be more alert yourself, and better able to stop some thoughtless person who might disregard your previous warnings.

### Big Saving Possible

The man who says he could not prevent some old lady from stepping off the moving car, has never tried the system, for when he does it regularly, he finds there are very few who attempt the move. This method would be less tiring than being continually on your nerves looking for the particular person out of the thousands you handle, who might take a notion to get off the moving car.

If we could reduce this class of accident 2500, by a systematic warning while you were at work, many people would be saved from injury, and much money saved. Besides, much less ill will with no cost to you or the company. Just glance at what you would

## On The Back End

(Contributed)

Champion checker players, pool sharks and other top notchers will now have to take a back seat, for we now have with us the champion eater. Condr. O. R. Evans is after that title and is in fact, the man who makes the company restaurant pay at Division Five.

The other morning, in order to have strength enough to pull his tripper, Evans had a mere trifle of a dozen scrambled, a double order of ham and three waffles to keep it company.

However, let other contenders be warned, for this was just a light lunch, he had breakfast when he pulled in.

\* \* \*

"Mother, why did you marry father?"

"So you've begun to wonder, too, have you?"

\* \* \*

The Division Three Coue Club begs to introduce a new member, Conductor W. E. Smith, who for three whole days has been muttering to himself: "Every day in every way I am getting worser and worser."

\* \* \*

Distressed Damsel: "Oh, sir, catch that man; he wanted to kiss me."  
Pensive Pedestrian: "That's all right. There'll be another along in a minute."

\* \* \*

The midget conductor of Division Four, "Shorty" Bryant, is back on Temple Street. 'Sfunny how that line seems to captivate a certain group of trainmen. Once a Temple streeteer, always a Temple streeteer. But delving into ancient issue of Two Bells, it will be noted that the only bouquet the midget ever received came from a Temple street patron. May be he had gone back to get another.

\* \* \*

The applicant was very much interested in what the medical examiner called the "expectancy of life."

"Do you think I will live to be 90, doctor?" he asked.

"How old are you now?" asked the doctor.

"Forty-five."

"What is your mode of living?"

"I am single, don't smoke, drink, chew, swear, play cards, or anything like that."

The medical examiner looked him over carefully, then asked:

"Why the dickens do you want to live forty-five years longer?"

save, could you eliminate this type of accident. To blot out 2500 step accidents would save making out 5000 reports. Save securing about 18,500 witnesses. Save making trips to and from the office, which amounts to about 14,000 miles. Save in time, about 640 days.

Safety saves to every one who is willing to pay the price, and this is, working with the average in your favor. Work! Work! Work! THE ESSENCE OF RESPECTABILITY IS, WORK.

Johnny came back from the circus very much excited.

"Oh, mamma," he cried, as soon as he got into the house, "Kate spilt some peanuts, and what do you suppose the elephant did? He picked 'em up with his vacuum cleaner."—EXCHANGE.



# Looking 'em Over at the Divisions

## DIVISION 1

D. B. Kohl

The big question of the hour now is, "Will Division One still retain the safety flag?" We are running a close second at the present time and hope to gain the lead any day now. It would be mighty fine if we could keep the flag for another month, but if we should fall down this time, don't forget that the new race starts on the first day of March, so tighten up on the accidents.

A Chinaman boarded a west bound 9th St. car at 9th and Spring with a Pico transfer, coupon and all. The conductor tried to tell him that he was a square away from the correct transfer point. The more he explained the less the passenger seemed to understand, "Me no sabe, Kingley Dive, yes, no?" These words apparently represented the extent of his knowledge of the English language, so the conductor gave up the task in disgust with a remark to himself concerning the Chink's intelligence, the transfer was accepted. The passengers were quick in hearing and still quicker in understanding as he went forward and told the motorman in a tone of voice that could be heard by all in the front section of the car and in fairly good English, "Your conductee, he no good, he talkee too much, he too muche likee woman, he talke too muche."

Conductor A. W. Greengard is all smiles these days and the reason is as far as we can learn, he got married last week, spending his honeymoon in Catalina. We wish you all kinds of happiness, Greengard, and don't forget the cigars.

Supt. Williams is the owner of a brand new Chevrolet, having purchased same this week. He is quite busy learning the art of dodging the other fellows on the highways.

Motorman C. Coover, who has been off for about sixty days on account of sickness, is returning to work this next week.

## DIVISION 2

C. L. Christensen

The safety contest is still on, but as far as we are concerned (at this writing) it might as well be closed for this month anyhow. We were still in third place Tuesday, so there can not be much hope of us getting any nearer the top. However, we still stand a show to win for the six months' period, but without exception, every one must put all his energy and safety appliances into action, as the other divisions are not far behind us.

It is no trouble at all to hold the cellar position. Any division can do that without trying, but it takes real work, and much watching, to win, and Division Two is after the goal, so it is up to the trainmen to watch every step as they go along, fully determined to win in the six months' contest. Let's go and win we will.

Conductor R. Wilkin of Division Two, is in the habit of taking a little sleep after finishing the first part of his run. Ralph lives about 100 yards from the shops and depends on the twelve-thirty whistle, to wake him. A short time ago he missed relief. However, he showed up in about a half hour, and we do hate to say it, but Ralph was in a very excited state of mind and said something about the engineer in the shops failing to blow his whistle. Perhaps by rights the engineer is the one to whom the ten demerits should have been given.

R. J. Leonard, who transferred from Division Three some time ago, has sent in his resignation. A few

## Who's Who



**MOTORMAN JOHN HOLM** of Division Five rounds out five years' service this spring, having started May 28, 1918. He began at Division Four but moved to Division Five and likes it fine. He works an Eagle Rock and Hawthorne run.

Before coming to the Los Angeles Railway, Holm started from his birthplace, Waterloo, Iowa, and landed in San Francisco. There he was a special policeman, barber and salesman of barber supplies.

years ago he purchased a section of land near Palm Springs and resold part of it recently at a good profit, so R. J. has decided to go farming on the balance. We congratulate you and wish you success.

Conductor E. J. Marceau resigned last week to return to his old home in Kansas, where he informed us, he will have a chance of a lifetime.

Motorman J. Anderson has been assigned to temporary work at the Maintenance of Way Department.

W. McKinney, a former conductor, who resigned about a year ago and in the meantime has been employed by the Pacific Electric, is with us again, this time as motorman. Glad to see you back, Mac.

Conductor S. B. Cullen, who resides in the Eagle Rock district, has traded seniority with J. C. McKasson of Division Three, who lives in Inglewood (a square deal for both.) Good-bye S. B. How do you do, Mac. Welcome to Division Two.

Conductor G. A. Fitzgerald has resigned to accept a position with the Santa Fe Railroad.

## DIVISION 5

E. C. Tyler

I want to congratulate the trainmen of Division Five on the excellent showing they are making in the safety contest. Accidents are not only being kept at a minimum, but also the small percentage of responsibility charged against us, shows that all are trying to put "Safety First." Keep up this good work and we will not only take this contest, but also stand a good chance to keep the pennant all summer.

I have heard "old-timers" say, they can't get lost in Los Angeles, but ask George Williams of Division Four how he happened to get lost on a clear night with a West Eleventh and North Main car at Second and Broadway. He pulled up to Second and Spring and asked the towerman, "how he was going to get to the Plaza." Said he had been following an "M" line car down Broadway and didn't know why

## DIVISION 3

H. A. Russell

Well, I am writing this on the 27th, it looks like the pennant has gone to Division Three, the roost of the Sea Gulls, and we can congratulate them on their victory. It looks like we will have to either bring Allen back here or go on a Sea Gull egg diet, as one or the other is apparently having the right effect. It's too bad we didn't win it this time as we started out pretty, only to fall into a slump that we could not overcome. But are we downhearted, I'll say we're not. We will just keep everlastingly at it until that old flag comes back to Division Three, where it belongs.

This division is still suffering from the present slight flu epidemic, but with the warmer weather we look for a rapid change in conditions and then you boys who have been unable to get off for sometime, will be able to do so and will appreciate the fact all the more, as the receiving of something that is hard to obtain always gives great pleasure.

Hooray! It has arrived and Jarvis is vindicated. No more can they say solid ivory, for ivory groweth nothing. A cute little hair in all its glory has, with almost unbelievable strength and ambition, pushed itself to the surface of what was always supposed to be a solid ivory dome, and if you are a friend of his and will promise not to molest the aforesaid hair, he will allow you one look. But do not attempt to touch it as he guards it as he would his life. All of which is attributed to Covington's Rapid Fire Hair Getter.

Cond. L. E. Kring, who left us some time ago to go into the restaurant business, is back with us again, but this time on the front end.

Our extra register clerk, Cond. E. L. Riley, was off his run for several days on account of a little "flu," but is now back on the job again.

Cond. Harry Beals is still carrying his arm in splints, as a result of an encounter he had with some animated stiffs in the back yard of his residence in Calvary Cemetery, but he expects to be on the job again shortly.

Extra Cond. H. A. Richardson is trying out on the police force. Ex-Motorman Jules Moreno, better known as the athlete, was in to see us. He is now salesman for the Kahn Biscuit Co. and reports business good.

Did you see the cute little sideburns on each side of the pleasant face of Cond P. A. Bryan? They are some humdingers all right.

Harry Travis, he of the great Pacific, says that a sore foot is a great inconvenience, but at that, considering the nifty rah rah suit that he bought with his sick benefits, it was worth while. He says, "boys, just take a look and sign up while the signing is good."

the "dummed" thing turned at First and Broadway. Cheer up, G. W., and change your brand.

F. E. BEVERLY.

Motr. F. C. Haynes is responsible for the following: "A woman on a Ferry car in Brooklyn asked Conductor O'Brien, "If this car stopped at the ferry."

"Well," said O'Brien, "if it don't Mum, you'll get a good ducking."

Motr. G. C. Vaughn has been appointed loader and extra towerman.

Motr. T. O. Gray has been confined to his home for the past two weeks with a sprained back, received in a very peculiar manner. He states that he was working in the yard and sneezed while stooped over, resulting

## DIVISION 4

C. J. Knittle

J. M. Nicholson has resigned after a breezy career on the cars. J. M. entered the service about eighteen months and worked the safety cars for over a year. One day he had a slight argument with a truck driver who consigned him to the regions of eternal heat. Off duty that evening he looked up the driver to make him recall the words, located him and returned with a black eye. A few months later he transferred to the front end of the two-man cars. A month later while working on Temple line on a rainy day, his car skidded from Broadway to Spring St., where it collided with a car waiting there. A few days later he changed over to conductor and had worked the back end up to last Tuesday, when he resigned to become a fountain pen salesman.

Dear Knittle—At the Capt. McDowell meeting, a bird jumped up and handed us a lot of "That's-what-they-do-in-Detroit" stuff. If he don't like the way it's done in L. A., why doesn't he go back to Detroit?

COND. FRANK DEUBER.

Motorman D. W. Heaton and Operator F. Kane are on thirty-day leaves to build up their health.

Oy! Oy! Donner wetter! Look where we are in the safety contest. Fifth place! Then look at Supt. Wimberly. He's lost half his hair and half of what's left has turned gray. Gee, men, let's spruce up a bit and get back up on the fourth floor. Of course, some division must occupy the cellar position, but looking at our dependent super again you certainly all agree, "It must not be this one."

Motorman Bill Sloane walked out of the trainmen's room last Tuesday and bumped into a good friend who touched him for \$2.00. "Really, partner," declared Bill, "I've only got two bits, but if you'll wait here a couple of minutes I'll try to get you it." So he came back and went to Foreman Boyd (forgetting to tie the bull outside) and managed to borrow the \$2.00 from him. If the foreman had any doubts about Bill's honesty it was probably quelled (or was it intensified?) when fifteen minutes later he found a note on his desk, "I O U \$2.00" and signed by Bill's friend.

Operator R. C. Cook has been granted a sixty-day leave to make an auto trip back east.

in the muscles of the back being badly torn. The doctor has promised him that he can return to work in a few days.

Condr. W. A. Bird, extra register man, has just taken unto himself a brand new Chevrolet, and now won't speak to us common mortals any more.

Motr. H. L. Parke, who has been on a leave of absence for thirty days, returned to work this week.

Motr. J. Holm, who has been on the sick list for some time, states that he is about ready to swing a controller once more.

Condr. E. F. Miller and Condr. R. D. Benner, who have been with us for some time, resigned during the past week to take up other positions.

Condr. C. W. Bridger has taken a thirty-day leave of absence and is leaving for his old home in Wayne, Mich., where he has been called because of the serious illness of his father.

Motr. Jack Coward, who is confined to his home at 5439 Victoria Ave. with influenza, would be glad to have any of the boys call.