

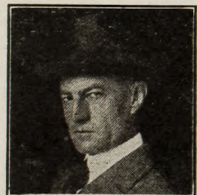
QUESTION EXPERT FOR DIVISIONS

CLEAR TRACK AT CURVES PREVENTS BUMPS

BY JOHN C. COLLINS

Traveling Supervisor of Safety

Some of the men seem in doubt about when they can proceed around the curve at Fourth and Broadway when the crossing is controlled by the semaphore signals. Don't use this cut off unless ordered to do so, or when you think it is absolutely necessary.



One man cut across there a short time ago when he had plenty of time, and when he stopped at

Broadway, the traffic officer, thinking the man was late, helped him to get out. The man was afraid he would get called for being ahead of time, so wrote a letter complaining against the officer for assisting him. The officer cannot let cars block Fourth street.

If you are northbound on Broadway and want to turn east on Fourth street while signals are in operation you move the same as when the crossing was controlled by the officer. You can start your car when the signal reads stop or traffic is moving east and west on Fourth street. If you are going west on Fourth street turning into Broadway, you move when sign reads stop or traffic is moving north and south on Broadway.

No Doubles at Curves

All curves are non-clearance curves with us, and two cars are not to double or pass each other while in a curve. This does not mean wide curves like Figueroa junction or at Broadway between Sunset Blvd. and the bridge, but curves where you turn from one street into another. The outside curve has the first right of way except in two or three special places where the inside curve has the first right on account of grade.

Having the right of way does not give a man the right to place his car

(Continued on Page 3, Cols. 2-3)

Practice Set For Orchestra

With the return of Conductor Valentine, director of the Los Angeles Railway orchestra, the musicians are down to steady work again and making good progress. They expect to be ready for a public appearance soon. A rehearsal was held last Wednesday night and hereafter practice will be on Saturday nights at Recreation Hall. The next practice will be held Saturday evening, April 9. Special arrangements will be made on Saturday nights when the hall is used of the employees' dance.

All employees of the company interested in having a dandy orchestra are urged to get in touch with Conductor Valentine of Division Four, personally or by mail.

George E. Ferguson
Special Representative of the
Superintendent of Operation



G. E. FERGUSON MADE TARGET FOR EVERY QUERY

A new position has been created to help trainmen in their work. The new post is Special Representative of the Superintendent of Operation and the man to fill it is George E. Ferguson.

Mr. Ferguson—or let's call him George, he's good natured and smiling. Well then, George will go from one division to another unannounced and at different times of the day to talk over with the trainmen in an informal way any of the points about which they may wish to question him.

Will Represent R. B. Hill

He will be the representative of Mr. R. B. Hill, Superintendent of Operations, and he will in a way carry Mr. Hill's office to the trainmen and meet them around the assembly room and discuss service with them on their own ground instead of over a desk top. It is going to be that man-to-man idea and give a personal touch under which everyone will feel free to discuss matters for the betterment of service. The work of George Ferguson will be to help. Criticism for errors will not enter into his work.

Here Since 1905

George Ferguson has been with the Los Angeles Railway since 1905, and has served in practically every section of the operating department. This makes him well able to give correct information on questions pertaining to any phase of a trainman's work. He expects to be asked some questions that he will not be able to answer on a moment's notice, but he promises that every question will be answered. If a technical question about the electrical equipment is presented it may necessitate his conferring with the electrical department but he will bring back the answer.

Knows Many Trainmen

Starting as a conductor at Division Two, George learned the back-end game thoroughly. He was a motorman for a time and has served as

(Continued on Page 2, Col. 3)

INSTRUCTION FOR NEW TRANSFER ON APRIL 11

ACTUAL instruction on the use of the new coupon transfer which will be introduced May 1, will begin April 11, according to R. A. Pierson, chief instructor. The first class will be the division superintendents. Next the division instructors will learn all about the workings of the new and simplified form so that they can carry the information direct to the trainmen at divisions.

Motormen as well as conductors will learn the workings of the new transfer because so many questions are asked them. If you don't believe it ask any motorman who has stood on a busy corner waiting for a car.

In connection with the instruction,

Mr. Pierson will write a series of articles for Two Bells covering some of the principal points on the new transfer.

A booklet giving complete instruction on the general use of the new transfers and the detail rules for each line is being prepared and will be widely distributed among car riders and will be useful for trainmen themselves.

Useful data for trainmen will be contained in small maps of the various lines showing the transfer conditions at each connecting point. These maps will be the size of trip sheets so that they can be conveniently carried in the trip sheet folder.

It takes 65 muscles of the face to produce a frown, and only 13 to produce a smile.

WHY WASTE YOUR ENERGY?

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Why They Have Moved Up

RULES for operation are based on actual experience under various conditions. This fact shows why it is necessary to issue bulletins from time to time covering some particular phase of service. It shows also why the rule book must be changed and enlarged or reduced in certain periods.

The heads of the operating department are mostly men who have worked up from the train service and are practical men as well as executives. This knowledge helps them to understand new conditions as they arise and arrange for them accordingly. If some construction work interferes with car operation, they know what must be done to schedules and the number of cars on the line and similar matters.

But the men who are apt to see such things first are on the cars every day. A large number of the rules and bulletins have been made to cover situations that trainmen have brought before officials. These suggestions are welcome and invited. They show a lively interest in the job, and it is a safe bet that the men who have gone to the top have advanced because they took a genuine interest in their jobs on the cars and helped by suggestion and example to make improvements where improvement was to be made.

Stay With Your Position

Success does not come by jumping from one kind of work to another. Success comes to the man who finds the work he is best suited for and likes the most and then sticks to it.

Only a short time ago a man was made president of a large eastern railroad and that same man started years before as an office boy.

In Southern California we have the most ideal climate and working conditions in the world. We do not have to plan for winter coal and winter clothes, and people are not bothered by the heat here, as in eastern cities.

With all these natural advantages we have our home building plan and co-operation association and our monthly dances, and a band is soon to be formed. The trainmen of the Los Angeles Railway have a most brilliant future before them, and as I said before, success comes by staying with your position and loyalty to your superiors.

L. F. CARMACK.

JOE STORK AGAIN BUSY ON THE JOB

The old bird Stork has arrived at Division Three again and on Tuesday morning, March 29th, visited the home of Conductor E. A. Jaquish, and left therein a fine baby girl. We have not yet heard the correct weight, but we have Jake's word for it, that it is just the cutest, sweetest, little thing that ever happened. We are pleased to report mother and child doing fine and we rise to remark that this very interesting event confers the honor of Grandpa on our genial Conductor Dave Garrett, who, of course, is all swelled up over the fact and, lest we forget, Jake set up a fine line of cigars.

Then again on his rounds, the stork, that persistent purveyor of prodigious, prodigious to particular people, visited the home of Conductor O. R. Burnett, 3336 Maceo street, and left a wonderful baby girl, according to reports of the proud dad.

No Re-Peter

Judge—What is the charge?
 Policeman—Intoxicated, your honor.
 Judge (to prisoner)—What's your name?
 Prisoner—Peter Gunn, sir.
 Judge—Well, Gunn, I'll discharge you, but you mustn't get loaded again.

PULL-IN CARS TO GET SPECIAL SIGNS

Special signs to be used on cars pulling into divisions are being prepared for all lines and will give an improvement in service. For example, when a car is pulling into Division One it will have a sign reading "To Seventh and Central."

The same plan will be carried out on cars operating out of all divisions so that passengers will know how far the car is going. The plan is expected to eliminate a lot of the confusion that now arises over passengers having to ask conductors on pull in cars the direction and destination.

Procure New Watch Inspection Cards

All employees who are required to have their watches inspected at regular periods, must go to one of the three Watch Inspectors, given below, turn in their old card and obtain a new one between April 1st and 15th.

G. D. Davidson Co., 445 South Spring Street.

P. J. Flaherty, 631 South Main St.
 A. P. Tarter, 8th and Spring Sts.

R. B. HILL,
 Supt. of Operation.

Perfect Mark On Trip Sheets Set By Div. 5

WE HAVE had safety records, courtesy records and lots of other kinds of records, but Division Five set up a record Easter Sunday that has not be equalled for a year at least.

Picking a good day for good deed, Division Five scored perfect with the cash receivers and auditing department like this:

No overs.
No shorts.
No late cash.

One hundred per cent perfect is the record. What division can equal it?

Trip Sheet Change Made to Prepare for New Transfers

Although it was previously intended to introduce the new trip sheet along with the new transfer and mileage card, a change was decided upon last week which resulted in introduction of the new trip sheet April 1. The original plan was to change in order to facilitate the work on the new coupon transfer which will be in use May 1.

The new trip sheet calls for reports on transfers used while heretofore this information was contained on the envelopes which held the transfers. The use of envelopes made the work of checking transfers used an awkward task and accurate information on this matter was needed in connection with the new transfer plans.

The sheet itself is easier to handle than the old one, as it is more concise and printed on one side only.

TRAINMEN GIVEN QUESTION TARGET

(Continued from Page 1, Col. 4)

switchman and supervisor. He has been a dispatcher and up to the time of his appointment as Special Representative of the Superintendent of Operation, was in the schedule department.

George knows a large number of trainmen personally and intends to know all of them within a short time. He is an authority on operating department matters and is capable of conveying his knowledge to others. He has the disposition that fits the job and, above all, he will be on the job to help.

THE RADIANT HABIT

Get out of the habit of being dead,
 Get into the habit of glowing
 With life and vigor wherever you tread,
 And tread as the world is going.
 Good-bye to your morbid and hollow guys
 That are sure there is nothing right,
 And fancy the skies would be better skies
 If we'd let them make the light.
 Get out of the habit of thinking men
 Are waiting until you say "Go!"
 The world will turn over again and again
 Without asking you what you know.

A fat man has another advantage over his thin brethren—he knows exactly where his cigar ashes are going to land.

DIV. 2 LEADS IN SAFETY AFTER BIG SHIFT

In a wide shift that changed the places of every division in the second contest for premier safety championship, Division Two has stepped out to first place with a total of 931 points. Division Four has passed Division Three and taken second place with 923. Division Three holds third place with 923 points.

Divisions One and Five have changed places leaving Division Five in fourth place with 919 points and the cellar honors call for 916 points.

The shift is the most extensive recorded in either of the safety contests and presages a lively race this week. Step accidents continue as the ones that need closest attention, so "watch your step."

Conductor Gay Is Now Married Man

Matrimony's two bells sounded for Conductor E. W. Gay, and he went ahead. He took as his bride Miss C. Hewett. The honeymoon was spent in and around Los Angeles. They will be at home to their friends at 4602 Wesley Avenue. Congratulations.

Conductor Gay has been in service since 1917.

Sees Fashion Show Spends Time Only

Motorman C. L. Seibert went to the Fashion Parade at Venice on Easter Sunday anticipating an enjoyable day but owing to the fact that some member of the light fingered gentry accidentally picked thirty dollars out of his pocket C. L. stayed long enough to see the parade.

Mechanic Writes California Song

W. C. Burkey of the Division Two mechanical department has composed the music and words of a California song, "California, Land of Our Dreams." Burkey has been with the Los Angeles Railway since last September, coming to Los Angeles from Akron, Ohio, and making the cross-country trip by auto.

JUST AS DEAD

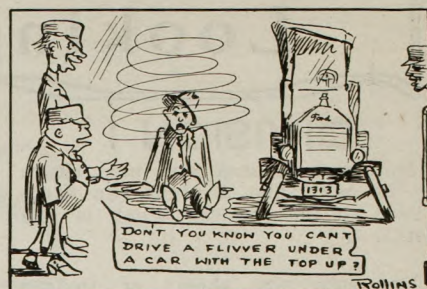
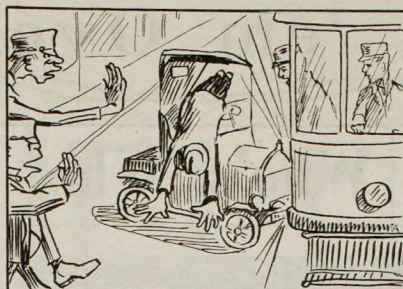
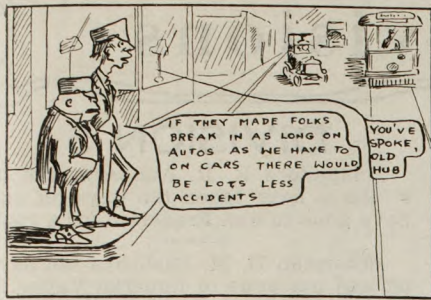
"Why do you turn out for every road hog that comes along?" said the missus, rather crossly. "The right of way is ours, isn't it?"
 "Oh, undoubtedly!" answered he, calmly. "As for our turning out, the reason is plainly suggested in this epitaph which appeared in a newspaper recently:
 Here lies the body of William Jay Who died maintaining his right of way;
 He was right, dead right, as he sped along,
 But he's just as dead, as if he'd been wrong."

—Boston Transcript.

Sent in for Two Bells by Motorman G. L. Hanson of Division 2.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things

(Hand Picked)

Bouquets Received Last Week

- Motorman H. H. Fairman, Div. 2.
- Conductor A. Thye, Div. 2.
- Motorman A. E. Holmberg, Div. 2.
- Conductor E. W. Gay, Div. 2.
- Motorman H. O. Boutwell, Div. 3.
- Conductor J. E. Hoff, Div. 3.
- Conductor G. W. Aen, Div. 3.
- Motorman R. B. Marquez, Div. 3.
- Motorman H. J. Kahl, Div. 4.
- Conductor D. M. Best, Div. 4.
- Conductor J. W. Haner, Div. 4.
- Motorman R. H. Hutchinson, Div. 4.
- Conductor B. L. Porter, Div. 4.
- Conductor Ben Gardner, Div. 5.

Conductor H. B. Sonnenberg of Division Four receives this fine compliment from a woman who appreciates good street car service:

Los Angeles Railway.

Gentlemen:
I would like to report Conductor No. 1960 on the East First St. car for his extreme courtesy. He not only helped me, but I noticed several ladies with children, he assisted on and off the cars. He certainly is a gentleman.
Sincerely,

MRS. O. M. SWEET,
4206 Hammel St.

This one is for Motorman W. E. Garri and Conductor F. W. Buxton of Division Five for obliging service and courtesy:

Los Angeles Railway.

Gentlemen:
I take great pleasure in saying that Motorman 453 and Conductor 220 did me a great favor this morning when they halted their car when they saw me within a few steps of said car, in the walk between Hoover and Vermont where I have often been left, because I cannot see the car coming.
Sincerely yours,

MRS. LOU G. MARTIN,
917 W. 55th Street.

A capable and courteous gentleman! That tells it all in a few words and is meant for Conductor G. E. Whitting of Division Two:

Los Angeles Railway.

Gentlemen:
Conductor of car No. 442 wearing cap No. 1116 certainly merits your consideration, as a capable and courteous gentleman.
Sincerely yours,

DR. W. J. GALBRAITH,
1223 Elden Avenue.

For promptness in turning in a hand bag found on a car Conductor Z. S. Longuevan of Division 1 gets this bouquet:

Los Angeles Railway.

Gentlemen:
I wish to add to the record of one of your conductors—Mr. Z. S. Longuevan, who found my hand bag on his car, Western Avenue, and promptly turned it in to your lost and found department with money and all its contents.
Yours truly,

MRS. BELLE HARRIS,
801 South Union Street.

Here's another "drop in the bucket," as the writer puts it, for Conductor J. C. Cave, the champion bouquet gatherer of Division Four:

Los Angeles Railway.

Gentlemen:
I am writing these few lines hoping they may be a "drop in the bucket" toward being a boost to Conductor 2568 on the West 1st Street line.
I will say I ride this car at least twice a day and at all times and under all circumstances I believe he is the most polite

SAMPLES OF PROPOSED SERVICE STRIPES MADE

KEEN interest has been aroused through the Los Angeles Railway over the proposal of service stripes for trainmen. Samples of the two suggested models have been prepared for exhibition at the divisions. They are stripes to designate periods of one year service and stars to designate five years. One plan has the stripes running part of the way around the coat cuff and the other has them running lengthwise of the cuff.

There has been a good response to

the invitation for discussions and suggestions pertaining to the service stripe proposal and the arguments for and against will be printed in next week's Two Bells, then the vote of trainmen will be taken at the divisions April 12.

The fact that the suggestion originated with the trainmen and will be decided entirely by them has increased the interest in the proposal. It is not too late to send in your ideas, but get them in as early as possible to the editor of Two Bells.

CLEAR WAY AT CURVE PREVENTS ACCIDENTS

(Continued from Page 1, Col. 1)

in a dangerous position or the other man the right to hit it because it is there.

Interference Expensive

The people who take chances when driving autos may be the same kind of people we have on the cars. It is as necessary to protect another trainman who makes a mistake in judgment as well as any other party. They are human and mistakes will creep in. Right of way means very little, and is not understood as it should be. It is so cars can move in regular order. No one need hesitate as to who moves first. Right of way is nothing that can be claimed unless your car is there and ready to go at the time you ring the gong.

It protects no man if a collision occurs. It helps place responsibility, depending on what part of the car was hit.

Every day two cars have to go to the shops on account of an interference in some curve, caused by some man being over-anxious, or in too much of a hurry. If two cars get into a curve through some misunderstanding or poor judgment on the part of

a motorman, the man who arrived last should back up for the other man, or the one that can clear it up the quickest with the least danger. Get into the clear as soon as you can or wait until the other man does. It is necessary for him to change his handles to back up, so don't crowd him and break off a step, corner post, or mirror. Don't argue about who is right or who is wrong. When you stand there arguing both of you are wrong.

Coast Up to Curve

Always approach a curve anticipating a car approaching it from the opposite direction. Have power off, coasting up to it for some little distance just before reaching what is considered the proper place to stop. Ring the gong. If you hear an answer to it slow down to see what the other fellow is going to do.

If on the outside curve, ring two taps on the gong and proceed. The man on the inside curve stops in the clear. Use road space for the curve and have your safety stop marked. If all is clear you need not make it except at arbitrary stop signs.

Fish Yarns Framed By Ananias Club

Division 5 Angling Club held a meeting in the new switch house to elect its officers for the ensuing year. C. A. Morrison was elected President, A. K. Plummer having resigned; W. E. Stoll, Captain; Homer Conklin, Commodore; J. Robinson, Fish Cleaner; T. Y. Dickey, Chief Baiter.

SEMAPHORE AT PLAZA

Movement of cars at the Plaza and at North Spring and Sunset, between the hours of 3 P. M. and 7 P. M. daily is now governed by a tower and semaphore signals.

and conscientious conductor I have ever ridden with. I have heard others speak words of praise for him and I hope they may do him a favor by letting it be known to you by letter. He certainly deserves merits if nothing more.
Sincerely,

MRS. M. L. HAMM,
535 W. 1st St.

A Carman's Love Code

- When a woman is sulky and will not speak—EXITER.
- If she gets too excited—CONTROLLER.
- If she talks too much—INTERRUPTER.
- If her ideas and yours do not coincide—CONVERTER.
- If she is willing to come half way—METER.
- If she comes all the way—RECEIVER.
- If she wants to go further—CONDUCTER.
- If she wants to go all the way—DISPATCHER.
- If she wants chocolates—FEEDER.
- And if you don't want to—TURN HER BACK.

It is hard to explain, but it does seem to happen that way. Every time a conductor lets some outsider pull the switch for him, that party drops the chain ahead of rear trucks, derailing them, and rear end swings around and hits a car on the other track.

On The Back End

(Contributed)

Boys, do any of you play "muggins"? If you want to play an interesting game just let O. G. Thompson of Division Three know about it. He is some player. Our of 23 games he won only three. Can you beat it?

Motorman J. R. Taylor, who took 90 days off and took a trip to the east, is due to return to Los Angeles with that little cook. Here's luck to J. R.

Motorman Gunner of Division two, took 7 1/2 hours off and went into ambush to see who was his leader in circus week.

Why is the Crown Hill line like wheat?

(Answer next week.—L. A. White.)

Street car conductor: "You'll have to pay for that child, sir, he's over six."
Passenger (indignantly): "Well, that is the first time I have been asked to pay for him and he has been riding on the cars with me for nine years now."

First Conductor—When is a Temple St. car not a Temple St. car?

Second Conductor—Don't know, buddy.

First Conductor—When the power is off.

Second Conductor—I don't get you.

First Conductor—Well it is the only time they are out of juice (Jews)—C. J. K.

"Does this car go to Vermont?" asked a man at Seventh and Alvarado the other day.

"No, sir, take a Western Avenue car," said Conductor R. A. James of the Stephenson Avenue line.

"Why that car turns over, doesn't it?" asked the man.

"I hope not," said James. "Someone might get hurt if it does."

Let's drink a toast to Mr. Jake,
Who swings a wicked broom,
And sweeps up all the boys are wont
To scatter round the room.

The car had passed a paving machine, a cement mixer and a digging machine with all the dust that accompanies those things. The polite conductor said to a woman passenger about to alight:

"Shall I brush you off?"
Passenger: "No, thanks, I'll get off the usual way."

You can talk about stunts and thrills and air,
But the safety car is sure right there
The greatest commandment is Safety First,
And the Birney is the safest on the universe.

D. W. HANNAH.

She: "I saw you driving yesterday with a gentleman. He appeared to have only one arm."

Her: "Oh, no; the other was around somewhere."

Looking 'em Over at the Divisions

DIVISION 1

Motorman Robesa says next shake up he will take a night run some where so that he can break in students.

The new trip sheets or (ledger sheets) have taken a fancy among conductors at Division One. Be careful, boys, and fill them out properly and keep clear of demerits.

Motorman L. Burnett took a day off to buy a mowing machine. Ledford has no ranch or ground in which to use it, other than the lawn. Maybe that's what he wants it for.

Conductor Tree tells a story that may have several interpretations but the most generous one would be to consider that the trainman in question was merely aiming to stimulate passenger travel on the street cars. It seems that on the Stephenson Avenue line a conductor asked a woman passenger if she knew about the carnival on the line. When she professed ignorance he suggested that it might be a good idea to take in the sights by night. And right then a male passenger laughed right out loud.

DIVISION 2

Motormen C. E. Greenlee and H. Gaut are now working in Maintenance of Way Department.

Motorman F. J. Demott is one of our lucky men. He got pushed back on the list in the shake-up and about a week later fell heir to a day run. This has occurred twice.

We are sorry to report the illness of our baseball fan, Motorman "Fatty" Munn. Hope he will get well by April 5th, opening day.

Motorman R. H. Chubb, who some time ago was bumped by an automobile when leaving his car, is improving at his home, and expects to be with us again soon.

Conductor R. B. Jones, and Motormen S. B. Dale and E. F. Lagsdon have resigned to engage in other work.

Conductor W. A. Pitcher is now working as Supervisor.

Motorman M. R. Chamblin is taking a two weeks' leave of absence, to make a trip to San Luis Obispo.

Conductor F. C. Ham is on four weeks' leave to rest up in.

Division Two is pushing her way towards the front in the inter-division safety contest. Come on, boys, "watch you step." We want to keep safety flag right here.

DIVISION 4

Motorman J. L. Cates says that there is no logical reason why Division Four should not win the safety pennant. Up to a week ago the Crown Hill boys were suffering a serious handicap in the form of two large posters in front of the Philharmonic Auditorium showing artists' models in their "September Morn" costumes. On four different occasions the display of feminine charm nearly caused J. L. to run into autos, the drivers of which were also gazing northward.

Conductor D. T. Reilly is on a thirty-day leave to go to New York City and visit relatives.

We had the laugh on Motorman N. M. McEwan last Saturday morning.

Who's Who



CONDUCTOR EARL J. REAVIS received 10 credits for neat appearance a short time ago and, as they say in the advertisements of a breakfast beverage, "there's a reason."

Conductor Reavis served for seven years with the Canadian Royal Northwest Mounted Police, which is one of the most famous military and police organizations in the world. The history of this organization is full of stories of romance and its traditions are the noblest.

During the war, Reavis was assigned to home duty in Canada because he was a married man. The cold winters of the northwest resulted in his coming to Los Angeles where he entered the street car service and is making a good record.

N. M. was eating a hearty breakfast over in Huston's lunch room. When he decided he had eaten enough to last him his first half, it suddenly dawned upon him that it was Saturday and glancing at his watch it also dawned upon him that his run had been running for seven minutes.

Conductor F. U. England is on a ten-day leave to take a little rest.

Conductor F. W. Reynolds is back on the job again after being laid up with an injured hip which he received when he was putting his trolley up via the rear window and accidentally fell out of the car. Home brew? Not at all, gents. Just simply lost his balance.

Conductor M. B. Cravens is on a twenty-seven day leave, during which he will visit relatives in Frisco.

Several female chocolate drops who represent the "clean-up" squad at the Ambassador Hotel were seriously offended when Conductor C. R. Ream took a day off recently but did not let them know in advance.

The boys of this division are very well pleased to have the pool tables recovered and take this means to express their appreciation.

We have a real fresh air enthusiast in this division. He has a run that pulls out at 5:02 a.m. He lives at 23rd and Wall Sts., twenty-three blocks from the barn, but he walks all the way, smiling at the owl cars as they fly by. His breakfast consists of one glass of hot water and—that is all. He never eats while on duty. We are speaking of Motorman E. Reichelt. Is he healthy? I'll so say.

DIVISION 3

Well the big talk, now is on the proposed eight-hour law, and maybe by the time of this issue it will be a settled fact. From observation and from remarks we hear it appears that some of our men conscientiously believe it to be a good law for them, as they are single and can get along very well, and then there are those that never did have anything, never expect to and never will have anything, and would make it six hours as long as they could just get by. But the majority of family men that are buying homes and looking to the future object to be dictated to as to just how many hours they may work if they have the ambition to, and claim the right to liberty they are entitled to as free-born Americans. So let all of us get together and do our bit towards preventing this law going into effect, and the short hour advocates can take the short runs and the others the long ones, and everybody will be happy.
H. A. RUSSELL.

We understand the Division 2 champion checker player, Mr. W. M. Nelson, has not sufficiently recovered from the shock he received when our Spalding put it all over him in the first three games of checker contest, as he has never shown up since. Spalding says he believes that Nelson has cold feet. Probably one of the other divisions may have someone that can play the game; if they have, please trot him out, as Spalding's fingers are itching.

Leo Garrett may be a good cashier on a street car, but as an auto demonstrator he is the bunk. He undertook the other day to initiate a new auto bug into the mysteries of the operation of Tin Lizzie, and in making a spectacular turn he turned the blamed thing upside down, the results being a hunk of junk and ruined suit of clothes; but it might have been worse.

We have heard that Motorman Gale Hendry is getting a Packard sedan, 1922 variety. We have not seen it yet, but it will have to be of that class to outshine Johnny Corsen in his Studebaker six, the top notcher of this division.

Division 3 was still leading in the Safety Contest, according to last week's standings. And may she continue to lead. The closeness of the different divisions puts some pep in the contest. Keep up the good work, boys. Keep your eye on the ball and win this contest and if possible put the Claim Department out of business.

For the information of those who have been misinformed, Conductor Geo. Chapman and Motorman Slim Barrett desire to say that they are positively not in favor of the eight-hour law.

Operator A. W. Wright has three weeks off, and is spending his vacation at Rest Haven. Elsinor should be a splendid place for a rest.

The fishing season is in sight, and our anglers are all het up. Ventura season opens April 1. Our corpulent mechanical foreman, Lee Lewis, and party have left by auto to whip the streams of that vicinity, and as the trout in that district are noted for their appetite for bull, we look forward to reports of a big catch.

Yardmaster Arthur Walker and Conductor Ira Gott were overheard making plans for an expedition about May 1 to the streams in Los Angeles County, the season opening on that date. Ira will take his patent fishing pole along. Suppose you have heard of it. It has a burglar alarm attachment, that is, a bell rings when Mr. Fish

DIVISION 5

Conductors K. R. Anderson and C. F. Bates have taken ten days off and have gone to San Francisco for a visit.

Motorman H. M. Bush has ten days off and has gone to Imperial Valley in his own car for a general good time.

Conductor H. J. Holler has returned to work after having been off sixty days. Says it seems good to be back to work after so long a rest.

Motorman W. Otte has a few days off and is going to find all the good places for trout fishing. Here's hoping he will have luck.

Conductors L. L. Bandle and J. H. McDonald each have ten days off and are going to the woods to rest up.

Foreman John Robinson is on the sick list. We sure are sorry, for we need his smiling face at the window. Hope he soon will be able to be back on the job.

The Division has been treated to a new coat of paint and varnish; it sure looks good and we are all proud of the same.



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

DIVISION 1

Conductors—C. D. Millhorn, 821 Hillvale Pl.; W. Sproule, 228 W. 57th St.

Motormen—H. M. Swant, 726 Towne Ave.; C. M. Horsford, 218 N. Ditman St.; G. L. Kerr, 3226 Gleason Ave.

Division 2

Conductor—L. G. Dohlbrink, 349 E. 52nd St.

Motormen—O. W. Shoop, 1109 S. Ardmore St.; M. H. Hull, 626½ E. 50th St.; W. B. Crunk, 7806 Crocker; H. R. Chubb, 845 E. 54th St.

Division 3

Motormen—W. W. Strong, 934 Beatrice St.; W. J. Gibbons, 600 Avenue 27th.

Conductor—A. P. Keran (wife sick), 3400 Althea St.

Division 4

Motormen—D. F. Martin, 16th and Bond Sts.; W. Doovas, 743 E. 17th St.

Division 5

Conductors—S. Dunham, 1112 W. Florence; W. L. Groff, 1333 W. 45th St.; J. E. Laws, 152 W. 24th St.

Motormen—L. M. Erickson, 5117 1st Ave.; Geo. Sheppard, 1040 W. 51st Place; C. L. Fridt, 827 W. 82nd St.; J. Casselle, 1442 W. 51st St.; E. A. Hilty, 1720 W. 42nd Place; C. D. Rupprecht, 450 So. Olive, Inglewood.

Sweet Revenge; He Gives

Motorcycle to His Enemy

Motorman Marquery says if you wish to insult him just ask him to buy a motorcycle. He bought one, paid 50 bones for same and as a remembrance he has two crooked fingers, a yard of new skin on his arm, crevices and bumps on his legs and a brand new uniform, the other one being ruined. All inside of about 3 days. The motorcycle he donated to his bitter enemy with great glee.

attempts to steal the bait, and if you should be taking a nap or a nip behind a tree, the bells give warning and all you have to do is just pull 'em in. For bait Ira will supply cold storage eggs, as salmon eggs are high and Walker has worms and will supply those, so no doubt we will hear of some wonderful hauls.