

# New Substation Ordered

## DIV. 1 OUT TO INCREASE WITNESS RECORD

Although Division One held the cellar position in the average number of witnesses for accidents procured during 1923, the men of Sixth and Central will be near the top in 1924, if the interest in the safety meetings last Tuesday is any criterion. Good attendance marked the sessions held at 10 A. M., 1 P. M. and 8 P. M. when Mr. Collins, supervisor of safety, and C. M. McRoberts, general claim agent, spoke on important phases of accident prevention and accident protection.

Mr. Collins said that the men who operate the street cars come from all parts of the country and from all walks of life but that it is necessary for them to learn the one system of safety that will meet a million combinations of traffic instead of trying a different system on every combination.

### Learn Right by Doing Right

"You learn by doing," said Mr. Collins. "If your work is repeatedly wrong, you get in the habit of operating a car wrong. You have learned the correct way to operate a car and the correct way is the easiest way."

"When an investigator of the claim department starts to work on an accident, he has something definite; he knows when and where the accident happened and the result. From the standpoint of the public, the motorman occupies a much more important position because he is the preventative force that can save damage to property and injury to people. The motorman knows that out of any intersection at any time may come women and children on foot or in automobiles and yet there are some who will take the chance of hurling a 30 ton load into that intersection without adequate warning. It is this sort of thing that develops the habit of careless operation. The man who does not take chances, is the man who does not have accidents for which he is responsible."

Mr. McRoberts prefaced his talk with a brief review of the cost of accidents which he mentioned in the former series of safety talks. He said that of the 25,000 odd accidents in 1923 costing approximately \$375,000, Division 1 had turned in 5,236. He urged trainmen

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## Dont Frame Your Bonus Check; Cash It!

WHO are the 22 plutocrats who are so prosperous that they have not cashed their Christmas bonus checks?

George Lane, paymaster of the company, has been wondering a little and remarking a lot about this subject as he is anxiously waiting for the 22 checks to be cleared through the banks so that the account can be closed for the year.

## RAZING BUILDING REVEALS RELICS

Razing of the old Number 2 car house at Division One and the clearing of the property for new storage tracks has been like exploring buried ruins of an old city. After the building had been torn down, excavation for the track pits was started, but a few feet underground, workmen found a thick concrete floor which had originally been the floor of the machine shop more than two decades ago but had been buried in general changes made since the railway abandoned the old steam plant which generated electricity for the cars in the days when electric cars replaced the cable system.

Eight carloads of concrete were removed and at several places, workmen found old pits in which the bottoms had been filled in with discarded electrical equipment of the nineteenth century.

## Forges in New Spot At South Park Shops

One of the eight-inch pipe lines has been put in the tunnel from the boiler room of the South Park shops to the new blacksmith shop and machinery is being installed. Four steam hammers have been put in place. Fourteen forges are to be installed and connected.

The big forging furnace which is oil burning with air and steam control, has been put in place and will be used for heating large pieces of metal. A heat treating oil furnace which has electric control and is used for "bull dozing" also is in place.

Did your late uncle remember you when he made his will?"

"I guess so—for he left me out."

## Automatic and Manually Operated Units and 100 Street Cars To Be Built

ORDERS have been placed for an automatic substation at Sixth street and Central avenue. General Electric equipment will be used. This will make the sixteenth substation of the system and the sixth one to be automatically operated.

One of the manually operated substations will have its capacity increased, as an order has been placed for an additional converter. The station in which this machinery will be placed has not been decided upon as yet.

## OFFICIAL LAPEL BADGES ARRIVE

The supply of lapel badges with the insignia "L. A. Ry. Co." arrived last week and will be distributed to trainmen at once. The badge has an attractive design in blue enamel and white metal and is to be worn in horizontal position on the left coat lapel.

The badge is the official insignia for trainmen and replaces the insignia carried on the brass buttons before they were discarded to increase the utility of the uniform suit.

Failure to wear the badge when appearing for work, will be sufficient cause for the division superintendent to refuse to let a man go out on his route.

## Radio Set Rebuilt For Frank Dennison

The radio set installed last Christmas at the San Fernando home of Frank Dennison, former director of traffic, by his friends in the transportation department, has been rebuilt by "Billy" Yandell, the telephone shark of the line department. With the rebuilt set, Frank can now get points outside the three-mile limit and give himself the pleasure of ordering a glass of water.

### CONGRATULATIONS

Congratulations Mr. Stevens and the Los Angeles Railway Corporation for the new directory and street guide. It fills a long felt want and although it is a little bulky, one forgets that when you think of all the wonderful information contained therein.

L. B. FOWLER,  
Division Five

Many a man is carried out feet foremost because he rushed in headlong.

The order for the 100 Type H cars has been placed with the St. Louis Car Company. There will be no change from the specifications and equipment of the type H cars now in service. Westinghouse air brake equipment and automatic couplers will be used.

One hundred controller equipment units of type K 35 for four-motor cars have been ordered and 300 type K-68 controllers have been ordered for two-motor cars. The new material will replace some of the K-11 controllers. These purchases are being made in the program to convert a number of the present two-motor cars into four-motor type. The controllers are to be furnished by the General Electric Company.

An order has been placed for 722 Westinghouse motors of type 514-L which will equip the 100 new cars being purchased and the 20 being built in the South Park shops and leave 242 for replacement of older motors now in service. Westinghouse H. L. control equipment will be used for the 120 cars.

The orders placed during the past week cover the major part of the engineering department program for extension of service during 1924, with the exception of new track construction.

"Caution is the oldest child of wisdom."—VICTOR HUGO.

## San Pedro Bus Line Back At Old Stand

The Los Angeles Railway bus line connecting with the sound end of line "S" resumed operation on San Pedro street between Sixty-first street and Manchester last Friday. The line was started on San Pedro street but was moved to Main street while the former was being paved. The connection with the "S" line cars will be made hereafter at San Pedro street.

Do your duty to yourself, your home and society by being a careful man.



## Editorial Comment

Two Bells is The Official Paper of The Los Angeles Railway

### Yonder Grass No Greener

THE mule that thought the grass beyond the fence of his pasture was greener than that within the enclosure, strained his neck reaching through the grass for the "yonder grass" and then did not get half as good a feed as he would have had if he had given his attention to his immediate vicinity.

As one eminent authority you can find in any organization those who are after the "yonder grass" even if it is only a yonder grass widow.

The moral is clear. Do your best with the job that you have.

The Los Angeles Railway organization is officered by men who have worked up. In the transportation department, the department that interests trainmen particularly, most of the officials started in the train service and all of them started in lower positions than they now occupy. They worked up because they had the stuff that pushed them ahead. They were not worrying about the "yonder grass." They were doing their best with the job they had in hand.

There is a continual look-out kept for men who are doing their present jobs in such a way as will make them material for a higher job. This is particularly true at present with the big extension program progressing.

### Class for Motormen Line Instructors Next Week

BY DAN HEALY

Acting Chief Instructor

BEGINNING next week it is the intention of the Instruction department to call in the line instructing conductors to develop more co-operation in turning out more thoroughly and uniformly instructed students and to exchange ideas and to receive suggestions that are offered. The dates and hours of these meetings will be announced later.

I also hope to get in more line instructing motormen who through sickness or other reasons, were unable to attend the recent lectures. In the case of motormen, I would like to emphasize again the necessity of giving the students all the practice that is possible without unnecessary delays to the service. This can be done, I believe, on the first and second lines by showing the new man where he is losing his time.

#### Don't Get Rough

I hear from time to time that some motorman has spoken harshly, and in some cases unnecessarily to the students in the presence of passengers. While no doubt no harm is intended, it makes the student feel that he is unwelcome and a burden. Therefore I hope no one will so far forget himself as to do this.

I also wish to repeat the necessity of having the student pull out and pull in with you. The only exception to this is when car pulls out unusually early and the student does not live near the division. In that case have him catch you on one of the earliest trips up-town.

Owing to unusual conditions on certain lines and runs it is not possible for a student to qualify within the number of days specified on the sign-out card, and in this case you will be privileged to keep the student a day or so longer. As times have changed since you broke in, and you have in a way grown up with the system, please don't lose sight of the fact that the new man has much more to learn than you had, and do not discourage him by telling how you broke in in three or four days.

#### Ask Him Questions

I feel sure that if every motorman line instructor will follow the printed

form that he has been supplied with, and ask the student the answers to the different questions, the continual repetition will make him more proficient. Please place any comments which you wish to make for or against the student on the back of form No. 520, which is the little card, and we will treat such information as confidential. Please do not take the sign-out card from the student.

After a student has finished on your line have him report at the instruction department the following morning no later than 7:45. We would be glad to receive him, however, at 7 o'clock.

It sometimes happens in the case of re-employed motormen or a change from one division to another that we mark on the sign-out card for these men, "when O. K.". When receiving a card so marked, see that the student operates the car, that he knows all the time points, pull in and pull out routes, and any and all special features of the line; if two or three trips is sufficient time in which to O. K. him, all right. If not, keep him longer. Please put on the sign-out card your name and run, and the actual time you had student may be shown on the time card.

### Passenger Tries "Take Next Car" On the Conductor

On a usually crowded east-bound First Street car, the conductor remonstrated with the step-hangers for not taking the next car behind.

As he stepped off to flag the car over the S. P. tracks, he had a terrific time getting back in. A step-hanger, grudgingly said: "Well, why don't YOU take the next car."

M. D. LITMAN  
145 So. Soto Street

Motorist—"God morning, judge. How are you?"

Judge—"Fine! \$25.00."

## BULLETINS

Issued February 4, 1924

### BULLETIN NO. 15 Notice to Conductors

Some person is presenting old style Police Badge No. 265 for transportation. Any conductor to whom this badge is presented, will please take up same, securing name and address of person presenting it and forward the badge and information to this office.

### BULLETIN NO. 16 Notice to Conductors

When taking up bus tickets either from the Wilshire Bus line or from lines of the Los Angeles Motor Bus Company, conductors will, in all cases, cancel the tickets by placing three punch marks through the center of body of ticket.

### BULLETIN NO. 17 Notice to Trainmen

As soon as necessary arrangements can be made, Coat Lapel Badges will be distributed to the trainmen, and must in all cases be worn when the trainman is on duty. Failure to have such badge displayed, will be sufficient reason for Division Superintendent refusing to let trainman take out his run.

A charge of \$1.00 will be placed against the account of each trainman to whom coat badge is supplied. This dollar to be collected in case badge is not returned at time of employe leaving the service.

These badges are in all cases to be worn on the left coat lapel and must be placed in a horizontal position.

### BULLETIN NO. 18 NOTICE TO CONDUCTORS

The following Firemen's Transportation Books are reported lost:  
No. 5356—issued to Capt. Fred Vaught.  
No. 12914—issued to Fireman H. O. Hawkins.  
No. 13849—issued to Engineer E. A. Holmes.  
No. 15089—issued to Fireman T. L. Mytton.

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

### BULLETIN NO. 19 Notice to Conductors

The following passes are reported lost:  
1175—issued to F. E. Griffith, Switch Repairer, Way and Structures.  
5850—issued to J. W. Rice, Motorman, Division No. 3.  
6777—issued to E. C. Higgins, Motorman, Division No. 5.  
6863—issued to C. Clark, Conductor, Division No. 5.

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

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

## Appreciation

Mr. and Mrs. H. W. Livesay wish to thank the Auditing department and their friends in the company for the beautiful flowers and the kind sympathy and help shown when we lost our daughter and sister, Freeda.

Mr. and Mrs. Livesay and Family

Amos Hall, conductor of Division Five, who was injured in an accident October 18th, wishes to thank the Co-operative Association for the help that it has given him. Mr. Hall says that it is such cases that show the value of the Co-operative Association and the importance of every employe being a member.

I beg all friends and member brothers of my late beloved husband Ed. Seybold to accept my most sincere gratitude for their comfort during his illness, their spirit of sympathy for him; and me in my bereavement and for the beautiful floral tribute in his honor.

With God's blessing to all concerned, I remain,

Mrs. Josephine Seybold

I greatly appreciate the courtesies extended to me by the L. A. Railway Co-operative Association, as I have been paid \$1.00 per day by such Association. These payments have been promptly and satisfactorily made. I sustained a fractured hip in an accident May 19, 1923.

J. H. Lynch  
Conductor Division Two

## SUPERVISORS ADDRESSED BY HEALY

Daniel Healy, the lion tamer of the instruction department, was the surprise attraction at three supervisors' classes held in the lecture room of the instruction department last week. He spoke on fare and transportation rules which were not covered in the meeting two weeks ago. He reviewed the procedure necessary for maintaining proper records when real cars are used and showed how supervisors can assist trainmen in this respect.

The fare limits and rules of all lines were reviewed and the regulations governing fare boxes and correct notations were considered in considerable detail.

Following the talk, there was a general discussion of the subjects developed during the meeting.

## DIV. 1 STARTS FOR WITNESS RECORD

(Continued from Page 1, Col. 1)

to make a particular effort to procure as many witnesses as possible.

#### Smile Gets Witnesses

"There are certain conductors," said Mr. McRoberts, "who get a large number of witnesses every time they are involved in an accident. This is because these men are friendly, courteous and on the job with their passengers. Don't forget that you are asking passengers for a favor when you hand them a witness card.

"I recall one accident in which the motorman started to get witnesses by turning to the passengers in the front end and saying, 'Did any of youse guys see that?' No, none of 'them guys' saw that and, as a result, no witnesses were produced.

"Passengers give you their names as witnesses in the spirit of fair play. They have a right to understand that you are called upon for a report of the accident and the company requests their names and addresses to assist in developing the facts."

The proper witnesses to get for certain types of accidents were discussed by the general claim agent. He said that in case of a right angle collision, passengers on the front end of the car who saw the other vehicle approaching, usually make good witnesses. In step accidents, passengers on the rear end or near the step are the best.

#### Front End Witnesses

When a passenger falls in a car due to a sudden application of the brakes, it is necessary to have witnesses who were on the front end of the car who can support the statement that the car had to stop suddenly to avoid hitting a pedestrian or automobile. "Do not hesitate to ask witnesses on the street and on the sidewalk for their names and addresses."

"Use clean witness cards. It may indicate that a trainman is careful when he has little use for witness cards but when he does not have anything but a soiled card available when an accident happens, passengers are reluctant to write down their names and addresses."

Trainmen were urged to watch the equipment of the car such as the metal mats, which when rolled up at the end, usually cause a passenger to fall. The need for watching articles carried in the aisle by passengers was emphasized.

The meetings next Tuesday will be held at Division 2 at the same hours. The system of checking the attendance will be continued at all meetings.



# Conductor Ding and Motorman Ding Ding

By Rollins



## Bouquets And Things

(Hand Picked)

For Condr. Frank Leon, Div. 3  
Los Angeles Railway.  
Gentlemen:  
If we had more conductors on our cars in Los Angeles like Mr. Frank Leon, traveling would be a pleasure. I have noticed him several times lately, how he handles the public, always polite and courteous to everyone treating young and old the same.  
I had an emergency case at home a few nights ago and had to send a telegram at once—it was midnight, every place was closed and being a stranger in your city, I was at a loss which way to turn. I thought of the conductor who had always been so kind to everyone. I watched for him and asked him to do the favor and send the telegram from the city, which he gladly did after he was through for the night, on his own time.  
I think men like he should be well remembered in your little paper, "Two Bells."

B. ETHEL HASTIE,  
459 Annandale Blvd.

For Motr. J. T. Edmiston, Div. 3  
Los Angeles Railway.  
Gentlemen:

I wish to report to you the motorman and conductor, who were on car No. 926, line "L," at 5 P.M., Sunday, Nov. 4th. I asked if the car made a stop at Ardmore on the trip out to the L. A. High, and after a consultation with the motorman, the conductor seeing I had a baby in my arms, informed me that it was not a stop, but that they would stop for me. I might add that this is a sample of the courtesy I have received all over your system. Keep it up!  
If this report will help the men any I am glad.  
Sincerely,  
MRS. J. N. BREESE,  
1035 S. Ardmore.

For Condr W. H. Dyson, Div. 4  
Los Angeles Railway.  
Gentlemen:

I wish to call to your attention Conductor No. 2776 on the West 1st St. line. The other evening during the rush hour (about 5 o'clock) I happened to board the car without a cent in my pockets. When I informed him of my predicament and informed him that the following evening I would take the same car, he dropped a fare into the register for me. Of course, I paid him the next evening, but I believe his kindness should bear more fruit than the return of a mere nickel.  
If employees work under a merit system, or even if they do not and there is other method for rewarding consideration and deeds which do not come within the prescribed duties of trainmen, I wish to propose Condr. 2776 for such recognition.  
Sincerely,  
O. H. KING,  
Zelda Apts., 401 S. Grand.

For Condr. R. L. Stough, Div. 1  
Los Angeles Railway.  
Gentlemen:

I wish to write a word of commendation for Conductor No. 2282. I rode yesterday on the "R" LaBrae car, from Main St. to nearly the end of the line. Never have I seen such courtesy, such kindness, such readiness shown by any conductor or any gentleman.  
This note is caused by no personal interest, for I have never seen nor heard of No. 2282 before. But after yesterday's experience, that number stands for the attributes belonging to a person who should rise in the service.  
Most sincerely,  
GLADYS R. WHITMAN,  
228 West 9th St.,  
Long Beach, Calif.

For Condr. F. U. England, Div. 3  
Los Angeles Railway.  
Gentlemen:

I just want to say a few words in favor of one of your good carmen—No. 1570.  
I have been a passenger on your cars daily for the past four years and during that time have ridden on lines T, P, B and L, where I have seen him. He is

## ..TIPPERARY..

To the L. A. Railway came an Irishman one day.  
Hired out as a conductor in a uniform so gay,  
With trip sheets, transfers, cash fares, bells and passengers everywhere,  
Paddy got excited and he shouted to them there:



"Transfer to Tipperary, take a 'C' car to Cork,  
'K' car goes to Killarney, you can transfer at New York,  
'D' goes to Dublin City, 'B' to Belfast Pier,  
So transfer now to Tipperary and take a 'T' car right here."



"Well, I can transfer to Tipperary, take a 'C' car to Cork,  
'K' car goes to Killarney, you can transfer at New York,  
'D' goes to Dublin City, 'B' to Belfast Pier,  
So transfer now to Tipperary and take a 'T' car right here."

Paddy got a letter from his Superintendent O,  
Saying "You're a bum conductor, so I'll have to let you go,  
Mis-outs, mishaps, mistakes, perhaps you cannot ring a bell."  
Then Paddy got excited and he answered with a yell:



## SUBSTATION AT DIV. 5 RUNNING

The automatic substation on the Division Five property at Fifty-fourth street and Second avenue was officially put in the service February 1. The station has a 1000 Kw. rotary converter. The equipment was tested out for several days before the power was put on the line.  
The new substation will improve voltage conditions on lines in the southwest district.

always the same reliable, although the most jolly man I have seen in your service. He is always willing to assist and offer aid in every just cause; takes pleasure in calling and locating streets, and above all, is very courteous.  
I have heard that your employees receive credits for being courteous to patrons and will say that if anyone is deserving that credit, consider No. 1570 as a man worthy.  
Yours truly,  
R. C. ENLISS,  
813 N. Rampart Blvd.

## CENTRAL AVE. LINE EXTENSION BEGINS

Work has started on the extension of Central avenue track from the present terminal at the Goodyear plant to 77th street on the county side. This is four blocks south of Florence avenue. The extension will provide service for a rapidly developing section of the city.

This is the second extension started since the first of the year as preliminary work has been done for the extension of line "N" from Harvard Blvd. to Western Ave.

It is better to be careful a thousand times than to be injured once.

Teacher—"What is the highest form of animal life?"  
Schoolboy—"The Giraffe."

## On The Back End

(Contributed)

The cream that rises in your bottle of milk in the morning does so by a natural law. It comes to the top because it is the best of the milk. There is no need to look abroad for ability. It is not in external things; it is in you. It is what enables you to do your work from day to day with increasing power. Ability anywhere is the cream that rises to the top in any organization.  
—Anon.  
—In N. C. R. News.

A woman rode to the west end of Pico line the other day. Apparently not knowing it was the end, Motorman Halvax of Div. 4 informed her he had "run out of track." "The end!" she burst forth, "well how will I get to West Eleventh and Pico?"

Condr. J. E. Coons of Div. 5 was working the Manchester branch of the "M" line the other day and heard the following conversation between two passengers:  
"Neighbor, I'm just a newcomer here and I'm looking for a place where a man with not much money can buy a lot and build a little home on it after he gets a job and gets started in."

The other looked thoughtful a minute and then answered, "Well, friend, I'll tell you. You go out any place south of Manchester Ave. between Main street and Vermont and buy you a lot. Then you go ahead and get a job and if by next summer you haven't got enough drift wood on that lot to build your house its your hard luck."

Do not wait for your ship to come in—go out and meet it.

At last we have found out the reason why Motorman Robert McCartney of Div. 3 is always so ready to enter an argument. Robert supplied the reason himself which is very simple. He says that as he was brought up on goat's milk he has a right to butt in.

Jack—If you were given this sentence to punctuate, how would you do it? "Billy is going down the street."  
Ruth—I'd make a dash after Billy.

When I was in Chicago I worked in a Department Store,  
A lady came in for some garters, I asked what kind she wore,  
"Rubber," she said, and rubber I did,  
I did but I don't any more.  
O. G.

Some speed to Con. Tucker's car of the "J" line. Must have been racing with the famous tortoise of the fable.

A lady boarded his car at Eighth and Grand, south bound and asked for a transfer to the Sixteenth street line. On reaching 9th street, the lady, evidently having paid no attention to the calling of the streets, but probably judging by the time that had elapsed, thought she ought to be at 16th street. She jumped up as the car stopped and asked, "Is this 16th Street?" "No," replied Tucker, "This is a street car, not an aeroplane."



# Looking 'em Over at the Divisions

## DIVISION 1

H. N. Cole

The countenance of Motorman A. Light is very much illuminated here lately, his step seems lighter and life seems to have put on a different aspect, and there is a good reason for it too. No, you are mistaken. The symptoms are similar, but here is the reason, he is the proud possessor of a new Chevrolet touring car. Some class to Division One men.

Last Tuesday, Mr. Smith mentioned the fact that the idea for the cartoon in last week's Two Bells, picturing one conductor with a smile that will not wear off, and another with a perpetual frown, was suggested by a Division One conductor. Well, by a scientific application of certain principles and deductions, similar to those used by the famous S. Holmes, I have come to the conclusion that the person referred to is, or rather should be, our esteemed friend M. Lee Adkins, a young man who is worthy of all the good things that can be said about him.

Night Clerk C. E. Corson, who has been on the sick list for a week, is back on the job again, passing out transfers with a smile, as per usual.

A certain motorman who is a line instructor, a winner of a prize for suggestions and whose picture is in the group adorning the wall at Division One, representing the special bonus men, was seen to leave the east terminal with both his trolleys up. The crew awaiting to pull down on the stand observed it, and with numerous gestures and signals, conveyed to him that all was not well. With lightning like swiftness he opened the window with one hand and with the other he grabbed the rope and down came the trolley, just in time to prevent a delay and probably a broken trolley pole. The next day on this same trip he was waiting for this same crew with this alibi: "I knew I had not pulled down my trolley, I left it up on purpose to see if you fellows would notice it."

How about this combination: Herring and Freshwater? Brings back sweet memories of the old Potomac herring that made Virginia famous. Yum, yum. But this is not the same kind of fish nor the same kind of water. It is Con. E. D. Herring and Motorman L. P. Freshwater, who work No. 71 of the "J" line.

## DIVISION 2

By C. L. Christensen

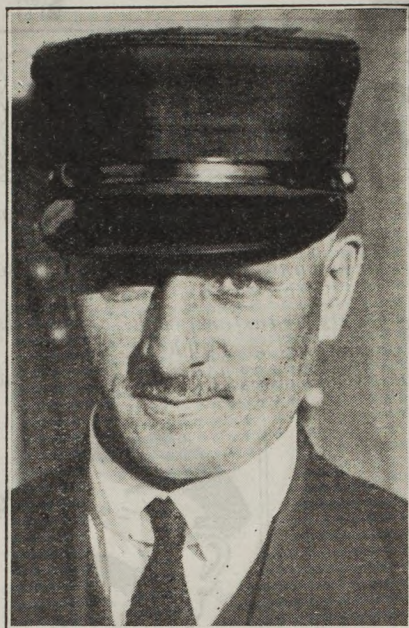
It has been rumored around the division, that Conductor R. C. McGinn recently took unto himself a wife, but on questioning R. C. on the subject, we are almost convinced that R. C. is still enjoying single bliss.

Conductor L. S. Phillips suffered the loss of his Cadillac eight, as someone uninvited entered the yard at Division Two, took the machine and drove away. The auto was found later by Phillips, everything was intact including two dead bandits, for which a reward had been offered dead or alive. Don't get excited. They were "dead soldiers."

An addition of eight runs was made this last week to the South Main Street line, on account of the line being extended to the intersection of the Eagle Rock right of way and South Verdugo road, which will make the "O" line, about two hours to the round trip.

Conductor J. H. Lynch, who was injured about seven months ago, is now able to walk around and has been as-

## Who's Who



WHEN a fellow packs a fighting name like J. J. Corbett, editors should be quite careful what they say about him so in a few well chosen words we introduce Motorman J. J. Corbett of Division Two (pleastametcha).

His trade has taken him into various departments of shoe manufacturing. He now saves soles by providing five-cent transportation, even if the customers do have to stand once in a while. Way back in 1906 "Gentleman Jim," as the fighting Corbett was known a decade or so ago, worked as a shop man for the Boston Elevated and liked to hear the street car bells ring. He is one of the newcomers with the Los Angeles Railway having started last October but he is adding to his service record every 24 hours—esteemed friend Mr. Lee Adkins, a

The time to prevent an accident is before it happens.

## Introducing New Men

The following men have been assigned to their divisions during the week ending January 26th, 1924:

### DIVISION NO. 1

Motormen—J. R. Smith, F. A. Moreth, L. R. Wood, H. S. Fanning.  
Conductors—A. E. Plaxton, E. E. Smith, W. F. Adams.

### DIVISION NO. 2

Motormen—J. W. Neely, H. B. Marques, A. Lewis.  
Conductor—C. E. McClain.

### DIVISION NO. 3

Motormen—W. E. Meilander, F. Casey, J. L. Chapman, Q. E. Sasse, C. S. Loucks, G. C. Parson, E. L. Raymond, W. T. Skinner, D. E. Poulson.  
Conductors—E. H. Armstrong, H. A. Redmond, J. H. Noble, V. B. Nelson, L. Lyons, C. Martin, F. S. West, F. C. Washburn, J. J. Crimmins, W. E. Radford, J. R. Holland

### DIVISION NO. 4

Motorman—R. B. Cutler.  
Conductor—H. G. Peavler.

signed to temporary duty as flagman.

N. B. Penrose is at present "breaking in" on the night shift in the office, says he likes the work fine so far.

Motorman G. F. Killeen is the last one to return home. After an absence of about three months, G. F. decided there is no place like home, so he returned to his former work at Division Two.

## DIVISION 3

R. W. Reid

Will you take a look at what Cash Receiver C. E. Kelley is raising on his upper lip? When it grows a little more the movies will probably get another good man.

Switchman Arthur Walker was off for a few days with the grippe, but is now back on the job as full of pep as of old.

Motorman F. W. Beacham has secured a month's leave of absence during which time he will do carpenter work around his home.

Conductor L. Volner has been promoted to extra office clerk.

Motorman A. W. Chamberlain, who has been working as extra supervisor, has resigned and left for his home at San Antonio, Texas. A. W. is leaving on account of the ill health of his mother.

Clerk Gilmore's new name is Hard Luck. After being laid up for a few days with the flu, he no more than got back on the job, when he was stricken with lumbago and had to hit the bed again. He is back on the job now hoping that the hard luck streak is over.

Motorman O. M. Hayward is now working as extra supervisor.

Motorman F. Hart is breaking in as extra office clerk.

The stork made a visit to the home of Conductor H. E. Patton and left a dandy eight-pound boy. Mother and baby doing fine. Congratulations.

## DIVISION 5

E. C. Tyler

It was getting quite dark, but I hadn't pulled the curtain down at my back yet, so that the car and people were reflected in the front window, as in a mirror, and enabled me to see all of the following incident.

Three gentlemen of color boarded the car and there was only one seat vacant the other half of which was occupied by an old gentleman of the "Texas Colonel" type. One of the gents of color sat down in the seat and nudged the "Colonel" to move over, and received a very sarcastic look for his trouble, but sat down on the edge of the seat anyway. The car started and the "Colonel" reaching under his coat, brought partially into view a big six-shooter and nudged the darky in the ribs with it.

The darky looked down and I swear his face got pale and he sure came to attention; then coming up to his two friends who were standing behind me said, "that man done poked me in the ribs wid a gun and Ah hain't got even a pen knife to defend maself wid!"

His friend looked around at the "Colonel" and then back and answered, "Nigger, you don't need nothing. Yo all hain't got no argument coming wid dat man wid de gun."

We understand that Motorman C. N. Stowe is the possessor of a brand new 1924 Chevrolet, so besides offering our congratulations we will invite him to come around and take us out riding some sunny afternoon.

The new street guides have been distributed to the majority of the trainmen of Division Five, and from the number of favorable comments received already, it is evident the books are a success and have filled a long felt want.

There are, however, quite a number of trainmen, who are still without the guide and they are urged to call at the

## DIVISION 4

C. J. Knittle

Foreman B. B. Boyd has returned from his indefinite leave of absence, "Big Boy" was gone three months and we're glad to see him with us again. During his vacation B. B. built two houses, one in Burbank and the other in Beverly Glen.

Judging from the number of times Motorman L. V. Brown has laid off recently, we guess his conductor, Bailey has given him his new pajamas. (It is a shame to waste this valuable space over a suit of "Nighties" but we understand they were a beautiful sky blue pink with a cut like Sousa's band.) Bailey would get up in the morning, look in his mirror, call up the division and ask for off.

Our locker room has been rearranged to make space for expansion of the transfer bureau. The lockers have been lined up closely just inside the entrance to the room. Supt. Wimberly reports one trainman dashed into the locker room the same day they had been moved and almost fractured his skull on the front tier.

The boys in the office were "pickled tink" last Saturday afternoon when Clerk Erwin handed out passes to the Ascot races. It was too good to be true. Instead of bringing back exciting tales of thrills and speed, the pencil-pushers returned with the blues—the frowns—and the rain checks.

A Mexican athletic enthusiast at this division has promoted a "Bull Throwing" contest which bids fair to amuse the readers. The standings of the various aspirants have been sent in. T. H. Speed is in first place. The first contribution which will appear in next issue, will be offered by our register man, Babbling Brooks.

It is reported Mr. Joe Finn, right hand man to Supt. of operation, Mr. Bob Hill, has not had a good laugh for many moons. This one ought to bring out the tardy giggle.

Clerk Joe Michels and Service Inspector Perrin invited George Ferguson (the traveling dictionary) to lunch last Monday noon. George ordered fish but by the time the chef had gone to the ocean and returned, Joe and Mr. Perrin had finished their ham and— and departed leaving Mr. Ferguson to rustle up the eagles for three checks instead of one.

(Howzat, Mr. Finn?)

Walter Hansen dropped in to see us a few days ago. Old timers will remember him. Walter is the lad who used to do the "Tommy Milton" on the division typewriter. He is an expert stenographer and typist and we were glad to learn he is rapidly advancing himself in a large local investment company.

It is better to be always careful than always crippled.

When you do a job—any kind—do it RIGHT.

division office at once and secure their copy.

The new substation at Division Five was in operation for the first time last Tuesday morning. So good-bye that old alibi. "I missed out because the power was weak, and the car I usually come on didn't get here."

It is with regret that we announce in this issue the passing away of the little four year daughter of Motorman G. R. Pritchett, on January 26th, after a brief illness. The heart-felt sympathy of the entire division is extended to our fellow trainman in his great loss.