

TWO BELLS

Vol. IV

FEBRUARY 11, 1924

No. 37

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

HIGH RECORD IS SET FOR COURTESY ON CARS

During last month trainmen broke all previous records for rendering the type of service which causes passengers to write letters of commendation to the company.

Eighty-three letters praising individual trainmen and the service in general were received during the month. This is the highest figure that shows on the complaint department records dating from January, 1921. The next highest figure is 63 "bouquets" which were received last December and 62 in July, 1922.

Discourtesy Declines

Only 60 discourtesy complaints were received, which is the lowest mark since last July, when 56 complaints charging discourtesy were made.

The total number of complaints for January of all classes was 233 which is the lowest since last September when the mark was 225.

Encouraging Record

The lowest number of total complaints on record is credited to February, 1921, when only 94 "kicks" of all classes were received, but in that month there were only 34 letters of commendation received as against 83 last month.

The January record is one of the most encouraging that has ever been compiled and it indicates clearly that patrons appreciate courteous service.

"FATTY" BARRETT DIES SUDDENLY

J. W. H. Barrett, a veteran of electric railway service in Los Angeles and popularly known as "Fatty" Barrett, died suddenly last Monday at the age of 54 years. Funeral services were conducted Thursday in Pasadena, where many friends of the family reside.

A native of Massachusetts, Mr. Barrett began electric railway service with the Pacific Electric in 1904. In 1918 he changed to the Los Angeles Railway system and was a member of the Division Three force. On account of his health he left the cars last year and was assigned to flagging.

Most accidents happen when some one does not care enough.

DETAILED RIDING CHECK STARTS NEXT THURSDAY

Bricks and Bouquets BOX SCORE FOR JANUARY

Classification	December	January	Loss or Gain
Discourtesy	78	60	-18
Fare and Transfer Trouble	67	73	+6
Starting Too Soon	24	30	+6
Passing up Passengers	19	9	-10
Carrying Passengers Past Stop	15	11	-4
Dangerous Operation	2	6	+4
Short Change	3	5	+2
Miscellaneous	46	39	-7
	254	233	-21
Commendations	63	83	+20

The most thorough check of street car travel that has been made in the history of the company, will be started next Thursday and will continue for two weeks. The canvass will be made under the direction of the state railroad commission and the city board of public utilities to determine the point where each passenger boards a car and his ultimate destination.

The check is part of a thorough service survey which has been under way for several weeks to make street car routes fit the demand of travel as closely as possible. The findings may result in the rerouting of several lines.

The canvass of riders will be made by traveling checkers who will ride the cars. As a passenger boards he will be handed a card by the checker. The cards will have blanks in which the passenger will be asked to write the point where he boarded, his destination, the nearest cross street and to state whether he is a regular rider over the route.

The checker will collect as many cards as possible, but the co-operation of the motorman and conductor will be required to collect some of the cards as passengers alight, particularly at the front end.

Posters will be placed in the cars within a few days notifying passengers of the purpose of the check and asking them to give the information requested.

Transfer Bargain Basement Expands

The transfer business is so good that the transfer bureau has expanded. It has expanded enough to knock one wall out of the present quarters in the bargain basement of Division Four administration building and will occupy additional space 24 feet wide and 54 feet long, where shelving will be built for storage of the "gimmie slips."

Use Of Badges To Begin On Monday

Beginning Monday, February 11th all trainmen will be required to wear the new official coat lapel badge while on duty. Supplies have been sent to all divisions and the distribution to trainmen was scheduled to be completed Saturday.

As the badge will be an official part of the uniform, division superintendents will not allow a man to take his run if he is without the badge.

More men are killed by accident than by war.

W. B. ADAMS, CHIEF OF TRAFFIC, WEDS

W. B. Adams, director of traffic, scratched his name off the list of bachelors last Saturday and took as his bride Miss Marguerite Perry of South Pasadena. The wedding service was read by Rev. Edwin Lewis, rector of St. Matthias Episcopal church of Whittier. Rev. Lewis is a cousin of K. L. Perry, father of the bride. After the ceremony Mr. and Mrs. Adams left on a honeymoon trip to Carmel-by-the-Sea and San Francisco. They will make their home in South Pasadena.

The 126 men working as supervisors, dispatchers and loaders, joined in giving him as a wedding present the flat silver of a beautiful dinner set.

All members of the transportation department extend hearty congratulations.

Conductor Qualifies As School Teacher

Conductor A. P. Nielson of Division Five, who entered service December, 1920, has resigned to accept a position as instructor in the San Bernardino High School. As Nielson finished his course and passed his examination while working a full run out of Division Five, we feel that he should receive full credit and much praise for the ambition he has displayed and his perseverance, and furthermore the men of Division Five take this opportunity to wish him the best of success.

LINE "O" ROUTING CHANGE STARTED

Service over Line "O" to South Verdugo road, connecting with cars of the Glendale and Montrose Railway, which run over the recently electrified Union Pacific tracks, was established February 3, following a trial trip on the previous Saturday, in which a party of Glendale city officials, boosters, real estate subdividers of adjoining territory and railroad officials participated.

Three special Los Angeles Railway cars were at the junction to meet the Glendale delegation, which arrived on the three new passenger cars of that system. Following a trip through Los Angeles with a Glendale band aboard, the party was taken to Glendale and then to Verdugo Woodlands, where a barbecue luncheon was served. Thus fortified, the guests were subjected to speeches for a few hours, which brought the inevitable conclusion that it was a fine day.

Be safe today and live to work another day.

Two A. M. Trippers On Lines R and T

Two A.M. trippers have been added to Line R daily schedule and strengthened the noon-day service on Saturday. Two-minute morning rush hour service is being given on Line R.

Two morning trippers have been added to Line T, providing a more even headway during the rush.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Reasons For Lost Jobs

One of the great business houses conducted a survey on employment conditions with the purpose of finding out why some men are failures. Of some 300 persons who had been discharged by the firm during the term of the survey 30 per cent were dropped for "lack of industry." In other words, there was a streak of laziness which prompted them to neglect their duties. They were not necessarily incompetent, but they did not fitly respond to their tasks.

Sixteen per cent were freed because of their refusal or inability to follow directions. They neglected to do as they were told. They were as soldiers who could not obey orders. Twelve per cent of the discharged employes were let out because they were conspicuously lacking in courtesy and tact. In the business and industrial world politeness is a distinct asset. Grouchy manners will get a man nowhere—except into jail or trouble. These released employes were deficient in manners and the ordinary amenities of commercial contact.

Eight per cent were described as being without sufficient "stick-to-it-iveness" to justify their continued employment. They did not evince a palpable interest in their jobs. They were perhaps courteous, tactful and competent, but they did not take an active hold upon their tasks. They were mechanical in their performance. They did not put heart into the business.

Another eight per cent lost their positions because they could not beget or inspire confidence. They were disposed to be tricky. There were few out-and-out crooks in the whole list and the house has an enviable reputation for the character of its employes. The signals show that a man who is courteous, competent, industrious and ambitious is reasonably certain to obtain recognition and preferment in any business or industry.

(Reprinted from Los Angeles Times.)

A Sure Job Is Valuable

THE employment department is one of the best barometers of business conditions in Southern California. When it is necessary for some organizations to release a large number of employes there is an immediate increase in applications for work on the cars and the resignations of trainmen slow up abruptly because they realize it is not so easy to get another job.

The condition of increased applications and decreased resignations has prevailed since the first of the year and it gives an opportunity for a little serious thought about street car work.

Most of the resignations comes from men who stay in service less than 12 months. Many of them are what is known as "floaters," here today and there tomorrow. They are caught stranded when the employment tide changes.

One of the outstanding benefits of street car work is that except in a calamity of great proportions, a street railway never releases large or small numbers of men due to business depression.

Business conditions change from time to time, but they change swiftly. Jobs are plentiful one week and scarce the next. When many men are released from other lines of work there is considerable satisfaction to the street car man to know that he has a job that he is sure of as long as he does his work satisfactorily.

Silas Perkins Is Dignified Host At Wedding Feast

Famous "Si" Perkins of the mileage department, and Miss Lola Hansen of the auditing department, thought they slipped one over when they drove to Santa Barbara February 2, and came back as Mr. and Mrs. Perkins, but a few of their friends in the main offices charivariated them Sunday evening. The 30 unexpected callers were admitted with appropriate dignity and presented a coffee percolator.

Garbage cans, old shoes, and a large sign "just married" were tied to an auto, and the couple, together with the rest of the bunch, were driven to a cafe, where they were marched around the place with more dignity, while the orchestra played a wedding march. "Si" paid the bill, and on arriving home found the better part of

Safety Meetings Interest Div. Two

The three safety meetings conducted at Division Two last Tuesday brought out a good attendance and developed a keen interest.

John Collins, supervisor of safety, gave some very interesting points on the qualifications of a trainman, showing how one system must be followed and applied to all situations instead of attempting to meet every different situation with a different system.

The talk given by C. M. McRoberts, general claim agent, on methods of procuring the names of witnesses and what witnesses to get for certain types of accidents gave many of the men attending valuable suggestions for accident protection.

the bedding accidentally (?) misplaced, but regardless of what happened, we extend congratulations.

BULLETINS

Issued February 11, 1924

BULLETIN NO. 20 Notice to Trainmen

The restoration of bus service on San Pedro Street from 61st to Manchester makes it necessary for these buses to turn in the street at the intersection of 61st and San Pedro. Extreme care must be taken to avoid collisions with these buses.

All line "S" cars in both directions will make an arbitrary stop at San Pedro Street.

Care must be taken to afford passengers ample opportunity to make transfer between buses and line "S" cars.

BULLETIN No. 21 Notice to Trainmen

In all cases where a trainman loses any portion of his equipment, this loss is to be reported personally to the Division Superintendent at the earliest possible moment.

BULLETIN No. 22 Notice to Trainmen

In case inquiries are made by patrons, trainmen will please advise that the route book mentioned in the issue of A-Z-U-R-I-D-E of Feb. 1, 1924, does not mean the new STREET CAR GUIDE recently issued to conductors.

The STREET CAR GUIDE is for use of employes only and is not for free distribution.

BULLETIN NO. 23 Notice to Conductors

Pass Book No. 15283, issued to Fireman R. L. Murvin, has been reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 24 Notice to Conductors

It is reported that Fireman T. F. Doyle, who was recently removed from the Fire Department has turned in cover of his Pass Book No. 15438, retaining the tickets.

If any of these tickets are presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 25 Notice to Conductors

The following passes are reported lost: No. 2367, issued to C. A. Jertberg, Trimmer, Carpenter Shop.

No. 3250, issued to Mrs. Louise Phillips, wife of Conductor J. C. Phillips of Division Three.

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

BULLETIN NO. 26 Notice to Conductors

"Instruction to Conductors, 1924," page 5, paragraph No. 4, under transfer rules "issuing and receiving" should read as follows:

"P. M. Coupon must be detached on all transfers issued up to and including 12:00 noon. All transfers punched 12:30 P. M. and later must have the P. M. Coupon attached, after 12:00 midnight punch time in circle also."

P. B. Hill
Supt. of Operation.

On the Sick List

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

DIVISION ONE

Motormen—J. N. Smith, 1417½ Pleasant Ave.; J. P. Robinson, 320 N. Brookley St.; J. M. Lawson, 653 Central Ave.; A. E. Gardner, 3709 Michigan Ave.; F. J. A. Sharon, 816 Hillvale Pl.; R. F. Frazier, 528 Gladys Ave.; E. Stuhr, 3121 Gleason Ave.

Conductors—E. S. Wright, 207 N. Chicago St.; C. W. Austin, 1157 Delphi St.

DIVISION TWO

Conductors—S. E. Merriweather, 213 W. 55th St.; H. A. Hubbard, 5207 Peyton Ave.; S. Grantham, 5208 S. Wall St.

Motormen—W. L. Zoll, 332 E. 68th St.; A. M. Jones, 687 E. 54th St.; C. C. Claus, 5507 S. San Pedro.

DIVISION THREE

Motormen—G. A. Norton, 516 Westview Dr.; W. A. Hubbard, 5207 Peyton Ave.; Erc.; M. L. Moore, 417 W. Ave 67; M. R. Pelton, 2612 Idell St.

Conductors—C. R. Meeds, 2626 Jeffries Ave.; L. J. Hinson, 758 Westmount Dr.; C. F. Sapwell, 826 Terrace 49; F. C. McKibben, Burbank, Calif.; A. Valenzano, 1061 Yale St.; H. D. Deight, 907 E. 7th St.; R. H. Swinford, 2612 Idell St.; L. H. Wilson, 1515 So. Stevens Ave., San Gabriel, Calif.

DIVISIONS TO HAVE RADIO EQUIPMENT

"This is radio L. A. R. Y. The Loceahng-hayl-ais Railway. Mr. Upson Downes of the instruction department coming on the hot air."

Such an announcement may be expected to resound through the halls of the five divisions within a few weeks, as complete radio equipment is to be installed for receiving concert programs broadcast by various stations and talks made at the main offices by officials. The talks at the main offices will be put on the radio by use of the private telephone lines and amplifiers.

A test of different types of radio equipment is to be made at Division Five next week to determine what shall be purchased. An aerial has been erected by the line department and the wiring at all divisions will be handled by this department.

It is planned to have the instrument in the division office with someone authorized and instructed to operate it. Loud speakers will be placed in the trainmen's room so that the program can be heard in all corners.

L. E. Dye, of the drafting rooms, who is a radio expert as well as a radio fan, has planned out the technical details necessary for the installations.

NEW TRAINING PLAN FOR SUPERVISORS

The course of instruction meetings for supervisors was concluded last Wednesday when the men on line "S" and "M," who have to deal with type "H" cars, were given a day of drill on the mechanical features at Division Two. "Billy" Browne, general carhouse foreman and A. H. Mason, expert of the type "H" equipment, were in charge. The air valve was taken apart and explained in detail and Mason undertook to answer the various questions asked by the supervisors. At the close of the day all in the class had a good working knowledge of the mechanical features of the car, and how to tackle emergency trouble on the streets.

Full instruction in the mechanical features of various types of street cars has proved to be such a big subject that a new system of instruction is to be started. Within a short time a new series of all-day classes for supervisors will be held in which two full days will be devoted to fares and general transportation rules with particular attention to equipment. Then a final class will be conducted at the shops in actual demonstration of the electrical and mechanical features.

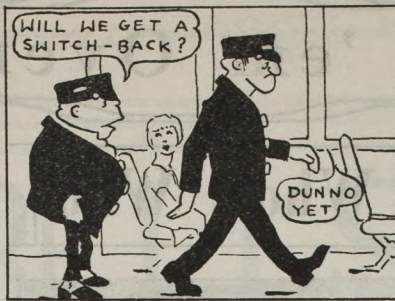
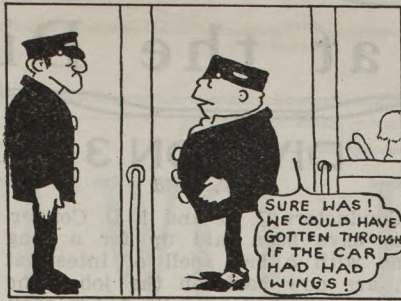
Division 3 Next

Next Tuesday three safety meetings will be conducted at Division Three. The hours are 10 A. M., 1 P. M. and 8 P. M. The meetings will not last more than one hour, but will give some highly valuable information. Trainmen are urged to be prompt in their attendance at one of the three meetings and to register their attendance in the usual way.

No matter what the price of eggs is, the hen lays for the dealer, and the dealer lays for the public.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

For Condr. H. J. Osborne, Div. Five
 Mrs. Gibson reports that conductor on car 48 preceded her off the car and courteously helped her with her little one. She said not only did he extend this courtesy to her but she noted the same thoughtfulness toward others. Considered the least she could do was to call his courtesy and efficiency to the attention of the company.

MRS. GEO. F. GIBSON,
 3805 S. Hobart,
 University 1510.

For Condr. F. U. England, Div. Three

Mr. Gray stated that he boarded the car beyond Western and all the way into the city could not help noting the unusual courtesy shown all passengers by Conductor 1570—answering questions, seeing that passengers got off at their desired stops, etc.

Said such courtesy is certainly deserving of high commendation and he felt he was in justice due to report it.

E. W. GRAY,
 400 Lane Mortgage Bldg.,
 878-601.

For Condr. L. B. Searcy, Div. Two

Los Angeles Railway.
 Gentlemen:

I wish to commend you or Conductor 2734 on "U" car for courtesy and respect.

MRS. HEINZ,
 346 N. Ave 51.

For Condr. M. C. Blizzard, Div. Two

Los Angeles Railway.
 Gentlemen:

I wish to comment on the self-control of Conductor 2006 of the Western Ave. line.

A very hot-headed man tried to pick a fight with him over a trifling matter, calling your man several vile names. The conductor answered him in a very gentlemanly way, although he was able to handle a couple of men like this fellow, thinking only of his duty.

Yours respectfully,
 C. R. PALMER,
 338 North Hobart.

For Mtr. L. O. Larson, Div. Five

Los Angeles Railway.
 Gentlemen:

When I see a motorman as careful and courteous as the one you have on your "M" line, and who carries the number 1811, I feel under obligations to him and am using this method for reciprocation.

It must be an asset to your company to have such men as this motorman, who answers requests politely and who takes every precaution for the safety of his passengers in this traffic-ridden city.

Yours very truly,
 B. E. SANDHAM,
 4508 Eighth Ave.

For Mtr. W. F. Heffron, Div. Three

Los Angeles Railway.
 Gentlemen:

You have a motorman whose name I am not familiar with, but whose number is 2795, who happened to be in the vicinity of Wilshire and Santa Monica Boulevards yesterday after the races were over.

My reason for knowing that he was there is that he was quick to realize that some assistance would be of benefit to the police officers together with my staff officers in controlling the congestion caused by automobile traffic. He voluntarily got into the harness and helped us out greatly and stayed on the job until he was sure his services were no longer required.

Will you please let him know of my appreciation of his efforts?

Yours truly,
 W. C. WHITE,
 Supt. Western Division,
 Pacific Electric Railway.

RULES FOR ACCIDENT REPORTS EXPLAINED

By J. A. BODLEY
 Chief Dispatcher

A PROMPT report of all accidents should be made to the dispatchers' office. A serious accident in which passengers or pedestrians are injured must be reported on the spot by telephone. All other accidents must be reported at the first terminal telephone reached after the accident happens.

When you report an accident, the facts are entered on the dispatcher's trouble sheet, which is the official record of everything handled through that office. Your report is then transmitted to your division, where it is placed on a memorandum and checked when you turn in your report. This is to keep you from forgetting to make out your statement.

Crew Must Report

When someone is injured, we go a bit further and make a report to the claim department and doctor's office. All accident reports must be made by the crew. Second hand reports are not accepted, so do not burden your supervisor with them. He is not permitted to report them for you.

A delayed report results in confusion. Suppose your car strikes a machine. As far as you can see there is no damage and you think you will report to the dispatcher when you

have a layover or when you pull your car into the car house. Between the time the accident occurs and the time you make your report, the auto owner makes a claim for damages. He usually is supplied with the data. The claim department calls the dispatcher for your report. It cannot be supplied and the result is that the automobile owner's story must be accepted, and the case hangs fire until the next day. If you had made a prompt report, the facts could be cleared at once.

Cover All Accidents

What is considered an accident? Anything that would make the company liable: collisions of all kinds, no matter how slight, derailments, split switches when passengers are on board, broken windows when those breaking them are injured, passengers becoming ill on the car, the arrest of a passenger by a peace officer and all accidents witnessed by you, call for an accident report.

Again let it be emphasized, make a prompt report of everything that looks like an accident. Put yourself on the safe side.

ASSN. PROVIDES CHEAP INSURANCE

Insurance in the employes branch of the Co-operative Association in 1923 cost each member only \$10.50 and gave protection to the extent of \$1500, according to a report of organization for the year. Twenty-one times during the year deduction of fifty cents per member was necessitated by deaths and in 21 cases insurance payment averaging \$1500 was made by the association.

In the insurance branch for the wives of employes, the cost to each member was only four dollars for the year. Sixteen payments averaging \$400 each were made on account of deaths.

The annual report shows forcibly the benefit of membership in the Co-operative Association. In many cases the money thus received has tided families over critical periods of financial stress.

L. A. Recappe Back From Frozen East

L. A. Recappe, superintendent of schedules, who was called east recently, due to serious accident sustained by a relative, returned last Thursday. Louis visited several street railway systems and brought back a variety of schedules and general information to help in the work of his department.

TIME SAVED FOR NIGHT MECHANICS

Work has been speeded up on the installation of shafting for the machinery in the new Division Four shop which was formerly Recreation Hall. The office and store room have been equipped and are in service. It is expected that the work will be completed within a few days.

To save the time of the storekeeper and the night mechanics, a system has been established whereby each mechanic assigned to particular work on a car has a locker which is kept supplied with material ordinarily used in his work, whether it be brakes, or motors, etc.

Each locker has a holder for a card and on the card is noted the list of materials supplied. The night mechanic makes a note on the card of the materials he uses and next day, while the cars are out and busy gathering in the rounds of the lockers and replaces the articles that the card shows are needed so that the mechanic has full equipment to start again at night without loss of time and motion.

For Condr. L. R. Chamberlain, Div. Five
 Los Angeles Railway.
 Gentlemen:

I should like to extend my thanks to Conductor No. 6, car 606, for unusual courtesy shown to my wife.

Yours very truly,
 W. H. PUMBLE,
 317 Crocker St.

On The Back End (Contributed)

The veteran, C. D. Clark, was busy registering a Division Two conductor so that he could vote at the next election. "Republican or Democrat?" he asked.

"Plutocrat," solemnly replied the conductor.

*Uncle Ezra is a hundred
 And hasn't any scars;
 He never rides in autos,
 But sticks to trolley cars.*

 A regular passenger boarded an east bound "R" car which was something like five minutes late with this remark: "You see when you are late I wait for you, but when I am late you never think of waiting for me."

This week we have a little fish story from the mouth of Conductor Ira Gott, who with ex-conductor Louis Parker (who runs a tire repair shop at 26th and Dayton) and several other friends, hied them away to Victorville in a "Trusty" Ford with the intention of having a little outing and catching a few catfish. The trip was very successful, Ira claiming that they caught 25 large catfish and ate them all at one meal. This sounds a little fishy, but, anyway, a good time was had by all.

 Last Tuesday noon, the scribe of Division Four walked into a hash joint to obtain the required sustenance to complete his run. Three stools to his right sat a hobo, diligently carving with a pocket knife another punch mark in a transfer, which was a couple hours old. As the scribe got up to leave he begged, "May I ask what you are doing?"

"Just making up a little lost time, pardy," answered the bum.

Any girl can be gay in a nice coupe;
 In a taxi they all can be jolly;
 But the girl that's worth while,
 Is the girl who can smile,
 When you're taking her home in a trolley.
 —Jacksonville Trolli-Tops.

*Little Jack Horner
 Stood on the corner,
 Awaiting a Ninth Street car.
 He put out his hand,
 The car came to a stand—
 And the conductor said: "Step lively please. Move to the front. Tickets or change? All aboard." Slam. Ding. Ding.*

Cement Poured For New Div. One Pits

Forms have been put in place for the pouring of cement in the new pits at Division One. Storage tracks are being placed on the property formerly occupied by the Number Two carhouse.

The track department has installed a new special work on North Main Street where the Sante Fe line crosses.

Looking 'em Over at the Divisions

DIVISION 1

H. N. Cole

Motorman W. E. Flower has gone back to his first love. Until about a month ago he was chief engineer on No. 218 of the "N" line, an early night run, when he suddenly came to the conclusion that he was needed over on the "R" line. So on the "R" line he came. A day run on the "R" line did not develop the charms that he had hoped for. He could not change the habit of the R.R. gates that insisted on dropping in his way whenever they saw him coming, and above all, Walter felt keenly the loss of all his OLD friends on the C. C. C. line. Whether he bribed the motorman on No. 218 to give it up or not, is not known, but anyway it was posted for bids a few days ago and Walter bid it in and now is happy again.

Conductor Haggard of the "R" line, was going east on Whittier Boulevard, and just after crossing Indiana he called out "Doris," which is the next street, when a young lady up in the front section of the car, and who by the way was a regular rider, and exceedingly easy to look upon, came back and said: "Why did you call me? and in the future please call me Miss Doris." Haggard hastened to explain that he was merely calling the streets, but at the same time he was delighted to learn her name.

Supervisor Kerr, who was formerly a motorman out of Division One, was around to see the boys last Tuesday, and oh, boy, have you seen his new automobile? Well, it is a thing of beauty, an Overland Coach with three doors and two seats. The seats can be converted into a bed simply by pressing a button. No doubt Mr. Kerr is longing for vacation days.

Conductor H. J. Burke has also joined the ranks of automobile owners by purchasing one last Tuesday. We don't know the make or style of it, but will venture a guess that it is the kind that will "take you there and bring you back."

Night Clerk C. E. Corson is again confined to his home with illness.

DIVISION 2

By C. L. Christensen

Motorman F. W. Bishop left here in November on a three months' leave in search of better health. F. W. spent most of the time in Phoenix, Arizona, and returned last week, sunburned and very much improved. He will start working his run next week.

Conductor C. C. Bloom has secured a three months' leave of absence and is packing his trunk, getting ready to leave Sunday for Florida.

Conductor E. C. Price, who resigned a few months ago when he thought he had a better job, later was re-employed and worked as conductor at Division Five. Last week he decided to return to his old home, and he is now back with us again and his intentions are to stay with it. Glad to have you back.

L. Miles, a former conductor at Division Two and now an officer of the Los Angeles Police Department, recently purchased himself a light coupe of which he was mighty proud, and therefore invited his landlady and her daughter to take a spin with him. When driving along on South Park Avenue, something suddenly went wrong, and the car collided with another vehicle of a heavier build, consequently the light auto was reduced to scrap wood and its occupants badly injured. They were all removed to the Receiving Hospital, from where Miss Brunett later was released and taken to her home. Mrs. Brunett received

Who's Who



IF YOU will take our word for it that A. G. Vollmer as a truck driver, never intentionally and maliciously blocked a street car, we will proceed to introduce him as a motorman of Division One. Like many other good Californians, Vollmer bane a farmer in Minnesota. His farming career stopped suddenly when Uncle Sam gave him a good \$30 a month job working in his army.

In 1922 Vollmer came to California and a year ago he filled out an application blank and took a course in street car controller manipulation.

Accidents don't just happen. There is a cause.

Introducing New Men

The following men have been assigned to their divisions during the week ending February 2.

DIVISION ONE

Motorman F. Burke.

DIVISION TWO

Motormen—G. F. Killeen, H. J. Mainard.

DIVISION THREE

Motormen—E. F. Ferguson, W. H. Me-loy.

Conductors—J. C. Coats, G. H. Meek, W. L. Stewart, E. E. Norfleet, J. E. Witte, A. O. Anderson.

DIVISION FOUR

Motormen—A. L. Freeman, H. H. Glass, R. M. Still, T. E. Stuart.

Safety Operators—C. W. Sinks, L. Smith.

Conductors—D. E. Dawley, L. C. Kirkwood, L. O. Rockwell, A. C. Ritter.

Bus Operators—R. D. Donner, C. W. Dowell.

several fractures and was removed to a private hospital. The women are the wife and daughter, respectively, of Motorman Al Brunett of this division. You have our sincere sympathy, Al.

H. M. Vining, who used to pull the bell cord on cars running out of Division Two, has since he resigned about a year ago, been employed as lineman for the Los Angeles Gas and Electric Corporation. Recently he was engaged in repairing wires on a high pole and somehow came in contact with a high voltage wire, sending 2300 volts through his body. He was hanging in his safety belt, unconscious, when his fellow workmen reached his side, releasing him and rushing him to a hospital, where he was revived. H. M. is walking around again and expects to return to his work early next week.

Think of the wife and babies at home and be careful.

DIVISION 3

R. W. Reid

Conductors C. E. and J. D. Conner, who have been laid up for a long time with a bad spell of intestinal flu, are now back on the job. The Conner boys had a pretty tough spell of it, in fact, J. D. says that he pretty nearly cost us 50c apiece. However, all's well that ends well and they are now grabbing the nickels same as of yore.

Motorman C. A. Kern, the big boy who worked the Eagle Rock run and who has been working as temporary instructor, has been appointed permanently to the above position.

Motorman E. L. James has secured a 90-day leave of absence, during which time he will try out a job on the police department.

The stork visited the home of Conductor S. S. Sands on January 30th and left a lovely 8-pound baby boy. Mother and baby doing fine. Congratulations.

Conductor L. A. Vinland is taking a six-day vacation.

Conductor E. A. Volkert and Motorman G. A. Norton have just returned from a seven-day trip to Murrieta Hot Springs. The trip was made in Volkert's four-cylinder Packard, with the intention of trying out the hot springs on Motorman Norton's rheumatism, with which he has been suffering for the past month. Norton reports himself much improved in health and expects to be back on the job again shortly.

Conductor C. E. Erickson has left on a three weeks' trip to San Jose.

Conductor F. J. O'Toole is taking a nine-day trip to San Francisco.

The boys at Division Three will be interested to hear that Motorman W. W. Dyer has returned to the service and is now breaking in at Division 1. W. W. had a slight collision on his second day back, said collision occurring at the office of the Instruction Department, where he arrived a few minutes late. The result was that Dan Healy gave him the privilege of going back home to finish his sleep. However, they say that a bad start makes a good finish, so no doubt, W. W. will soon be winding them up at Division One.

And last, but not least, DON'T forget the Safety Meetings which are to be held at this Division on Tuesday. Three meetings will be held, at 10 A.M., 1 P.M. and 8 P.M., respectively. The hours are such that it would be possible for every man to attend at least one of these meetings, and we hope to see you all there.

DIVISION 5

E. C. Tyler

Motorman C. D. McLaughlin is at present confined in the County Hospital and not only wishes to be remembered to all the boys, but would be glad to have them visit him.

Motr. D. J. Clontz, who has been on the sick list for the past two weeks with an attack of flu, dropped in to say "hello" the other day, and states that he is feeling much better and hopes to resume work in the near future.

A letter, received from Condr. J. W. Martin, who is on leave of absence, advises us of the death of his daughter in Trousdale, Kansas, and we wish to take this means of conveying to Condr. Martin, the sympathy of Division Five.

A conductor of Division Five, who is so modest that he wishes his name

DIVISION 4

C. J. Knittle

Conductor L. Mussen laid off last Friday and Saturday. According to Cornelius Vanderbilt, Jr., Mussen and a local young lady were issued a marriage license on said Friday. Congratulations.

Hark to the song of the lark, fellows. Here's a chance for someone to wet his whistle. Though prohibition has come (and gone) Motorman A. J. Pearce offers a swig of iodine to the guy who will return his stolen cushion.

When Babbling Brooks was called upon last Wednesday for his contribution to the "Bull Throwing" Contest, he said he had decided to stay out of it because he never told an untruth. We were about to crown him king of the bull artists, but Clerk Michels remarked, "I believe him." Michels was promptly proclaimed king.

We are glad to see Motorman G. A. Allen back from two months' sick leave.

Supt. Wimberly, Foreman Boyd, Assistant Foreman Driggs, Clerk Michels and Cross-breed Speed attended the Ascot races last Sunday and reported it was a reckless but enjoyable affair.

Conductor Schroeder went into the L. A. Railway building last Monday afternoon. A "hick" entered about the same time. "Say young feller," he asked, "where will I go to for my valise? I left it on a trolley car." "To the lost article department on the second floor," replied Schroeder. The rube pressed the "Down" button for the elevator. "It's upstairs, sir, on the second floor," repeated Schroeder observantly. "Sure," agreed the country gentleman, but the elevator has to come down first to get me.

A woman, on Conductor Hughie O'Neill's "I" car, walked up to the front end as it approached Grand Ave. "Isn't this Grand?" she asked as they crossed the street. "Wonderful!" answered the motorman spying her for the first time.

Conductor Duke Lowen is doing a thriving business with his 1924 model, four-wheel brake, non backfiring, skidless money changers.

Many Division Four-ites are wondering why Motorman W. G. Brooks has forsaken his tripper and only works eleven hours night shift nowadays. W. G. made a young fortune on his home a couple of weeks ago and is at work on a new one.

withheld, relates the following incident:

"I was coming up Spring St., and as it was getting rather dark I turned on the lights and then walked to the rear end and opening the window, put my hand over the headlight to see on what end it was burning. A Birney was following me and the operator shook his head. I then noticed one of the lights in the end was green, so turned the shade around, pointed to the green light and then towards the letter sign on the roof.

The Birney man again shook his head, then after looking around, he smiled, took off his cap and bowed his head. His hair was RED."

Porter: "This train goes to Buffalo and points east."

Old Lady: "Well, I want a train that gets to Syracuse, but I don't care which way it points."

Condr. J. G. Leete, who has been with us only a short time, but who is an experienced office man and former court stenographer, is breaking in as extra clerk in the Division Five office.