

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

Service Stripe Ballot Tuesday

Second Transfer Instruction Talk

COLORS WILL DENOTE NEW TRANSFER

BY R. A. PIERSON,
Chief Instructor

Talk No. 2.

The first of a series of three talks on the new transfers was published in Two Bells of March 14. Owing to the necessity of postponing the introduction of the new transfer from April 3 to May 1, the last two of these articles were postponed.

In dealing with so large a subject as changing the entire transfer system it becomes the duty of each employe to familiarize himself with the different phases of issuing and receiving these transfers. The public relations department is endeavoring in every way possible to educate the public relative to the change, and the Instruction Department will make a campaign beginning April 11 to put this information in the hands of each employe.

Colors Denote the Kind

Each conductor will be supplied with four different kinds of transfers, (except on three different lines.) One will be the A. M. transfer for the Out Trip, also the A. M. transfer for the In Trip; then a P. M. for the Out Trip and a P. M. for the In Trip. The green color paper indicates Out Trip and the yellow color the In Trip, so that the receiving conductor can see at a glance whether transfer is good on his line. The A. M. and P. M. transfers will have the line letter superimposed across the face of the transfers, the A. M. printed in blue and the P. M. printed in red.

Three P. M. is Dividing Point

The change in the A. M. and P. M. comes at 3 P. M., but if the conductor leaving terminal at 1:57 P. M. were due at his last transfer point at 3 P. M., he must commence on his P. M. transfers on this trip.

The time on these transfers will be somewhat of a secondary nature, as, for example, when a passenger boards a Garvanza car, the conductor will have to give time to allow passenger to get to Washington and Vermont. The passenger may come to Tenth

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Arguments For and Against Badges

The following arguments on both sides of the service stripe proposal are taken from letters sent by trainmen to Two Bells.

They cover the principal points presented by both sides.

— YES —

"They add much to the appearance of the uniform, as well as being a mark of distinction and long service. The traveling public have respect and more readily seek information from the trainman wearing service stripes."

"I have had men ask me why we trainmen do not have service stripes like other roads. I have been in the service fourteen years, and would like to see them on our coats."

"I think it is a good idea to show the public the good trustworthy service to our employer."

"When a man is serving the public at any place and at any kind of a job, and when he is serving the public right and the way he should, they never notice what the man is wearing on his coat, whether it is a bouquet or a badge or a button. But if he is not serving the public as he should they will even notice what color necktie he is wearing, so it does not matter whether the man is wearing one stripe or five stars or none at all. If he does his duty the public will never make any insulting remarks about him. If a man is ashamed to wear four or five stars and two or three stripes with them, should say that he must be ashamed to wear the uniform."

— NO —

"It will tell the public too much. Let our acts speak for us. We older employees feel that the company we work for is the most humane institution we were ever identified with, and that our service has been appreciated. How would you and I feel thus decorated and while in discharge of our duty, meet with an accident great or slight. The first thing the average passenger thinks of is service stripes, then they begin to flay the employe with such remarks as 'an old employe like you should not allow anything like this to happen,' even though the occurrence was unavoidable."

"Service stripes are probably fine and very appropriate for admirals, policemen and high school boys, but as far as we are concerned the war is over now and should we ever get a hankering for a few yards of stripes, we all know where to find an institution maintained by the state where they are considered the latest thing in up-to-date dress."

"Any man is naturally proud of his years of sincere service to some extent, and I believe that a trainman who served the company a number of years, then quit and tried something else, but returned at a later date, would hate to resume his old job as a 'broncho.'"

ALL TRAINMEN ENTITLED TO CAST VOTE

Tuesday, April 12, all qualified trainmen of the Los Angeles Railway will vote on the proposition of adopting service stripes as part of the official uniform. Ballots will be in the hands of division clerks, and one will be handed every trainman as he reports. The ballot boxes will be open from 3 A. M. Tuesday morning to 3 A. M. Wednesday morning. The result will be announced in next Two Bells.

Limited to Trainmen

As trainmen are the ones concerned in the proposal the vote will be limited to trainmen. Those who class as trainmen but are temporarily assigned to regular duty in other branches, such as switching, dispatching, etc., will not cast a ballot. Men absent on leave may come to their division, get a ballot and vote.

The ballot will call for a "yes" or "no" vote and gives those favoring service stripes an opportunity to say which of the two proposed models they favor. The models are on display at divisions.

For Continuous Service

To answer questions that have been asked, it is stated that if service stripes are adopted they will represent continuous service, and they will be furnished by the company without expense to the trainmen.

As previously stated, the proposal came from trainmen and will be decided entirely by them.

Two Bells appreciates the response to the invitation for full discussion of the plan, and the principal arguments contained in letters sent in are presented in this issue.

EXTRA CASH RECEIVER

An extra cash receiver has been put on the job at Division Two between 5 P. M. and midnight to speed up the handling of trainmen's cash and reports during the busy period. Division Two is the largest of the five divisions, and when the need for an extra man became apparent, W. A. Pilcher, a former conductor, was on the job.

FEW ERRORS SHOWN ON NEW STYLE TRIP SHEET

BY R. R. SMITH,

Assistant Supt. of Operation

IN view of the fact that out of some 3000 trip sheets turned in since the new trip sheet was adopted, only about 250 have been found to contain errors or omissions, it is evident that the new form is a success. However, in looking over these errors, we find on the names of conductors making the same mistakes, showing that, to a great extent, the same conductors who made mistakes in the old trip sheets are making them in handling the new sheets. This being the fact, it is evidently necessary that these "repeaters" come in for some demerits.

Of the cases where mistakes were made, or sheets not properly filled out, we find about 25 cases where the conductor failed to show whether the time worked was in the A. M. or

in the P. M.; also in about the same number of cases, the total time worked was not carried out.

Totals Neglected

In the body of the trip sheet, we find approximately 75 cases where the totals of different kinds of transportation were not brought down at the bottom of the column. In about 15 cases, conductors failed to enter commencing and ending numbers of transfers used in the proper space for each half trip. Also a good many conductors are evidently showing the scheduled leaving time on the trip sheet, and not the actual leaving time.

A number of conductors are continually entering the different kinds of transportation in the wrong column, such as showing transfers collected in "School Tickets" column.

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Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Nine Points; Brake Clear

DID you ever stop to think that there isn't a limit to the possibilities of your job and that this truth applies alike to the newest trainman as to the highest executives of the Los Angeles Railway? It is true in all departments.

Have you ever seen the fellow who thinks there is nothing about his job you can tell him, because he has been on the job long enough to know all about it. Why, that fellow hasn't been on the job long enough to know the *first thing* about it. The first thing for a man to look at is the possibilities of his job.

The man who thinks he knows everything about his job is traveling on nine points with the brakes set. He is wasting a lot of energy telling the world what a whale of a chap he is, whereas if he put that energy into finding out what are his shortcomings and correcting them, he might be almost as big a man as *he thinks he is*.

In every department of this street car system there are executives who are willing to listen to employees who have suggestions for bettering that department. These executives realize they have not reached the limit of possibilities of doing the job well. If they did they wouldn't be executives.

They are just as ready and eager to help every individual as they are to help the department as a whole. If any employe has some question about his work his superior is eager and willing to hear it and give the answer that will help.

In the train service, for example, every effort is made to have every motorman, conductor or safety car operator come as near to knowing all about his job as it is possible. *The fellow who knows all about being a motorman or conductor or safety car operator does not exist.* But there are some who know more about the train work than others.

The job of those who really know a little more is to help those who don't know. We try to teach a new trainman as much as possible in the instruction department. The instruction department, with its various representatives, is always accessible to trainmen. The safety bureau keeps the door wide open, and John Collins rides on the cars days and nights to help those who need help. Just last week George Ferguson was appointed special representative of R. B. Hill, superintendent of operation, to carry Mr. Hill's office to every trainman at the divisions and on the cars. All departments and their representatives are on the job to help. Let them help you slacken up the brakes that are holding you back and get the best results out of that nine-point energy of yours.

New Trip Sheet Success

(Continued from Page 1, Col. 3)

or regular tickets in "Special Tickets" column, etc. A large number of errors are made in entering incorrect train number both on trip sheets and on register cards.

Errors Can Be Corrected

One man turned in a trip sheet with the commencing and ending number of his fare box and the cash difference in the space provided for name of line. Some confusion also seems to arise in the carrying over of work on a second trip sheet when it is necessary to use two trip sheets in the completion of a straight day's work. In this case the total should be brought down at the bottom of the columns on the first sheet and then should be carried across to the top line of the second sheet so that the totals of the second sheet will

show the complete day's work in the proper space.

Danger of Demerits

Fare box or register statements shown on the first trip sheet should be carried over to the second trip sheet, and the total cash fare items 3 and 4, should show on the second sheet. A careful perusal of the instructions on the reverse of this trip sheet will correct a great number of these errors.

For a day or two we are calling the attention of the conductor to these mistakes personally, but it is impossible to keep this up for any length of time, and it will be necessary to return to the plan of demeriting for such mistakes immediately after this issue of "Two Bells" has reached you.

Baseball Crowds Are Handled Well

Baseball season opening this year found the Los Angeles Railway better able to handle the Washington park crowds than ever before. The rerouting last year put extra cars on Grand Avenue and Main street, eliminating the necessity for many special cars.

Many Mourn Death of Conductor Joseph

Many Los Angeles Railway employes mourn the death of Conductor M. A. Joseph of Division One, whose recent death followed a long sickness, although he was believed for a time to be well on the way to recovery. The funeral was held April 4 and was largely attended by employes.

She Stops Car to Give Friend Her Telephone Number

THIS one actually happened, but place and names are unnecessary.

A busy street car doing a large cash business came down the street in a dignified manner and was suddenly halted by a woman who ran out from the curb, then stood at the step to attract the conductor's attention.

"All aboard!" said the back end man.

"Oh, no, I don't want to ride," she smiled, "but I haven't a pencil, and would you please lend me yours so I can write down my telephone number for the lady living in this house?"

Cars Run Over Quarter Million Miles During Mar.

A total of 2,626,610 miles was rolled up by cars of the Los Angeles Railway during March, according to the monthly report issued by Guy D. Wheelock, superintendent of schedules. Of this total 2,611,225 is credited to passenger cars and the remainder to work cars, pay cars, instruction cars, etc.

The Grand and Moneta line scored the heaviest mileage with a total of 295,227, well over a quarter million. Washington and Garvanza made 213,311 and University and Central had 195,054 miles to its credit.

The least mileage of any regular line was recorded by the mateo street shuttle with 4,944 miles and at that the line is only .96 mile long.

SAFETY SCORES TIGHTENING UP

Division Two has increased the lead over Division Four in the safety contest by five points, and holds first place with 914 points. Division Four's mark is 907.

Division Three has tightened up two points on Division Three and now has 903 points. Division Five holds fourth place with 900, but Division One has closed up considerably and has 898, just two points behind Division Five.

A run of accidents on the Washington and Garvanza line was noticeable in the accident reports last week, and the safety bureau will give this line some special help this week.

MTR. RUDD PRAISES HOSPITAL SERVICE

Editor of Two Bell,

Dear Sirs:
I would like to have you make a place in your paper for me for the Golden State Hospital as I was operated on by Dr. Bryant for ulsur of the stomach on March 5, 1921, and was in a very serious condition at the time but I never had any treatment as good as I had at the Golden State, and the good care from the nurse that I had. I had a special nurse until I was out of danger then the regular nurse and both did everything for my comfort, and there was Mr. McNaughton and several other of the boys to see me and cheer a fellow along.

I also want to thank one and all for what they did for me, and to also thank Mr. Means for being so kind in what he did to get my wife and baby to the Hospital and for bringing me home.

Thanking you, I remain,
Mot. J. A. Rudd 2437
Div. No. 3.

GRADUAL FEED FOR CURVES EXPLAINED

By JOHN A. COLLINS
Traveling Supervisor of Safety

Coast into a curve with a speed that will carry the car about half way around. Air should be released just as front trucks start in the curve. Feed the controller so the handle is on the notch that corresponds to your position in the curve. This puts you on the eighth notch as your car straightens out. The rear end is out of the curve when you feed the ninth or last notch.



If there is an overhead wire with frogs or crossings in it, half speed is as far as a man should feed on account of the danger of throwing the trolley. Too much speed pulling out of a curve gives the rear end of the car a "crack the whip" motion, which is liable to pitch someone off the rear platform, because a man can open and close the doors while taking a curve is not to his credit.

Enter Free of Brakes

There is a possibility that a car may turn over if the curve is taken at a high speed.

Set the trucks, enter the curve free of brakes. If the brakes are applied you may spring an axle. If the trucks are held stiff the car is liable to derail about ten feet from where it enters the curve. If the trucks do not turn you will land in a vacant lot or someone's front yard, after cutting down a pole and water hydrant. If the front trucks turn, body of car will dive over on its side. If in a fog or at night, you do not know the exact location of curves, feel your way by coasting. There is practically no time lost by coasting. In a very short time you will know the line and where all the dangerous places are located. It is better to coast a mile, feeling your way, than to tear down the overhead wires, or turn your car over.

Avoid stopping in curves if you can. Sometimes it is necessary to stop in them. It takes more power to start a car in a curve. Curves at the foot of grades are always bad. At Avenue 18 and Pasadena, car on the inside curve is on the down grade and is liable to approach too fast. The car on the outside curve usually comes up too fast. Both men should approach this curve at a reasonable speed, so that they can stop in the clear if necessary. The places showing the most interference of cars are: 3rd and Santa Fe; Adams and Normandie; 10th and Victoria; Lincoln Park; 29th and Hooper; (forty-five inches in the curve) at Temple and Spring.

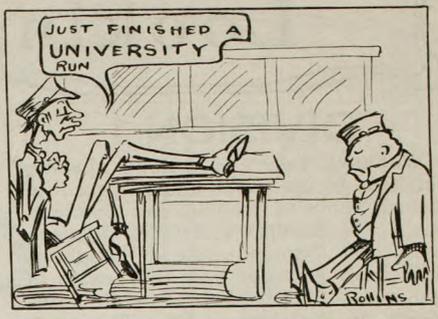
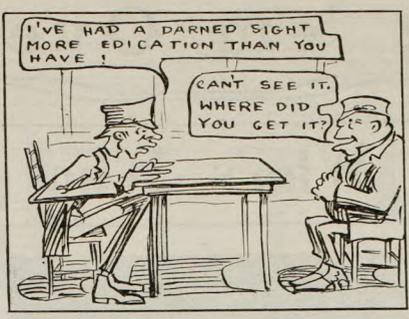
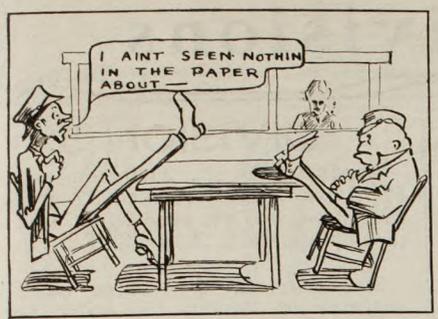
If a northbound Central Ave. car on Figueroa at 6th is rounding the curve while a West 6th or a P. E. car is going west, the Central Ave. car must be held back so the front left corner will not collide with rear left corner of the westbound car.

A collision of this kind usually breaks the mirror, corner post, and curve window of West 6th St. car.

They say seven years bad luck follows breaking a mirror. The luck business does not count where good judgment is used. Remembering the overhang is in the center of a car on the outside curve, also front right and rear right corner. The front left corner of car on inside curve, rear left corner, and the center of car for autos, because the front right corner will clear is no sign that the rear corner will clear. Treat all curves as dangerous places, and don't try to make up time rounding them.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things

(Hand Picked)

Bouquets Received Last Week
 Conductor L. H. Parker, Div. 3.
 Motorman T. H. Peterson, Div. 4.
 Conductor F. Habich, Div. 4.

The writer of this bouquet mentions only a few of the trainmen who have given particularly good service, according to her observation. That means that there are many others deserving such praise as is given here to Motorman F. E. Brown and Conductor A. B. Morse of Division One and Motorman W. S. Tupman of Division Two.

Los Angeles Railway.
 Gentlemen:
 Just these few lines to tell you of some of the courteous treatment that your trainmen have given me. These are only a few of them that I remember.
 Motorman 867 on San Pedro and Western Avenue; Motorman 1391 of West 9th and East 2nd Street line. Both of these men on different occasions gave me their stools to sit on, as there were no other seats in the car and I had a small baby in my arms.
 Also Conductor No. 10 of the Stephenson Avenue line has always been very kind and courteous in finding me a seat, and also assisting me on and off his car.
 Yours truly,
 MRS. R. A. THOMPSON.

We are always glad to oblige our newspaper friends and this bouquet for Motorman E. D. Smith and Conductor H. E. Ketchum of Division four is greatly appreciated.
 Los Angeles Railway.
 Gentlemen:
 I want to commend Conductor 698 and his motorman on Car 937, Lincoln Park line, for special courtesy and good natured kindness when they waited for me to catch the car when I was in a great hurry.
 The manner as well as the fact made me happy.
 Sincerely,
 GRACE KINGSLEY,
 Times Building.

Here is real service. Motorman Trask of Division 5 found a box left on his car; located the owner and took it to him. The fact that the writer placed his name and address on the box is a good example and is persistently recommended by the lost and found bureau.
 Los Angeles Railway.
 Gentlemen:
 A few evenings ago in going home an incident occurred that greatly pleased me and is the cause of me dropping you these few lines. I am somewhat absent minded at times, after a hard day at my desk, and this day I had purchased a box of collars. On leaving the car at Dalton Avenue I, naturally for me, left the car and left my box unmolested under the seat.
 That evening after we had been home an hour or so, the big, fat, jovial motorman that drives this car, appeared at my front door and presented me the box of collars. He had discovered the box at the end of his run, and my name and address being written on the outside, when he returned and reached Dalton, walked down to my home and returned the package to the owner.
 I have occupied my present position in the court house for a little more than twenty-five years and during that time have been a daily patron of the Los Angeles Railway, and for the past ten years my two daughters and I have contributed sixty cents per day to its income, and I can say freely and frankly that during that time all of us have received the most kind and courteous treatment from the men of the company.
 Very truly yours,
 H. H. DOYLE,
 4166 Dalton Avenue.
 No. 23—G. L. Trask, Division 5.

Need for Caution Shown Greatest In Early Hours

Showing the importance of greatest caution in the first few hours of a trainman's work, some interesting figures have been compiled showing the periods of a man's work in which the majority of accidents come. The calculations are made from records of 2318 accidents reported from January 1 to March 15.

While that total looks big to anyone not familiar with street car work, employes of the Los Angeles Railway know that many minor occurrences which in every day life might be disregarded are classed for matters of record as "accidents."

The figures indicate that trainmen become more careful as they stay on the job. More than 50 percent of the accidents occur in the first four hours of work.

Two sets of figures have been compiled. The first shows the number of accidents according to the period of hours the trainman was working. They show the percentage of the accidents that occurred in each period. The second set shows the percentage of accidents for each hour where the responsibility for the accident was on the crew.

The following table shows the hours of trainmen's work in which the 2318 accidents from January 1 to March 15 occurred with their percentages:

Hours	Accidents	Percent	Total Percent
2	792	28.11
4	766	27.12	55.23
6	508	18.03	73.26
8	404	14.34	87.60
10	263	9.35	96.95
12	72	2.57	99.52
14	13	.48
	2818	100%

The figures show a gradual decline of accidents with the period between the eighth and tenth hours, when most of the runs close. At the end of eight hours 87.60 of the accidents had occurred and at the end of ten hours 96.95 percent had occurred.

A still better percentage showing is being made in the table for accidents in which the crews were responsible. The figures are for actual hours the men work are as follows:

Hours	Percent	Total Percent
2	38.43
4	21.18	59.61
6	22.35	81.96
8	12.15	94.11
10	5.49	99.6
12	.40
	100%

It is particularly noticeable that only 8.89 percent of the accidents in which the trainmen are responsible occurred after eight hours service.

Colors Will Denote Time and Trip on New Transfer

(Continued from Page 1, Col. 1)

and Main, transfer south, take a Hooper Avenue car around to Vernon and Ascot. The time limit punched on his transfer at 10th and Main would be twenty minutes more than would be required at this particular transfer point, but the time must be allowed, as issuing conductor does not know at what transfer point along the line passengers wishes to transfer.

Coupon Must Be Attached

This transfer must be presented when making first transfer with coupon attached before the time punched expires. At the transfer point where the body of the transfer is presented, time punched may be old, but receiving conductor must make allowance for passenger to get from his original line to point where body of transfer is presented.

The receiving conductor must always bear in mind the fact that he may at any time pick up the body of a transfer that the line it is from does not cross or intersect his line at any point; that the coupon made the connecting link between his line and the line the passenger originated on, and if the instructions on the back of the transfer do not forbid the use

and must be accepted for transportation.

Special Shuttle Transfer

When passenger presents transfer with coupon attached, conductor will detach coupon and return body of transfer to passenger wishing to continue trip. On lines where shuttle cars are operated, and in the case of passengers boarding car with body of transfer only, conductor will take up and just before arriving at terminal, will go through the car and issue transfers with coupon detached for passenger to continue on shuttle car. The shuttle car will be supplied with a shuttle transfer; conductor receiving shuttle car transfer will issue a transfer off these transfers.

Under this transfer there are no after arriving points, and the conductor must forget all about previous transfer rules and realize that this is an entirely new form of transfer and that the issuing of this transfer is different in many respects. Rules for receiving them are vastly different from the ones now in effect, and it is up to each one of us to lose sight of what was done in the past, and familiarize ourselves with the new conditions as they will exist under the new transfer system.

On The Back End

(Contributed)

Here's the answer to the riddle "Why is the Crown Hill line like wheat?"
 "Because it turns into Flower."
 L. A. WHITE, Div. 2.

Anyone wishing to buy goat's milk can leave orders with Conductor J. T. Burus of Division Five or Clerk A. F. Grant as J. T. is reported to be doing a thriving business.

Conductor G. M. Smith has just completed a new house on West Forty-eighth street and is preparing to move in.

We didn't think anything of hearing a certain East Fourth and Hoover street conductor call "L. A." as his car was approaching Los Angeles street, but when he shouted "Shy" on nearing Chicago street it looked like he had been reading about the "big town" or was betraying his birthplace.

Conductor W. Lanes tells a funny one on one of his brothers of the back end. This particular trainman had a peculiar habit of flattening out the "i" whenever he had occasion to pronounce it. One day a passenger asked, "Is the next street Hill?" and received the reply with the peculiar pronunciation.
 "Hill, no, the next is Broadway."

West Washington St. Matrimony
 Bud Long would not Mari Posa nor Mandie so Roosevelt and Kingsley did.

Jarvis Phillips of Division Three is going around with a satisfied smile these days. Since he has seen Charlie Merrill and George Ferguson illustrated in Two Bells, he is confident that he takes the bun for bald pates, as he declares that Charlie sports one hair and "Ferg" two on their ivory domes. The first question he intends to put to friend George will be "What do you use as a fertilizer?"

Conductor Ira Gott of Division Three, who has invented an alarm attachment for fishing poles to awaken the fisherman who may want to take forty winks, was inquiring about the opening of the lobster season. No one seemed certain about the legal date, but all agreed that it was open season at the Division all the time. Ira is considering putting his fishing alarm on lobster traps, so look out brothers, Ira will hook you.

Motorman T. B. Chisholm of Division Four is out with a challenge for any trainman boxer at 145 pounds. He suggests the bout might be made a feature of the monthly entertainment and dance.

"He's a very interesting talker."
 "Well, you see, he's absolutely unhampered by the facts."

Looking 'em Over at the Divisions

DIVISION 1

We have heard of fellows chasing chickens in the parks and getting into varied kinds of trouble, but Conductors G. W. Sanders and C. R. Johnson won the diamond-studded doughnut with their story of how they came to fall out of their rowboat while exercising at Westlake Park. The craft tipped over and the two trainmen had to swim for shore. The best explanation they could give was that they were following a swan, then the bird went under water and they had to follow as part of the game.

Motorman F. J. Ulrich is away on 30-days' leave of absence, but is due back April 23 to introduce Mrs. Ulrich to the folks. Congratulations.

"Bill" Bailey, who was for a considerable time instructor at Division One, has been working in the schedule department lately, but is now away on leave and will be back soon as an instructor working under "Bob" Pier-son.

Conductor L. B. Fowler is working as extra night clerk at the division office, and is doing good work.

Dan Hanley, who recently left the division office to become foreman of Division Three, has procured a home in his new territory.

Conductor B. Fensky, who has been off about 10 months with a broken leg, was around visiting the boys recently.

The sympathy of all Division One boys goes to Motorman George De Frain, whose wife died suddenly of heart trouble. George is the oldest motorman in point of service at this division.

Following a long illness, Motorman J. E. Slotrem has passed away. Funeral services were held last Tuesday.

Switchman C. T. Cheek was observed violating the cardinal rule of a switchman's behavior. He actually ran.

DIVISION 2

Motorman V. H. Helferich and L. S. Knight resigned recently, going East to Michigan via auto.

Conductor J. A. Ditewig resigned, to join the movies.

Conductors J. Schroder and J. C. Alison are back with us again, saying they are going to stay this time.

Conductor M. A. Long has also returned, and says, "California for mine."

Our chief switchman, Ed Forsythe, had a very pleasant trip, motoring to Palm Springs last Sunday morning, but mighty unpleasant returning same evening, on account of rain and wind-storm. However, Ed got home without any mishaps.

Motorman E. F. Corbett sent in his resignation, to take effect April 12. He intends to return to his old home in Cleveland, Ohio.

Motorman J. K. Adams got sixty days' leave of absence, going to Denver, Colo., with his wife.

Conductor L. G. Ackerman is taking a two weeks' leave, going fishing.

Motorman C. E. Greenlee returned to platform service again, after a few days on the work train.

Who's Who



HERE we have Lee Lewis, who rules the Division Three mechanical department with a silver pencil in one hand and a wrench in the other. This picture had to be taken some time ago because Lee is somewhat scarce during the fishing season. He is a great lover of the out-of-doors and explores some rare hunting and fishing spots with the aid of his tree-climbing automobile.

He has been at Division Three since 1907 and handles a well-organized and efficient department. He is one of the most popular men at the division and has friends throughout the entire railway.

DIVISION 3

It's a sad story, mates. We were in third position in safety contest last week, almost in the cellar. There is a certain class of cellars that we would not mind getting into, but this is not of that variety. Division Two seems to be putting it all over us, and we give them due credit for same, but go after 'em boys, and get on top again; that's where you belong.

Motormen H. Huber and J. A. Rudd have almost recovered from their recent serious illness, and both expect to be on their runs again in a few days.

Motorman J. O. Franklin has returned from a 60 days' visit in the East, and is now working again for a living.

Operator H. H. Baxter received a letter from the Income Tax Department to report at once as to why he had not made any return for the \$22,000 income of 1919. H. H. says he has none of it left, but it was during the H. C. L. time, and may have been possible that he spent it all. And you have all heard about Mary; but then again he thinks they must have got hold of the wrong guy, and we agree with him.

Motorman Bartlett is figuring out how many trips he will have to make on the money car to pay his impending fine for failure to make income tax returns. "Fat" claims the old stall; did not know he had to do it; but as per usual, ignorance of the law is no excuse; so come across "Fat."

Motorman Harry Mull and L. E. Grauel, our two grass widowers, who have been batching in one of the tent houses in the yard, have flitted and are now residing at the Hotel de Glen Chapman, 22nd Ave. and Dayton Blvd., and are at home any time that they are not out.

Our jovial mechanical foreman, Lee Lewis, has returned from his fishing

DIVISION 4

Well, we are certainly glad to find ourselves ahead of Division 3 in the safety contest. Now boys, let's "step-on it" and jump ahead of Division 2. It is a mighty easy thing to do. Here is the proof. We have maintained second place for several weeks. One day about a week ago we had twenty accidents. This almost put Mr. Wimberly on the sick list, but when he saw we had wound up the week in second place again he sure felt good. So now let us all do our very, very best to climb up to first place. We are going to have one mighty happy "super" if we do.

We are glad to see Conductor G. M. Brassington back on the job again. G. M. has been laid up with a badly lacerated hand which he received in a scuffle with a maniac on his car recently.

Conductor A. Werner is on a six-day vacation and Motorman J. H. Willock is on a fourteen-day vacation.

We understand there has been a considerable increase in revenue from the Temple Street line in the past several months. This is probably due to Conductor "Abie" Budne's Yiddish nature, and his elegant command of the "kike" language.

Mr. Boyd asked "Abie" if he would like to buy a nice second-hand uniform, but "Abie" was not a bit interested. "I would puy it in a minute," he explained, "but you see I don't exspect to voik on de cahs all my life."

Motorman E. Reichelt tells this one about a conductor he had on Pico one day. A man got on at the Santa Fe station. "What is the fare?" he asked. The conductor told him and he dug up a nickel and handed it to him. "Drop it in the box, please," he said. The man looked at the box, asked which hole he should put it in, and was told it did not make any difference. Then he watched the "con" grind it through and take it out of the bottom. "Say," inquired the innocent one, "what's the idea of that thing, anyhow?" The conductor asked him if he really did not know. "Honestly, I never saw one before," responded the passenger, seriously. "Well, I'll tell you," replied the con, "it is the greatest thing that ever was. Its purpose is to sterilize the money."

expedition, and reports a good time and lots of game. In proof thereof he exhibited several large trout of the steelhead strain. We suppose he caught them. Anyway, there were no price tickets attached.

Conductor J. A. Fordyce has fallen heir to a night run on Eagle Stone. Hurrah! No more missing out, but there is a grave danger of J. A. going to sleep and failing to pull in. We'll see.

Motorman Oscar Dunman tells us he is getting a new uniform, and as it has taken 14 years to get it, we are anxiously waiting to get a look at it.

The two tent houses in the yard are for sale. So any of you fresh air guys that are in the market for anything in this line see the Division Superintendent.

"Is your husband good to you, Mandy?"

"Yes, ma'am, he shorely is. Sometimes he goes away for weeks an' weeks at a time."

DIVISION 5

Conductor K. R. Anderson and C. F. Bates have returned from San Francisco, and are glad to be back on the job and in L. A. again.

Motorman A. H. Warren had the pleasure of having the stork leave twins at his home. Mother and baby are doing fine. A. H. is sure stepping some now with a smile he cannot loose.

Conductor E. L. Lenney is off on a vacation. Here's wishing him good formed he will be wearing doouble harness instead of single when he returns. Heres wishing him good luck.

Motorman George Rupp and family went by auto recently to San Bernardino, then to Arrowhead Hot Spings and returned by way of Riverside and Mt. Rubidoux. All report a fine trip.

Introducing: New Men of The Week

The following men were assigned to divisions during the week ending April 2, 1921:

DIVISION 2

Motormen—J. C. Keller, G. Dahlberg, C. L. Brinn, J. Briggs.
Conductors—L. H. Vought, J. H. Martin, W. B. Hopkins.

DIVISION 2

Conductor J. Schroeder.

DIVISION 4

Motormen—W. S. Douglas, J. D. Maynard.

DIVISION 5

Conductors—W. H. Blanchard, O. S. Briley, M. L. Watson, F. B. Talley.



Following is a list of men who have gone on sick leave in the last three weeks:

DIVISION 1

Conductor—C. Q. Hewitt, E. 55th St.
Motorman G. L. Ker, 3226 Gleason Ave.

DIVISION 2

Motormen—S. P. Jordan, 610 E. 54th St.; E. B. Clark, 631 E. 46th St.

DIVISION 4

Conductors—W. W. Meggett, 2758 W. 14th St.; F. A. Bryant, 1126 Mignonette St.; H. Fink, 3015 Van Buren St.

DIVISION 5

Conductor—H. F. Stafford, 5409 7th Av.
Motorman—C. L. Fridd, 827 W 82nd St.

OFFICE NEWS

Frank Shull, who has been in service of the U. S. Navy, has replaced Preston Mann as clerk in the chief engineer's office. Mann is returning to his home in Bangor, Maine, and will re-enter the employ of the street railway there.

Right after Miss Ardena Felch of the claim department went away and then came back to tell 'em all about it as Mrs. Charles Medler, the news was circulated that Miss Mildred Huffman of the safety bureau is to be married next fall. The lucky man is Harry McCunniff.

Another popular chap is the fellow who is always borrowing your pencil to show you where you are wrong.