

DIV. 5 LEADS WAR ON ACCIDENTS



VOL. II

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No. 2

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

Uniform Change Ballot June 20

Safety Car List Will Close Monday; Reasons For Shift Announced

THE seniority list of safety car operators will be completed Monday, as part of the change in the arrangement for choice of runs announced last week by R. B. Hill, superintendent of operation.

Following this, the instruction department will begin drilling trainmen who have expressed a desire to change from two-man type of cars to the safety model with the increased pay. Then will come the general choice of safety car runs preparatory to the operation of all safety cars out of Division Four and next, the final general choice at all divisions before introduction of the system of bidding for open runs.

Important Reasons Involved

The two changes, putting all safety cars at Division Four and establishing the bid system for runs were made for important reasons and after a careful study of the problems by officials of the company.

Establishment of a safety car list fulfills a promise made by the company last year when the safety cars were introduced. The operators who made possible the successful introduction of safety cars in Los Angeles were promised that proper steps would be taken so that they would not lose the advantage of the increased pay given for this service nor be called upon to operate a safety car one day and another type of car next day. The safety cars have been definitely estab-

lished as a most successful feature of street car service here. They have saved the company money in electrical power, they have helped the public by permitting an increased number of cars on lines served and have been a big factor in reducing accidents. **The proportion of injuries per car is lower on the safety cars than on any other model.**

Safety Big Feature

A recent survey of accidents involving safety cars showed that in 62 per cent of them, the operator had worked two-man type cars within a week. This shows the importance of permitting trainmen to specialize as safety car operators.

Concerning the change from the general choice to the bid system, safety again enters as a prime factor. Every time lines are thrown open for a general choice, which results in men going on lines with which they are only partly familiar, there is an increase in accidents. This is as sure as the sun and moon. Records for years back show a sudden jump in accidents with every general choice. Safety is the prime essential of any transportation system and must be given this place and at the same time respecting the seniority rights of trainmen.

Runs Are Shifted For Three Divisions

In the shift occasioned by the safety cars going to Division Four, there will be added to Division Three, five early and four late runs on West Adams and Lincoln Park; four early and three late on West Eleventh and Lincoln Park; seven early and three late, Washington and Garvanza.

Division Two inherits 13 early and nine late runs on West Jefferson line. The West Jefferson is the only line shifted completely from Division Four.

Div. 3 Birney Men Moving to Div. 4

Although we hate to see them go, the Birney safety cars are to leave us and henceforth will be operated out of Division Four, and the following operators have elected to go with them: C. E. Smisloff, A. M. Tolin, L. Crabtree, A. S. Page, C. E. Upthegrove, H. S. Porter, L. Strain, R. C. Cook, T. R. Bates, A. S. Harding, A. W. Wright, G. H. Whitham, J. U. Cawely, R. W. Denu, S. D. Moody, A. H. Swander, K. J. Anson, L. Edwards.
H. A. RUSSELL, Div. 4.

Tries To Ride On Slip Explaining Transfer Rules

A LADY got on Conductor Earl Dascomb's car the other day and handed him a transfer with no coupon on and asked him for a transfer to West Pico. Earl told her that it was her last ride and that he could not give her another transfer. She started arguing with him and finally he gave her one of the slips which explained that if "patron takes exception to transfer rules, call at 11th and Broadway," etc.

She took the slip and later presented it to Conductor J. J. Cresto of the Pico line. "You cannot ride on this," J. J. explained. The lady got real angry.

"Now listen here, young man," she replied, "I had to argue long enough to get that transfer, and you are not going to reject it."

Div. 2 and Div. 4 Tie for Second Place In Contest

Division Five has stepped out as leader in the first week of the third inter-division safety contest. Supt. Morrison's clan was a real contender for first honors in the last contest and finished within five points of Division Four, which now holds the Premier Safety Division flag. Division Five has a score of 987.

Divisions Two and Four are tied with 986, but by getting down to fine mathematics it would be found that Division Two has the edge by a small fraction because its risk is heavier than Division Three. In round numbers both divisions have 986.

Division One finished fifth in the last contest but Division Three holds the cellar position for the first week and Division One is just ahead with 984. The score of Division Three is 982.

CONDUCTOR GARDNER ILL

Conductor R. H. Gardner of Division One is at the Clara Barton Hospital in Room 108 and would be mighty glad to have a visit from any of his friends.

VOTE DELAYED TO EXHIBIT SAMPLE SUITS

An extension of the original plan for a ballot on straw summer uniform caps has been decided upon by the transportation department. The vote will include a proposition to change permanently from the present cloth used in the uniform suits to blue serge.

Two complete uniform suits made of blue serge are being exhibited at the divisions and in order to give necessary time for the suits to be inspected by trainmen, the voting will be conducted Monday, June 20.

Sample Uniforms Shown

The uniforms of blue serge were exhibited at Division One last Wednesday and Thursday; Division Two, Friday and Saturday; Division Three is to see them Sunday and Monday; Division Four, Tuesday and Wednesday, and Division Five, Thursday and Friday. They will be on display 48 hours at each division.

The proposition is put before trainmen in response to numerous requests for blue serge material that will be serviceable for train work. The price will be no more than the present uniforms. As stated above the change, if voted, will be permanent and the new material will not be merely for summer wear so it will not be necessary for trainmen to have two uniforms.

Straw Caps for Summer

The proposal for a straw uniform cap to be worn May 1 to October 1, subject to bulletins governing exceptional weather, is a summer issue and is put before trainmen as the result of considerable discussion and demand.

The ballot June 20 will ask these
(Continued on Page 2, Col. 3)

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Headwork and Rule Book

NATURALLY it would be impossible to cover every phase of street car operation by a rule, therefore many matters must be left to the good judgment of trainmen. It is a pleasure to note that a great majority of trainmen show mighty good judgment whenever they are called upon and under varying conditions.

The use of stools on the cars is for the convenience of trainmen and it is left to the judgment of trainmen when and where the stools shall be used.

Recently some cases have been noted in which conductors remain seated on their stools as the cars pass through the business district and they adopt a sprawling position that makes it necessary for passengers to step over their feet.

Obviously this is using poor judgment because a conductor must be alert to watch passengers and steps through the congested district. Only a very few abuse the stool privilege in this way and it is believed that they will correct the situation at once. The only other way to correct it is by creation of a stool zone limiting the use of stools to certain districts.

Take Out Broken Glass

ATTENTION has been called to some recent accidents in which passengers have had their hands cut on broken glass left in windows and doors.

Leaving broken glass in a sash is very dangerous. In all such cases conductors should remove the glass carefully and place the pieces behind a controller or under a seat.

NEW FEEDERS TO HELP POWER IN BUSY ZONES

INSTALLATION of new feeder cable to improve voltage conditions in three sections is being made by the electrical department, according to L. J. Turley, engineer of electrical power. A new feeder out of the Slauson sub-station to serve Moneta Avenue from Slauson north and improvements in the South Main line also are being made. A new feeder out of the central station at Sixteenth and San Pedro streets is to improve voltage conditions on Spring street, operating through the sectionalizing switch at Twelfth and Main streets.

An additional feeder out of the Plaza sub-station is to feed the Temple street line and tie in with a feeder

at Temple and Broadway to help the Broadway.

A 30,000-volt oil circuit breaker in the receiving line at Ardmore sub-station is to be of the latest type, operated by air instead of by hand. These big switches are set in oil so that they may be operated under high voltage conditions without making an arc.

The electrical department is now finishing overhauling the last of three 1000-K.W. machines at the Plaza sub-station. A 600-K.W. machine at Slauson is being overhauled and the work of winding three machines that burned out is in progress at Sentous, Centinella and central sub-stations.

Limit Is Set For Commutation Ride

Commutation tickets from the Homeward Avenue and Vermont Heights lines are not good north of 5th Street. University and Central line leaving Manchester will honor such tickets as far as 5th and Spring.

Conductors must not permit passengers who present these tickets to ride beyond this limit. R. B. HILL, Superintendent of Operation.

Do Not Double At 5th and Los Angeles

In no case may cars double Fifth and Los Angeles crossing in such a manner as to place police officer, or other persons, between the cars as they pass.

When cars are moving on east and west signal and police officer is between the tracks, east-bound car will have the first right-of-way passing the officer. R. B. HILL.

Improved Filling Station At Garage

A new filling station is being installed at the garage at the Sixteenth street and San Pedro yards. The new station will be conveniently located and will not interfere with trucks and autos driving in and out of the gates.

For giving particularly pleasing service during trying times, Motorman A. C. Johnson and Conductor F. Clavin, both of Division Five, get this fine bouquet:

Los Angeles Railway.

Gentlemen—
Sometime ago I had occasion to write you of the courteous crew of southbound Dalton Avenue car arriving 9th and Main 11:10 p. m.

Lately we have had Motorman No. 1885 and Conductor No. 2738, and I wish to bring to your notice the kind treatment accorded passengers by these men. During the rain storm their watchfulness for opportunity to be of assistance to your patrons was especially noticed.

Respectfully yours,
MRS. MATTIE SHERMAN,
1220 West 41st Street.

She Refuses Name and Address and Says "I'm Married"

AT the Pacific Electric crossing on Grand and Moneta, a woman got on my car while I was flagging.

When I got back on the car, she was standing by the fare box and a dime was on the inspection plate.

She said, "Give me a nickel, I dropped a dime in."

I told her she would have to give me her name and address.

She looked at me, smiled sweetly and said, "I can't do that; I'm married."

Condr. WM. M. HILL, Div. 2.

All But 16 Men Get Credits for Courtesy In May

All but 61 trainmen received an extra ten credits in May for courtesy, according to records compiled for last month. This is not quite as good a score as was made in April when only 50 men failed to earn the extra credits for clear courtesy records.

For clear safety records for the month, 1544 trainmen earned extra credits in May. This figure also is not as good as April when 1610 were credited with clear safety records, but the fact that April was a 30-day month and May had 31 days has some bearing on the difference in scores.

SAMPLES OF NEW UNIFORMS SHOWN

(Continued from Page, 1 Col. 4)

questions and the vote will be yes or no:

Shall trainmen adopt a straw summer cap as part of the official uniform for May 1 to October 1?

Shall the use of the present uniform cloth be discontinued in favor of blue serge similar to samples shown at divisions?

Results of the vote will be announced in the issue of Two Bells following the election.

Armand Giness At Efficiency Desk

Armand Giness has been appointed efficiency statistician to succeed W. J. Van Valkenburg, who recently resigned to enter another business field. The appointment was announced recently by George Baker Anderson, manager of transportation.

Mr. Giness is a veteran of cable car days, having been conductor on cable cars operating out of the car house which was located at Seventh and Grand years ago. He began street car service in 1895 and joined the office force the following year.

Thanks Trainmen For Floral Piece

To the Boys of the L. A. Ry.
We wish to extend our sincere thanks for the beautiful flowers you so kindly sent our beloved wife and mother.

WM. S. SERVICE AND FAMILY.

NEW MEN GET WARNING OF DANGEROUS METHODS

By John C. Collins

Traveling Supervisor of Safety

Sometimes a new man gets "called" for doing a thing he sees older men doing. He knows the older man is in the habit of doing certain things right along that are not according to Hoyle.



The new man does not understand why he cannot do the same. In the first place, it is hard to break a man of a habit formed. The old man gets "called" for it all right, but it takes some time

for him to get out of the rut. We try not to let the new man form the habit so it will not be necessary to break him of it later. Second, the new man thinks he is doing what he sees the old one doing in exactly the same way, but he is not.

Mind on Work First

This older man may look as though he was neglecting the front end when you see him talking to someone. He is not but talking is against the rules for all motormen. From years of training his mind is primarily on his work. The sub-conscious mind is rattling off the chatter. It takes about two years for a man to get so his mind is primarily on his work while he is doing something else; while a new man's mind is more likely to concentrate on what he is talking about, forgetting what he should be paying attention to. It is easy to tell when a man has reached the stage when his mind is on the front end of his car. I get on the front step of a moving P. A. Y. E. car and rattle the gate. The move the motorman makes shows up very plainly. The old man, before he looks at the gate, takes in the whole situation ahead of the car.

Sights Ahead First

If traveling fast will slow down as he looks; when sure all is clear ahead he will look to see what the trouble is on the side of the car. His first thought is to the front.

We had a rear-end collision some time ago where several people were injured. When about the middle of one block a passenger opened the motorman's exit gate.

Instantly the motorman concentrated all his attention on the gate, forgetting, or blotting out all thought of the danger ahead of him, not even throwing the power off until passengers shouting to him pulled him back to himself, but too late to avoid a serious collision.

Throws Power Off First

An old man would have thrown power off and applied the air before paying any attention to the gate. Before an old man looks around he takes in the whole situation ahead—combinations, distance and speed of his car are all registered on his mind. His eyes will not be off the front for more than a second or two, then he takes another glance. The new man may look away for eight or ten seconds.

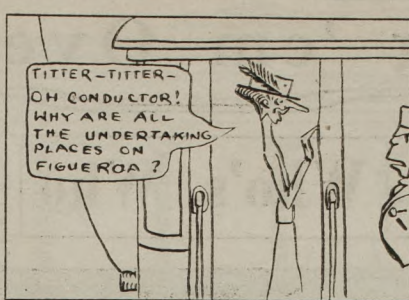
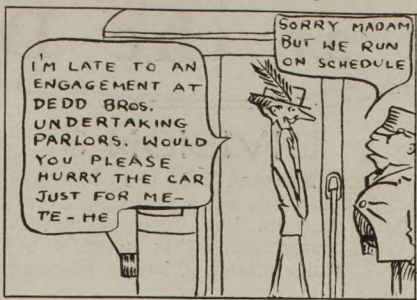
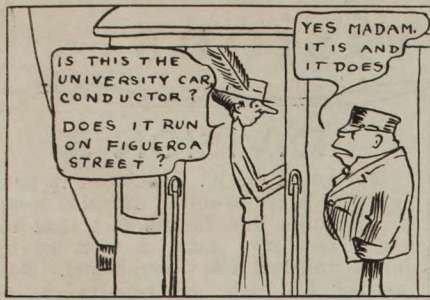
I have seen men's minds called away from danger not more than twenty feet ahead of them, by a passenger asking him to open the gate, as he wanted to catch the car ahead. Motorman would leave power on at fifth point and open the gate watching the passenger at the same time, not thinking he was liable to hit the car the passenger was so anxious to catch.

Danger Behind Also

Other men look in the mirror while the car is moving, not thinking of the more dangerous point ahead of the car.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

Bouquets Received Last Week
 Conductor G. E. Golden, Div. 1.
 Motorman John Wilson—Div. 1.
 Conductor C. G. H. Brouland, Div. 2.
 Conductor H. S. Crawford, Div. 2.
 Conductor H. C. Hales, Div. 3.
 Conductor D. B. Dunn, Div. 3.
 Conductor A. B. Colson, Div. 4.
 Conductor W. H. Snow, Div. 4.
 Conductor A. McKenzie, Div. 4.
 Motorman J. B. Haston, Div. 4.
 Conductor C. L. Daves, Div. 5.

For Operator T. R. Bates, Div. 3.
 Los Angeles Railway,
 Gentlemen:

For the last couple of months I have been working until midnight every other week. I have had to take a San Pedro car to 7th and Spring and then a Griffin car north to Avenue 43. If I missed the Griffin car at 12:30 it meant an hour's delay and one-half mile to walk. I have missed it only once. Therefore my tale follows:
 Operator 509, Griffin Avenue north at 12:30 a.m., deserves a little credit for not missing it. Knowing what car I was coming in on he waited and watched for me so I would not miss his car. I was never over a minute late but if he had not have watched for me that minute would have meant an hour to me in delay on several occasions.
 He has always been courteous and obliging and here's hoping you find more operators of his type.

Sincerely yours,
 J. A. SULLIVAN,
 4204 Laton Ave.

For Conductor J. G. Liles, Div. 3
 Los Angeles Railway,
 Gentlemen:

I should like to comment very highly on an act of courtesy shown my mother by Conductor No. 1272. He certainly is a gentleman and a credit to the company.
 Very truly yours,
 CARL QUIGG,
 Care Ralph W. Boyer & Co.,
 534-5 Bradbury Block.

For Conductor F. Brockman, Div. 2
 Los Angeles Railway,
 Gentlemen:

Conductor F. Brockman certainly deserves some credits for politeness and accommodation to passengers.
 Coming home on his car one evening a couple of ladies sitting inside the car were busy talking when they arrived at 7th and San Pedro where they evidently wanted off. As the car started around the curve they jumped up. The conductor politely informed them that he would stop as soon as car cleared curve, which he did, saving the ladies a long block to walk.
 S. L. C.,
 6926 Makee Ave.

For Conductor L. W. Gage, Div. 5
 Los Angeles Railway,
 Gentlemen:

Why can you not persuade a few more men like Conductor 2292, of the Mesa Drive line, to work for you? I ride on his car frequently and have noticed his unfailing courtesy to all patrons, especially to old people. He is also very careful in calling the names of streets, which is a great help to strangers. Many have commented on his kindness to them.
 Yours very truly,
 BLANCHE E. WILBUR.

For Conductor A. E. Clyburn, Div. 1
 Los Angeles Railway,
 Gentlemen:

It was my good fortune to be a passenger on one of your cars in charge of Conductor No. 558, Western Avenue car, and there was such unusual courtesy shown by him to the passengers that I feel as a witness to his good attention that you should be notified that this particular employe you have is a very valuable man.
 Yours truly,
 MRS. H. FLEGELMAN,
 The Shoreham.

Returns From Fine Vacation Dee --- lighted

NO, the picture is not of Roosevelt, but of W. H. Stone, superintendent of electrical construction, showing how he looks when he is dee-lighted.



Mr. Stone's principal claim to fame right now is that he has returned from a vacation, just at the time when everyone else is eager to make a break for the great outdoors. He was away a month and made a trip to San Francisco to the principal feature. While there he attended a convention of a fraternal order in which he is actively interested.

His official duties include electrical construction work at substations and it is easy to see that he has an important job.

TRACK CROSSINGS RECONSTRUCTED

Track improvement is being made on the Angeleno and Crown Hill line from Second and Columbia to Lucas and Loma Drive. The track is being reconstructed with new ties and rock ballast. The 60-pound rail which was in use is being replaced by 72-pound rail.

New ties and some new steel is being used in changing the grade on Evergreen between First and Fourth streets.

The track department has been busy lately improving several track intersections. The heavy switch ties have been moved to counteract the cutting of the timber and slight dropping that comes from the continual pounding of cars and other traffic. Intersections which have been improved are Slauson and Hoover, Fifty-fourth and Vermont, East Seventh and Santa Fe tracks, Jefferson and South Park, Macy and Alameda, and Vermont and Slauson. At Fifth and Spring a new diamond and frog have been installed.

Stop Signals At 57th and Mesa Drive

In the near future passenger stop signals will be installed in both directions at 57th and Mesa Drive. Stops will be made on signal.

Attention of conductors is called to the fact that 54th Street is the 5c limit, and passengers boarding at 57th Street must pay 10c fare into city, and south-bound passengers must not be permitted to ride past 54th Street without payment of additional fare.

R. B. HILL,
 Superintendent of Operation.

Little Miss Blames Movies For Troubles

THIS is the story of a young lady's misfortune and blame goes to the "movies." Not the custard-pie type of movies either, but the kind that function with an auto truck and a crew of husky furniture jugglers.



Frances Wolfe, daughter of Motorman Frank E. Wolfe of Division Three, won third prize in Class A in the Kiddies Funny Sayings contest conducted by Two Bells. Pictures of the prize winners were published and Motorman Wolfe promised to send in one. With the assistance of Mrs. Wolfe it was dispatched to the main office but it was just at the time when the offices were moving to the new building and somewhere in the shuffle the picture was misplaced and returned to Mr. Wolfe without touching the Public Relations Department office anywhere on the trip.

But here is a picture of the clever little miss and in case anyone has forgotten, here is her saying:

At the age of three Frances climbed upon a chair to admire a new dress in the mirror and came near falling, whereupon she said: "Oh, I almost dropped myself."

MONTHLY REPORT OF ASSOCIATION

The following amounts were paid by the Benevolent Branch of the Co-Operative Association during May to employees on sick list:

Division No. 1
 Motormen—F. E. Ulmer, \$9.50; E. Brink, \$25.50; F. M. Berry, \$11.50.
 Conductors—H. O. Brann, \$17.00; Ben Rosenthal, \$23.50.

Division No. 2
 Motormen—C. Pipes, \$10.50; M. H. Hull, \$10.50; L. A. White, \$5.50; W. L. Cole, \$4.50; G. E. Sisk, \$15.50; A. J. Underhill, \$31.00; E. J. Eden, \$34.50; T. A. Brewer, \$24.50.
 Conductors—R. C. Rolson, \$3.50; J. J. Burns, \$16.50; F. Newell, \$16.50.

Division No. 3
 Motormen—J. A. Rudd, \$6.00; C. H. Freer, \$9.50.
 Conductors—R. L. Smith, \$25.00; H. Tupper, \$16.50.

Division No. 4
 Motormen—G. Jensen, \$31.00; Wm. Doovas, \$3.50; F. G. Peden, \$10.50.
 Conductors—C. H. Becket, \$28.00; W. Lane, \$6.50; E. R. Frefren, \$12.50; C. H. Becket, \$31.00; T. C. Riffe, \$7.50.

Division No. 5
 Conductors—G. A. Baltas, \$3.50; D. Craig, \$30.50.

Mechanical Dept.
 W. Burkey, \$3.50; W. T. Rose, \$5.50; Jas. Whelan, \$4.50; J. E. Sherrill, \$39.00; Wm. Roeder, \$30.50; C. A. Jertburg, \$27.50; D. C. Farris, \$5.50; F. A. Hamilton, \$19.50; John Graham, \$26.50; F. Castelle, \$34.50; Mrs. Flora Sorrels (wife of J. I. Sorrels) \$31.00; Wm. Roeder, \$31.00.

On The Back End (Contributed)

There is only one kind of person I have anything against. He is the company employe who gets on the front end of my "go-get-em" and makes me come up to the front end to look at his pass.
 COND. 488.

Conductor H. S. Crawford of Division Two has improved his looks greatly by raising a Charlie Chaplin moustache. H. S. says he feels like a man now.

The question appears to have arisen as to the nationality of our popular supervisor, Ted Harrison, whether Swede or English. To settle the matter this is the way it is spelled. A Aitch, a Hay, a Har and a Har, a High and a Hess and a Hoe and a Hen and to his credit may it be said he is an Englishman.

Judge—"What is the prisoner charged with?"
 Cop—"Mostly soda water, yeronner."

Motorman R. S. Drew says he knows that all tall men are handsome, and are thought a great deal of by the ladies in general, but he claims that he is at a disadvantage since he is so tall that the Uniform Department is unable to find a suit of clothes, or uniform large enough to fit him, and the one he is wearing now is beginning to see the end of its best days.

A woman with her little son was sitting in the front open section and told the lad to tell the motorman the stop they wanted. The little fellow began to cry and said, "I don't want to go to jail. Don't you see that sign? It says, 'talking to motorman prohibited.'"
 That's certainly living up to the letter of the law.

These boys of Division Two are working as extra Division Two supervisors under Billy Snyder: E. C. Parsons, L. G. Lowry, W. J. Graham, and B. R. Davis. We may not have quite as many as Division One, but what we lack is quantity we make up in quality, you bet.

Mr. and Mrs. Ralph M. Welch started to San Diego on their vacation and the stork caught them at Ocean-side in all the rain that was falling. Some vacation. Both mother and daughter are reported doing fine. Congratulations, R. W.

SAFETY BULLETINS

If the boss pasted a \$10 bill on the bulletin board, would you stop and look at it? A good many dollars' worth in the shape of Safety Bulletins are pasted on our bulletin boards during the year. Do you read them?

THE MIXER.

Looking 'em Over at the Divisions

DIVISION 1

This week's boner: Motorman John Briggst was given an exceedingly nice little tripper on W. 9th Street, and incidentally a go-get-em car. And as is the way with most runs, he finally arrived at the terminal, and after manicuring the fenders he went to pull down the stinger, but changed his mind and made a wild dash at the telephone box and informed the dispatcher that somewhere between Div. 1 and Harvard Blvd., he had lost one trolley, one catcher and rope and everything. Mr. Dispatcher soothed Johnnie somewhat and then told him that although he regretted the trouble he had taken, he was sorry to say that the St. Louis Car Company had a bad habit of building standard cars with only one pole, therefore it was up to him to get along as best he could. He did.

Stenographer Sloan is away on a vacation, the main object of which is to rest his nerves. He is reported to have said that although he put on a strenuous hitch in the army without any apparent harm, this gang at Division One had him shell-shocked. His place is being filled by Mr. T. J. Haskell, who is already on the best of terms with all the boys.

Eddie Williams, our genial superintendent, till holds his third-degree meetings in the office every afternoon, aided and abetted by his stenog and an awe-inspiring buzzer.

We have two serge uniforms at this division for the inspections of the men and they certainly look like the real thing for summer wear, being cool and having a far better appearance than the present kind, besides having the feature of being almost fifty per cent. easier to keep clean.

DIVISION 4

We are glad to see our stenographer Walter Hansen, back from his vacation. Walter looks "all rested up" and says he feels fine.

Motorman L. V. Brown has been granted a ninety-day leave to visit relatives in Tennessee.

Conductor G. M. Gordon of Temple St. line had a Jewish passenger last Tuesday. The Jew dropped a dime in the box absentmindedly, and then wanted his change. G. M. told him he could not get it back right then but if he would give him his name and address he would send it to him. The Jew wrote it down and we suppose the nickel is now going thru the mails.

The inseparable crew, Motorman J. G. Stephins and Conductor H. G. Megget, took advantage of the run of mackerel at Redondo recently and returned with twenty-two fish which weighed over fifty pounds altogether.

Conductor A. B. Chambers of the Temple St. line tells this one: "A lady got on my car, handed me a half dollar and I gave her four dimes and two nickels. She dropped it all in the box. "My gawd, lady!" I unconsciously exclaimed, "you should not have done that." "Sure, it's alright," she replied, "I want ten tickets."

Motorman E. D. Smith, who hired out in March, 1920, has gained forty-five pounds in weight. He weighed two hundred and forty-five when he started and now breaks the stools at two hundred and ninety.

"Instead of being made, make yourself."

Who's Who



IT was back in April, 1898, that Motorman C. H. Doughty of Division Three started in street car service here, so he is nearing the 25-year mark. He went from Division One to Division Three when the car house at Avenue 28 and Idell was opened May 22, 1907.

Motorman Doughty is a great believer in the out-of-doors life. Almost every week-end, he and Mrs. Doughty get aboard the trusty family auto and hie to a mountain camp back of Pomona.

On the cars, Motorman Doughty has a good natured smile for passengers every day. That smile is contagious and has braced up many a man who started the day feeling a bit blue. He has helped hundreds of new motormen learn correct operation as he is one of the instruction department's most valued line instructors.

DIVISION 2

Conductor J. A. Madegan, who has been checking mileage cards in the office for the last six months, is working a run on W. Jefferson line. J. A. likes the cars fine, but says the office work agrees with him.

Motorman R. Long spent a couple of weeks at home, resting up, and is now back feeling fine.

Motorman H. Robertson has returned from a two-weeks' leave, part of which was spent at Murietta Hot Springs. Bob says he was greatly improved by the short stay at the resort.

Conductor L. C. Welch, who injured his knee some time ago, is on the job again, and L. C. says he is glad of it.

Conductor H. S. Crawford, Sr., has returned to work after several weeks spent at home under doctor's care.

Conductor C. A. Park, who spent 31 months in France, with the Rainbow Division during the late war, was gassed and shell-shocked, and on that account got a two-months' leave of absence going to the sea shore to rest and fish, and we expect to hear some fishy stories whenever "shorty" returns.

Motorman J. M. Graves returned recently from a three-months' vacation spent on his chicken ranch near Arcadia, where during the vacation he raised about 5000 chickens, so we take it from J. M. that the chicken business is fine.

Conductor H. D. Hawbein has returned from a thirty-day leave, visiting relatives in Albuquerque, New Mexico. He reports a fine time.

Motorman W. W. Stewart, who was stricken with hemorrhage a few weeks

DIVISION 3

Jim Simpson of the Mechanical Department is all swelled up over the fact that he has been promoted to chief pump man, this position being two grades ahead of barrel inspector.

Conductor C. F. Wood, who is the acme of punctuality, overdid himself the other day by attempting to pull his run out one hour ahead of time, but Walter was there with the eagle eye, and there was nothing doing, net result being the loss to C. F. of one perfectly good hour's sleep.

There is prospects of a divorce in the owl family, the two old birds being at dagger points. It seems that Chapman was fortunate enough to find a dime on the car the other day and despite frantic entreaties of "Slim" Barrett he has so far failed to split it with him. Can you beat it?

Mr. Eddie Williams, the popular superintendent of Div. One, paid us a visit the other day, he no doubt having heard the glorious reports of our Dan as to the class of Div. Three. He left us with a satisfied smile and no doubt we will now hear of great things from Div. One. Come again, Eddie, we are glad to see you.

At the time of writing, our popular motorman, Wycoff, has gone to the front in the fight contest with a bang, and it is hoped that he will continue in that stride. He is very thankful to the boys for the interest shown and especially to the men of the other Divisions. This is not a division affair, but L. A. Ry. vs P. E. As Sunday is the last day, get busy everybody and help to boost him over as we want him to win that trip, also the "Knock-em-dead" shirt that goes with it.

We are in the second week of the Safety Contest, and altho we according to the number of reports turned in the first few days made rather a bad start, we have since been doing fine. As a bad beginning generally means a good finish, it augurs well for us, so keep up the good work, boys, as we have just got to win that pennant.

The following trainmen are on lay off or have application in for same: Motormen—S. Rangel, W. T. Travers, N. Stiles, E. M. Gallaher, L. Crabtree, L. K. Plummer, O. A. Dunman and Conductors—P. H. Powers, W. P. Leggett, L. R. Lynch. How do they do it? Ain't it "L" to be poor?

Our genial conductor supervisor, Jesse Drager has been nursing a pet in the shape of a beautiful boil on his face for the past few days. Cheer up, Jess, old man, the worst is yet to come only eight more to complete your quota.

A cloud hovered over the dusky section of the mechanical department when the report went forth that their egg merchant, Ted Clark, had run out of fruit, but he promises more when the market rises.

Conductor P. H. Powers has application in for sixty-day lay off. It has been whispered to us that this is a belated honeymoon. If it is, I guess P. H. put it over on us or forgot to give us the information.

ago, has left the hospital and is improving slowly at his home.

Conductor F. G. Nichols took thirty days off, on account of his health.

Conductor P. L. Vail resigned to return to his old home in Detroit.

Conductor G. W. Gardner, who was on a month's leave, has resigned to accept position with the Cudahy Packing Co.

DIVISION 5

Motorman R. W. Lockwood is passing the cigars around. He also wears a big smile due to the fact that the stork has just made a visit at his house and left a 6½-pound girl. Both mother and babe are reported as doing nicely.

Motorman J. H. Atkinson, who has been away on a 30-days leave of absence, has returned and reports a delightful trip in the East where he visited relatives.

Motorman C. G. H. Hoffmeister made a visit to the country Sunday and reports that he had a great time eating and picking cherries.

Conductor H. L. Sugg says the story must be busy these days, but not too busy to stop on his way and leave a big boy at his house. He says the youngster can almost say "Dada" already, and "Dada" seems to be about the most pleased man around the division.

Motorman P. Jaksich has taken a few days off to rest up and visit his brother at San Jose, Calif.

Conductor Geo. Piccolo has taken 31 days off to rest up and bathe in the waters of the Pacific.

Conductor C. L. Daves is taking a day or so off to rest up and look after business interests.

Motorman Geo. Rupp says he was an extra man once himself and knows just how it goes. That is the reason who George asks off about every third day. Uncle Sam is pretty good to him too, donating a nice little check every month.

If any of you happen to see Sam Spikes and you cannot understand how it is that he is getting so big and fat, for your information will say that Sam is leading a very simple life now, eating plenty and going to bed early.

If any of you should happen to see Motorman E. A. Hilty off of the cars with a busy look, understand he has gained fame as an encyclopedia on corset shops in the city of Los Angeles. The public is beginning to understand this?

Introducing New Men

The following men have been assigned to their divisions during the week ending June 4, 1921:

DIVISION No. 1
Conductors—P. Combs, A. E. Fontaine.

DIVISION No. 2
Conductors—W. F. Klaus, C. N. Jones, H. W. Graham.

DIVISION No. 3
Conductor—J. W. Justis.

DIVISION No. 4
Conductors—R. H. Andrews, C. H. Whitson, G. E. Conkle, F. W. Seega.

On the Sick List

Following is a list of men who have gone on sick leave in the past ten days:

DIVISION No. 1
Conductor—R. H. Gardner, 351 E. 61st St.
Motorman—C. W. McKellip, 1135 E. 20th St.

DIVISION No. 2
Motormen—M. H. Hull, 703 E. 41st; W. A. Hubbard, 160 W. 57th St.
Conductors—W. V. Heberd, 351 E. 35th St.; H. S. Crawford, Sr., 610 E. 54th St.

DIVISION No. 4
Conductors—J. N. Maitland, New Ave., San Gabriel; D. J. Vander Linden, 1147 S. Rowan St.

DIVISION No. 5
Motorman—E. L. Knapp, 2410 W. 54th St.
Conductor—D. W. Fields, 426 E. 79th St.