



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

SEE POSSIBLE RISK THEN SAFEGUARD YOUR CAR

BY JOHN C. COLLINS
Supervisor of Safety

In reading street conditions, many things are so plain before a motorman, that he easily determines what action to take. There are many other conditions where he must call on his imagination.



When following an auto and the driver starts to pull off the track the average motorman says to himself: "He will be in the clear about five feet before I arrive at that point." This works a great many times, but fails far too often. What you should think is, probably he will stop just before clearing the track, for while approaching any moving object blocking your track, you must recognize the track as blocked until it is clear.

Like Standing Objects

An auto crossing the tracks in front of your car must always be treated as a standing object until it has cleared, for you must be ever on the look-out for the unexpected move on the part of the other fellow. You do not know what he may do, but should know what to do yourself. Instead of imagining he will clear, always imagine that he is liable to stop.

The same thing applies to pulling into a loading station or up to a crossing where autos are congested to the right of the tracks. If you imagine the people are all going to stay in the clear, you are mistaken. If you plan your stop at the far end of the station, you have nothing left to help stop the car, should a child or an elderly person chance to walk around some one near the step. The stop should be planned according to the conditions, and speed checked at the near side of the station, always anticipating a dangerous move by some one.

If you are unable to stop the car before reaching the cross walk where autos are running to the side but ahead of the car, it is but a matter of time until you hit one that is forced to pull onto the track just ahead of you.

Danger Behind!

When your car is going in one direction, passing another in the opposite direction which has just cleared

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

Imagines Car 30 Minutes Late But Gains Lay-over

WHEN it comes to picking cars out of trouble and setting service back on its four feet, "Bill" Cavett, mechanical department inspector at Fifth and Hill, has had some varied experiences, but he reported a new one last week.

A motorman was taken suddenly ill on a car bound for Hawthorne, so Bill met it at Fifth and took the car. As he was about to wind up the controller, the conductor put his head through the door and said: "Better hurry up, we're awful late."

Bill visioned the car landing at Hawthorne at about 30 minutes late and pounded it on the back all the way. At the terminal he jumped out with feverish haste, turned the trolley, changed the fenders and leaped back on the car ready to start the return trip.

"Better start back hadn't we?" he called to the conductor. "Well, no, not right away," replied the back end man coolly. "You see we're supposed to have ten minutes lay-over here—and we have another seven minutes yet."

New Track Opens On Temple Street

The new double track on Temple St. line has been cut in at Hoover and Oakwood streets, and continued to Willowbrook street. The next move is to tear out the old track so that the second line of rail can be installed.

The double tracking of the Temple street line is one of the most important track improvements handled by the company for several months.

One good, safe man on the job is worth tons of safety devices and countless reams of safety literature.

Get the safety habit—you can't afford to take a chance.

Chinese Student Inspects Railway

Taso T. Young, a student of the Imperial University of Peking, China, visited the main offices a few days ago, in connection with his educational tour through America. He was particularly interested in the facilities of the library at the main offices.

Can your family afford to have you take a chance?

SUMMARY SHOWS BIG PERCENTAGE STICK WITH JOB

A summary showing the length of service of motormen, conductors and safety operators, compiled by A. Ginss, efficiency statistician of the main offices, gives satisfactory indication that trainmen realize the advantage of sticking with the job.

The summary sheet is divided in periods of time. The following figures of motormen, conductors and safety car operators are taken from the totals of men, who, having completed the probationary period and also the first six months' period which entitles them to participation in the bonus plan, may be considered as well established in train service.

Experienced Motormen

On the motormen's side, the largest group, 243, is in the section showing three to four years' service with the company. Second highest on the motormen's side, is the period of two to three years' service, with a total of 223. The third highest is the section of men in service 10 years or more, with 167 men. The period from five to 10 years is fourth, showing 64 men.

On the conductor's side, the largest group shows from two to three years' service, with a total of 222 men. Next is the group having three to four

years' service, which totals 162 men. As with the motormen, the third highest group of conductors shows experience of 10 years and over totaling 125, and fourth is the period of five to ten years' service, with 72 men.

Safety Operators

Of the 91 safety car operators, 32 have had from two to three years' experience, and the second highest class of 16 men has from one to two years experience.

Of the newer men who have not completed the first six months' service, which entitles them to participate in the bonus plan, 262 are conductors, 203 motormen, and 20 safety car operators.

The outstanding feature of the summary, is the large percentage of trainmen who have been in service five years or more. Better than one-fifth of the motormen have passed the five-year mark, and a little more than one-sixth of the conductors have passed the same point.

Instruction Department Given New Special Car

A SPECIAL car for the Instruction department is being equipped in the main shops and will be in service in about one month. The car is number 92 and has been at Division Five out of commission for some time. It will be used as a "rough edge" car, the first work of new motormen.

The cross seats in the open ends will be removed and side benches substituted to give more convenient standing room for student motormen. A regular type car without rear steps is used for "rough edge" training at present.

The new instruction car will have no rear steps, so that patrons will not try to jump on the rear end if they fail to read the front sign, "This car not in service."

Number 92 will have equipment to ground the motors, so that the new motormen may get early experience in locating trouble.

Still further joy is given the instruction department by the fact that car 9010 is to be used again. The car is familiar to a large number of trainmen, but some of the newer trainmen

have not seen it. Number 9010 is ingeniously equipped and wired so that every movement made in running a car is traced with electric lights or shown in some clear manner.

When the instruction department takes up its new home in the building now under way at Division Four, number 9010 will be put in service again and new men will take their qualifying examinations on this car.

Supervisors Hear Line Dept. Head

As schedules made it impossible Friday for the supervisor classes to use any of the new type "H" cars for instruction purposes, the meetings of the traffic men were held at the lecture room. Features of the line department work were explained in interesting manner by L. B. Yeager, superintendent of the line department.

Safety—the Reward of Vigilance.

Editorial Comment

Two Bells is The Official Paper of The Los Angeles Railway

An Example To Young Men

THE fact that a large percentage of the trainmen on the cars today have been in service for several years, is a healthy indication, and points a good example to the younger and newer men in service.

The men who have been on the cars five years or more have seen many interesting developments in Los Angeles as they affect street car service.

Five years ago the nation was engaged in war. The call took many men who settled in other lines of activity after the struggle. The Los Angeles Railway experienced many of the difficulties of after-war readjustment which perplexed the best executives of the country.

The men who have been in service five years or more, and in fact those who have been on the cars only three years, witnessed the introduction of the Merit and Bonus system. Many other changes in the street railway industry have been experienced and through them a large percentage of men have remained in this field. The figures do not include trainmen of several years' service who have demonstrated their fitness for promotion, and have moved up the ladder. If these men were counted, the service records would be considerably stronger.

In whatever walk of life a man selects, there is progress to be made, there are new things to be learned, and worth-while goals to be reached. One of the requisites for responsible positions in the street railway industry is experience. Father Time cannot be coaxed into speeding up the hands of the clock, but to those who will meet this qualification, there is reward in promotion, or in the satisfaction a man can have by making himself a top-notch in whatever line of business he has selected.

DEATH OF "ANDY" CHAMBERS ENDS INSPIRING CAREER

WITH the recent death of Andrew J. Chambers, foreman car painter, the company has lost one of the most lovable characters and loyal workers. "Andy" Chambers, as he was popularly known in a wide circle of friends, entered service in June, 1903, when the company organized its first mechanical department at Sixth St. and Central Ave.

Born in Maryland, in 1856, Mr. Chambers served as car painter for the Union Pacific Railroad at Omaha, the Southern Pacific at Sacramento, Oakland and Los Angeles. Later he was

with the Pacific Electric, and resigned from that company to enter service with the Los Angeles Railway.

During the past two years his health has been failing gradually, but with a mighty will, he remained on the job until recent months, when he was confined to his home at 358 West 41st St.

The esteem in which Mr. Chambers was held by his friends in the mechanical department, was expressed in the beautiful floral tributes that marked the funeral.

Truly, a faithful worker has passed to his happy reward. The memory of Mr. Chambers' life and service remains as an inspiration to those who knew him.

Introducing New Men

The following men have been assigned to their divisions during the week ending March 10th, 1923:

- DIVISION NO. 1
Motormen—G. E. Scott, J. J. Blankenship, J. E. Finch.
- DIVISION NO. 2
Motormen—W. A. Pilon, A. Morneau, J. E. Kenney, J. E. Lorentzen.
Conductors—C. W. Brown, L. F. Sandrock, A. L. Smith, S. Lederer, G. M. Brown, E. C. Dick, R. Still.
- DIVISION NO. 3
Motormen—F. L. Watson, R. S. Innes, S. H. Denae, G. A. Neustedt, W. J. Mahood, S. N. Darlington.
Conductors—W. J. Quinn, N. E. Mackay, P. C. Lorimer, J. L. Sanders.
- DIVISION NO. 4
Motormen—A. L. Henderson, J. W. Faulkner, F. W. Cunningham, J. W. Wood.
Conductors—R. B. Trumbo, P. J. Rokos, W. C. Simkins.
Safety Operator—C. Roach, H. J. Bland.

Second Converter for Melrose Station

A second 1000 kilowatt converter has been ordered for Melrose automatic substation. The new equipment can be installed without enlarging the present building.

The contract for the converter was awarded to the General Electric Corporation.

On the Sick List

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

- DIVISION NO. 1
Motormen—F. F. Kirehner, 3118 Wash Ave.; G. D. Hunsaker, 653 Central Ave.; J. T. Daly, 933 E. 10th St.; J. S. Peach, 1615 E. 52nd St.
- DIVISION NO. 2
Conductors—C. Parr, 1063 E. 47th St.; W. E. Kemper, 303 E. 52nd St.; W. S. Culver, R. F. D. No. 1, Box 338, Redondo Beach; W. T. Vickers, 1345 E. 49th St.; B. Merrill, 834 E. 31st St.
Motormen—A. G. Johnson, 219 W. 58th St.; O. M. Hayward, 208 E. 30th St.; J. E. Carlson, R. F. D. No. 12, Box 138; G. Shaffer, 343 E. 53rd St.; F. C. Loyd, 5412 Hooper Ave.; T. A. Brewer, 224 E. 54th St.; J. M. Sparks, 653 E. 53rd St.
- DIVISION NO. 3
Conductors—C. E. Tyndall, 2739 Pepper Ave.; J. W. Neal, 511 E. Ave. 28; E. C. Bradley, 3212 Division St.; C. C. Beyers, 2701 Pepper Ave.
Motormen—J. W. Spalding, 2806 4th Ave.; R. Williams, 511 N. Ave. 22; O. A. Dunman, 747 Isabel St.; F. A. Peterson, 3531 Dayton Ave.; W. M. Carter, 116 N. Ave. 20.
- DIVISION NO. 4
Conductors—G. F. Memmers, 811 West Pico St.; G. W. Hopper, 1433 Bond St.
Motormen—C. F. Kirkland, 1359 S. Union Ave.; W. H. Wisdom, 1645 West 1st St.; G. A. Allen, 1412 Girard St.; P. P. Scrivenor, 1326 Georgia St.
Operators—J. McGregor, 510 1/2 E. 5th St.; H. A. Cornwell, 352 E. 84th St.
- DIVISION NO. 5
Conductors—T. H. Carey, 2190 West 29th Place; D. L. Gragg, 5163 St. An-

BULLETINS

Issued March 19, 1923

BULLETIN NO. 40

Note item No. 4 on 1923 Leaflet "Instructions to Conductors." Effective at once, you will honor United States Special Delivery Messengers' Badges numbers 1 to 80, inclusive, between the hours of 7:00 A.M. and 12:00 Midnight. Please make correction on your sheet of "Instructions" accordingly.

BULLETIN NO. 41

Notice to Conductors

The following passes are reported lost: No. 2588—Issued to Mrs. Minnie Christy, wife of Frank Christy, "Information" man.

No. 2603—Issued to Odilla R. Secrist, wife of E. C. Secrist, Motorman, Division No. 2.

No. 3775—Issued to J. I. Burns, Conductor, Division No. 2.

No. 4171—Issued to Chas. Fisher, Conductor, Division No. 2.

P. B. Hill
Supt. of Operation.

Div. 5 Leads in Season & Month's Safety Contest

Division Five is leading in the March safety contest and in the season score.

Division Three is furnishing the closest competition for Division Five with Division Four, One and Two standing in the order named in the lower section.

Division Five has a score of 44.32 and Division Three is standing at 57.04, according to a report at the mid-week from the safety bureau. The complete standings are:

Division Five	44.32
Division Three	57.04
Division Four	62.18
Division One	62.32
Division Two	63.75

The division with the low score for the six months ending March 1 will hold the Premier Safety Division flag through the summer months. The March contest will decide this honor. The total scores are:

Division Five	1147.81
Division Two	1152.18
Division Three	1168.40
Division One	1174.26
Division Four	1201.16

Condr. R. V. Stanford of Div. 2 Marries

Conductor R. V. Stanford of Division Two ventured out on the long journey on matrimonial sea, by choosing for his lifelong partner Miss Martha Hile of Pomona, Cal.

The ceremony took place February 26th, and the young couple are now making their home at 315 West 56th St. Division Two extends congratulations and best wishes for a bright and happy future.

Finds Lost Stack of Dimes on Track

Conductor Ray Dean of Division Three lost a round roll of dimes the other day. The following day, Conductor Kelly Bowden found it, 50 of 'em, lying in the groove of the rail at the end of the line. Needless to say, Motorman Glen Chapman does not run on that line.

draws Pl.; M. S. Donovan, 1253 West 60th St.; F. D. Croff, 5407 Second Ave.; M. D. Smith, 4855 Lincoln Ave.; B. M. Wolfe, 1322 West 63rd St.
Motormen—H. H. Yepsen, Lawndale; M. E. Tobin, 5715 Third Ave.; W. L. Hague, 717 Acacia St.; R. B. Lewis, 905 West 55th St.

MAR. 27 LIMIT FOR BUYING EXPOSITION TICKETS

Employees of all departments desiring to purchase patron's certificates for the Monroe Doctrine Centennial Exposition, which will open in Exposition Park, July 3, must make reservation by filling out the coupon below, by March 27 and handing it to the head of his department.

A patron's certificate sells for ten dollars and includes ten general admissions with reserved seat tickets good any time, by anyone, during the five weeks of the exposition and, most important of all, one admission to the formal opening.

The opening night will be the big event of the exposition as President Harding and congressional delegation are scheduled to attend. Only holders' of patron's certificates will be able to attend the opening event, according to the exposition management.

Plans for the exposition exhibits and the constructing of buildings are progressing rapidly and indicate that the exposition will be the biggest thing of the kind in the history of Los Angeles.

Only four hundred of the patron's certificates have been allotted to Los Angeles Railway employees and the rule of first come first served must prevail. Arrangements for small payments to be deducted from the pay roll have been made, as mentioned in the coupon.

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. _____

Quit taking chances. The odds are against you.

Appreciation

To the officials and employees of the Los Angeles Railway:

I wish to acknowledge with sincere thanks and appreciation the assistance and sympathy you rendered during the illness and death of my husband, Andrew J. Chambers, also for the beautiful floral tributes sent by the mechanical and other departments of the company.

(Signed) MRS. N. B. CHAMBERS.

THINK SAFETY
Never let your fancies roam,
Never be "Nobody home";
Keep a level-headed dome—
THINK SAFETY.
There are no angels watching you;
Other guys have found it true
That God helps those who think
and do;
THINK SAFETY.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things

(Hand Picked)

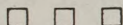
For Condr. H. A. Glenn, Div. 2 Los Angeles Railway.

Gentlemen: I am pleased to report the very courteous manner which one of your conductors met a very rude and discourteous passenger on car 890 at about 8:50 A.M., Jan. 2, 1923.

She offered him a transfer, which he refused, whereupon she broke into abusive and uncalled for venom. His self-control and courtesy was marvelous!

I hope that you will let him know that his little part in the drama was appreciated. His number is 2666.

Very truly,
MRS. GEORGE H. PETTENGILL,
343 West 46th St.,
Los Angeles.



For Condr. G. C. Bidwell, Div. 3 Los Angeles Railway.

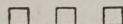
Gentlemen: I have been riding on your cars for the past twenty years and find your men for the most part to be polite and gentlemanly in their conduct, particularly on the First Street line.

I would like to mention one in particular, Conductor No. 392, who calls all streets, directs people how to reach their destination, is very helpful to elderly people. He is one in many thousand who has that nobility of character that goes to make the true gentleman.

I am taking this opportunity to give honor where honor is due.

Do not know his name, so took the number that is on his cap.

Very truly,
J. H. HIGSON,
138 Colina Ave.,
City.



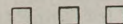
For Mtr. H. Conklin, Div. 5 Los Angeles Railway.

Gentlemen: My favorite seat on your cars is that in the front end to the left of the motorman, when this is vacant on my entering the car. From this location of vantage, I have good view of the passing traffic.

My early training as a steam railway engineer, perhaps makes me more observant of what a motorman has to contend with, in heavy traffic, than is the case with the majority of riders, all this as preliminary to bringing to your official notice a good piece of work on the part of Motorman No. 555, on Dalton Avenue line, in rounding curve, at corner Jefferson and Main Streets. A bonehead driver of a "flivver" tried to cross and did cross, because the motorman quickly stopped his car. It was too bad too, for the bonehead and his "flivver" ought to be put in the junk pile, and I would willingly and gladly bear evidence at the inquest that the motorman was in no manner to blame.

I don't know this man of whom I write, simply to commend a good man.

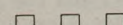
Very truly yours,
LEWIS GLEASON,
4044 Brighton Ave.,
Los Angeles.



For Condr. C. C. Halton, Div. 1 Los Angeles Railway.

Gentlemen: Due to an oversight on my part, I was stranded at home this morning with nothing but a \$10.00 bill in my pocket. I boarded the West 9th Street car, thinking the conductor might be able to change it. He could not, but very courteously paid my fare out of his own pocket and asked me to mail the money to you. Enclosed please find 5 cents to reimburse Conductor No. 258 of Division 1, and kindly compliment him on his courteous treatment of me.

Sincerely yours,
DR. J. O. STOKER,
504 Chapman Bldg.,
Los Angeles.



For Condr. W. J. Fox, Div. 2 Los Angeles Railway.

Gentlemen: Conductor 2370 called all the streets, from Walton Avenue into the city. He is courteous and efficient in every way. To sum it up in one word, he is a "gentleman."

L. T. COHEN,
3417 Walton Ave.,
City.

Diary of a Miss-outer

FIRST DAY—Awoke with sun instead of moon. Run already running per schedule minus me. Alarm O. K. except on "silent." Grabbed doughnut, rushed to division. Clerk Roffee gave me sympathetic once-over and a tripper. Arriving back, Foreman Boyd gave me icy stare and a 2:30 "show-up." Reported at 2:30, sat around till 5:00, then asked if I could go home. (I should have stayed "sot.") Clerk Driggs assigned me to Garvanza tripper. In at 7:23. Am marked



up to swing run tomorrow on 9th street, hour and twenty-seven minutes in A. M.; hour and forty-two minutes, P. M.

NEXT DAY—Worked with Motorman Redfield today. He transferred from Birneys recently. When car comes almost to dead stop he slams on all air and expects door to open. (But I need new pair of trousers anyhow.) Tell-tale out of place when I went to pull out last half. Took card to yardmaster Barden. He sent me to Joe Melvin, Joe sent me back to Barden,



Barden sent me to Supt. Wimberly. "Wim" sent me back to Barden and then he fixed it. (Don't know whether I was goat or Barden.) Bought new parts for Ford between run. Marked up to same run tomorrow.

FINALLY—Pulled out O. K. motorman copied schedule wrong. Thought we were destined to Santa Fe Station and sped over 9th and Hope crossover on nine. Numerous vehicles made backing up difficult. Got station load at Santa Fe on pull-in trip. Supervisor Miller boarded (7th and Broadway) asked where "Car House" sign was. (It wasn't.) Took Ford apart. Put in new parts. Now it won't run at all.

My sentence is up tomorrow. I'm cured!



KNITTLE.

For Condr. A. A. Goldsmith, Div. 4 Los Angeles Railway.

Gentlemen: Riding on the West Pico car today, I noticed how patiently and courteously the conductor handled the people who were crowding on his car. Not knowing his name, I noticed his number, 1092, and I hope that someone else will also bring him to your notice.

Sincerely,
LENA M. LANDRETH,
2703 S. San Pedro St.,
Los Angeles.

GUARD AGAINST POSSIBLE AS WELL AS VISIBLE RISK

(Continued from Page 1, Col. 1)

a cross street, always imagine an auto turning back of that car into the cross street.

The hardest accident for a motorman to avoid is the one in which autos are going in the same direction as the car, and making a left hand turn at the intersection on to the tracks, and being forced to stop on account of traffic on the opposite side of the street. If you have just nine seconds of warning, you should not hit the auto. These auto drivers always say, "the car was half a block away at least, and that they were standing from a minute to a minute and a half before hit." The thing for the trainman to do is to prove that these people are what they are. This usually takes six or more witnesses.

At curves and around the divisions, we have many slight interferences of street cars. In each case, the man says, "I thought my car would clear." The very fact that you had to think it would clear, tells you it is doubtful, for at all other times you know it will clear. It is a matter of reading the conditions as they happen to be at any particular time.

We are required to make a stop for all track intersections, but very often a motorman does not stop because he does not know where he is, and does not possess imagination enough to know what to do under such conditions. If the cross-

ing is clear nothing happens, if not clear, what happens is not controlled by us. How then are you going to protect yourself and passengers from the man who runs onto or over a track crossing. There is but one way, imagine that the other fellow may be coming too fast, and not able to stop. Then look as you start up to see if everything is all right for you to proceed. Do not run your car in front of the other fellow, right of way, or no right of way. Be sure he can stop. If an auto runs directly in front of you, and the car hits it, who do you consider to blame? The chauffeur of course. Take observation at a street car crossing. The hazard is much the same as at steam road crossings.

The conditions are everlastingly changing, but with intelligent use of your faculties, they should be easily recognized. If they are coming too fast for you to interpret, stop your car until you get control of yourself. Decisions on the car are not made after long deliberation. Your work calls for instant action. You do not have a second to decide, and many times it is necessary that you slow down when there is no apparent danger, doing this on the imagination.

Some men especially those lacking experience, will say, "How are you going to make your time if you do all this, or use so much imagination?" To these I say, time is of second consideration. If there are too many obstacles in the road of any man, he cannot make his time, and the men who run the car right are the ones who make the time the best and operate the easiest, because they know how to do it, learning while going through the same cycle of experience as the new men of today.

Imagination has more force than most people realize. Were it not for imagination, we would still be in the old stone age.

On The Back End

(Contributed)

An unfortunate combination of pedestrians, automobiles and a "B" car resulted in Lady Luck deserting one of her dusky sons. As the victim ambled painfully from the spot reserved for an accident to happen, a lawyer, who was on the scene immediately suggested that the colored man sue the company—or somebody—for damages. The victim replied:

"Ah don't want any mo' damages. Ah wants repairs!"

The Burke twins, (Pete and Repeat) of Division One, are setting up the house to cigarettes as a result of one of them (can't tell which) finding a carton of "coffin nails" on a car some time ago. They have been returned from the Lost and Found Department unclaimed, so if anyone will just call around, the twins will be glad to hand out samples.

The think-tank is like the gas-tank in one respect. It won't take you anywhere if its empty.

Conductor Farren of Division Three has returned to the train service after three days' trial as a flagman, as he says the duties of flagman, are altogether too strenuous for a young husky such as he is.

Laughing is the sensation of feeling good on the inside and then showing it on the outside—(Silent Partner.)

A safety operator asks the Division Four scribe to slip the razz to Shorty Gingrich, loader at Temple Block, for scratching his back on the Birney car doors while they wait for right of way. Observation discloses the truth in the statement and though Shorty's habit of propping one foot on the step while he rubs his back on the edge of the door might damage that combination, the shimmy is not fast enough to corrupt moral minds, so we won't say anything about it.

It must be a funny feeling to come rushing up to the counter and ask the clerk if your run has gone, only to be informed that it isn't due out for an hour. If you don't know, ask Mtr. H. W. Archibald of Division Five.

Motr. Haynes says that it isn't true that all Irishmen are witty. To back that statement he tells of two Irishmen who were hailed before the judge for being drunk. The judge asked Clancy what he did for a living.

Clancy said, "Sure, your Honor, I'm a civil engineer." The judge, "Well, Clancy, as you are following a useful profession and are an intelligent man, I'll dismiss your case."

"Now, Murphy, what do you do for a living?"
Murphy, "Sure, and I'm a fireman for Clancy."
Judge, "Guilty, 30 days."

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

This Division is soon to have a brand new motorman, such being the will of old Bird Stork, who visited the home of Motorman and Mrs. B. E. Simmons on the 13th and left a bouncing boy. Glad to report that young Simmons and mother are doing nicely.

Motorman C. L. Bond tells this one:

At 7th and Figueroa St., two young women were talking about the car, one of them thought the air handle was to guide the car. The other young lady spoke up and informed her friend that she was all wrong as the car didn't need anything to guide it.

A little incident occurred to a motorman out on West Pico St. the other day, which perhaps has occurred to you at some time or other, which just goes to show that the conductor does not always get the rough end of the deal. This particular motorman waited for sometime at a crossing for a lady passenger to run a few blocks after the car. Upon boarding the car she very graciously thanked the conductor for waiting for her and to further show her appreciation for his thoughtfulness, she presented him with a big red rose. So cheer up you conductors, for although you might think that you are getting the worst of the deal at times, just remember that you get lots of smiles and wards of kindness that never reach the front end man, although the credit may be coming to him.

Motorman G. W. High is another one of the boys who is trying out the police department. He looks right chic in his new uniform cap, etc.

Remember, all you fellows, it is up to each one of you to try to make this little column interesting and amusing. Don't let one fellow do it all. Surely everyone of you know something to tell that would be of interest to the boys. Some little funny incident that occurred on the cars, or something you hear in the barn, or news of any kind pertaining to street car life. Just drop your item in the black letter box, which is in the waiting room, and it will be printed in this column.

Motorman E. H. Batch came in this week and blushing announced that he would like to have about six days off in which to be married. I don't know many of the details at the present time, such as who is the lucky girl, etc., but anyway Batch, old boy, we wish you many years of happy married life. And hope your troubles will all be little ones.

Just a little reminder that there still is a safety contest going on and we are in third place, so you had better shake things up if Division No. 1 expects to take the flag for the month of March.

DIVISION 2

C. L. Christensen

Motorman C. F. Paine has finished "breaking in" on the night shift in the office and likes the work fine.

Conductor O. C. Myrwood resigned on account of ill health and has left for his old home in the East.

Conductor W. T. Vickers has purchased an acre at Hawthorne and is going into the chicken business, so he turned in his resignation.

Conductor L. F. Crandall is assigned to temporary duty in the instruction department.

Mrs. Horstman, who has made her home with her daughter and son-in-law, Motorman R. Van Soest, passed away recently at the age of 79 years,

Who's Who



IT'S a case of they always come back, and Conductor Thomas Edmund Boydstrun of Division Two will tell the bow-legged world he is glad to be back, after many wanderings.

Boydstrun did his first street car work as a Los Angeles Railway motorman in 1913, but had to resign and go east in the interests of members of his family, who were sick. In 1920 he landed back in California and early in 1921 just gravitated back to the street cars and is still with it.

and was buried at Odd Fellows' Cemetery, March 10th.

Conductor L. S. Phillips and Motorman L. Nowak, are now qualified bus operators.

DIVISION 4

C. J. Knittle

Conductor Frank Deuber is married! Whee, boy! And Frank did not join the Benedicts to spite the income tax collector. It culminates a romance which started during the Christmas holidays of 1921, so that's proof. The wedding took place Thursday. The bride was Miss Eleanora Warshaw, Los Angeles girl. Our very best wishes to you and yours, Frank. The cigars? Oh, no, we don't smoke.

Conductor B. E. Murchison brings this one fresh from Jew Heights:

"A short, well dressed, mean looking female, Jewish passenger, climbed aboard at Centennial street and tendered me a dime. I gave her two nickels and a transfer and while telling her how to reach a certain place she had asked about, I perceived she dropped one of the nickels in her coat pocket. As she started for a seat I told her to drop a nickel in the box. She held up the other and said, 'I did,' whereupon I reached in her pocket, extracted the nickel and dropped it in the box as I begged her most gracious pardon for expecting her to pay two fares. That's all, except I've lost a customer."

Motorman C. Hendricks has been granted a thirty-day leave to start a bakery business.

Five hours too late for last issue, but nevertheless interesting, is the news that on March 5, the proverbial bird hovered close to the happy domicile of Pedro Nicassro, well known track oiler of Temple street district, and left therein a beautiful baby girl. That accounts for the unusual cloud of dust when Pedro sweeps the curves nowadays, and his radiant smile. (Thanks, G. A. J.)

Aha! At last we've got one on the all-wise Ferguson, travelling answer man. George, as he is better known, was registering prospective voters last

DIVISION 3

H. A. Russell

The present safety contest looks as if that old flag is going to remain with Division Five. At the end of the first ten days they are away in the lead, with us in second place, and unless something happens, they are going to cop it. Now, we don't wish them any hard luck, but do wish that you boys would pull yourselves together and get into your old form and bring that pennant back to Three. There is no doubt, some element of luck in this game and we seem to be getting lots of it, but of the wrong brand. It's a short lane that has no tomato cans, and who knows but our luck will change, and that during the next two weeks we may overcome their lead. The only thing to do is to keep everlastingly at it. So ding ding, let's go!

After two days of well earned rest, Mot. Slim Barrett is back on the job again, looking as serene and happy as ever.

Owing to the acute shortage of men at present, those men who are helping the office out by working trippers, will be drawing good healthy checks next pay day, which will help them a whole lot. Their co-operation is greatly appreciated by the office force.

Mot. W. E. Darby has been appointed to a position as messenger for the Claim Department.

Mot. J. Harbison is at present breaking in as extra switchman. John is full of agility and will, no doubt, make good on the job.

Switchman Geo. Woolley, who has been off several months on account of neuritis in his arm, is still on the shelf, but is determined to overcome it and be back on the job before long. We hope so, George.

Cond. K. Burton is enjoying the indoor sport of bucking the list for three whole days. He says it's a great life, it reminds him of his younger days.

Mot. H. R. Armstrong was on the sick list for a day and promptly reported at 4 P.M. in full uniform and kindly consented to take a tripper out, which was greatly appreciated.

Mot. Bert Witter has resigned and accepted a position with the "Times." Bert is a good fellow and liked by all and we wish him success.

Cond. Leslie Moore had the good fortune lately of having a purse returned to him through the Lost and Found Department, containing over \$30.00. He says he is going to buy the cigars some day.

Mot. A. A. Cash has been on the job the past few days, looking after the registration of the men and believe me if any escape, it will not be his fault. It is every man's duty to register. Don't put it off. Do it now, as it is likely to be to your interest to have a vote in the coming election.

Nothing adds to a day's efficiency like good cheer. The fellow who starts the day with a smile will find it still with him at night, and before long will realize that one smile will achieve better results than a dozen frowns.

There is a safe way to do everything.

Monday. Conductor Joe Federbush asked him if he wanted to buy some strictly fresh eggs, which he had just brought down from his chicken yard. George bought two dozen (they were in regular one dozen boxes) and put them in the office for safe keeping. But it seems it wasn't such a safe place at that, for when he arrived home one of the boxes contained a dozen tangerines.

DIVISION 5

E. C. Tyler

Isn't it a g-r-a-n-d and glorious feeling when you glance at the daily standing in the safety contest and see Division Five floating along in first place. It shows that every man is making an effort and is determined that the sea gulls are going to have advantage of the shade cast by the flag this summer. Now stay on your toes and don't get overconfident, for the contest is only a third gone and the other divisions are just as anxious to grab that pennant as you are.

Condr. H. W. Hunt has taken a thirty-day leave of absence to do some needed work around home.

Condr. A. E. Ackerly resigned during the past week and is going to take charge of a meat market. Says that anybody who has as much experience as he has in cutting transfers, should be able to cut meat. Quien Sabe. We wish him luck, though.

It must be a funny feeling when you come rushing up to the counter and ask the clerk if your run has gone, only to be informed that it isn't due out for one hour. If you don't know, ask Motr. H. W. Archibald, he can tell you.

We haven't decided whether Harry Travis, our genial "insurance hound" is love sick or merely suffering from spring fever. Harry was all excited last Friday because he couldn't find a man by the name of Donners on the division list. After a careful cross-examination and a survey of all names on the list, he decided it was Davidson he wanted.

Motr. L. V. Carothers has been confined to his home, 1520 West 57th St., with a bad attack of influenza. We are informed that he is now on the road to recovery and is able to be up a few hours a day. He would appreciate a call from any of the boys.

Condr. G. J. Cowden dropped into the office Monday. He has been off for some time with a badly sprained knee.

Condr. D. L. Grags, another one of the old-timers, has had the misfortune to contract the "Flu." However we understand he is much better and will be able to return to work in a few days.

Condr. J. C. Clarke is in receipt of a nice bouquet for the courtesy of a loan to two ladies, who left home without their purses.

Condr. Ed. H. Link is the target for another attack from Switchman Heinzen. "Heinie" wants to know why Ed. changed the style of his glasses. Is it because the chain on his old ones obstructed the side view on his 5 A.M. trip?

Condr. M. S. Donovan, who has been on the sick list for some time, returned to work this week.

This little rule will take you far
If you will only mind it.
Don't cross before a trolley car,
You'll find more room behind it.

He was a young lawyer who had just started practicing in a small town and hung his sign outside the door. It read: "A. Swindler." A stranger who called to consult him saw the sign and said: "My goodness, man, look at that sign! Don't you see how it reads? Put in your name Alexander, Ambrose, or whatever it is."

"Oh yes, I know," said the lawyer resignedly, "but I don't exactly like to do it."

"Why not?" asked the client. "It looks mighty bad as it is. What is your first name?"
"Adam."