

Lines To Be Redistributed

NEW PITS AT DIV. 4 PART OF BIG PROGRAM

Three pieces of work are under way at the Division Four property which will have considerable importance in a general plan for improvement of facilities at that point.

Excavation work for the new administration building is complete and foundation work has started. This building will accommodate Division Four trainmen and offices. The employment and instruction departments will move from the main offices to this new building and the transfer bureau will move from Division One to Division Four.

New pits are being constructed at Georgia street and Girard on part of the space formerly occupied by a motion picture studio. These tracks will run east and west and cars will pull in and out over Georgia street.

Work on converting Recreation Hall into shops has been started. Decorations and room partitions have been taken down and the flooring is being removed.

Library Will Move To the Third Floor

The company library will move from the sixth floor of the main offices to room 307 at the end of the month. The change is made necessary by a rearrangement of office facilities.

All employees are asked to note the change and visit the new quarters.

Dance Will Be Held In New Hall Mar. 31

The first of the monthly entertainments to be held outside Recreation Hall, is scheduled for next Saturday, March 31, in the new Forester's Hall, 955 South Olive street. The third floor will be devoted to the company activities.

Three good vaudeville acts have been arranged by Charlie Means. The program will start at 8 o'clock and be followed by dancing.

All employees of all departments are urged to attend. The usual rules governing admission will be in effect.

Here's Where Cars Will Live

HERE is the way lines will be distributed under the rearrangement April 1:

Division One: Lines D, J, N, R, and Mateo shuttle. Total of 158 cars.

Division Two: Lines H, O, S, U, V. Total of 193 cars.

Division Three: Lines A, B, L, W and part of E. Total of 231 cars.

Division Four: Lines I, P, T, part of F, and all safety car main lines and shuttles as at present. Total of 157 cars.

Division Five: Lines M, part of E and part of F. Total of 169 cars.

TRAFFIC LAW VIOLATORS MUST HANDLE OWN CASES

New Police Procedure Puts Millionaire or Motorman on Equal Footing

DECLARING that more than 50 per cent of tags given for violation of city traffic ordinances have been "fixed" so that the law and the officers have been subjects of contempt, Police Chief Louis D. Oaks has issued strict orders against such tactics. The notice appearing in the Police Bulletin is as follows:

The system of O K-ing or squaring traffic tags has grown to an intolerable condition. I am reliably informed that over 50% of traffic tags are "squared" by some members of this department, and the situation grows worse every day. This condition MUST STOP. It simply makes a joke of the laws and breeds contempt for the officers that attempt to enforce it.

Hereafter traffic tags will be retired by Division Commander ONLY, and then only in cases where there is some justifiable excuse. Any action of any other member of the Department in preventing the appearance of a person, who has received a traffic tag from appearing in court or at the Bail Clerk's office, will be suspended upon evidence of such action.

Division Commander will be held responsible for the proper enforcement of this order. This means that any person violat-

ing any traffic law who receives a tag must handle the case himself because no other party can, or may, act for the offender under the new procedure.

The ruling applies alike to motorman and millionaire drivers of high-priced automobiles.

If a motorman is given a tag for violating a traffic ordinance he must make out an accident report as heretofore, but if he is commanded to appear in police court or before the bail clerk, he must obey the summons, as there is no other course open.

If the trainman receiving a traffic tag considers he was perfectly in the right, he must protect himself by procuring witness names. If investigation of the accident report and the statements of witnesses show that the trainman was right, the company will be willing to help the trainman as best it can because it is the policy to help an employe when he is improperly treated by an outside agency while in discharge of his duty in Los Angeles Railway service.

In consideration of all traffic matters, it must be remembered that the traffic officer is boss of his intersection. He has to handle traffic to meet situations which the average driver may not know. The traffic officer may make errors because he is human, but he is boss of the situation and his orders must be obeyed.

Check yourself up now and then and see just what you have done or are willing to do to prevent accidents to yourself and to help others from having accidents.

Carelessness is a crime.

It only needs a little gumption and determination to turn from a bad habit to a good one, and the longer you try the easier it becomes.

The effort for safety is for your benefit.

ALL RUNS WILL BE PUT ON GENERAL CHOICE

The most extensive rearrangement of lines since the general rerouting in May, 1920, will be effective April 1.

The plan is primarily for the good of service and it also will improve working conditions for trainmen materially.

The rearrangement places all cars of a line at one division instead of splitting the line between two divisions. The only exceptions will be lines E and F.

General Choice

A general choice of runs on the entire system will be conducted before April 1. The new schedules showing the runs assigned to each division are due to be delivered to the divisions about the time this issue of *Two Bells* reaches trainmen.

Following the general choice, the schedule department will begin immediately to increase midday service. This will mean additional runs on the majority of lines and line "shake-ups" at each division as the schedule department turns out the work. It is possible that a second general choice will be necessary when the full job of service improvement is completed.

Benefits Runs

The rearrangement will have numerous advantages. It will mean that one superintendent will have charge of a line instead of divided responsibility existing, as heretofore. It will enable the schedule department to arrange runs and time to considerable advantage as tripper ends which formerly operated out of two divisions can be tied together and midday service added, as contemplated in the general improvement of service, and desirable runs made out of the whole.

In addition to improving the efficiency of lines, the new plan will relieve congestion at car houses which has been acute for some time. Divisions One, Two and Four have been housing a capacity number of cars for several weeks. Division Three will become the leading division in point of number of cars operated, this rank having been held by Division Two.

Instructions governing the general choice and the procedure for men wishing to transfer to another division are contained in the special bulletin sent out to the divisions.

Editorial Comment

Two Bells is The Official Paper of The Los Angeles Railway

Traffic Laws Must Stick

THE action of the chief of police in putting all violators of traffic ordinances on an equal footing is commendable. His action makes it necessary for the offender to shoulder the blame himself whether he be flivver driver or wealthy pilot of a twelve-cylinder limousine.

Back of the new plan is the determination of the chief to make the traffic ordinances of this city respected.

Street railway rules would be useless if one man obeyed them and the next man disobeyed them at will and was allowed to continue in his indifferent course.

Disregard of traffic laws has been one of the worst sins of Los Angeles. None realize the effect of this disregard for traffic laws more than the motormen who are harassed daily by indifferent auto drivers who have depended on "fixing" traffic tags and then going out again to commit the same offense. Street car men have not been blameless but on the whole there is a wholesome regard for traffic laws by trainmen and a willingness to co-operate with the traffic officers.

If the new procedure is effective in stimulating increased respect for traffic laws by all classes, then we will say to Chief Oaks: "More power to your elbow."

If You Were A Passenger

A request that all trainmen make a concerted effort to ask passengers to move forward in the car and cut down the rear end blockades, is presented by the transportation department.

Did you happen to see the little story about moving forward which was printed in last A-Z-U-R-I-D-E? There is a world of truth in it but it is necessary to remind passengers constantly of the benefits of moving forward and promoting their own convenience.

An oft repeated request to move forward will not be effective unless it is presented in a friendly way. It is a request for cooperation and will not be effective unless it is made in the right spirit.

The request must be repeated because passengers are getting on and off the car at every corner and a single request to "move forward please" as the car is moving through the congested district will be of little use because the audience changes quickly.

If you make the request in such a way as would impel you to co-operate with the conductor if you were in the passenger's place, you will be successful and advance your own comfort as well as that of your passengers. Keep it in mind this week.

Run Disc 98 Held Up Side-Down as 86 Starts Rumpus

Motorman E. Day, of Division Two, who travels the "S" line back and forth, worked a tripper on the "M" line the other morning and the disc was 98.

He sauntered down to the board with his disc upside down which made it read 86. The score board showed it a two-car train.

As big as life Day scrambled upstairs and told the whole world that he was a crackin' good man on a "1200" if it didn't have another "1200" dragging behind. When the disc was taken from him, quietly but firmly, and replaced in his hand other side up, he dashed out and in his hurry forgot to raise the rear man trap, and as he went through town an eagle-eyed supervisor raised the fender and also ten fingers.

An exciting day for Day.

Can Cash Pay Checks At Broadway Branch

Employees will note that the new pay checks bear the address of the Tenth and Broadway Branch of the Pacific Southwest Bank. The checks can be cashed conveniently at this branch as it is close to the main offices.

On the Sick List

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

DIVISION NO. 1

Conductors—D. L. Wieland, 462 W. 45th St.; R. W. Brigham, 5305 McKinley Ave.; T. B. Chisholm, 516 N. Coronado.

DIVISION NO. 2

Motormen—M. R. Chamblin, 5215 South Wilton; J. M. Sparks, 653 E. 53rd St.

DIVISION NO. 3

Conductors—C. E. Tyndall, 2739 Pepper Ave.; C. H. Deane, 600 W. Ave. 27; H. C. Albertson, 1218 San Fernando; C. N. Denton, 598 W. Ave. 26.

Motormen—J. W. Spalding, 2806 4th Ave.; H. Harkens, 2026 Dayton Ave.; G. A. Norton, 516 West View Dr.; D. W. Lantz, 3331 Pepper Ave.

DIVISION NO. 4

Conductor E. L. Bailey, 1420 West 12th St.
Motormen—G. A. Allen, 1412 Girard St.; P. P. Scrivener, 1326 Georgia St.; J. B. Selby, 1204 Winfield St.

DIVISION NO. 5

Conductors—A. J. Maryhew, 200 Oakwood Ave, Hawthorne; H. D. Webster, 5012 First Ave.; G. J. Armstrong, 5156 First Ave.; J. H. Miller, 4811 S. Vermont Ave.; F. Mennerich, 1146 West 78th St.; A. V. Smith, 1256 S. Indiana St.; L. K. White, 1416 West 57th St.

Motormen—H. M. Bush, 828 Larch St., Inglewood; W. E. Snell, 317 Pimento St., Inglewood; R. T. Todd, 5340 Fourth Ave.; R. B. Lewis, 905 West 55th St.; M. E. Phalen, 5349 First Ave.

Help prevent accidents. It is your duty.

BULLETINS

Issued March 26, 1923

BULLETIN NO. 42

Notice to Trainmen

Effective at once, trainmen will discontinue the use of toilet in the rear of 8617 Moneta Avenue, and will in the future make use of toilet located in the rear of Real Estate Office at 8603 Moneta Ave.

This toilet will be open for the convenience of trainmen day or night, so long as they do not abuse the privilege and conduct themselves properly in the use of the above mentioned toilet.

BULLETIN NO. 43

Notice to Trainmen

The next semi-annual watch inspection period is due April 1, 1923. All employes concerned must have watches inspected and obtain new cards promptly, surrendering old card to Inspector.

BULLETIN NO. 44

Notice to Trainmen

Complaint is made that line "U" cars on approaching the terminus at 39th and Western do not make the passenger stop at Harvard as indicated by the sign, but pull on across the street making the stop at the switch point and compelling passengers to alight at that point.

This practice must be discontinued at once, and the stop on the east side of Harvard must be made in all cases when passengers indicate that they wish to alight.

BULLETIN NO. 45

Notice to Conductors

Public schools will be closed during period beginning Monday, March 23, 1923, up to Monday, April 2, 1923, when they will open for new term.

Do not honor School Tickets during the above time.

BULLETIN NO. 46

Notice to Conductors

The following passes are reported lost: No. 4064, issued to J. M. Drogus, Motorman Division No. 3.

No. 5982, issued to D. O. Livingston, Conductor Division No. 5.

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

P. B. Hill

Supt. of Operation.

SEATS RESERVED FOR EXPOSITION

Tuesday is the deadline for making reservations for the Monroe Doctrine Centennial Exposition to be held in Exposition Park five weeks commencing July 2.

The exposition management is selling patron's certificates at \$10. These certificates include a ticket for the festivities of the opening night when President Harding and a congressional delegation are scheduled to be present. They include also ten admission tickets which may be used at any time during the exposition by any person. **Only holders of patron's certificates will be admitted on the opening night.**

Arrangements have been made whereby employes can purchase these certificates by deductions from the pay roll, as noted on the coupon below. Employes wishing to make such reservations should fill out the coupon at once and hand it to the department head.

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. _____

When in doubt, take the safe course.

FINAL WEEK TO DECIDE SAFETY HONOR

With one week to go, Division Five is preparing a place where the big Premier Safety Division flag may rest for six months.

Figures announced by the safety bureau indicate that Supt. Morrison's bunch will take the March contest and the seasonal honors.

Divisions Two and Four started something that looked like real competition but when the dust settled Division Five was "sitting pretty" with a lead of close to ten points for the month.

There is less than five points difference between Divisions Five and Two in the seasonal standings and the last week of the month will determine the winner.

The scores for March announced by the Safety Bureau are:

Division Five	76.63
Division Two	85.21
Division Four	90.34
Division Three	92.00
Division One	108.78

The scores for the season are as follows:

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

Little Stories OF Street Car Life

Los Angeles Railway,
Gentlemen:

The following incident came to my notice. By way of explanation, I was on an inbound "W" car in the late afternoon of March 13th. The motorman was No. _____ in charge of car No. _____. While rounding the curve near the Southwest Museum the car struck a dog—only a cur, the conductor, as soon as he saw it, pulled the cord to stop. Not until the conductor came up and told him to do so did the motorman stop. The conductor got off the car and saw that the dog's leg had been cut off close to the body, he came back to the car and asked the motorman if it would not be best if he called a policeman to end the dog's misery. After seeing the condition of the dog, any fair-minded human motorman would have at least taken a couple of minutes to have this act of kindness performed, after he had been the cause of it all. The motorman replied to the conductor that he did not have time to do such stuff and started the car with a jerk.

I wish to appeal to your reason and common sense, if this motorman would act in such an inhuman, brutal mean way to a poor helpless dumb animal would he not do the same and act the same toward a human being. The motorman who would do such a thing as this is not fit to be in the position such as he holds, where he is liable to repeat this on an innocent man, woman or child.

Thanking you for your time, I remain
Yours for improvement,
MELVIN L. CORNELL.

For Condr. C. A. Ermann, Div. 4
Los Angeles Railway,
Gentlemen:

I am herewith enclosing 25c, which you will be kind enough to put in the hands of Mr. C. A. Ermann, Conductor No. 2704. 5c of this amount is for car-fare which he so kindly loaned Mrs. Hamilton when she got on the car without money, and the 20c he may buy cigars with.

Very truly yours,
D. J. HAMILTON,
2725 West 9th,
City.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things

(Hand Picked)

For Condr. G. R. Stevens, Div. 2
Los Angeles Railway,
Gentlemen:
Permit me to report an act of great courtesy today on the part of your employe, Conductor No. 2094, on car No. 443, 7th and Grand Avenue.
He assisted a lady (elderly) on the crowded car—placed her in comfort on the high stool. I take the liberty to report.

Yours truly,
WILLIAM H. WISE,
224-5 Chapman Bldg.,
City.

For Condr. J. S. Phillips, Div. 2
Los Angeles Railway,
Gentlemen:

I was going home on one of the West 7th street cars, when Conductor No. 2038, I didn't know his name—performed an act of extreme courtesy toward one of his passengers. The passenger was an elderly man who was partially blind, and when the car reached the corner of 7th and Broadway there was a long line of automobiles behind the car waiting to pass it. When the car came to a complete standstill, the conductor got off, helped the old gentleman to the pavement and then walked with him over to the curb and took particular pains to see that the automobiles were halted a sufficient length of time so they could get by, and when they reached the curb he saw that the old gentleman was started on his way.

I am writing you about this because I think some mention should be made of this in the conductor's record.
Yours very truly,
KARL LOBDELL.

For Condr. R. C. Young, Div. 5
Los Angeles Railway,
Gentlemen:

Feeling that you will be glad to have one letter of commendation among numerous "kicks," I want to place on record the conduct of "536."
This man's name is unknown to me, but his willing acquiescence with the numerous "please tell me where to get off," etc., deserves at least a word of approval from his superiors in office.

So many of your men are surly and even rude so that the gladness expressed by the man in question when he points out the direction to walk on alighting deserves notice.

Very truly yours,
MRS. DORA SIMMONS,
406 West 59th Place,
Los Angeles.

For Condr. W. J. Millican, Div. 3
Los Angeles Railway,
Gentlemen:

I have had two different occasions to observe the conduct of the conductor on the Eagle Rock-Hawthorne line.

I am not personally acquainted with this man, do not even know his name, but his number is 2236, and I wish to compliment him through you, for the efficient, courteous manner in which he handled the crowds when his car was jammed almost to suffocation; also the distinct manner in which he called the names of the streets.

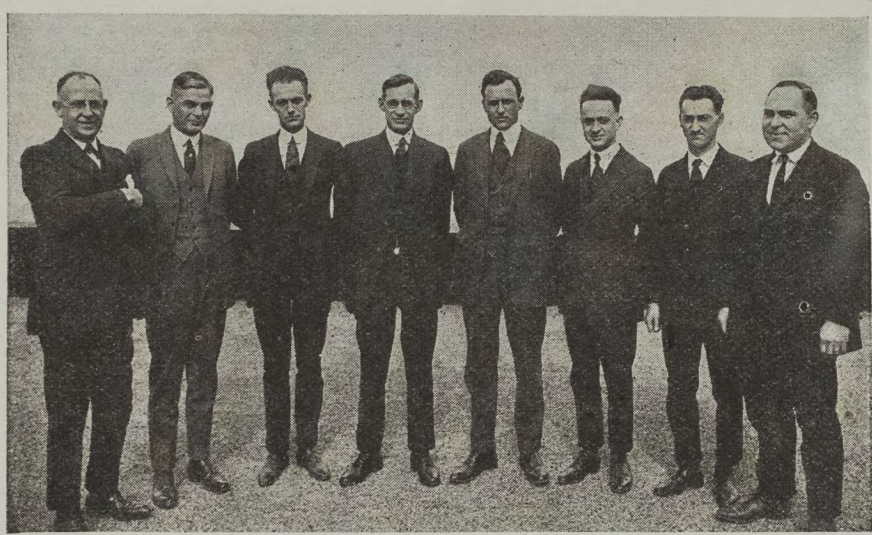
Sincerely yours,
C. A. DeCOO, Police Com'r.
Police Department,
Los Angeles.

For Mtr. W. J. Hague, Div. 5
Los Angeles Railway,
Gentlemen:

Recently I had a great courtesy shown me by Motorman No. 2589.
I had my arms full of bundles and was very tired. As usual the "F" car was packed to its capacity. Got on at 4th and Main. Motorman No. 2589 very kindly gave me his stool to sit upon. At this time would like to say the L. A. R. Y. would be much benefited if it had more employes as courteous as this particular one. Besides watching the traffic, the passengers and running his car, he never fails to call every street.

MRS. GEORGE HOLMES,
851 West 74th St.,
Los Angeles.

SO THESE ARE THE FELLOWS WHO MAKE THE SCHEDULES!



Left to right they are: Louis Recappe, chief of the tribe; J. G. Owens, G. H. Campbell, C. F. Egan, K. K. Randall, W. H. Shelford, A. Mohr, and Harry Tuttle.

NOW gentlemen, you need not take off your hats and sing the national anthem just because we give you a glimpse of the brains department—alias the schedule makers. But if there is one trainman who has not declared to the world in general and other disinterested parties that the fellows who make the time and runs came from stock which swung from the jungle trees by a flexible prolongation of the vertebral column, he may now declare it. Others have editorial permission to make a face at the picture to relieve their feelings.

Seriously, the schedule department has one of the toughest jobs in the street railway industry. Schedule making is an exact science in which many factors have to be considered in the effort to fit the service to the demands of travel. Carelessness in this work allows wasteful expense to creep in quickly.
So have a thought for the schedule makers. Shed no idle tears but remember it is up to every employe of every department of this company to do his best, co-operating with those who work with him, to turn out the best possible service.

STOP AND THINK

Let us be a little kinder,
Let us be a little blinder,
To the faults of those about us.
Let us praise a little more,
Let us be when we are weary,
Just a little bit more cheery;
Let us serve a little better
Those whom we are striving for.

Let us be a little braver,
When temptation bids us waver;
Let us strive a little harder
To be all that we should be.
Let us be a little meeker
With the brother who is weaker;
Let us think more of our neighbor,
And a little less of self.—Exchange.

A half-dozen Indian Sikhs
Took the ferry-boat over the Styx,
And the passage was rough,
And it surely was tough
To see Cerberus sic six sick Sikhs.
—Puck.

Are you mentally prepared to avert an accident? Keep your mind alert. There is no time to be careless.

A wise old motorman says: "When I see a person about to cross the tracks in front of my car, I figure that he is both blind, deaf and foolish, and I take no chances."

"Safety First" is pretty old,
For Noah sent out the dove, we're told.
He took no chances.
—B. C. E. R. Motorman.

On The Back End

(Contributed)

Foreman Boyd of Division Four is reputed to be a full bred Yankee, but after finding he made the day-sheet out in green on St. Patrick's day, it is safe to assume there is a "Mulligan" in his family tree.

Have you had your uniform cleaned and pressed lately?

The report of the following incident comes from Division Three, and as it concerns a Division Four crew, you can use your own judgment:

A celebrated and otherwise up-to-snuff crew of Division Four, composed of Bill Sloane and A. R. Boyes, was observed on Wednesday afternoon taking a nap at Avenue 37 and Dayton, waiting for the power to come on. A passing pedestrian, seeing their predicament, walked over and put their trolley on and away they went. Oh you Bill!

The scene is laid at 8:30 A.M., Tuesday morning, between 18th and Washington Sts., on Main. A poor lone nickel is laying between the tracks. Motr. Dan McCarthy is southbound and Motr. Knudson is northbound. Both cars skid to a stop—a race—Motr. Knudson yells, "I got it, I got it!"—15 second delay—on their way. No wonder some of these motormen have such large bank accounts.

The hotel across from Division One is being spruced up with a new coat of paint and a new hotel is to be built on Seventh and Central. We'll have to put one of these diamond studded radium headlights on the famed brick car house if it is to hold its own.

Reputation is what men and women think of us, Character is what God knows of us.

During a recent rain, when the streets and rails were slippery, we were standing at Seventh and Towne to pick up passengers. An automobile, speeding up behind us, tried to stop and in so doing skidded all over the street. A woman, intending to get on the car, stopped and said to the driver: "Say, mister, will you square that automobile around till I get on this street car?"

Important Position for 'Swede' Peterson

E. B. Peterson, genially known as "the Swede" at Division Three, and a mighty good conductor, has resigned to undertake an important job for his native country.

Peterson is now visiting various centers of the country in the interests of a big exposition to be held in Stockholm under the patronage of the government. After devoting two months to this activity in America, Peterson will sail for Sweden, where his work will be devoted to looking after the interests of American visitors.

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

We won't say much about the safety flag this time, 'cause we haven't got much to say. Just want to tell all you Division One boys who don't happen to know it already, that we are on the bottom, yes, right on the bottom. Looks like that "Every day in every way we are getting worsen and worsen." What's the matter, got the Spring fever or something? Snap out of it, get your mind on your business and quit thinking about that fine vacation you are going to have soon, or that dame you met at the dance last night. Think about that auto that is running right ahead of you, or that old lady who is just about to step off the car before it stops. Come on boys, there is still time to forge ahead, the flag is not lost by any means. Just keep your mind on what you are doing and try to avoid those accidents and we will bring home the bacon.

Two Jews had spent their vacations at two different resorts during the summer. When they met by chance afterwards, one Jew said to the other, "Vell Abe, and how did you enjoy your vacations?" "Oh it vas no good, there vas too many Irish there," replied the other. "I had the same trouble where I went too," said the first. "If I find a place where there is no Irish I go there and stay." An Irishman, standing near, overheard the conversation and spoke up in a rather dry voice, "Oh you two Jews go to H—I, there is no Irish there."

Conductor A. A. Deaner, who works extra as register clerk, obtained a leave of absence to go East on business.

Motorman Anschutz says he was out to see Harry Cord, who is known to most of the boys at this division, and found him to be improving rapidly. Harry would like to have more of the boys out to see him, and anyone wishing to go see him can obtain his address from the foreman's office.

Right in line with the rest of the spring cleaning comes the new cloth for the pool tables. The tables are just as good as new now, so treat 'em easy boys and let's keep them in good condition as long as possible. This is all furnished free for your amusement and you should show your appreciation by taking good care of the equipment while it is in your care.

DIVISION 2

C. L. Christensen

Our last safety contest is in full swing, and Division Two is in second place, both for the monthly as well as the six months' period. No doubt every trainman at Division Two would like to have the safety flag brought back to keep it here for the next six months, but if you want to bring it here, you must work for it, work hard and watch close. If you don't, you will never make the grade, as Division Five is several points ahead of us and you know Mr. Morrison's clan is hard to beat. We will have to work together, every one of us.

Come on, let us go!

Conductor A. C. Hausler and Motorman C. Haggard, who has been absent for several weeks on account of sickness, have both returned to work.

Motorman P. C. Pedersen, who has had sixty days' leave because of ill health, has secured thirty days more.

Motorman W. O. Dowle has taken a vacation to visit his father on their apple ranch near Escondido, Cal.

A. W. Finch, student conductor, is giving an early contribution to the Two Bells column, with the announcement of the arrival of a 10-pound boy at his home. Both mother and baby doing well. Congratulations.

Who's Who



TO MAKE this little write-up of Conductor A. A. Goldsmith of Division Four truly typical, the type would have to be talking loud and fast before the first paragraph ended, but as all the fast and loud-speaking type is busy just now, just an ordinary story must suffice.

"Goldie" has been at the street car game since 1891 when he worked on cars of the Lincoln, Nebraska, Traction Company. Landing in Los Angeles in 1904 he worked as motorman on the Los Angeles and Pacific lines which operated to Pasadena and Santa Monica. In the same year he switched to the Pacific Electric and in the following reorganization plans, landed with the Los Angeles Railway.

Conductor Goldsmith was for a time a division instructor and is now a line instructor on Pico and East First.

DIVISION 4

C. J. Knittle

Supervisor F. P. Hommel returned to train service last Friday and celebrated the event by going on a ninety-day leave.

Motorman H. L. Keever is taking a thirty-day rest. Conductor W. G. Figg is trying out another position on a thirty-day leave.

Conductor Hughie O'Neill's alarm clock must have received some very uncomplimentary remarks when it woke him at 6:15 instead of 3:45 last Monday morning, and after serving three days as rear admiral of the extra list, it is feared the famous miss-out regulations has lost another advocate.

Conductor Paul Troblay breaks into print this week with one about the immortal Hebrew. This one boarded his northbound Pico car at Seventh and Broadway with an E. Fourth transfer. Paul explained that the transfer was only good at Third street. "Oh, yes, I see," responded the Hebrew and started up in the car. "Here, here, mister, you have not paid your fare yet," spoke up Tromblay with a light grip on the man's arm.

"But I geef you my vord, bargained the Jew, "I vill be beck mitt the troonsfair when ve coom by Third Stritt."

Watching the safety contest standings is more exciting than a world's championship boxing match. On the 16th and 17th this division nosed Division Three out of second place and it was looking nice for us when Division Two got rough on the 18th and bumped us back into third place. But Supt. Wimberly has a whole lot of faith in his outfit and believes some fine work is going to be done before the end of the month.

DIVISION 3

H. A. Russell

It still looks as if the safety pennant is going to remain in the southwest, that Sea Gull egg diet must be the snake's knee caps, when it comes to winning things. Guess we will have to get a setting of eggs and go raise 'em and get some of that pep. Sea gulls, as you are aware, are great fish eaters and fish eating creates brains and E. fish-ency, so that's that. Anyway, if we want to get a look in at all this session, it will be necessary to make the required start immediately if not sooner as there is only a week to go. So get down to it. Keep your eye peeled. Don't say, "I thought it would clear," but be sure it will, as when it doesn't that means a Class No. 1 accident and they come high and our percentage goes down like a chill down your back. So altogether. Ding, ding, let's go!

Harry Tupper, the boy conductor, has graduated into the instructor class. If the student that I heard him instructing will only absorb all the dope that Harry was handing him, he will be some conductor.

The air has been full of all kinds of rumors as to changes that are to take effect shortly, in fact you can hear most anything. Some have it that all the cars are going to run out of Division Three. If so, that would be hard on the other divisions, but we could handle them anyway. Where there is smoke there is fire, so we will just wait and see. In the meantime there is all kinds of guessing going on.

Extra Conductor R. G. Monahan has discovered one way of beating the high cost of living by having his head shaved. He sure has a noble looking nut. All the same ivory billiard ball.

On Tuesday evening, about 5:30, fire was discovered upstairs in the lockers. An impromptu fire brigade was organized. Someone grabbed the fire hose and rushed upstairs with it, while another hitched it on to the hydrant and immediately turned on a full force of water, with the result that the hose did a beautiful snake dance and some of the boys got a ducking, but with the aid of the fire extinguishers, the blaze was soon out. The cause of the fire is unknown. Maybe spontaneous combustion or maybe a bottle of home brew blew up, but anyway it warmed things up for a few minutes.

Many of the old-timers of this division will remember Mot. Joe Jones, who lost his eyesight several years ago by a flash from the controller and will be pleased to hear that Joe has recovered his sight and is now back in the city, working every day.

Motr. J. L. Jones, extra supervisor, has resigned and is now working in the freight depot of the P. E.

Cond. Florio, who left us some time ago to try out the mail service has received his permanent appointment and is now a full fledged mail carrier.

Mot. Dymnan, Oscar you know him. He has been on the sick list for sometime. He was over to see us the other day and proudly exhibited pictures of his family, consisting of several cows and calves, some chickens and a dog; a fine family. I assure you he is gradually recuperating and expects to be on his run again shortly.

Introducing New Men

The following men have been assigned to their divisions during the week ending March 17, 1923:

DIVISION NO. 1

Motormen—C. Ellwood, G. O. Maxwell. Conductor L. E. Paulus.

DIVISION NO. 2

Motormen—H. P. Eaton, R. W. Cris-ham, T. R. Dasey, W. W. Moody.

DIVISION 5

E. C. Tyler

Page Barney Google and Spark Plug, Division Five is running away with the safety race. Only one responsible accident last Saturday and a "no accident" day Sunday, has given us a big boost. Only a few more days to go now, so watch yourself and help put the Sea Gulls over the top.

"Genial" George Ferguson was out Tuesday and gave us the sad news, so we'll shed a few tears as we say goodbye to the old U and V lines. We can't help but wonder how the old-timers on the "cross town" (who haven't been to town since they put lights on Broadway) will feel piloting a car down the "great White Way."

Motr. V. L. Myers has taken a three weeks' leave to rest up. He expects to take a flying trip to Indianapolis, Ind.

Switchman "Bill" Stoll is back on the job, from a thirty-day leave which he spent at the beach. Bill says he had a good rest and didn't even spring a fish story. Said he went out a couple of times, but made no phenomenal catches.

Last Saturday Condr. M. B. Phelps had a large, strenuous day. He caught his car home with a copy of Two Bells grasped firmly on one hand. Reaching Western Ave. it dawned on him that he had left his changer at the barn, so he got off and went back. Fifteen minutes later he caught another car and sank into a seat, intending to read his Two Bells and forget his troubles. The conductor called Vermont and Phelps read on, he called Hoover and still he read on, Moneta was called two or three times, then Phelps looked up and said, "Did you say Hoover?" Warily he climbed down and started back afoot. We wonder what time M. B. really did get home.

Motr. Haynes says a serious accident occurred on his car the other day, but no report was made. A lady had her eye on a seat and a man sat down on it.—Glug!

Condr. G. F. (Fisherman) Stevens, who has been on an extended leave of absence for his health returned to service this week. Steve spent almost the whole time in the mountains and is certainly looking fine.

Conductors Bird and Lane were talking politics the other morning and let the 2:25 owl get away. They both say that it's a long time between cars, for they had to wait for the 3:30.

Motr. A. H. Warren is trying out as a supervisor. We all wish him success.

The First African Baptist Church was holding baptismal services. After being immersed for the first time the minister said "Liza Jane, does yo believe?"

Liza says "No, sah." After the second time he said, "Does yo believe now?"

Liza said, "No, sah." The third time the minister held her down a little longer and when she arose he asked "Does yo believe now, Liza?"

Liza says "I shore does believe now." "Well, tell the folks what yo believe." "Folks, I shore does believe this d— fool is trying for to drown me."

Our old friend, C. D. Clark, who is looking after the voters' interests at Division Five, drove into the yard the other day just two jumps ahead of a speed cop. C. D. must be a pretty good talker for he got away without a tag.

DIVISION NO. 3

Motormen—F. Smith, W. T. Plant, R. A. Minkler. Conductors—R. W. Whitaker, L. F. Smith, R. A. Lee, C. H. Ekins, J. T. Nickels, L. H. Gale.

DIVISION NO. 4

Motorman R. L. Compton. Safety Operators—J. W. Walton, J. R. Tate. Conductor R. Adney.

DIVISION NO. 5

Motormen—O. Lornzen, L. M. Miller. Conductors—M. Shipman, E. F. Pitlock, L. A. Wade, J. F. Grimm.