

TWO BELLS

CREDITS FOR CLEAR RECORDS IN SAFETY and COURTESY!

Grand and Moneta Transfers to Have Distinguishing Colors

SPECIAL TYPE FOR USE OF LOADERS

By R. A. PIERSON
 Chief Instructor
 Talk No. 3

In our last issue we stated that all transfers would be green and yellow. This color does not apply to the Grand and Moneta Avenue line, this line using brown transfers on its out trip, and pink on its in trip. The idea of using different colors for this particular line is on account of the line loop in the up-town district, and a conductor on his out trip, after leaving Second and Spring, and on his in trip after leaving Second and Broadway, will have to put an additional punch mark in the transfer to show the receiving conductor that this man is not making a round trip in the business section.



R. A. Pierson

There are a number of places on this line where the transfer of the same line will be good and by using a separate color for this line, the receiving conductor will always look to see whether the transfer carries this additional punch mark.

Reasons for Turn Backs

When issuing Turn-Back and Diverted transfer always detach coupon, giving passenger body of transfer only. A Turn-back, or Diverted transfer will be considered the same as a cash fare, except where time has expired, and will be issued for the following reasons only:

- First. When cars are pulling out or in car house, where cars are operated off regular route or where car is diverted for any reason, conductor will punch all transfers in space marked Turned Back and Diverted.
- Second. When cars are turned back at any point, conductor will issue Turn Back Transfer.
- Third. When car is delayed to exceed

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Service Stripes Rejected

Veteran Trainman and Judge's Daughter Wed

Wedding bells chimed out for one of the Division's most popular conductors, M. S. Thomas, who has been in street car service here since 1904. The bride was Mrs. Velma C. Harrod, who is a daughter of the late Judge Halpin, formerly of the Illinois State legislature. She was the widow of Stephen Harrod.

The wedding took place at the home of Mrs. Guenther on Folsom street. All the friends join in wishing the happy couple a long and prosperous journey through life. Mr. and Mrs. Thomas will be at home to their many friends at 3712 Adair street.

Monthly Dance to Be Held April 30th

The monthly dance for employees of all departments of the Los Angeles Railway will be held Saturday evening, April 30. Some good entertainment will precede the dancing and punch will be served during the evening. The orchestra is planning some special features to make the dancing better than ever.

Peace Negotiation Story In Library

The story of the peace negotiation following the world war as written by Robert Lansing, former secretary of state, is a valuable addition of the company library. The book was bought by persons connected with the main offices but is available for all employees.

Chemistry Book in Library

There is a book called "Creative Chemistry" in your Library, Room 767 P. E. Bldg., written especially for the every day man, which assumes no previous knowledge of the science from the reader. It describes in plain language modern processes of the chemical industry.

Vote Is 889 Against and 737 for Plan

The proposal of making service stripes part of the official uniform of Los Angeles Railway trainmen was rejected in a vote taken last Tuesday at all divisions. The count was 737 "yes" and 889 "no," a difference of 152 votes.

Divisions One, Two, and Five, voted against the service stripes and Divisions Three and Four voted in favor of them. The heaviest vote against the badges was polled at Division Five. Following is the vote by Divisions:

	Yes	No
Division 1.....	105	134
Division 2.....	152	239
Division 3.....	179	166
Division 4.....	200	138
Division 5.....	101	212

Thanks are due the office force of each division for their work in handling the election efficiently.

The proposal was suggested by trainmen and as it affected trainmen directly, a general vote seemed to be the best way to decide it. Now the vote has been taken and the question decided so we can borrow another cigarette and go to work again.

Mrs. Joseph Thanks L. A. Ry. Employees

To the employees of the Los Angeles Railway:

We wish to thank all of the employees for the beautiful floral offering and the many kindnesses extended to us during the sickness and death of our beloved husband and father.

Signed,
 MRS. ALICE W. JOSEPH
 AND DAUGHTERS.

TWO PRIMARY RULES WILL GIVE EXTRA REWARD

By R. R. SMITH
 Asst. Supt. of Operation

When the Merit System was established there was no thought but that after a trial of its workings numerous changes would have to be made and the rough spots smoothed up. However, the results of the use of this system for the past year have proven much more satisfactory than was expected.

A few points, however, have developed which need some readjustment, in order that the efficiency record of a trainman may be an accurate indication of his efficiency.

It is unfortunate at the present time that some of the very best motormen and conductors have an efficiency rating considerably below par, while others, who are by no means as good operators, have efficiency ratings in the hundred and twenties to hundred and forties.

Best May Get Demerits

The complaint is frequently made on appeal, that when a man's record does go below par he has no way of building it up, and this is unfortunately true, to a certain extent, because the best man in the service will sometimes have to be given demerits to call his attention to some mistake, or perhaps inadvertent infraction of a rule. This not only has prevented him from receiving the twenty-five credits per month which were formerly given for a clear record, but also this man, because he considered certain things merely as a part of his duties, was not continually turning in miscellaneous reports requesting credits for acts which had no bearing whatever on his actual efficiency as a trainman.

Cases Vary Widely

To illustrate: One of the best motormen we have on the system has received some demerits for various

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Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Abusing Privileges Makes Hardships for All

TO make a man's waiting time at division pleasant, the company maintains pool tables and provides for other games. For the second time within a year these tables are having new tops installed at a considerable expense to the company.

The use of the tables is free to employes, and the men are welcome to get the greatest possible pleasure out of them. All that is asked in return is that the tables be not abused.

Unfortunately there are a few men who never think that some one else might want to use the tables later, and they plough into the cloth with a cue that has lost the tip or has a hard tip, then the table is practically out of commission. Carelessness of this kind shows no appreciation of the privileges given by the company, and works a hardship on other men who will use the tables properly.

The same rules apply to other conveniences the company provides. Abuse by a few means inconvenience for everyone.

MAPS OF LINES WILL SHOW TRANSFER RULES

(Continued from Page 1, Col. 1)

5 minutes, if passenger requests, issue turn back or diverted transfer. These transfers to be good on parallel lines to continue in the same general direction.

Rules on Stop Transfers

When issuing a Stop transfer, always detach coupon. Do not issue a transfer on a Stop transfer. A Stop transfer will be issued for the following reasons:

In case passengers are carried past their destination one or more blocks, where passenger has previously told conductor where he wanted to get off, conductor will issue Stop transfer, which will be good in opposite direction from which car was going.

On Garavanza Line

Cars on the Washington & Garvanza line pulling in to car-house from Buena Vista Terrace will issue Stop transfer to all passengers boarding car between Buena Vista Terrace and city limits.

The issuing conductor must be careful in punching his transfers and not punch too many at one time, as all transfers not issued on each half trip become void, as a transfer that has two different times punched is invalidated. All transfers punched that are not issued each half trip should be put in a separate envelope and turned in at the end of the days work. Also remember that these transfers are printed from day to day, and the amount ordered for that day is based on the amount issued for the same day of the preceding week, and as each days supply carries the month, day of the month and day of the week superimposed across the face of the transfer, you may readily see how all left over stock is dead matter.

Special Loaders Transfers

By your co-operation along the above lines you can help to reduce

the amount of transfers it will be necessary to order from day to day.

The Vernon & Vermont, East Jefferson, and the West 1st St. lines will be supplied with A. M. and P. M. transfers only, as the Out and in trips will show on the same transfer. The emergency transfer will be issued by loaders on the street, who must punch his loader's number. This being a coupon transfer also, will entitle the passenger to the same privileges as if he had received the transfer from the conductor on said line.

We hope to have ready for distribution at the time this transfer is put into effect, a map which will show all walk-over points, the direct transfer on both his Out and In Trip, these maps to correspond with the information given on the back of the transfer. The color scheme is carried out on these maps, the black line indicating the Out trip, and the points that he transfers to on his Out trip, the red line the same on his In trip. A conductor can tell at a glance whether he transfers at certain points on his line going in either direction.

Wording Explained

There is one question that has been asked a number of times regarding the instruction given on the face of transfer, where it says: "transfer good for continuous trip only if presented at the first transfer point before time punched and with coupon attached." The statement may be a little misleading at first thought, but it does not mean that a passenger has to make his transfer at the first transfer point on the line, but, if he makes his transfer at the last point on the line and the coupon is attached, it is the passenger's first transfer, and it must be presented with the coupon attached before the time has expired.

KEEP VENTILATORS OPEN

The approach of warm weather again makes it necessary for conductors to pay special attention to the proper ventilation of cars. Keep ventilators open as much as possible as numerous complaints are being received regarding poor ventilation.

R. B. HILL,
Supt. of Operation.

SET FARE BOX RIGID

Some Conductors are following the practice, when placing their fare box on the post, of only using one of the brackets. This must be discontinued and the fare box is to be placed securely in both brackets.

R. B. HILL,
Supt. of Operation.

Al, Here's a Funny Story; Laugh and Show a Gold Tooth

Dear Friend Al:

I heard a little story the other day that I thought would amuse lots of us fellows in the street car game so I'll tell it to you and if you don't like it you can quit your subscription to Two Bells. It was told by a speaker who said that he tried when in high school to repeat a story he had read in a magazine. He told it first the way it should have gone and then the way he got it off and it's like this right way up:

A conductor hadn't been doing his work right and he was fired. He couldn't find another job and drifted into criminal ways, ending up by shooting a policeman and was sentenced to death at Sing Sing. They put him in the electric chair and turned on the juice. One notch and no result. Two and it didn't singe him. Three and he was getting bored, then they realized he was a non-conductor.

"One notch and no result. Two and it didn't singe him. Three and so on up to about nine notches." Suddenly he thought he remembered the ending and he stammered:

"Then they realized he wasn't a motorman.

You know me Al. JEFF.

J. B. HAYNER GIVEN NICE COMPLIMENT

A compliment to J. B. Hayner, superintendent of employment marked the anniversary of his appointment to his present post April 12. A letter signed by employes of his department was presented to him with congratulations on the anniversary, appreciation of his many kindly acts and assurance of continued loyal cooperation. The letters were signed by Eugene P. McGurk, Mrs. A. R. Owen, Miss Anna M. Westcott and A. Ginns.

More Credits to Be Given for Safety and Courtesy

(Continued from Page 1, Col. 4)

things, but has never received one solitary credit except such as were added monthly on account of clear record. On the other hand, we have men whose operation is continually subject to criticism, and yet whose record is very high on account of hardly a day passing but that they turn in a miscellaneous report claiming credits for some particular thing.

Many Claim Honors

One day last week twenty-one miscellaneous reports were turned in claiming credits for having reported a certain bell hanger loose. Each one of these twenty-one men received 5 credits for making the report, and yet, as a matter of fact, the repairs to this bell hanger had been made before the first one of these miscellaneous reports had been received, and the repairs were made on the report of a motorman who called the dispatcher's attention to this loose hanger and who did not ask for any credits for so doing.

One class of reports have been to a great extent disregarded of late as a basis for credits because they came principally from a class of men who were not concerned in rendering good, courteous and efficient service, but who were concerned merely in the building up of a high record, while the men who were really performing their duties in a conscientious manner were making no claim for credits for something which they considered merely a part of their duties, and not only that, but something which was to their own personal interest. This class of reports referred to the pushing of stalled automobiles off the track.

SAFETY RACE IN LAST LAP WITH DIV. 2 LEADING

The safety contest is on the home stretch now with Division 2 leading at the end of the sixth week. The contest is to last ten weeks so in a short time it will be decided whether Supt. P. V. Mann's clan will retain possession of the Premier Safety Division flag or whether it will move to another division.

Creditable showings were made last week. With the exception of Division One, all had fewer accidents in the first ten days of April than in the first ten days of March.

Division Two now has 897 points but Division Four has closed up within three points and now has 894. One of the features of the week was the spurt in accident-prevention made by Division Five which put Supt. Morrison's aggregation ahead of Division Three by less than one point. The scores for these two are 884½ and 884 respectively. Division One still holds the cellar position with 872 points.

Boarding moving cars has been responsible for quite a few accidents recently showing that conductors must watch carefully the ringing of starting bells and motormen must check closely with the mirror.

To improve these conditions the twenty-five credits formerly given for clear record for one month will be discontinued and instead, REGARDLESS OF THE NUMBER OF DEMERITS WHICH A MAN HAS RECEIVED for other reasons, ten credits will be given monthly to each man who maintains a clear COURTESY record for one month and ten credits to each man who maintains a clear SAFETY record for each month.

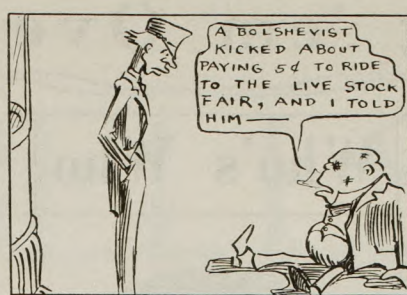
The question of clear courtesy record will be based solely on the question of whether any reports or complaints of discourtesy are made. We fully realize that in probably ninety percent of the claims of discourtesy which are made by patrons, the fault starts with the attitude of the patron himself, but is aggravated by loss of temper on the part of the trainman, which adds fuel to the flame. The tactful and diplomatic employe will handle such situations in a manner which will prevent any report being made against him.

The question of safety record will be based on freedom from responsibility for accidents, although some demerits may have been assessed for violation of a safety rule. Remember that a great many accidents which are pronounced unavoidable by the average motorman would have been avoided by the good judgment and the ability of the first-class man to anticipate what the other fellow was going to do and thereby avoid an accident.

Keep these points in mind and you will find that a few credits will accumulate from time to time. Next week we will discuss the demerit side of the question.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

Bouquets Received Last Week
 Motorman J. W. Fenicle, Division 1.
 Conductor G. T. Nunn, Division 1.
 Motorman C. H. Owens, Division 3.
 Conductor G. S. Mattern, Division 4.
 Conductor A. Bunde, Division 4.

This nice bouquet goes to Motorman J. Harbison of Division Three:
 Los Angeles Railway.
 Gentlemen:
 I have had the pleasure of riding with Motorman 2733 and wish to say that he is courteous to all passengers and never stands back on doing favors for the passengers.
 Yours truly,
 MISS HELEN E. SCHNELER.

The writer of this letter boosts the stock of Motorman A. L. Murray of Division Five for efficient operation:
 Los Angeles Railway.
 Gentlemen:
 It is my pleasure to bring to your notice the presence of mind of one of your motormen who undoubtedly saved a man's life. He was No. 2367 on a Hoover car in the crowded part of town. With his presence of mind he instantly stopped when a man had about put foot on the track in front of us.
 Yours very truly,
 MRS. D. AVERY,
 9507 S. Vermont Avenue.

We are glad to get this commendation for Operator R. A. Bandleman of Division 2 and to "publish it so others may see," as the writer says. If the writer of the letter had given an address we could show her how we publish bouquets received from pleased patrons. The letter is as follows:
 Los Angeles Railway.
 Gentlemen:
 I, being an every day passenger on your Griffin and Griffith line for some time, must say that Operator No. 1036 is the most courteous employe I have met in Los Angeles. He calls all the streets and he is kind and nice to everybody. I hope you will keep him and others like him, and hope you will publish this so others can see.
 Yours truly,
 MRS. MILLER.

Motorman F. K. Cimmino of Division 3 gets this fine bouquet for his quick action, which probably saved a human life:
 Los Angeles Railway.
 Gentlemen:
 I was a passenger when one of your cars turned into 16th street off Burlington. The motorman was feeding his car up to where it belonged, going about 500 feet on Sixteenth street, when two boys selling newspapers ran across the track in front of the car. One of them got across all right, but the other fell straight in the middle of the track. As the motorman saw the boy on the track about fifty feet away he made one of the quickest stops any motorman ever made. I have been riding your cars for about twenty years. I heard that you give credits to the man that does his duty. Well, here is one that deserves it for saving a boy's life. The motorman's cap number is 315.
 Yours truly,
 MISS NELLIE GUIOT,
 3119 N. Main Street.
 No. 315—F. K. Cimmino, Division 3.

It is reported that Motorman G. S. Mattern, Jr., of Division Four is going to get married in the very near future. Congratulations G. S. We are not particular what brand of cigars we smoke.

Accidents Show Steady Drop Under Safety Drive

THAT a substantial reduction is being made in accidents and particularly accidents in which the company is entirely or partly responsible, is shown by records of the past few months compiled last week by the Safety Bureau.
 Here are some of the high points which show how improvement is being made.
 The daily average of accidents in 1920 was 48; for the first half of this month the daily average is 37.
 March 20, 1920, the company was responsible for 13 out of 51 accidents. March 1, 1921, we were responsible for only 5 out of 51 accidents and March 21 1921 we were responsible for none out of 47 accidents, and on Monday at that.

This is the total number of accidents for the past four months: December 1648, January 1480, February 1150, March 1250. March showed a few more than February but February was a short month and a general choice of runs was made in March and this always shows in the accident totals.
 But in comparison with March this year look at March 1920 where there were 1400 accidents. Then look at the auto accidents. There were 1108 of them in March 1920 and 1925 in March this year.
 These figures show that trainmen by their good work are reducing accidents and saving human lives and limbs while traffic accidents of other kinds are increasing.
 Good work, boys. Stick to it!

On The Back End (Contributed)

Conductor A. B. Wischnewsky says the bone-dry law has no terrors for him, as all he has to do is to drop six letters out of the center of his name and whisky remains, so he should be happy.
 Motorman Marquez, who has been unfortunate enough to be mixed up in a couple of motorcycle accidents lately, phoned in the other afternoon that he had just had another serious "accident," and must be off. We have heard since that this "accident" was the arrival of a brand new heir at his home. O. K. Congratulations 'n everything.

List to the experience of a Division 5 conductor:
 An aged Mexican woman and her daughter boarded his car. The aged woman walked past the fare box and took a seat. The daughter dropped in a nickel. Then the conductor went to the aged woman and asked for her fare. The professed abundant ignorance of the English language and referred him to the daughter. The daughter then told him that she had dropped a dime in the fare box. Before the case was settled mother and daughter arose to leave the car and then the daughter asked for 15 cents change, claiming she had dropped a quarter in the box!

Conductor Roy Creighton of Division One made a dash for the dispatchers phone box at Ninth and Vermont and almost succeeded in turning in a riot call to police station before his motorman, G. M. Katzenberger, reminded him that he had stopped at the police patrolman's phone box by mistake.

A man boarded my car and handed me a transfer. I saw at a glance that the transfer was N. G. and said to him: "your transfer is not good on this car." He looked at the transfer and said "well then, I want my nickel back." I told him he would have to find the conductor who issued the transfer and he promptly got off and I suppose he is still looking for the conductor.
 Condr. J. A. Johnson, Div. 5.

Conductor D. C. Bacon, who works a Grand and Moneta car, was north bound on Broadway when a woman stepped to the front end of the car and called out "Say kid, do you go to the Chamber of Commerce?"
 Bacon, being the father of 11 children, is still wondering how old fellow has to be before he looks like a man."

It looked like the whole city was getting excited over the trainmen's ballot on service stripes last Tuesday when cards reading "Service Stripes" appeared downtown. But it developed that they were only advertising a new movie.

A Central Ave. car with a heavy load was rambling south on Central. The car stopped and a two hundred and fifty pound colored woman wanted on. "Any chance fo' me to git on?" she asked the conductor. "Sure," he replied, "step right up here in the exit way." When she got up in there the conductor saw she was going to be a detriment to speedy unloading. "Say listen, 'lady,'" says he, "I wonder if you could work your way to the front of the car?" "You bet ah can," she answered, "when ah sees a ginleman like you ah ah'd do anything to please him." Then she started toward the front end, pushing the people right along with her.

"Bob" Pierson Will Tour Divisions to Aid New Transfer

Thorough instruction of all trainmen on the new coupon transfer will be given under the direction of Chief Instructor R. A. Pierson. Classes for division superintendents, division instructors, dispatchers, supervisor, division foremen and clerks have been held in the past week.
 Mr. Pierson will visit each division at three periods of the day to give attention to instruction and answer questions that may be presented. He says:
 "I will be at Division No. 1 April 25; Division No. 2, April 26; Division No. 3, April 27; Division No. 4, April 28; and Division No. 5, April 29. I will be at the divisions at 9:30 A. M., 2:30 P. M. and 7:30 P. M. for these meetings."

MARCH COMPLAINT REPORT COMPLETE

A report of commendations and complaints made by passengers in March shows an increase of 38 over February, but 24 of the 38 involved transfer trouble. This may be partly the result of the general choice putting men on lines on which they were not fresh on the transfer rules, and partly because the calendar fudged a few days shorter in February.
 There was an increase of 12 in complaints for discourtesy, and of three for passing up passengers. But March showed fewer complaints than February for carrying passengers past stop, dangerous operation and incorrect change.
 Thirty-four commendations were received in February and 33 in March.
 January was a full-sized month, and produced 162 complaints, so the March total of 132 looks well in comparison. The February total was 94 complaints.



- DIVISION NO. 1**
 Conductors—C. Q. Hewitt, 1156 E. 55th St.; C. C. Daniels, 3514 E. 4th St.; L. F. Pruitt, 2107 E. 4th St.; H. O. Brann, 524 W. 3rd St.; H. N. Cole, 1622 E. 27th St.
 Motormen—G. L. Ker, 3226 Gleason Ave.; Geo. Feller, 918 E. 12th St.; J. W. McElroy, 1520 W. 46th St.; J. N. Smith, 728 Towne Ave.; E. A. Kloster, 376 Picas Ave.
- DIVISION NO. 2**
 Conductors—E. F. Loyd, 1241 West 91st St.; J. P. Hoyes, 3972 S. Wall St.; M. W. Nelson, 920 E. 54th St. (So. 5769-R).
 Motormen—W. C. Melton, 970 E. 56th St.; E. B. Clark, 631 E. 46th St.; L. F. Pierce, 323 E. 5th St. (62296).
- DIVISION NO. 3**
 Motormen—O. E. Hood, 6008 Monte Vista Ave.; E. M. Eaeheart, 2607 Merced St.; L. Rosa, 615 Cypress Ave.
- DIVISION NO. 4**
 Conductor W. W. Meggett, 2758 W. 14th St.
 Motormen—F. McCrossin, 1204 Georgia St.; A. H. Rendell, 5623 Lexington Ave.
- DIVISION NO. 5**
 Conductors—H. L. Raines, 219 W. 53rd St.; F. G. Nash, 3023 Dalton Ave.
 Motormen—L. L. Culp, 4515 3rd Ave.; E. Gribble, 5415 2nd Ave.

Geo. Feller Would Appreciate Visit

Uncle George Feller, Division One veteran, of the Stephenson Ave. line, is very sick at the Good Samaritan Hospital. He would like any of the boys to call on him. He is in room number 231.
 Three fares on the signal cord he rang.
 Then he fell on his face with an awful bang,
 The passengers said, "he ought to hang,
 All the motorman heard was the "Dang! Dang! Dang!"

Looking 'em Over at the Divisions

DIVISION 1

M. R. Botello, the well-known popular Conductor, and Division 1 representative for "Two-Bells" has left the service and will start breaking in at a new game shortly. The whole division wishes you the best of luck Mike; old boy,

And, while on the subject, it is a good time to inform Division I, that Motorman Harry E. Meason, is hereby appointed official scribe for the division, so when you have something good on your mind boys, tell it to him, and he'll tell it to the rest of the Divisions.

A newcomer at the division, just discharged from the Army, said that he thought there wasn't anything in the world so hard to read as a "Barrage Chart". Wait till he looks over some of our schedule sheets.

There are four men here, whom, so rumor has it, are about to be made general Managers or something as equally important. They are:— L. E. Adkins, J. H. Stanley, "Bill" Bailey, and E. W. Yonkin. However we have learned the truth, and find that they are just assigned to special duty, instructing the division on the new transfers.

E. G. Gilmore, our red-headed friend who presides over the front end of a Stephensen Avenue car, is now a full fledged extra Supervisor, and gradually learning the noble art of standing around and looking wise. "Go to it, old boy!"

Applications for leave are still coming in, and the latest additions to our on leave list are:— Motormen U. S. Mason, C. J. Griffin, and F. J. Ulrich.

Mr. O. W. Sloan, our eminent stenographer, has kindly donated his typewriter (at its own personal risk) for the use of "Ye Scribe". Guess Sloan got a good look at his handwriting.

The service stripe ballot box seemed to fool several people when it was put out last Tuesday; one inquisitive individual wanted to know who was running for division Superintendent, while another thought that the question at issue was whether they would eliminate demerits, and voted yes.

Message to Division 3. Please tell Dan Hanley, that he isn't barred from Division 1, and a visit would be appreciated by us all. We haven't heard a war story for so long that we have forgotten that there ever was one.

DIVISION 5

Our Genial Assistant Foreman, George Kleinschmidt, we learn with regret, is confined at his home, account of illness. It is also with regret that we learn that Mrs. Kleinschmidt is suffering from a sore hand.

Our foreman John Robinson is on a month's leave of absence resting up getting in shape to swat the ball when he returns to take up his duties.

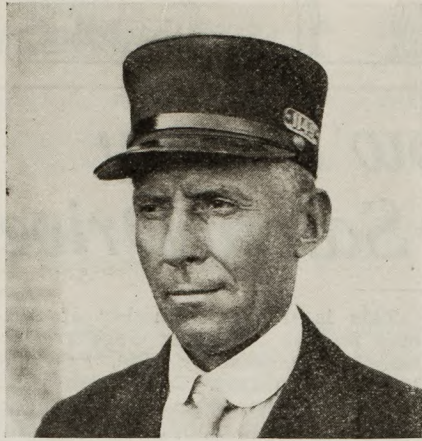
Conductor, H. F. Safford, has tendered his resignation, to take effect April 23rd. He says he is going to Boston.

Motorman, C. M. Detrick, who has been on a visit to San Juan has returned and reports a pleasant trip.

We now have Birney cars on the Vermont shuttle Line.

Motorman, H. B. Wolf, and Conductor W. H. Clark, are taking a vacation.

Who's Who



MOTORMAN E. C. PARSONS of Division
Two is better known as "Old Teddy."

Back in the days of 1899 when I used to run on the street cars in Chicago "he says" I met a man at the end of the line who told me of his visit to Sunny Southern California." The rest of the story needs no telling.

From operating the snow plough and sweeper over Chicago car tracks he came to Los Angeles and entered street car service in January 1902.

Ed has had a wide range of experience here driving the old horse-drawn tower wagons, setting up substation machines, bonding, making cables, working in the power house and operating a street car. He says: "I was taught when young that work worth doing was worth doing correctly. By fulfilling my duty to the best of my ability I have accumulated two nice homes, one I live in at 662 East Fifty-third Street with my wife and daughter 13 years old and son 8 years. I found the Los Angeles Railway work good and I stayed with it."

DIVISION 2

The following men are taking leave for reasons stated. H. R. Chubb, who tangled with one of these wild autoists some weeks ago, and emerged with a broken foot, is going to take some additional time off to practice dodging the critters, so he will be quicker on the get-away.

L. G. Ackerman is going on a fishing trip, so when he returns we may expect to hear some "fishy" yarns.

M. R. Chamblin is also going on a fishing trip to San Luis Obispo. The fish are better there, and besides he can come back with any kind of a story, and get away with it—perhaps!

F. C. Ham wants to rest. Mr. Ham has the right idea.

E. L. Covington has transferred from Div. No. 3. He endeavored to engineer a trade with one of our men, but nary a trade could be made, so he up and came any way.

Mot. C. A. Howard, one of our old timers, has sent in his resignation from Brawley, on account of poor health. We are sorry to lose him, especially for that reason.

The men are being installed in the use of the new transfer which is to go into effect May 1st. Leave it to the boys to find the loopholes. Some of them ask questions that are powerful hard to answer.

Far be it from us to stir up family dissention, but Div. No. 5 has just naturally got to leave us be, or there's going to be trouble. Maybe they are trying to get even because one of our Main St. motormen borrowed a stool and forget to return it. If so, we refer them to Div. No. 1 which, we are reliably informed, has about a hundred of ours.

DIVISION 3

Supervisor Ted. Harrison and Motorman L. K. Plummer took a hike the other day to Motorman Bill Pearson's cabin at Big Fork, it is situated 15 miles from the end of the car line so they had some hike all right.

Well Boys, we seem to be at a standstill in the safety contest, but at that it is better than retreating. Division 4 nosed us out last week of which they are justly proud, but lets see if we cannot reverse the order of things again, we are sure you can if you try so altogether lets go.

Conductors Acuff, Beals, Garrett and Keohm are the chosen ones to do the instructing on the new form of transfers and believe me they have some job and when through ought to be able to qualify as long-winded orators. I would suggest that they talk their talk into a Victrola with electric attachments. It would be a great saving on the voice. But they are the right men in the right place and no doubt by May 1st they will have pretty well drilled the dope into the absorbing creatures before them. Like all other new things it appears complicated but once put into use it will no doubt work out all O K both to the interests of the passengers and the Company. H. A. RUSSELL.

We don't know for sure just what Conductor Brothers carries around in that suitcase of his; but we know that there is a man in jail who carried a suit case. So beware.

Lost— one hour of good solid sleep. Apply to Motorman E. Gardner, the same gent arrived at the office at 5.30 A M all out of breath and called for his run which was out at 6.30 and of course the alarm clock got the blame.

Motorman H. Huber having completely recovered from injuries received in an accident is back on his run again.

Motorman E. Covington has transferred to Division 2.

Our pool tables are now in fine condition having recently been renovated. As these tables are supplied by the company for the amusement of the boys. It is up to you to show your appreciation by taking good care of same. Have all the fun you like boys but don't break up the furniture.

We have another Champion at this Division in the person of Ted Harrison who has qualified as champion Goat getter and he doesn't care where and now he gets them. He had a strenuous time getting his last one and when he did get her home she failed to liquidate as her name was Billy.

From information received we believe that Charlie Merrill is as popular with the ladies as switchman, as he was as conductor on the road and can you blame the dear things.

Extra Motorman E. C. Harmon came in all out of breath the other day and said he would like to get off that afternoon and for the next two days. He was asked "whats the fuss" he said, "I am getting married this afternoon and all so sudden, considering the seriousness of the case he was let off. We have no particulars of the happy affair, but no doubt she is a charming young lady, and we extend them our sincere felicitations for a medal, as he certainly is a hero.

Jarvis Phillip says the only way he can get even with Russell is to fight a duel with him, all right Jar old boy anytime, I'll take a gun and pou take a sword at twenty paces. Lets go.

DIVISION 4

Aha! So we are still in second place in the safety contest. Well that is fine, boys. They say every good racer saves his energy for the final lap and we believe that the boys of this division are going to do some mighty fine work in the near future.

Conductor J. F. Boles who went on a thirty day leave recently to rest his nerves, reported back last Tuesday. J. F. says he almost had a nervous breakdown due to his inability to find something to occupy his mind.

Motorman C. J. Steinbuck has left for Murietta Springs on a twenty-one day leave. C. J. is going to take treatment for rheumatism which has been troubling him for some months past.

Conductor J. M. Lassar did not say whether he was in favor of service stripes or not but he suggested that motormen should wear their stripes on the back of their coats.

Conductor J. B. Harrell is on a fifteen day leave to go to Yuma.

Conductor D. J. Zigrang had a most unusual happening on his car recently when a man got on with eighteen children ranging from two years of age up to twenty. D. J. asked him where he ran across them all and he smilingly swelled up his chest and replied, "they are all mine."

Motorman Slatford has a slight weakness toward superstition. He says, if you do not want to have any accidents carry a rabbit's foot with you. "Slat" started carrying one about two months ago and he has not had an accident since.

Conductor E. Smith is on a ten day leave to visit his parents near Riverside, Cal.

Motorman M. L. Snell is also on a twelve day vacation.

Introducing: New Men of The Week

The following men have been assigned to divisions during the week ending April 9th, 1921:

DIVISION 1

Conductors—L. T. Staten, C. E. Stevens.

DIVISION 2

Motormen—B. Still, J. T. Phipps.
Conductors—M. A. Long, R. L. Wortman, T. H. Hansen, H. T. Hansen, M. Taylor.

DIVISION 4

Motormen—H. E. Farmer, A. F. Walsh, E. G. Arnold.
Conductor—C. F. Howe.

DIVISION 5

Conductor—H. H. Smith.

OFFICE NEWS

Miss Cecelia Eimers of the manager of service office is again punishing one of Mr. Underwood's high class typewriters and has recovered from her recent illness.

W. Greening, clerk of the auditing department is now a married man. Miss H. A. Hawley was the bride of the ceremony which was performed April 1. In his younger days Greening established the office boys speed record by covering the seven-minute mail collecting round in 34 minutes and 17 seconds.