

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

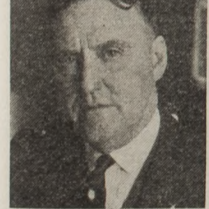
# Fifth Automatic Substation Ordered

## GET WITNESS WHO REALLY WITNESSED ACCIDENT

BY C. M. McROBERTS  
 General Claim Agent

Second only in importance to accident prevention is accident protection, and I am again stressing the importance of securing witnesses in all cases and urging the exercise of care in seeing that the names of witnesses be secured who are in a position to testify to those facts which protect the company from unjust claims.

Without witnesses to corroborate the trainmen's version of an accident, the claim department is placed at a great disadvantage. It matters not how negligent the injured person may be, nor what the trainmen's opinion is of the improbability of a claim being presented—there is just one safe thing to do



and that is, secure witnesses and MORE witnesses.

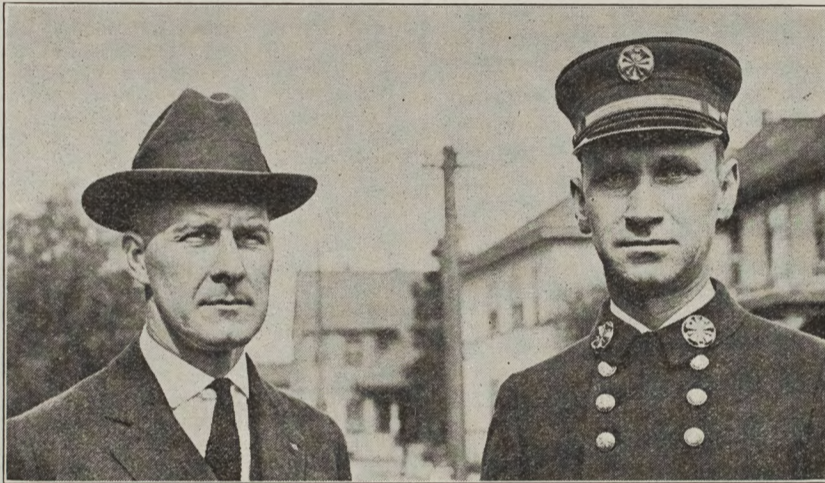
The writer has before him an accident occurring on West Washington Street, where a man attempted to board a moving car and fell. Although there were about 30 passengers on the car, neither the conductor nor motorman secured the names of any witnesses to corroborate their story that the car was in motion when the man attempted to board.

### Duty Disregarded

Recently we had an accident on Western Avenue where a street car collided with a light truck. There should be no legal liability whatever because the truck drove directly in front of the street car, but the motorman secured the names of only two witnesses and the conductor secured none. The two witnesses secured by the motorman did not see the accident, one of the witnesses being in her house near the scene of the accident and coming out after hearing the crash—while the other witness was sitting on the rear of the car and his attention was attracted by the crash. Although there were witnesses on the front of the car who could corroborate the motorman's version of this

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

## Chiefs Ask Aid Fighting And Preventing Fires



Fire Chief J. W. Stevens, of San Francisco (left), and Chief R. J. Scott

SERVING the double purpose of establishing cooperation between trainmen and the fire department and enlisting support in fire prevention work, Fire Chief J. W. Stevens, of San Francisco, and Chief R. J. Scott, of Los Angeles, spoke at two meetings in Recreation Hall last Wednesday.

Chief Scott said that uniformed men in public service have a feeling in common although their work may be somewhat different. He declared that the 850 men of the city fire department will make every effort to minimize the delay caused street cars by hose lines and apparatus at fires and in return asked that trainmen heed the siren of approaching fire trucks immediately and help them get through the congestion. Chief Scott

said that in some cases the department had been delayed 15 minutes in getting to fires due to congestion caused by selfish auto drivers. He asked that the general public, especially persons driving machines, keep away from fires and give the firemen free use of the streets in their work of saving property and lives.

Chief Scott has been in the department 18 years, having worked his way to the top from the ranks of green recruits.

Chief J. W. Stevens devoted his talk to some of the common fire hazards of the home, mentioning particularly cleaning fluids and electric wiring. He demonstrated how easily a wire can start a serious blaze. Chief Stevens

(Continued on Page, 2 Col. 3)

## NEW PLANT TO BE LOCATED ON DIV. 5 GROUND

A fifth automatic power sub-station is to be built on the company property at Division Five, Fifty-fourth street and Second avenue. The order for a 1000 kilowatt converter has been placed with the General Electric Company.

The new station will serve a part of the southwest section of the city.

Plans and specifications are being prepared for the building which will measure 40 by 46 feet and follow modified Doric architecture to conform with Division Five administration building. The building will be brick with plaster exterior.

Like the sub-stations at Garvanza, Melrose and West Adams, the new building will be of noiseproof construction. It will be located immediately south of the division offices.

## Condr. D. W. Wood Is Div. 2 Registrar

Conductor D. M. Wood has been appointed registrar of voters at Division Two, so if you have not yet registered or moved since last registration, hunt up "Dave" or leave your name at the office, and he will hunt you and fix you up. Don't put it off, do it now, as it is very important that every citizen should vote at the coming election.

## SUPERVISORS TO STUDY NEW CARS

What makes the wheels go around on a two-car train will be the subject before the next weekly meeting of supervisors Friday. It is planned that the two meetings of day and night supervisors will be spent on the outside in actual operation and experiments on the latest equipment.

Last Thursday the two meetings were held in the lecture room on the seventh floor. John C. Collins, supervisor of safety, spoke on safety work as it involves supervisors and put over some mighty good points.

The meetings are being held on alternate Thursdays and Fridays.

## SAFETY SERIES NEARING FINISH

With the present safety contest the last of the series for 1922-23 season, and the honor of holding the big Premier Safety Division flag during the summer at stake, the March battle against accidents is developing lively competition.

Figures announced by the safety bureau at the mid-week are:

|                |       |
|----------------|-------|
| Division Three | 21.62 |
| Division Five  | 22.15 |
| Division One   | 22.73 |
| Division Two   | 33.38 |
| Division Four  | 35.54 |

The division with the lowest score for six months will hold the flag dur-

## Start Work on New Division 4 Shops

Preparatory work for the installation of shop tracks and equipment in Recreation Hall Building was started last week. A heavy cement floor is under the wood surface, as the building formerly housed heavy power machinery.

The engineering department is anticipating a tough job in drilling out the cement to make room for pits.

ing the summer months. To date, Division Five has the inside edge but the final month is as yet a mere pup and scores will change as it gets older.

The totals to date are Division Five 1147.81; Division Two, 1152.18; Division Three, 1168.40; Division One, 1174.26; Division Four, 1201.16.

# Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

## The Hardest Customer

PERHAPS a fireman is the last man you would consider as a salesman but the fact that he sells safety and protection of property and lives was brought out in convincing manner by Fire Chief J. W. Stevens, of San Francisco, when he spoke, with Chief Scott, before trainmen last Wednesday.

Chief Stevens demonstrated that a trainman's job is not merely running a street car over a designated route and stopping and starting the car on signals nor does it consist of giving bell signals, collecting fares and issuing transfers. The trainman's job is selling service.

The automobile industry had made long strides and service stations had sprung up on prominent corners throughout the country before executives realized that the job of the boys at those stations was not merely to pour in as much gasoline or oil as an autoist called for, and they called these service station operators, salesmen and taught them how to sell such service as would make customers satisfied and make them come again.

Street car officials have realized for a long time that motormen, conductors and operators are salesmen of service and have exerted many and varied efforts to stimulate the salesmanship idea among trainmen. The idea has taken hold generally but there is much work to be done along this line by officials and trainmen.

The majority of officials of the operating department are men who have risen from the ranks of trainmen. From the ranks of salesmen they have become sales managers, selling not only their own services to the public but selling the service of the organization as a whole.

The first customer a trainman-salesman has to sell is himself. He has to sell himself on his job. In other words he must reach the frame of mind where he will say, "Well, I may not be the general manager of this railway but I am a part of the railway. I'm going to make my part of the railway just as important as I can and I'm going to see that my part is managed in the best possible shape."

When you sell yourself on your own job you have convinced the most stubborn customer. Selling your services to your passengers and selling yourself to the officials by making them realize that they need you in important work, are secondary objectives and come with less effort after you have convinced the first customer.

## Setting A Good Example

THE Taxi Tattler, the official organ of the Yellow Taxicab Company of Los Angeles, gives the following warning to drivers, in conspicuous type. "Street cars have the right of way over all other vehicles at crossings. Give it to them and avoid accidents. Don't take chances."

Every reader realizes that the average taxicab passenger is interested in getting to his destination as quickly as possible. Taxicabs are not used extensively for sight-seeing along Broadway or Spring Street, like some of the privately owned automobiles seem to be when one man at the steering wheel places his convenience ahead of the convenience of 75 or more street car passengers and blocks the car between intersections.

The fact that a taxicab company, whose business it is to transport passengers quickly, recognizes that street car passengers are in a hurry too, and asks its drivers to observe the fair play rule, sets an example for many drivers of privately owned machines.

## WINNERS SELECTED FROM MANY SERVICE SUGGESTIONS

AN EXCEPTIONALLY large number of service suggestions were submitted during February in competition for the monthly prizes of \$7.50, \$5.00 and \$2.50.

First prize was won by Motorman J. F. McCarthy, of Division Five, who submitted the suggestion that a list of the number of dismissals and the causes be posted at all divisions twice monthly. McCarthy said that he believed such a plan would be of value to men in service as it would point out the pitfalls in emphatic manner.

Second prize was awarded Motorman G. H. Slatford, of Division Four, who suggested that cross-over wire be installed above the cross-over just west of Figueroa street on Pico. At present cars have to coast across this track.

Not counting the cars changed off, Slatford estimated that 144 cars use the cross-over in a week. The wire will be installed.

Conductor E. F. Weaver, of Division Two, won third prize with the suggestion that a loader be stationed at Sixth and Vermont in the morning. He pointed out a condition which makes it important to have a loader on duty in the morning as well as the evening and every effort will be made to have a traffic man on duty in the morning rush period.

The service improvement suggestions were considered last Tuesday at a meeting of the division superintendents and transportation department officials.

# BULLETINS

Issued March 12, 1923

BULLETIN NO. 37  
Notice to Conductors

Pass Book No. 8142, issued to H. H. Guyer, a/c Fire Department is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 38  
Notice to Trainmen

Arrangements have been made for toilet privileges in the Glen Airy Garage, at 5053 West Adams Street. This toilet to be available from 6 A. M. until 12 o'clock midnight.

BULLETIN NO. 39  
Notice to Trainmen

Toilet privileges have been obtained in Garage located at 1302 East 38th Street. This toilet is available day or night.

*P. B. Hill*

Supt. of Operation.

## Takes Conductor's Quarter Used To Test Fare Box

A woman boarded Conductor W. G. Figg's car, and being well loaded with parcels, W. G. took the nickel she was holding up and dropped it in the box. Then she stood and looked askance, whereupon W. G. offered her a transfer. "No, no, I want my change," she declared, "I gave you a quarter."

"It was a nickel, madam," answered W. G., "I dropped it in the box."

"I insist, it was a quarter, conductor," she replied, reddening.

"A quarter couldn't pass through those holes," argued W. G., "try it yourself," and he extracted a quarter from his changer. The woman tried it in all the holes and found it wouldn't drop through.

"Well, it won't go through," she agreed, "but I did give you a quarter and I want change for it."

"I am sorry I can't convince you that you are mistaken, madam," apologized the conductor, "but nevertheless I am not going to give you any change."

"Then you don't get this quarter back," answered the woman firmly as she started for the center section—and W. G. sank to his stool with a heavy heart.

## CHIEFS ASK AID TO FIGHT FIRES

(Continued from Page 1, Col. 3)

represents the national board of fire underwriters and is devoting his time and energy to fire prevention work. He paid warm tribute to the fire prevention work done in Los Angeles by Chief Scott and his assistants.

Capt. Earnest Rhoads, who is with Chief Scott in prevention work, made a snappy little talk on, "Using your head" and finished up by telling instructions given by the chief—"Don't recklessly smash doors and windows with your axes. Use your head."

## Third St. Extension Track is Installed

A single track has been laid in the Third Street extension being made from Third and Larchmont along Larchmont to La Brea. The new work has been carried as far as Mulford street and the connecting special work at Third street is installed.

New special work for Seventh St. and Alvarado has been received at the Vernon yards. The crossing on San Fernando road and Santa Fe main line tracks is to be renewed shortly.

# SEATS AT BIG EXPOSITION HELD FOR EMPLOYEES

Four hundred patron's certificates for the *Monroe Doctrine Centennial*, the elaborate historical revue and motion picture exposition, which will open the new coliseum in Exposition Park, July 3, have been reserved by the company and may be purchased by employes.

The exposition promises to be the most pretentious in Los Angeles history. President Harding and a delegation of statesmen have accepted an invitation to attend and participate in the program of the opening night. Industrial and educational exhibits of Southern California, Central and South America will be featured in keeping with the spirit of harmony promoted in the Western hemisphere through Monroe's doctrine, set forth 100 years ago, that America should keep out of the disputes of the old world when they are confined to the old world and that America expects Europe to keep her hands off the affairs of the new world.

### Three-Level Stage

A beautiful motion picture city to house the various exhibits and provide meeting halls, will be erected over 35 acres of the park. A stage 200 by 300 feet, and three levels high, will occupy the center of the stadium. Here the pageants will be presented on an elaborate scale.

Only holders of patron's certificates will be able to attend the opening night when President Harding and the congressional delegation are scheduled to be present. The certificates sell at \$10, and include an admission certificate for the opening night and ten admission tickets good during the remaining five weeks of the exposition.

The company has arranged that the patron's certificates may be purchased through deductions from the pay roll. For employes on semi-monthly pay roll this will be a deduction of \$1.50 each pay day and \$3 for employes on monthly pay roll, until the full amount is paid.

Those who wish to make reservations for the opening night must act promptly, as the coupon below must be handed in to heads of departments by March 27.

Los Angeles Railway,  
You are hereby authorized to

reserve for me  
**PATRON'S CERTIFICATES AT \$10 each, on account of the Monroe Doctrine Centennial opening on July 3, 1923, and to deduct from my pay the sum of \$1.50 each semi-monthly pay day, or \$3.00 each monthly pay day, for each certificate until the full amount is paid.**

Name \_\_\_\_\_  
Division \_\_\_\_\_  
or Dept. \_\_\_\_\_

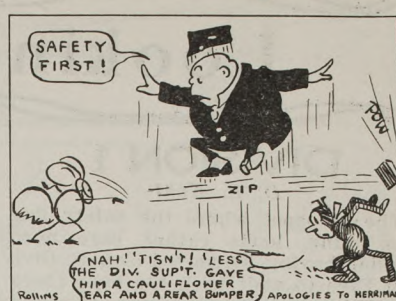
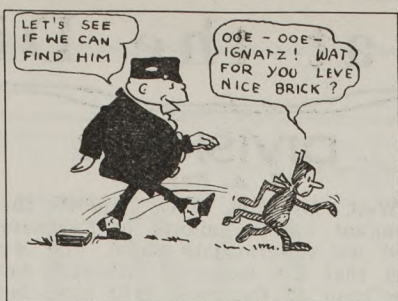
### SERVING EATS

L. H. Carmack, former conductor of Division One, and *Two Bells* scribe, has resigned and will be associated with Nate Flynn, a former motorman of the same division, in handling the dining room of Fraternal Hall, 845 South Flower Street, where they will be glad to serve old friends.

The history of America is a thrilling, red-blooded epic of magnificent performance—Study American History.

# Conductor Ding and Motorman Ding Ding

By Rollins



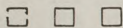
## Bouquets And Things

(Hand Picked)

For Condr. W. S. Kennedy, Div. 5  
Los Angeles Railway,  
Gentlemen:

It is a pleasure to me to recommend to your favorable notice and commendation one of the conductors on the Eagle Rock-Hawthorne line, which serves this locality. Conductor Kennedy No. 2544, being one of the most obliging and courteous of all who are in your service for this section.

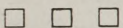
Very sincerely,  
MRS. M. A. MURDICK,  
5319 Bryson Ave.,  
Los Angeles.



For Motorman F. F. Long, Div. 1  
Los Angeles Railway,  
Gentlemen:

I wish to commend Motorman No. 1277. I was on the Western Avenue car from downtown to the end of the line in Hollywood, and had occasion to observe him the entire way. On many occasions he was so thoughtful, considerate and helpful to passengers that I felt that he was entitled to praise, commendation and your consideration.

Very truly yours,  
H. A. KIMBALL,  
Los Angeles.

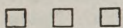


For Condr. D. E. Berri, Div. 1  
Los Angeles Railway,  
Gentlemen:

I wish to express to you my appreciation of the courtesy and kindness of one of your conductors on the Pico line, who took care of a very valuable case of instruments which I felt on his car Monday evening so that I received them on the next day. I learned the conductor's name was D. E. Berri, Division 1. I have written him also.

I ride on your car line twice a day and sometimes three times a day and find nearly all the trainmen courteous, considerate and helpful.

MRS. MAE MARSHALL,  
3508 7th Ave.,  
Los Angeles.



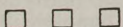
For Mtr. W. Huntoon, Div. 1  
Los Angeles Railway,  
Gentlemen:

At 12:53 today, Motorman No. 791, Brooklyn-Hooper line, north bound on Main Street at 5th, by his quick action avoided what might have been (if he had not been attending to his work properly) a serious accident, when a pedestrian suddenly stepped in front of his car and was hit and afterwards fell onto the fender of the car.

The accident certainly was unavoidable as far as Motorman No. 791 was concerned.

The man was not hurt, thanks to your Motorman No. 791, so I desire at this time to commend him for his good work and sincerely hope that your office will see fit to investigate this case and in some way reward the motorman who is certainly deserving of much credit.

Very truly,  
E. L. JOHNSON,  
Traffic Div. Police Dept.,  
City.

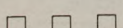


For Condr. C. H. Atkinson, Div. 4  
Los Angeles Railway,  
Gentlemen:

We are more prone to condemn than to commend, and I am sorry I did not send in my word of praise earlier. Conductor No. 3034 was very cordial to my son and myself. It was a miserable rainy night about 6 P. M. and he had a lot of provocation but kept his temper. He directed me so nicely.

We wish him God's protection.

MRS. J. HERRMANN,  
R. 9, Box 400,  
Los Angeles.



For Condr. A. R. MacDougall, Div. 3  
Los Angeles Railway,  
Gentlemen:

I wish to comment upon the courtesy and efficiency of Conductor No. 396 on the West 11th & Lincoln Park line.

The other evening while traveling on

## WITNESSES WHO SAW THE ACCIDENT MOST VALUABLE

(Continued from Page 1, Col. 1)

accident, the company is without their aid, due to the fact that the crew utterly failed to perform their duty. The railway company cannot successfully defend itself if trainmen disregard their duties as was done in the two instances above mentioned.

### Get Witnesses at Front

In talks to the trainmen and through the medium of TWO BELLS, I have attempted to stress the importance of getting witnesses on the front end of a car in all accidents involving a collision with a vehicle or pedestrian. In spite of this I find that in some cases this important fact is overlooked.

Some time back we had an accident on Broadway where one of our two-car trains, after starting up to cross the intersection, was brought to a sudden stop to avoid hitting a pedestrian who stepped suddenly in front of the car, and as a result of the quick stop, a passenger on the rear of the car was thrown. The motorman secured no witnesses, while the conductor on the rear car secured the names of two witnesses on the rear end of the car where the man fell, but who knew nothing whatever about why the car was brought to a sudden stop.

### Show Reason for Stop

In these particular cases it is vital to show that the motorman stopped quickly to avoid striking a pedestrian who had stopped suddenly in the way of the car, and that he did the only possible thing he could do under the circumstances.

I also have before me an accident where the names of some of the witnesses were taken on the old style card that has been out of use for some years and the cards were so dirty and worn that it was impossible to decipher the names and addresses of the witnesses. No passenger likes to handle a dirty, discolored card, and

trainmen should see that they are always supplied with a clean lot of witness cards.

### Get Foreigners Too

We have had cases in the past where the crew did not get witnesses, giving as the reason that the passengers were foreigners who did not read or write English. If the passenger can write his name and address in any language, it will be sufficient as we will have no difficulty in getting a translation from any language into the English language. If the witness can write at all, have him write his name and address in whatever language he can.

Our average number of witnesses per accident is low as compared with other companies and I want to urge upon our trainmen to secure the names of all witnesses possible.

## Two Divisions Boost Witness Average

Two divisions improved the average number of witnesses per accident procured during February and the other three fell behind the January mark, according to figures announced by the claim department. The average for all divisions in February was 3.42 witnesses per accident and the average for the previous month was 3.75.

There were 1571 accidents and 5897 witness cards handled in January, while the February mark is 1638 accidents and 5614 witness cards.

Division Two made the best showing in February, but was below the January mark. The comparative score in procuring witnesses in February follows:

| Division       | Average |
|----------------|---------|
| Division Two   | 3.69    |
| Division Five  | 3.65    |
| Division Three | 3.63    |
| Division One   | 3.16    |
| Division Four  | 3.00    |

## Dirty Trick Played On Division Four

If Adam had not made a mistake things would have been rather monotonous, but that is no excuse for newspapers being careless and will not serve to alibi Two Bells for the nasty trick played on Division Four in last week's edition of the Los Angeles Railway's greatest weekly paper.

It was stated that Division Four had failed to win a safety contest in the present series of six months. On the contrary, Supt. Wimberly's gang tied the pennant to the wall for noble work done in dodging flivvers last November. Due praise and apology is hereby tendered.

Try to be what you want other people to think you are.

his car, I noticed that he called all the streets clearly and concisely, also the lines which were available at transfer points. His courtesy in assisting people on and off the car was very noticeable.

I travel on the street cars quite a bit and it is so seldom that I find a conductor who lives up to the requirements of courtesy that I wish to commend Conductor No. 396.

Sincerely yours,  
CHARLES E. CAMM,  
4509 Mosher St.,  
Los Angeles.

## Safety Courtesy Records Healthy

LAST month 482 trainmen failed to receive the extra credits allowed for clear safety record. This figure is the lowest since last September and is highly encouraging, even though February was a short month.

Only forty-five trainmen failed to receive clear courtesy records and the extra credits awarded to men in this class, the February record shows. This is better than the records of the two previous months and indicates a healthy state of affairs, thank you.

## Introducing New Men

The following men have been assigned to their divisions during the week ending March 3, 1923:

- DIVISION NO. 1  
Motormen—W. Ellery, B. T. Olson, A. G. Vollmer.  
Conductors—D. Childers, J. J. Orton.

## On The Back End

(Contributed)

Conductor "Daddy" Keran, of Division Three, besides being an A1 conductor, has a habit of talking to himself. When asked what was the great idea he replied that in that way he was sure he was talking to an intelligent man. We agree with him.

Say, fellers, you will have to keep your eye on the shoe paste from now on as we hear that "2 and 1" Charley Groth is addicted to the use of shoe polish as a stimulant. The other night Charley had a bad cough and after coughing for some time, decided to get up and get some cough syrup. In fishing around in the dark he found a bottle which he was sure contained the right dope. In to a spoon he poured the nice white fluid, which later turned out to be shoe polish, and swallowed it down. He thought that was the d—est tasting cough syrup he ever tasted but any way it had the desired effect, as it stopped his cough—and almost stopped him for awhile. Motto: Look before you take!

When things do not come your way, it's a sign you ought to be going after them.—NUGGETS.

Conductor Harry Tupper, the big boy, was complaining of ear ache, superinduced by the purrings of sweet-nothings into his hearing apparatus by a certain young dame, according to reports from the green pastures of Avenue 28. This being something new in Harry's young life, it caused acute contraction of the inner lining of the outside wall of his ear drum. Outside of that we hear that there was nothing serious the matter with him except tireditis. He is now rested and back on the job again.

My Bonnie bent over the gas tank. The height of the contents to see. He lighted a match to assist me— O, bring back my Bonnie to me!

Condr. F. A. Vaughn has shown his true colors. He's a pessimist. He wears a belt and suspenders too, as he is a great believer in safety first.

A negro who had an injured head entered a doctor's office.

"Hello, Sam! Got cut again, I see."

"Yes, sah! I done got carved up with a razor, Doc!"

"Why don't you keep out of bad company?" said the physician, after he had dressed the wound.

"Deed I'd like to, Doc, but I ain't got 'nuff money to get a divorce."

DIVISION NO. 2  
Motormen—B. T. Glennin, A. J. Davis, M. R. Kite, C. A. Podolske,  
Conductors—J. Conti, J. C. McKassen, A. R. McArthur.

DIVISION NO. 3  
Motormen—J. A. Comerford, M. S. Wright, F. E. Lawton, A. G. Birdsall, S. B. Orr, J. B. Edmunds, O. G. Terrell,  
Conductors—J. Joyce, E. Nally, J. Lewis.

DIVISION NO. 4  
Motorman R. B. Cutler.  
Conductors—B. M. Hemphill, J. H. Curry, E. F. Adams, F. A. Mayti.  
Safety Operators—J. L. Young, E. J. Johnson, T. R. Yeager.

DIVISION NO. 5  
Motormen—F. L. Metiver, O. M. Gurley, V. W. Fleming, W. E. Stiles, J. F. Davidson,  
Conductor O. N. Madson.

# Looking 'em Over at the Divisions

## DIVISION 1

D. B. Kohl

The old spot where the safety flag once hung, looks rather bare now, the flag having journeyed over to Division Five to visit with the boys there for awhile. But mind you, it won't be gone for long, for we have made up our minds that it is coming back this month and no mistake about it. We can back up our little statement with plain figures for just cast your peepers over the present standings of the divisions and see for yourselves. Division One leads and intends to stay in the lead for the rest of this month.

Motorman G. L. Thompson had the misfortune to fall from the top of a car while on duty last week. He is moving around on a pair of crutches and a B.O. leg as the result.

Extra Transfer Clerk Carl Hollar left the office to go on as extra emergency board operator. He has been replaced by Conductor C. E. Corson. "Little Corson," as he is known to many, is an old office man and should make a good extra clerk.

Motorman J. S. Peach returned to the barn a short time after calling for his disc the other morning, wearing a beautiful black eye. When pressed for details, he said that as he and his conductor were taking the car out of the barn, they bent the trolley pole and while they were trying to straighten it, his conductor's knee in some way came in contact with his eye, thereby causing the muchly swollen optic. The story sounded plausible, so we let it go at that.

Motorman J. M. Lawson, who has been layed up for nine months on account of breaking a leg, is building a three-room house and will move in this week. J. M. is improving fast and hopes he will be back soon with the bunch.

Every morning a little girl not over six years of age rides my car to school. I am extremely careful to see that nothing happens to this little tot while she is in my care. Child like she is careless in getting on and off the car, and if I did not restrain her, she would undoubtedly walk off the car before it came to a stop. If she were the victim of an accident while in my charge, I would consider it due to my negligence, because at her tender age, she is hardly capable of realizing anything except that she has reached her destination and wants to get off, and whether the car has stopped never enters her little mind. Now I believe there isn't a conductor in the employ of the Los Angeles Railway who would not exercise the same precaution in a similar case, and if we do this successfully in a few cases, why not extend our efforts a little further and apply this "motis operandi" not only to the little tots entrusted to our care and to the aged, but to all passengers at all times? So let's all be on the job and watch our step and reduce this class of accidents to a minimum.

### DIV. ONE CONDUCTOR.

The instruction department has been breaking some of the extra motormen in on the 1200 type cars this week.

## DIVISION 2

C. L. Christensen

Well, it was some jolt Division Two got, at the finish, of the February contest, it even dragged us into second place, for the six months period, now we will have to go some, to catch up again. Of course, being second, is not near as hard to leave, as the cellar position, but if we are not mighty careful we may yet have the "honor" of occupying the lower shelf. Division Two trainmen surely will not let that happen. So

## Who's Who



IT WAS long before horn-rim glasses replaced luxuriant moustaches as facial adornments that a photograph of handsome Frank E. Kimble was added to the Los Angeles Railway records. It was in those days Frank wore one of those one-way collars that remind you of the back yard fence and a moustache that would make the Smith Brothers of cough-drop fame, turn green with envy.

To get down to business, it was in 1905 that Frank learned how to twist the tail of a street car controller and he has executed many a twist of the wrist since then. Before taking up his present work, Frank was a mechanic in the East.

He works on "S" line run out of Division One.

In getting dope for this little write-up, Division One office was asked: "Has he got any peculiar characteristics?" and the reply came right back, "Yep, he's always on the job."

let us go after that Safety Flag, as strong as we can; let us take no chances, but always work with the "Safety First" in mind, as all of us would be mighty proud, to see the old flag back, at its old home.

After an absence of several weeks, our "never fail us friend" Johnny Stork, has again made his round, and although it happened in far away Arizona, it was a Division 2 Conductor who had the pleasure of announcing "it is a boy," a fine nine-pound boy. L. H. Boyle recently secured a leave of absence to visit his Arizona home, from where the news arrived by mail. We congratulate!

Just to show his impartiality, the old bird later on in the week visited the home of Driver E. A. Schoenbaum, and made that home happy by presenting a 10-pound boy. E. A. was not a bit slow with the cigars; he didn't wait till he could come down himself, but sent them by his father, W. E., who is a motorman at Division 2. Some proud granddaddy, too. Congratulations, and thanks for the smokes.

Another day swing run has been created on the San Pedro Street line, which operates between 61st street and Manchester avenue. W. S. Campbell, of Division 2, is the operator, and is quite pleased with his new position.

Motorman C. Pipes has been assigned to temporary work in the Instruction Department.

Motorman C. A. Robinson, who has been confined to his home for several weeks, suffering from the well-known malady, "Flu," is improving nicely, and expects to return to work early next week.

## DIVISION 3

H. A. Russell

Well, Division Five landed the pennant for the month of February and we congratulate them, and we feel that the name of "Shorty" for the head of the roost will soon become a misnomer, for if they keep up their winning streak the aforesaid head will be getting into the elongated class as, we understand, as the result of the last victory he has already grown about six inches. It is up to us to see that this month, the final, that the pennant comes back here to remain for the summer, as this is its summer home. Altogether! hit the ball! Keep your eye peeled and your mind on your job and there will be no doubt as to where the pennant will spend its summer vacation, that is at Division Three, where it belongs.

Our Cond. Joe Meehan, who can boast of his ancestors of the ould sod, disclaims any relationship to the bold bad bandit by the same cognomen who was recently killed by the police. Joe says it's only another case of a low down assuming the name of a great man.

Cond. C. C. Beyers, he of the almighty voice and generally known as Sliver, has been laid up the past few days with an infected hand although this has prevented him from participating in the indoor sport of grabbing nickels, it has not exactly cut off the line of bull that he scatters so beautifully. It just can't be did.

Cond. Farren, who was so seriously injured by being run down by a truck about six months ago, has so far recovered as to be able to take a position as temporary flagman. It will be several months yet before he will be about to return to his job on the cars.

Cash Receiver McAdams has been off the past few nights on account of the illness of his wife. Not having seen Mac, I do not know just what the nature of the illness is, but we trust that the lady will soon recover and that Mac will soon be on the job again.

If there is one thing more than anything else that Extra Cond. R. G. Cox just loves, it is to work a daylight with a tripper attached, he just cannot conceal his pleasure, he just feels that he must tell you about it, but at that it looks pretty good on pay day.

Cond. Henry Beals, who has been off on account of a broken wing, was in to see us and says he either hopes to get an extension of his lay off or to get back on the job again soon, as he says that his present occupation of stowing away stiff is a cold and clammy job and he is anxious to get back with the live ones again.

Arnold's auto concern has a de luxe touring car that has the appearance of a police patrol wagon, with brightly polished handles, etc. We saw Slim Barrett riding in it the other day. We understand that he was late and phoned in and they came and towed him to work. Anyway he was sitting in the back with his feet hanging out and looked very happy.

Mot. J. D. Messick, who has been going around for some time with a peculiar glint in his eye, had a reason for it. On March 3rd he put one over on us all by taking unto himself a wife. The young lady's name we believe was Miss Jennie Hansen, and although we have never seen the young lady, we are sure that she is just about all O'Keh, as we have great faith in Jim's judgment. The happy couple are now settled in their home on Merced street, and we extend to them our hearty congratulations for a long life and a happy one.

## DIVISION 4

C. J. Knittle

Supervisor S. T. Cooper returned to the back end last Wednesday.

Motorman Jack Holm's picture and write-up in the Who's Who last week, was quite interesting but Herman de Jager informs us that Jack hails from far-off Denmark instead of Waterloo, Iowa. That makes it more interesting. We know where Denmark is, but who ever heard of that other place?

The midget, Conductor Bryant, came to Supt. Wimberly last Tuesday intent upon resigning. Something had gone wrong, yea verily, the world was upside down in Bryant's mind. However, "Wim" understood his case, gave him a little heart to heart talk and a two weeks' leave of absence, advising him to rest up.

A northbound Grand Avenue train stopped at 2nd and Spring on a certain trip last Saturday afternoon. No people were waiting to board, but the motorman had to wait for the signal to proceed westward. During the interval a man ran to the rear end of the first car and asked the conductor if they went to the postoffice. "No, we turn west here, this is a Grand Avenue car," replied the con. The man then ran to the rear of the second car (not knowing it was a two-car train) and asked that conductor the same question. "This is a Grand Avenue car, mister, we turn west here," answered the trainman. "So is the car ahead," commented the dejected one, "was there a tie-up down the line?" "Yes," responded the con, "we've been tied to that car all day."

Safety Operator H. M. Farr was working as conductor one day recently. After arriving back from a morning tripper he was told to go and relieve a conductor on W. Adams line at 16th and Georgia at 9:56. Farr glanced at his watch (it was 8:51) and out the door he flew and no one saw him for dust until he reached the relief point. Ten minutes later he ambled in, still puffing, and after cussing himself generously, took a seat with the "watchful waiters."

## DIVISION 5

E. C. Tyler

Fairly on our way in the new safety contest, I want to say to all the trainmen of Division Five, that they have done fine work in the past and are doing fine right now. We made a bad start on the first day, but are gradually overcoming the lead gained by the other divisions. However we must keep up the good work and win this contest in order to have the best average for the season and keep the pennant at Division Five. So watch yourself and watch the machines and see how many accidents you can avoid.

C. A. MORRISON.

Lloyd Burwick, our former stenographer and Two Bells scribe, dropped in last Wednesday to say "hello" and to see if it was really true that we had the safety pennant. Burwick says he is doing fine and is happy and prosperous in his new position.

Condr. Ed. Link is authority for the statement that the shadow on Extra Switchman "Heinie's face" is not dirt, but the beginning of one of those cute little "mustachio's." According to Link, Heinie fell in love with a photo of Pola Negri and is out to beat Charlie Chaplin's time. But Ed says, he won't stand a chance, his hands are too large.

Car No. 133 is a favorite with Motr. E. A. Hilty as it corresponds with his cap number. He even came in with the request to put that car on his run every day.