

# Cars Run Thru Broadway Tunnel

## 19,303 RIDE CARS EASTER MORNING

Over 19,000 people used the street cars provided by the Los Angeles Railway to go to and from the sunrise Easter service at the Coliseum, according to figures of the schedule department. This total does not fall short of what had been expected, it was stated by L. E. Recappe, superintendent of schedules, and while it was anticipated that 80,000 people would go to the Coliseum, the attendance was short of 60,000 on account of the uncertain weather.

In "Direct to Coliseum" service Easter morning were 113 cars, which made 317 trips. A total of 137 cars was in operation. The entire schedule was carried out as had been planned, due in large measure to the co-operation of trainmen and all concerned.

## "JEFF" TO LEAVE L. A. RAILWAY

J. G. Jeffery, who was appointed office boy of the public relations department, May 3, 1920, and on May 4 of the same year was made director of public relations, has resigned, effective April 12, to accept an executive position with a local publication. Among the things he started but did not finish was the editing of this modest publication, Two Bells. Through the help of the division scribes and others who have done the work, the paper has thrived and increased its subscription list every year. The weekly editing has been a chore at times and the editor wishes to thank the thousands who have offered sympathy, the hundreds who have offered advice, the dozens who have offered news and the one who offered a drink.

Good night, friends of Two Bells—Jeff signing off.

## 23 Year's Service For R. A. Pierson

R. A. Pierson, supervisor of the Merit and Bonus System, celebrated on April 8, the twenty-third anniversary of his service with the Los Angeles Railway. On April 8, 1903, Mr. Pierson began work as a motorman at (Continued on Page 3, Col. 4)

## A Thousand Hours Saved for 12,000 Patrons by Tunnel

"If a body meet a body—?" The first car operated through the Broadway tunnel April 6. A Line "E" car southbound is shown "Coming through the Rye."



## "SMILING BILLY" IS HURT BY CAR

"Bill" Saager, the big boy with the smile who says "hello" to everybody from the middle of Eleventh and Broadway intersection, is directing traffic for the time being at 2534 Exposition boulevard—figuratively speaking. That is to say, Bill is resting his arms and letting his feet grow comfortably in a home atmosphere.

All of which came about when Bill was knocked from his traffic platform by a Line "W" car. As the car came across the intersection, the forward truck crossed a "split" switch. The rear end of the car, spinning around, struck Bill, who had his back turned. He was knocked under the car, and is now suffering from a lacerated head, sprained shoulder and bruises.

Bill's many friends in the Los Angeles Railway will be glad to know, it is reported, that he will be back on duty in a week.

## GOOD SAFETY MARK MADE WEDNESDAY

During the last 16 days of March there were 100 less accidents than during the first 15 days of that month. The marked improvement is attributed to the spirit prevailing after the series of safety meetings held during the last half of March, when John C. Collins, supervisor of the safety bureau, gave trainmen valuable help along the lines of accident prevention. Only six accidents involved property damage, and those were of minor nature.

Only 43 accidents occurred on April 7, the day of greatest trouble on account of the storm, when streets were most seriously flooded. Of those, several were derailments. There was one head-on collision with an automobile, in which two people were hurt, but no serious injuries were reported.

Words of kindness: "Come in out of the rain."

## SPRINGSTREET TRACKS NOW REMOVED

Cars of Lines "E" and "3" began operating through the North Broadway tunnel on Tuesday morning, April 6. The route change, which was made necessary by construction of the new City Hall, was put in operation without confusion or difficulty of any kind, as schedules had been prepared in anticipation of the order permitting cars to go through the tunnel, which was received on April 5. Car track on Spring street between First and Temple has been removed.

Congestion on Main street occasioned an average loss of time of 15 minutes. Lines "2," "L," "W," and "G" have been re-routed over Main street between First and Temple streets, and the greatly increased traffic combined with the fact that the west side of Main street is torn up, resulted in considerable delay.

New transfer rules governing the changed routes have been issued, involving walkover privilege granted on "in trip" yellow transfers from lines No. 3 and "E," good north or south at the Plaza on Line "B," also at Spring and Sunset on Line "O"; on "out trip" green transfers from Lines No. 3 and "E," good at Plaza north on Line "B"; yellow transfers from Line "B," good at Sunset and Broadway north or south, and "out trip" green transfers from Lines "B" and "O," good at Sunset and Broadway north, on Lines "E" and "3."

## HAWAIIANS PLAY FOR ADVERTISERS

The Hawaiian Quintet of the Los Angeles Railway was featured on the entertainment program at the "Feed and Frolic" of the Direct Mail Advertising Association held at the Ambassador Hotel Thursday night, and broadcasted a program over radio KFQZ Saturday night from 8 to 10.

A full schedule is on the books for both the Company orchestra and the Quintet, according to Joe Finn, manager of the musicians. The orchestra is now playing every Wednesday from 12:30 to 1:30 at the broadcasting studio of KHJ, and is booked for every Wednesday from 7 to 8 p. m., to broadcast over KMTR.



## Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

### Don't Count on Your Irish

HE knows how to meet the public." The above is a standard comment on the work of many men who have been successful, where their success has hinged upon ability to make friends.

Knowing how to meet the public is perhaps five per cent personality and 95 per cent self-control. If you intend to be a success, no matter what your job, learn to master your emotions. There are few positions in which a man is placed where his work does not involve contact, if not directly with the public, at least with fellow-workers. An ingrown disposition, or the habit of carrying a grouch, not only hampers you in your own work, but retards the co-operation you are going to get from those whose co-operation is valuable to you. If, as a trainman, your job is serving the public, your manner of answering questions and giving out transfers, or the way you sound your gong, measures the amount of co-operation you will receive from your passengers.

Self-control means putting your likes and dislikes and your pride in the background. You can't have your mind on your work and be nursing a sense of outraged justice at the same time. Wondering why in the devil that mob doesn't move to the front of the car won't accomplish a thing when your irritation and impatience are evident in every move you make and every word you say. Concentrating your attention on the necessity for getting the friendly co-operation of your passengers and measuring every word and tone to that end will serve your purpose better.

"Personality" is a force that is sometimes Irish and sometimes English—but you can make self-control your own and it will take you far toward gaining that ability to meet the public.

### HEALY URGES TRAINMEN TO PREPARE FOR EXAMINATIONS

Any man whose application for a position as line instructor has been on file for more than 30 days will be expected to be ready for call any time to take the required examination, it has been announced by Daniel Healy, chief instructor. "Heretofore," Healy said, "I have allowed a man two weeks to study for his examination after I have called him. This forced him to hurry his studies and caused a delay in many cases to other men who were ready, and a general delay to this department and the divisions affected. As many applications are on hand, some of which date from last September, men on the list will in the future be ready to take the examination immediately on being called."

Nearly 200 positions in the operating department are filled by former trainmen, the chief instructor pointed out, and it is the company's policy to fill vacancies from the ranks of line instructors. For this reason every trainman should prepare himself to take the examination for line instructor and place his application for such a position with the chief instructor in the meantime, as all promotions will be from line instructors.

#### All Trainmen Eligible

Every trainman is eligible to take the examination for line instructor. Selections will be made from the best of applications submitted by letter to the chief instructor.

In the application letter, give the following information: Present date, name, badge number, date employed, division, occupation, present age, any previous street car experience, how much and where; schooling, experience in other lines of work that you think would benefit you if promoted; and details of any ailment or injury that prevents your working steadily; have you a good record with this company?

#### Prepare Now For Exam

"An applicant should prepare himself to be examined," Healy explained, "on any one or all of the following: All general rules for motormen, conductors, and safety operators. Thor-

ough knowledge of all the Los Angeles Railway lines, their routes, divisions, transfer points, etc. All bus lines of both companies, their fares, routes, tickets, and so forth. All applicants will be given the test in arithmetic now given to all new men, unless it has already been passed.

"Use your pass and ride the various lines," Healy urges trainmen. "Make all such information yours at first hand. Your pass is good on certain bus lines, and you can cover the others in a few hours in an auto. Communicate with me by phone, letter, or see me personally for further information," Healy asks.

### Cond. J. B. Robertson Will Now Retire



And they grow more like their daddy every day. Below are the two sons of Conductor J. B. Robertson, of Division Two, whose names are John B., Junior, and Charles W. He will soon be able to retire, having started the youngest well on the road to a conductorship with a changer around his middle, and having put the outward evidences of manhood in their mouths.

## BULLETINS

ISSUED APRIL 12, 1926

BULLETIN NO. 40

Notice to Conductors

The following firemen's pass books are lost:  
No. 13161, issued to Fireman H. E. Dikeman.  
No. 21486, issued to Fireman Harvey J. Carpenter.

BULLETIN NO. 54

Notice to Conductors

Some conductors are failing to cancel tickets at time of lifting same. This must be done in every case.

BULLETIN NO. 55

Notice to Conductors

Fireman's Pass Book No. 22409, issued to Fireman James A. Porter, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 56

Notice to Conductors

Pass No. 2467, issued to John Paine (deceased), formerly repairer Mechanical Department, reported as lost in Bulletin No. 53, has been recovered.

BULLETIN NO. 57

Notice to Conductors

Pass No. 4173 issued to M. C. Blizzard, Conductor Division No. 2, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 58

Notice to Conductors

The following passes reported lost during the months of January, February and March, 1926, have not been recovered: 162, 527, 808, 1357, 1490, 1822, 1872, 1942, 1967, 2116, 2344, 3150, 3415, 3673, 3721, 5099, 5835, 6042, 6108, 6436, 6470. If presented for transportation, take up, collect fare, and send to this office with report.

*P. B. Hill*

## BUS BULLETINS

BULLETIN NO. 418

Beginning at once, Operators must not operate buses with the hood not fastened down.

In case Mechanical Department employes make any adjustments, see to it that the hood is fastened before they leave.

BULLETIN NO. 419

Beginning April 5th, buses on the South Main-San Pedro Street line in making the south terminal loop across 85th Street between South Main and San Pedro will discontinue operating on 85th Street and instead run on Manchester Avenue between South Main and San Pedro Street. Buses on the outer loop will stop to pick up and let off passengers on the east side of San Pedro Street, immediately north of Manchester Avenue. Buses on the inner loop will stop on the east side of South Main Street, immediately north of Manchester Avenue.

Care must be taken when making the left hand turn off of Manchester Avenue to north on San Pedro Street to avoid any possible collision of vehicles at that point.

BULLETIN NO. 420

That portion of Bulletin No. 417 issued March 31st showing the opening of the Manchester Avenue Bus Line No. 15 which reads in the last paragraph that the buses will turn around at the western terminal in the intersection of Manchester Avenue and Western Avenue is hereby cancelled and beginning at once the turn around will be made as follows:

From the intersection of Manchester Avenue and Harvard Boulevard  
North on Harvard Boulevard  
West on 85th Street  
South on Western Avenue to Manchester Avenue.

BULLETIN NO. 421

Operators of Single Deck Buses are hereby forbidden to issue or receive any kind of transportation, punch tickets or transfers or make change while the bus is in motion. A violation of this rule will result in severe discipline. Discontinue punching tickets and transfers when received. Cancel all of them at the end of each single trip.

BULLETIN NO. 422

Commencing Thursday, April 8, the short-line San Pedro Buses will make the turn around at the south terminal as follows:

From the corner of 84th Place—  
South on San Pedro Street  
West on Manchester  
North on Wall Street  
East on 85th Street  
Laying over on the south side of 85th Street, immediately west of San Pedro.

BULLETIN NO. 423

April 6th, 1926.

When starting Yellow Coach Double Deck Buses numbering from 1001 to 1005, inclusive, do not use the low gear. Start the bus on second gear except when starting on grades, then use the low gear.

*J. Hawkinson*

## FEW ACCIDENTS IN BIG RAIN STORM

Only 61 accidents resulted from the storm last Monday, a very low figure in consideration of the difficulties encountered, according to the traffic department. Lines were cut due to power interruption and high water over the entire system. Cars were running 40 minutes late in the downtown district owing to high water over Main, Spring, Broadway, and Hill, throughout the rush hour period. The earlier storm of this season occurred on a Sunday, when street car service is not more than a third of that of the average business day, as on last Monday, consequently a great deal more trouble was caused.

Cars were blockaded north and south on the main arteries of the downtown section, during the rush hour, standing in many instances six minutes at a time before it was possible to move. Passengers could scarcely board nor alight on account of the water over the street.

#### Dirt Wall Drops

On Line "E" at York boulevard, an avalanche of dirt from an embankment blocked service for nearly three hours between 5:00 and 8:00 p. m., and the line was only opened for service due to the efforts of several Division Three trainmen and District Chief Warren in the use of shovels to remove the dirt from the tracks. Shuttle cars were operated to maintain service from Glendale Junction to York boulevard, and from York to Eagle Rock City.

"Grasshoppers" or crossovers were installed at Sixth and Vermont and Sixth and Gramercy on the "R" line during the heavy rains for use in turning cars back before reaching the high water at Third and Gramercy. Cars were being used in shuttle service from Melrose and Larchmont and from Third and La Brea. Line "W" was cut practically all day at Ninth and Vermont and a shuttle car used to carry passengers from there to Eighth and Irola. Pavement there had been torn up and sand had washed on the track to such an extent that operation could not be resumed until the debris was removed.

#### Water Bothers Buses

Many cases of buses stalled in high water were reported, and shuttle service was necessary frequently, particularly at Wilshire and St. Andrews Place and at Adams and Figueroa; and buses of the Los Angeles Motorbus Company had a great deal of difficulty at Manchester and Western avenue.

Lightning at 4:43 p. m. interrupted power for several minutes. There were two instances of cars catching on fire from short circuits; one at Twelfth and San Pedro, at 5:00 p. m., and another at 48th and Second avenue, at 10:50 p. m.

Following Monday's storm, there were heavy rains on Tuesday, Wednesday and Thursday. Between 2:55 and 3:03 P. M. Wednesday, street car service was tied up at 15 different points. Delays of from 10 to 35 minutes were common throughout the day on every line, and cars were running 20 minutes late in the business district. A landslide occurred at Solano and North Broadway at 1:30 A. M. Thursday, and soon after that time lightning cut off power for some minutes. Seventh street from Figueroa to San Pedro was a river from curb to curb early Wednesday afternoon, as the rainfall was so great at that time that drains could not carry it off.

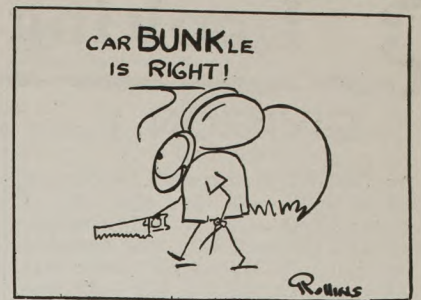
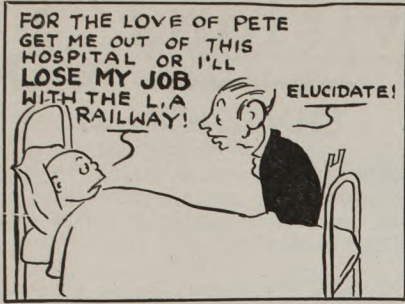
Less trouble was experienced, considering the seriousness of the storm, than any other of the public utilities.



# Conductor Ding and Motorman Ding Ding

Eliminate the "Bunk"

- By Rollins



## Bouquets And Things (Hand Picked)

For Motor. F. A. Lane—Div. 4  
Los Angeles Railway.  
Gentlemen:  
Just a wave of the hand! I don't know his name or his number but his spirit shall be immortal. Broadway between Third and Fourth, Car No. 415, 11:00 a. m., March 22.  
There is a middle of the block crossing at this location. All he did was to slow up and wave his hand and let a group of pedestrians know they might cross with safety. Just that little courtesy makes all the differences between confusion and safety.

Very truly yours,  
C. W. SIRCH,  
126 West 3rd St.

For Condr. J. C. Allison—Div. 2  
Los Angeles Railway.  
Gentlemen:  
I take pleasure in reporting to you the exceptionally good conduct of Conductor No. 2682. He was especially careful with several old people, and assisted them in boarding and in getting off of the car—calling the streets—giving information to people, etc.

Yours truly,  
JOSEPH R. CONWAY,  
904 West 28th St.

For Condr. E. Harp—Div. 2  
Los Angeles Railway.  
Gentlemen:  
Writer had occasion to use your "H" car on a recent wet, disagreeable evening and found your Conductor 2224 one of the most courteous, likeable chaps and in many ways far superior to the average, and am herewith presenting this commendation in appreciation for the good service rendered.

Yours truly,  
W. B. SHAEFER,  
420 South Broadway

For Condr. H. L. Raines—Div. 5  
Los Angeles Railway.  
Gentlemen:  
I just want to say one kind word or two for Conductor 226—not a large man, spare built—but NOT spare in his kindness and courteous treatment of passengers, who travel many days on your cars.  
I have NEVER met a more kind and gentlemanly man on any of your cars than he, and I ride nearly every day.

Respectfully yours,  
MRS. M. ROLAND,  
244 West 75th St.

For Condr. G. W. Scott—Div. 3  
Los Angeles Railway.  
Gentlemen:  
I surely wish to speak of the courtesy of Conductor 3158, on "U" line, Car 531, this morning about 8:30. Car was crowded and a lady and boy about two or two and a half were occupying a whole seat. Conductor courteously asked her to give me a part of the seat, which she gladly did.  
It was very thoughtful of him, for I am not young and go to work every day—stand all day and do appreciate getting a seat in the car if possible.

Respectfully,  
1959 Estrella Ave.

For Motor. R. G. Mathias—Div. 5  
Los Angeles Railway.  
Gentlemen:  
About 7:45 this morning, and north of the intersection of 59th and South Broadway, a little girl about eight years old was crossing the street. I was standing on the front end of an M car going north, said car being driven by Motorman 2825. Autos were being driven swiftly in a southerly direction—mentioned little girl seemed to be caught in this two way hurtling traffic—she hesitated, turning from left to right. It was very evident that she was dumbfounded momentarily. I expected to see the little girl caught either by the above mentioned street car, or else by one of the autos—but I had reckoned without knowledge of the alertness of Motorman No. 2825.

First thing I knew, he had stopped his car, which gave the little girl a chance to get her wits back, and with a smile of relief she got safely across the street.

Thank you,  
SAMUEL M. TAYLOR,  
219 West 74th St.

## Mechanics Who Sing "Tighten Up the Corner Where You Are"

The audience will now join in the chorus. We are featuring the leaders shown in the picture below, all members of Division One mechanical crew:  
Left to right, above: W. H. McCoy, H. Schaller, E. O. Arnold, C. N. Hamlin, G. C. Managhan, G. S. King, L. Martin, foreman; J. Bradley, assist-

ant foreman; D. P. Dillon, O. E. Lund, T. T. Clark, H. W. Grevling, C. C. Carlile, J. M. Comer.  
Below: F. L. Wing, H. W. Shenton, H. S. Sprague, T. Oakes, R. W. Hubbard, E. J. Miller, E. V. Gooseman, C. Christophersen, G. Mawby, W. Wickwar, C. C. Leslie, D. Frame.



THE gentlemen in the negligee shirts and hunting trousers are dressed that way because they spend most of their time hunting. Sometimes they find what they are out to get. (You guessed wrong, it isn't golf balls.) Their business is to hunt for the source of trouble in a "B. O." motor, trolley, wheel, or brake, and having found it, to fix it.

Every man has his particular specialty, just as nowadays every dentist specializes in one kind of tooth. In every division car house the mechanical crew includes artists in wheels, brakes, armatures, trolleys, motors, and all other parts of the car's anatomy.

When the emergency crew finds a car that must be taken out of service because the trouble can't be remedied on the road, the ambulance is called and the car taken to its division,

where the mechanical crew gets in the dirty work. A B. O. motor may mean a burned out fuse, caused when the motorman swings the controller too fast; or it may be the brakes or a grounded armature. Anyway, the boys in the hunting costumes get into the pits or up on the car roof with their implements and it's "Tighten Up The Corner Where You Are."

### 23 YEARS' SERVICE (Continued from Page 1)

Division One, transferring to Division Two when that division was built. He was made a dispatcher December 3, 1905, and an instructor January 1, 1914. After seven years as an instructor, Mr. Pierson became chief instructor February 2, 1921, and began in his present capacity of supervisor of the Merit System May 1, 1924.

## Ferguson Retains Lead In Procuring Witnesses

DIVISION FIVE men under the leadership of Supt. George Ferguson succeeded in keeping first place in the witness card contest in March, having wrested the leadership from Division Four in February. An average of 6.94 witness cards per accident was held by men of Division Five last month. Division Four was

close second with an average of 6.81, and the average for the system was 6.01. This is a slight decrease from the February figure, which was 6.02. Division One carried the lowest average, 5.27. The total of accidents in March was greater than in February by 52.

Following is the detailed summary:

Division	Number of Accidents	Number of Witness Cards	Average Witness Cards per Accident
One	286	1508	5.27
Two	351	1924	4.48
Three	315	1907	6.05
Four	228	1553	6.81
Five	216	1498	6.94
Total	1396	8390	6.01

## On The Back End (Contributed)

Rumors are afloat (so's everything else) that the well-known yellow street cars will be equipped with rudders and trainmen will be provided with paddles to navigate the canals now in vogue. It is said that the passengers would object, however, to conductors' singing in imitation of gondoliers.

We had something put by for a rainy day, but who said anything about a rainy week?

"JES' BE WHAT YOU IS"  
Don't be what you ain't,  
Jes' be what you is,  
If you is not what you am,  
Then you am not what you is;  
If you is jes' a little tadpole,  
Don't try to be a frog,  
If you're jes' a common tail,  
Don't try to swag the dog,  
If you're jes' a little pebble,  
Don't try to be the beach,  
You can always pass the plate—  
If you can't exhort and preach,  
Don't be what you ain't,  
Jes' be what you is;  
For the man who plays it square,  
Sure's a-going to get "his."  
—B. T. OLSON, Div. 1

Bus Conductor E. L. Herbel: "Born, you knock the passengers down when you stop."  
Operator J. A. Born: "Just leave them alone. When I start up I will stand them up again."

Today's payday—for single men. For married men it's—well, it's just another day.

"Shorty" Hague, of Division Five, wanted off the last part of his run last Monday on account of the rain. He put up the excuse that he waded in water clear up to his knees and got wet clear up to the neck. Where do you carry that head of yours, "Shorty"?

"Did it take?"  
"I believe so, it's beginning to itch."  
"You must have been on a buggy ride."

When you have differences meet them, greet them, beat them.

## TRAINMEN HELP REDUCE CALLS

Less than a third of the number of calls for information regarding Easter Sunrise car schedules came into the Dispatchers' office on Easter eve this year as were received last year. Only 100 calls were made after 5:00 p. m. Saturday, whereas a year ago calls averaged 100 per hour, and the operator at the switchboard scarcely took the receiver from his ear for 40 minutes.

The remarkable decrease in calls for information at the late hour is attributed to the excellent co-operation of all trainmen in giving information to patrons and to the extensive assistance given by newspapers in making known the service available. Display of the schedules in the cars of all lines were of assistance to both trainmen and public in avoiding confusion.



# Looking 'em Over at the Divisions

## DIVISION 1

D. B. Kohl

As the old saying goes, "Courtesy pays in more ways than one," and if you don't believe it, just ask Conductor C. K. Herbert, who was awarded a two-dollar bill during the recent wet weather for carrying a fair lady passenger from the curb to the street car. "Yes, sir," said Herbert, "it pays more ways than one."

Clerk Roy Ruggles motored down to San Diego and Tia Juana during the week-end. Roy said that he didn't doubt the news printed in the papers about Tia Juana being closed down, but he just wanted to go down and look it over and make sure.

We regret to announce the death of Motorman C. S. Johnson, an employee of the Company since 1919, who died Saturday, April 3rd, of paralysis.

Conductor A. C. Nipher is growing a beautiful drooping mustache which he has promised to let go to seed, so in case any of you young fellows want to raise one of these beautifiers he will let you have the seed at cost. Conductor Nipher is going to bid in the Stevie Owl so he will have all day in which to look at himself in the mirror.

Cash Receiver C. E. Kelly, who is taking an examination for Deputy Sheriff, says that one of the first things he will do when he takes over his new job will be to clean the town of counterfeiters. Hooray for Kelly!

Who said Sunset Boulevard?

## DIVISION 2

H. F. Neison

Motorman Adair reported for his run at 4:10 Monday morning, an hour early. When asked what he was doing around so early, he said: "I'm always here about this time every morning, get here between 5:00 and 5:10. You'll never miss out J. G. if you get here like that every morning."

G. A. Waggoner, night foreman of the Mechanical Department, was seen Easter Sunday, while it was raining real hard, out in front of his house on South Park, with a hose, watering his flower garden. Monday he was out with a shovel banking them up so they wouldn't be washed away.

From reports received from men who worked Sunrise Extras, there must have been quite a turnout at the Coliseum Easter Sunday.

"You ought to let me off my night run now, I worked an Extra for you this morning."

"Yes, you're off in a cloud of dust if you have to make a relief."

Wednesday P. M. It's just started to rain, am going across the street to get some smokes—will finish this when I get back.

## BUS DIVISION

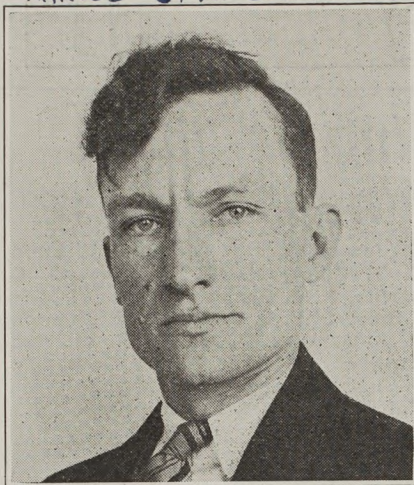
Elmer Wood

Operator H. S. Cranford, running on the Florence avenue line, reports that a man and woman riding through the bus were talking about the street being so rough. After a few more bumps the man found a filling had jarred out of his tooth, and said the dentist had just put it in the day before. The operator said, "Well, the city just finished fixing the street last month." Now the question before the house is, "Whose fault was it?"

Operator L. A. Mowry was called to the bedside of his father, at Oakland, California.

## Who's Who

HAROLD K. CONACHER



BEFORE coming to the Los Angeles Railway he was five years with the Savage Tire Co., and one year with the American Expeditionary Forces.

Was employed by the Los Angeles Railway September 4, 1919, as car repairer at Division No. 5. Made Inspector of Operating Equipment (on road) from January 1, 1925, to August 1, 1925. Acting Assistant Day Foreman, Division No. 3, from August 1, 1925, to February 16, 1926. Appointed Inspector of Equipment February 16, 1926.

His duties are to inspect equipment at all divisions and see that it is maintained in a uniform manner and up to the high standard that has been set by the Mechanical Department; to inspect all tools and car house equipment, and see that they are maintained in good condition; to supervise all tests, and make special studies and reports under the direction of the General Foreman of Car Houses, "Billie" Brown. He will also assist "Billie" with instruction work in the instruction room at Division No. 2, which will be ready in a few days. He is on call day or night to bad wrecks, derailments, etc.

Harold has a big and important job, and is well fitted for the position. He is not easily affected by the criticism of others, is fair in his demands, but just as positive as he is fair, and is the right kind of a fellow to make good.

This position is another step in advance by the Mechanical Department (in accordance with the policy of the company) to put cars in service in the best possible condition.

W. T. B.

Operator M. F. Wilson is back to work after nursing a broken arm for 45 days. And he doesn't intend to crank any more Fords for anybody.

A. L. Kramer, a mechanic in the garage, has resigned to work for the Smith Pageol Company.

The latest attraction and inheritance of the division is a phonograph, owned by A. C. Lucas and operated by the operators and conductors who shine or miss out. With this addition to the old shack it seems more home-like for the boys. Now if we only had a pool table, wouldn't we have a grand time?

Introducing new men: W. M. Herrmann, formerly a driver for the Demcan Transportation Company, and A. W. Warnick, formerly with the Banta Company.

## DIVISION 3

Dan Hanley

We're slipping—on witnesses.

When you change from nights to days, don't visit your lady friend, advises Conductor E. Cox, but anyway, he says, "I am having a good time visiting Divisions One and Four, also working my favorite, Line "B."

We're gaining—on trip sheet errors.

Thrills and chills—The flying circus at Venice, a ride through the Broadway tunnel, or a whiz home at night in the baby Lincoln sedan with Motorman Naggie.

Everybody's doing it—getting vaccinated.

At this time Conductor Johnson arose from one of the plush covered lounges in the trainmen's room, and nearly kayoed us with this wise crack: "No sir, I never soled a pair of shoes. I always give them away. Gimme a light."

After the floods, then the sunshine.

## SHOPS

By Jack Bailey

Au Revoir! But not goodbye. G. W. Reckard, who has been with the Company since 1904, decided a few weeks ago that it was time to give himself an extended vacation so he has retired from active service after having worked faithfully for the Company as patternmaker for 22 years, during which time he has seen many changes in personal structures of our buildings and equipments. We regard Mr. Reckard as one of the best known men of the Mechanical Department and if not known by name he is recognized as the patriotic boy who beats the drum in honor of Old Glory when we feel the call of national events. Mr. Reckard will now reside in the Temple foothills, adjacent to Los Angeles. We extend our sincere wishes for his future health and happiness.

"Here's something queer," said the dentist who had been drilling and drilling into a tooth.

"You said this tooth had never been filled, but I find flakes of gold on my drill."

"I knew it," moaned Geo. Cleland. "You've struck my back collar button."

Lee Thomas gets the diamond studded monkey wrench this week. They say he has a line of chatter that will talk a canary bird to death. Honorable mention goes to Albert Dellinger. An onion a day keeps them all away.

Our bachelor switchman, Howard Lock, is on the kitchen list this week. His wife has left him in full charge of the hand-out stock and from all reports he is far from the starving point.

The darkest hour in any man's career is that wherein he fancies a good meal is in store for him and he finds his food has changed to something uneatable. You couldn't expect anything else on the first of April. Ask Kenneth Hitchens if time cards are high proteni foods.

H. Culbertson of Store No. 2 lost a class ring—S. P. C. 1923, with H. W. C. initials inside. Reward.

Ed. Bade made the remark that for a dollar he would bury a Swede. To his surprise John Smith handed him a ten dollar bill and told him to get busy.

## DIVISION 4

C. J. Knittle

Now that the joke about raining pitchforks and hailing street cars is over, how about babbling brooks and yelling streets?

Maybe a fellow can't be too efficient, but Mrs. Ye Scribe reports a certain Pico line conductor yelled, "Twelfth Street!" Chamber of Commerce Building! last Wednesday night after midnight when the streets were deserted. (It was I—in my sleep.)

But coming back to this subject of rain, we noticed "Mac," the barber, had to work standing on a box to keep his feet out of water.

The poem below which so vividly portrays the glory of life in this land of freedom was written by the soulful trainman poet, Battling Osting.

*Don't stand on the platform  
Nor hang around the door,  
Don't talk to the motorman  
And don't spit on the floor,  
Don't sit on the handbrake  
For you may get a jar.  
You know as well as I do  
It's there to stop the car.  
When you get on, go take a seat.  
If your shoes are muddy,  
Wipe your feet.  
Observe these rules when you  
Ride with me.  
Hurrah for the land of liberty!*

We were glad to get the little lesson on "Salesmanship" last week by B. T. Olson in Division One column. Previously we had thought that salesmanship is the ability to sell a widow a two-pants suit to bury her husband in.

Introducing a little payday patter: "Have you seen these new changers?" "How about a box of chocolates for the wife?"

"Let me sell you one of these comfy rubber cushions."

"Bothered with corns, brother?"

"Sample shoes. Look 'em over, boys."

What did you say would prevent vaccination from taking?

## DIVISION 5

Fred Mason

Leo Hinzman, the singing switchman, has forsaken the yards for the road, and is working the front end of the Moneta Owl. "Hene" talks Russian fluently and dances Russian the same way. If you want him to quit talking or dancing, just whisper, "Vodka."

Motorman Earl Downing suggests to those who want to get rid of dandruff to shake their coats out of the window. "Baldy" DeMuth, get in on that.

Now that everybody's got sore arms, why doesn't somebody suggest starting a ball team?

"Tex" Hiller said, "By the way it rained, I thought we were having another Shriners' Convention."

Frank Adams, who has lately become a radio bug, comes in every day raving about the stations he picks up. He's getting them all—Inglewood, Hawthorne, static and Watts. I asked him what he'd do if he got England on his set, and he, very dirtily, replied, "I'd dust off the set."

A lady pulled into Hocksford and Holmes' battery station at Washington and Main streets, and asked:

"Do you charge batteries here?"

"Sure we do."

"Then put a new one in this car and charge it to my husband."