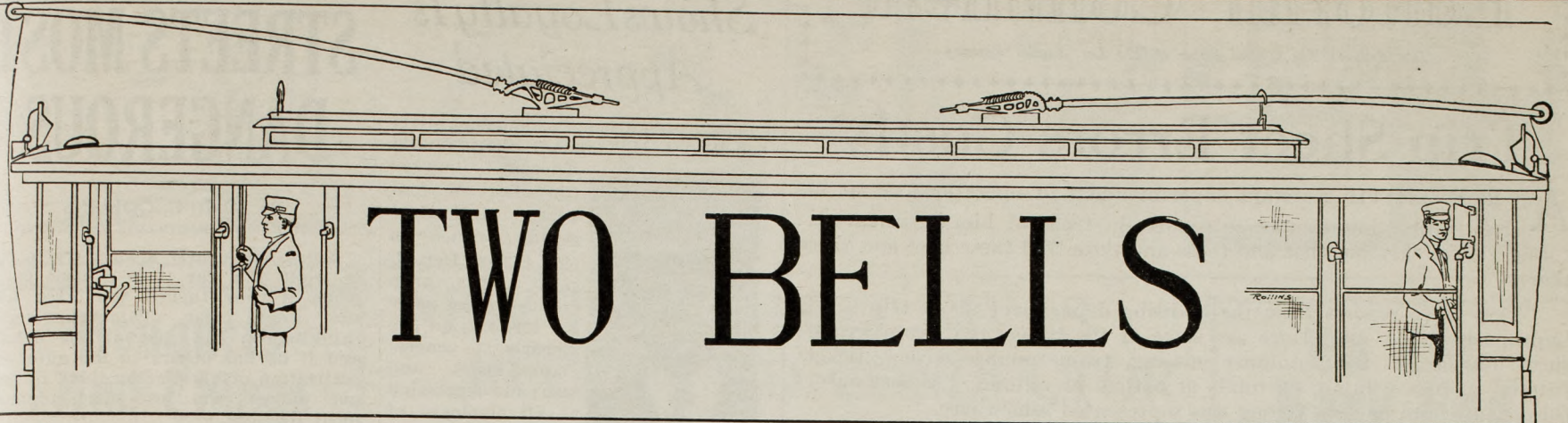


NEW TRANSFER INSTRUCTION BEGUN



VOL. 1

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No. 41

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

DIVISIONS TIE IN SAFETY RACE!

Punch for Time Is Only Mark New Coupon Form Transfer Will Require

BY R. A. PIERSON, Chief Instructor
(Instruction Talk No. 1.)

On April 3, we will be ready to put into use a new transfer. As we announced in Two Bells last week, the Instruction Department will publish, beginning this issue, a series of three articles dealing with the new transfer in all its phases, in order that all trainmen may become acquainted with the changes this transfer will require, and the means by which the necessary information about it may be given to the public.

As we all probably realize, the installing of a new transfer makes it very necessary that the traveling public be correctly informed as to how it is to be used, and every means will be used in the way of printed cards in cars, and publicity of every kind, to accomplish this. It is, however, most important that all trainmen know all about the new transfer in order that they may be able to give intelligently and accurately the necessary information to the public riding on their cars, and so help to make it a success.

Will Show Trainmen

In order that all trainmen may get a full knowledge of what the new transfer will be, and how it will be used, there will be placed at each division four conductors thoroughly instructed on all rules governing the transfer, who will make it their business to see that all trainmen, motor-men and conductors, receive all the necessary information that they will need in order to use the transfer or tell a passenger how it may be used.

The new transfer is a coupon transfer, and gives the passengers three rides for five cents. That is, a passenger boards a car, pays fare, and may receive transfer with coupon attached entitling him to ride on two other cars. Only one transfer may be

issued on each cash fare. This limits the passenger to three rides where the present transfer privilege

(Continued on Page 2, Cols. 1-2)

If Work Time Is Cut Equal Run Will Be Offered

Any working run which includes as part of its regular schedule an extra school or shop trip is liable to be changed at any time.

When such change is made, resulting in shortening the time of the run 30 minutes or more, the regular crew will be allowed full time as originally called for by the schedule in effect at time run was chosen.

When a run of the same class on any line, and which contains more time than the shortened run, becomes open, the man affected will be given the opportunity to take the open run if he so desires, but if he prefers to retain the original run from that time on, he will be paid only such time as the run actually calls for.

"Howl" Conductor at Home of W. L. Price

Conductor William L. Price of Division 4 is wearing a big smile nowadays. Yes he is tickled to death. It was an eight-pound boy. W. L. says he always wanted an heir to his name.

"William, Jr.," will probably make a good owl conductor, as we learned he made his debut at 12:20 A. M., March 8.

W. L. says he is an "howl" conductor now.

Al, I Know a Boy Who Is Banking On Double Bonus

Dear Friend Al:

Well, Al, I know a boy on the cars who is building a house. It's no great mansion, with quarters for the servants, you know, but it's going to be a real home.

He's a cracker-jack on the job, too, Al, and he's got it all doped out how he's going to pay for that home I'm telling you about. He figures so much each month and then he figures \$120 will be coming to him for bonus under the Merit System.

You know, Al, the highest man at the end of the year is going to get double the bonus. The full bonus will be \$60, so double that ought to be about \$120. It's that hundred and twenty bucks this boy is planning for, and I'll tell the world it will be worth while shooting for. What do you think?

You know me, Al.

Jeff.

WIMBERLY AND DYE TEAMS LEAD NEW CONTEST

Running in the closest competition for premier honors in accident prevention, Divisions 3 and 4 ended the first week of the new safety contest in a tie. Supt. Wimberly of Division 4 and Supt. Dye of Division 3 sent their boys through a pace that gave each a standing of 984.

Division 2, winner of the last contest and present holder of the "Premier Safety Division" flag, is second with 983.

Division 5 is in fourth place with 979, and Division 1 in fifth place with 977.

With the two leaders in a tie and Division 2 just one point behind, the standings will be shifting rapidly and developing a lively race.

In the last safety contest Division 5 dropped far to the bottom in the early part of the race, but before it was over very closely crowded Division 2 for first honors.

The utmost effort is necessary now in view of the recent general choice. Past experience has been that with new men on new runs, accidents have jumped. There is a tendency to be cautious the first few days then to get over confident and then comes the trouble.

THE RIGHT KIND OF GUY.

It is easy to stride where the road is wide

And the pavement is smooth and fine;

It is easy to skip at a good, fast clip

If the road is a long, straight line. It is jolly good fun, down the hill to run.

If there isn't a chance to fall;

BUT

Give me a fellow who doesn't turn yellow

When everything goes dead wrong.

—Exchange.

ELECTRICAL WORK FOREMAN CHOSEN

O. R. Payne, who has had the extensive experience with leading electrical concerns of the country and was for a time associated with Stone and Webster, a nationally known engineering corporation, is now general foreman of electrical construction. He will be assistant to W. H. Stone, superintendent of electrical construction and relieve him of some of the increasing volume of work. The new work in the substations, wiring in the shops and car houses will be under the direction of Mr. Payne.

The electrical department is reinsulating the rotary bars on the No. 3, one thousand k. w. machine at the Sixteenth and San Pedro substations.

At Division 2 the overhead has been changed to eliminate much of the grief caused by jumping trolleys on pull-in and pull-out cars. The lighting conditions have been improved also.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Trip Sheet Errors Costly

AS R. R. SMITH, assistant superintendent of operation, sat at his desk with a hundred or so reports in front of him he remarked: "Just look at this and that and these and those and these here and those there."

They were reports from the auditing department about trip sheets improperly made out. Here are some of the things that were wrong; sheet not signed, train number missing, train number wrong, tickets entered in pass column, no totals at bottom of column. Almost everything that could be done wrong was represented somewhere.

Of course there are a large number of conductors in service and the majority of them are making out their trip sheets correctly. Note that particularly, *the majority of conductors make them out correctly.* It is the few that make the bulk of the trouble.

An improperly marked trip sheet causes serious trouble in the auditing department. It necessitates extensive checking back to procure the right information which the conductor should have given. And it is all due to the carelessness of a few.

It is just plain carelessness that causes the errors because the slips Mr. Smith referred to indicate "repeaters"—men who make mistakes repeatedly. If a man professes ignorance on the correct way to make up the simple trip sheet that is just carelessness in not studying the sample forms on display at each division. Those forms are on display to show conductors just how to make out the sheets. Everything is done to make the work as simple and easy as possible. The new form trip sheet will be a model of simplicity.

Experience has shown that this and other faults can be corrected and for the welfare of the entire organization and the good record of those who do their work properly, the faults must be corrected.

Announcement was made recently that demerits would be assessed for continual failure to make out trip sheets correctly. Demerits mean money off your bonus and too many lead to automatic dismissal because they are the conductor's means of demonstrating that he is not capable of handling his job.

CLOSE STUDY WILL BE MADE OF TRANSFER

entitles a passenger to ride indefinitely.

Only One Punch Mark

On the other hand, while the new transfer will limit the passenger as to the number of times he may transfer, it is more liberal than the existing transfer in other respects. For instance, the passenger may transfer wherever lines intersect, diverge, or cross. Another feature of the new transfer which will particularly appeal to the conductors is that this transfer requires only one punch mark, with the exception of the Grand & Moneta line, which exception will be explained later. The new transfer will remedy a great many of the evils

of the present transfer and will be simple to understand, as all rules governing a transfer of any one line will appear on the back of the transfer of that line, and will make transferring simple for both conductor and passengers.

Full Study Necessary

The putting in of a new transfer will, of course, require patient effort on the part of all men until everyone has become thoroughly familiar with it, and the Instruction Department will see that all details concerning the transfer are given each man in the service. In next week's Two Bells we will go more into detail about the transfer and its use.

SAFETY WARNINGS USED IN SCHOOL

The safety cards recently displayed in the street cars were used in the night classes of the Bridge street school, specially for the benefit of foreign-born students. The class was supplied with these cards through Motorman L. P. McLaughlen of Division 2.

According to Jennie I. Page, teacher of the class, the cards proved quite instructive and were of great interest to the class.

VALENTINE LEADS ARMY ORCHESTRA

Conductor E. B. Valentine of Division Four, who, with his wife, is at present in Hawaii, is not happy unless he is organizing or directing an orchestra. In a letter to Conductor C. J. Knittle, Valentine states that he has a contract with the government to handle the music at one of the cavalry barracks.

He says he hopes to see the Los Angeles Railway orchestra in good shape on his return and wants to know if he will be bucking the board when he returns.

Present to "Jack" Shows Loyalty Is Appreciated

The presentation of a handsome silver pencil to J. H. ("Jack") Sheridan last Tuesday marked



the close of four years loyal and useful service in the Claim Department. The presentation was made by Mr. C. M. McRoberts, general claim agent, and was an expression of all employes of that department.

Mr. Sheridan is transferring from the Claim Department to the office of the manager of transportation, Mr. George Baker Anderson. In making the presentation, Mr. McRoberts emphasized that it was "Jack's" intense desire to always be loyal to the Los Angeles Railway and do his work to the very best of his ability and the benefit of his employer that had endeared him to his fellow employes.

In accepting the token of esteem, Mr. Sheridan said his experience had shown the way to get the most pleasure out of a job and to make the hard places easier is to tackle the work with a whole heart. Loyalty to your superiors and the company for which you work is the only way to succeed, Mr. Sheridan said, and declared that this spirit of loyalty and cooperation between employes makes work smooth and agreeable, where otherwise it would be slow and tiresome.

STORY OF SAFETY TOLD IN POETRY

Here is a fine little string of verse Written all about Safety First.

There is nothing new about that. Lots of verse has been written about safety, but this poem was written by an employe of a big Los Angeles industrial concern and is reproduced because it shows how the average workman in all lines is thinking safety today. The points of danger mentioned refer particularly to shops, but they carry the lesson that the safe way is the right way, and it is of first importance on a street railway.

A FOOL THERE WAS

The nut was loose. How should I know
Piece was not clamped down?
The gears, they would not stop for me,
They took my hand around.
The plank was loose, the rope not tied,
It was not up to me.
I left the thing up to Bill,
And did not look to see.
I left my goggles in their case,
I thought I'd take a chance.
I thank God yet for one good eye,
Who'd thought that chip would glance.
The oily rag that I forgot—
I do not like to own it—
The Fire Department arrived in time
To put a stream upon it.
That ladder—it should not have slipped,
It never did before;
I only lost four weeks by that,
And still I'm feeling sore.
The guards were off; the goggles lost.
The plank was not nailed down,
I was not near that gear at all
That took my hand around.
That Safety Stuff is some hot air,
Some guys are nuts upon it;
They want to save each other's lives
And limbs and eyes, doggone it.
But, after all, I guess they're right
I wish I had that eye;
I need my hands and fingers, too,
To help me to get by.
I'll never take a chance again,
I'm going to be alert.
I've got a hunch that it don't pay;
I'm strong for Safety First.

—J. H. Taylor.

LIGHT TRAVEL STREETS MOST DANGEROUS

BY JOHN C. COLLINS
Traveling Supervisor of Safety

Autos will nearly always try to run in front of a car if in a close place, when if they turned the other way they would clear. This takes quick thinking on the part of the driver, and if he has others in the auto, the realization of his placing them in danger makes him lose his judgment until too late.

I always consider the cross streets not very heavily traveled more dangerous for a bad accident than those that are heavily traveled. At streets that have heavy traffic, the danger at these streets is known to all men, and they should approach with car under control. All the streets are traveled somewhat, and those we cross at about full speed far outnumber the heavy traffic streets. A motorman can tell how he should approach every street without having signs to tell him. The only protection you have is the gong, to be used at the proper time as a warning that a car is approaching.

Gong Can Save Him

What would you think of yourself if you hit an auto and killed someone, when you realized the warning with the gong might have saved him? Even if it did not save him, it would save your peace of mind. You would know you did all that a man is expected to do.

You are approaching one of these streets, running at full speed, an auto is also approaching at right angle, but traveling at greater speed than you. He may be three times as far from meeting point as you are. He is also closed in, so it is hard for him to hear the gong.

You should sound the warning when your car is about stopping distance from the street, and again when almost onto it. The man in the auto is likely to hear it and slow down. But if he doesn't hear you, you gave the warning and when you saw him tried to stop, but could not. He had the last clear chance and did not take it. You cannot dodge, but have to go straight ahead, so it is necessary that the space in front of your car be clear. The auto has three ways—right, left, or stop.

There should never be any danger at a heavy traffic street, however. Los Angeles Street is considered a four-mile-an-hour street, and a car should never hit an auto in crossing it, for every man knows it is dangerous and should have but one way to approach—and that is the safe way, so he knows he will not hit anything.

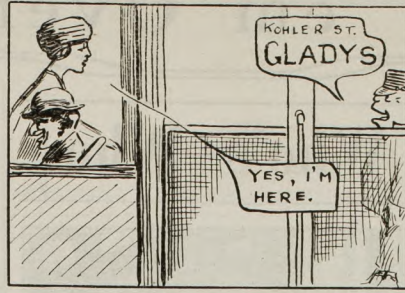
Eighth and Maple is another dangerous street, known to every man who crosses it, but a few days ago a Maple Avenue car with "Take Next Car" sign displayed tore across Eighth and Maple as though on a private right of way, and tore up an auto. There is an arbitrary stop sign at Eighth Street, on Main, Spring, Broadway and Hill. This man knew it. He was using his own judgment, taking a chance of gaining five seconds, and lost nine minutes.

This is what makes arbitrary stops at streets where it is not necessary to have them.

An experienced motorman can operate a car during the day for the first time in any city, telling all the dangerous streets in time to stop for them. He will do it safer and better than he would after he has operated over those same lines for six months, for, as he gets more familiar with the location, he allows himself to get more careless. If you have five dangerous cross streets on your line and cross them twenty-five times a day, you should cross exactly the same twenty-five times. If you change once and figure to take a chance, someone else will be figuring the same way. Circumstances twist themselves around that way. Thousands of times I have had men tell me, "I will run along for six months, not making any mistakes or seeing an instructor, but just as sure as I make a mistake, there will be one standing by me and see me make this blunder."

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things

(Hand Picked)

Bouquets Received Last Week

- Conductor W. E. Holland, Div. 1.
- Conductor A. E. Clyburn, Div. 1.
- Conductor B. B. Case, Div. 4.
- Motorman W. H. Blakeley, Div. 5.

Here is a bouquet for F. H. E. Pierce of Division Two. The writer says he is one of the best conductors on the map.

Los Angeles Railway.

Gentlemen:

I would like to say a word of appreciation of one of your car conductors, Mr. F. H. E. Pierce, whose cap is No. 430.

He is one of the most courteous gentlemen in your employ I am sure. I have noticed his treatment of passengers for some time and several times under the most trying circumstances. I have heard several different passengers thanking him for his kindness and I thought it only right that the company should know how much he is thought of on the Heliotrope Drive line.

Sincerely,

MRS. J. B. PHILLIPS, 761 Kenmore Ave.

As stated in this column once before, accumulating bouquets is quite a stunt with Conductor J. C. Cave of Division Four. The writer commends him for his excellent service on the cars in the following terms:

Los Angeles Railway.

Gentlemen:

I for one that rides the West First St. car every day, wish to speak a good word for Conductor 2568. I think he is the most pleasant conductor I have ever ridden with since I have been in this city.

He is very polite and courteous at all times and to every one, and I think if there was ever a conductor that deserves credits he is the man.

I am sincerely yours,

MRS. S. V. TURNER, 535 W. 1st St.

This bouquet comes from a prominent Angeleno and shows how kindly acts are noticed and appreciated. The conductor mentioned is K. M. Parker, who was at Division Four but left recently for a trip east. We will be glad to see him return. The bouquet is as follows:

Los Angeles Railway.

Gentlemen:

I take occasion to commend conductor No. 2014, on the West Ninth Street line, by reason of an act coming to my notice, wherein a school boy who preceded me in entering car possessed a book of tickets which, from what I overheard, was not acceptable, whereupon conductor asked him if he had the amount of cash fare and the boy replied in the negative. I indicated my willingness to pay it, but the conductor would not permit, and passed the boy through. The boy then followed me to the front section of the car, sitting directly behind me, and when seated the conductor came forward, approached him, and asked him if he had his car fare to get home with after school, and upon the boy's replying in the negative, he handed him a nickel with the statement that he shouldn't spend it, but should use it in the payment of his fare home after school.

As I know you are besieged with complaints, I feel that such acts on the part of an employe of your company should also be called to your attention.

Sincerely yours,

V. H. ROSSETTI,

Vice President The Farmers & Merchants National Bank.

NEW TRIP SHEET GIVES RECEIPT TO CONDUCTOR

A receipt for all money turned in by conductors is an important feature of the new trip sheet which will be introduced April 1, greatly simplifying the system of street car "book-keeping."

The receipt is a perforated stub at the bottom of the trip sheet and may be folded underneath to make it conveniently fit the folder. The conductor will enter on this form the money he turns in in currency, dollars, halves, quarters, dimes, nickels and pennies. The cash receiver will stamp this stub when the conductor turns in his money and he will detach the receipt and give it to the trainman for his protection.

The fact that all data is on one

side of the sheet is another big help, as it eliminates turning the sheet over and writing on the back. It will be noted that reports on transfers issued are to be marked on the trip sheet, instead of on the envelope.

Still another help is the fact that instructions for handling the trip sheet are printed on the back. This will help all trainmen in familiarizing themselves with the new form and will be of considerable aid to the new men in their first few days on a run.

Note that separate sheets must be used for each car on which you have operated during the day. This means that if you are relayed for any reason a new trip sheet must be used for the new car.

Letters Express Thanks for Association's Work

FOUR touching expressions of the kindly and timely help that is rendered by the Los Angeles Railway Employees Cooperative Association have been received recently. The writers of the following letters tell the benefit of professional assistance and friendly counsel the association gives in moments of greatest stress.

To Mr. H. Huntington, The Los Angeles Railway and its employes.

I wish to offer my sincerest thanks and gratitude for their timely help and consideration in my hour of need, during my late husband's long illness and at the time of his death. The faithfulness with which Dr. Carlton Allen attended him and the supplying of his every want by Mr. Huntington, the Los Angeles Railway relief association through Mr. Means and the sympathy of officials and employes alike, I shall never forget or my humble thanks ever repay.

May God bless all of you is my prayer.

Gratefully yours,

MRS. META POTTER.

Secretary, Co-Operative Association, Employees Los Angeles Railway.

Dear Sir:

I wish to express my sincere thanks to the Los Angeles Railway for the extreme courtesy and consideration shown me during my recent stay at the hospital where I underwent an operation. I have nothing but praise and the greatest esteem to offer Dr. Bryant and his able assistants

for the admirable manner in which they handled my case. They did everything that could be done for my complete comfort and benefit. Believe me they won a friend and a champion for the cause of the Co-Operative Association of which I am proud to be a member.

Thanking you again.

I am yours sincerely,

H. P. KOSTER, Mechanical Dept.

Mrs. F. P. Kilbourne wishes to thank the many friends for their tender sympathy, and the beautiful floral offerings in her recent bereavement of her dear husband, and to express her deep appreciation of the numerous services rendered by the Co-Operative Association of the Los Angeles Railway whose efficient Assistant Secretary, Mr. C. V. Means relieved her of so many trying details, and made the heavy burden easier to bear by his constant helpful sympathy.

I wish to offer my sincere thanks and gratitude to my fellow employes and to the Co-Operative Association for the help I received at the time of the death of my beloved wife, Blanche McCARTNEY.

ROBERT McCARTNEY, Mot. Div. No. 3.

Pass 7th Street Work at Cautious Speed

Extreme care must be used in passing point where track work is being done on Seventh street, between Parkview and Bixel. Do not exceed six miles per hour in passing this point.

Cars must not be operated over special work at Second and Commonwealth at a speed to exceed eight miles per hour. Power must be thrown off when passing under the overhead crossing.

Undertake not what you cannot perform but be careful to keep your promise.

Copy of Two Bells for Every Employe

Sufficient copies of "Two Bells" are being supplied at each Division to furnish each trainman with a copy.

Articles published in "Two Bells" are frequently the basis for discipline, and appeals cannot be entertained when the plea is made that the employe had not read "Two Bells."

This paper is issued every Monday, and a copy can be obtained by requesting same of Clerk at your Division.

Decency and cleanliness will always be the first object of a judicious and sensible man.

On The Back End

(Contributed)

The Jitney Jaunt

Oh, you little Birney Car
You're a wonder, so you are;
With your happy jazz glide
Making people wish to ride,
Lots of fun, can't be denied.

Operator has naught to do
But to work a clutch or two,
Watch the nickels and the door
Then grab transfers by the score
And pound the gong beneath the floor.

The L. A. R. R. is not fickle
All it costs us is a nickel;
We are lucky and decide
As over miles and miles we ride
And are all puffed up with pride.

—Conductor A. E. Somerville, Div. 2.

E. S. Stanford, Janitor of Division Five, had to have a malady with an artistic name to put him on the sick list, so he reports la grippe. Hope to see him back on the job again.

Division Three has a fierce crew at present working train run 119 on Eagle Rock in the persons of Wolfe and Leon. (Lion in English)



Following is a list of men on sick leave:

DIVISION NO. 1.

Conductors: J. E. Colby, 947 E. 54th St.; B. Fensky, Golden State Hospital; G. W. Carlisle, 413 N. Boyle Ave.; M. A. Joseph, 914 E. Edgeware Rd.; E. Fitzgerald, 730 Gladys Ave.; W. G. Miller, 1161 W. 37th St.; J. A. Cardennas, 154 S. Gless St.; L. F. Bills, 3643 Stephenson Ave.; C. O. Morse, 211 W. 58th St.; J. G. Newell, 406 W. 50th St.; C. K. Hornbeck, 2811 E. 3d St.; C. E. Campbell, 1910 Oak St.

Motormen: S. E. Foster, 965 E. 11th St.; E. L. Wright, 1615 Buckingham Rd.; J. E. Slotrem, Co. Hospital; H. Cord, RD No. 2, Box 701, San Gabriel; W. T. Hunter, 816 Naomi Ave.; E. J. Bare, 446 Ditman St.; E. K. Latta, Golden State Hospital.

DIVISION NO. 2.

Conductors: F. H. E. Pierce, 334 E. 4th St.; L. C. Welch, 348 E. 52nd St.; A. E. Clark, 1127 Temple St.; W. F. Metzger, 5924 Crocker St.

Motorman: F. Weseloh, (wife sick) 5859 S. Pedro; J. H. Allday, 5848 Denver; A. Underhill, 1906 Merrill; J. E. Crawford, Golden State Hospital.

DIVISION NO. 3.

Conductors: W. F. Abernathy, 2032 Dayton Ave.; R. L. Smith, Golden State Hospital; L. Garrett, 2208 N. Broadway; H. Kraft, 2418 Pomeroy St.

Motormen: J. Frane, 1530 College St.; J. L. Leggett, 5906 Monte Vista; A. Baum, 6142 Mesa Ave.; E. M. Eahart, 2607 Mesa Ave.; S. G. Garren, 5519 Meriden St.

DIVISION NO. 4.

Conductors: F. A. Edwards, 364 W. 71st St.; F. Habich, care of Hotel Georgia, 1260 Georgia St.; D. W. Gibbs, 600 Larchmont Blvd.

Motormen: F. Lehman, 930 Court St.; J. A. Yates, 922 N. Beaudry Ave.; L. D. Marquette, Golden State Hospital; A. L. Luce, 3723 Nopal St.; A. O. Swoboda, 4583 Lexington Ave.

DIVISION NO. 5.

Conductors: G. A. Baltas, 5403 Sixth Ave.; F. Murphy, 829 1/2 West 34th St.

Motormen: W. R. Bland, H. M. Guthrie, 548 East 33rd St.; J. L. Steele, 829 West 55th St.; E. E. Gribble, 5415 2nd Ave.

Looking 'em Over at the Divisions

DIVISION 1

Motorman Harry Lozier has a tip to give all trainmen—that is to set a good example by your conduct when you board a car as a passenger. Don't hang around the rear end, but walk straight to the front end. If you need help, hang to the straps as you walk. It is understood H. L. doesn't do this, but he means well.

Conductor D. A. Randolph, who just recently broke in and is finishing up on Pico and East 1st, says that one good thing about that line is that you don't have to wait for the people to get on, as they wait for you at every block.

Conductor A. E. Pingrey picked a run on West 6th Street after a few months on the work train.

H. O. Funk has a nice job at 7th and Mateo, acting supervisor in the morning rush hour.

Conductor Tree and his wife spent ten days on sick leave in Imperial Valley, going by way of San Diego and El Centro and returning by way of Brawley and the Salton Sea. The sea route is hard on tires, but the new cement highway will soon be finished.

DIVISION 5

Motorman R. W. Sampson, Jr., has resigned. Will take up duties at his old trade.

Conductor G. R. Stevens was called home to Redding, Shasta County, California, on account of his mother's health.

Stenographer Harry Phillips is confined at his home. We wish him speedy recovery.

Conductor Jos. Kohen was called to Santa Cruz where his family resides. His little baby boy was taken very sick.

Motorman D. C. Ross has taken 30 days' layoff, to fix up his ranch at Lawndale, Calif.

Motorman W. S. Campbell, who has been on the sick list since last August, is back with us again, having taken a run on East 4th and Hoover line.

Assistant Foreman G. E. Kleinschmidt and wife spent a day at Pomona visiting friends.

Superintendent C. A. Morrison and wife spent last Sunday as guests of Foreman J. Robinson and wife.

Mechanical Foreman Carl Gordon and wife spent Sunday at Santa Barbara visiting friends.

Motorman A. B. Hamilton has received a telegram from Denver, Colo., stating that his mother was very sick.

Assistant Yardmaster O. S. Trabuc is confined to his home with a severe cold. His duties are being performed by Motorman Leo Heinzman.

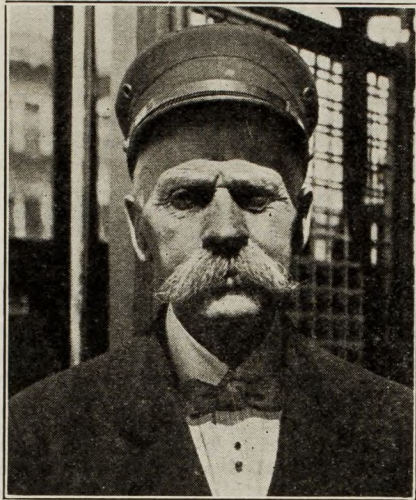
Division 5 extends their sympathy to Conductor E. C. Tyler, as Conductor J. C. Clark, Mr. Tyler's father, died in Los Angeles and Mr. Clark's mother died in Ireland.

Our Ibrarian, Mrs. Lemmon, was absent a few days during the repairing of the library.

Mr. J. O. Longstreet is back to his duties, having spent several months East, visiting relatives. He returned via New Orleans by steamer.

Motorman H. B. Wolf, who has been on the sick list for several days, has returned to duty.

Who's Who



Motorman R. F. ("Bob") Frazier of Division 1 is known widely for his pleasant ways, and he has a smile for everybody. On the line he works he is better known among the ladies as "the smiling motorman."

Bob started to work on the cars 30 years ago, when Los Angeles was but a village. He drove a horse car from Fifth and Central to Temple Block. In those days he didn't have to move his car out of the way of autos.

From the time of the old-style cars to the present Bob has looked 'em over and says there is nothing better than street car service and he likes it.

DIVISION 2

Motorman C. E. Kelly, who has been on an extended leave in Alabama is back, and glad of it, he says.

The shake up at this Division on March 6th went so fast that it was hard to keep up with it. Just like auctioning off \$20.00 gold pieces. 152 down at 10:20 p. m. is sure traveling.

The pool tables are being recovered. Now boys, kindly remember that this costs money, and that it's not right to "ride a gift horse to death." Don't tear the cover just because it costs you nothing, see?

C. L. Christensen of the office force is taking a week off to oversee (and assist) in building himself a nice new bungalow near Division 2.

Motorman A. L. Swasey was informed recently by the Navy Department of the death of his son by drowning at Canton, China. He was only 20 years old, and had been attached to the Asiatic fleet for several months. Mr. Swasey's friends offer their sympathy.

Introducing: New Men of The Week

The following men have been assigned to divisions during the week ending March 5th, 1921:

DIVISION NO. 1
Motorman—R. N. Jones.
DIVISION NO. 2
Conductors—E. G. Evans, J. L. Stevens, J. P. Bentley.
DIVISION NO. 3
(None.)
DIVISION NO. 4
Conductor—F. K. Schaeffer.
DIVISION NO. 5
Conductor—W. B. Reilly.
Yours truly,
R. A. PIERSON,
Chief Instructor.

DIVISION 3

We believe our trainmen, both conductors and motormen, are going into the safety contest in dead earnest, as we notice a falling off in the number of accident reports being turned in (we are at this moment touching wood). Keep up the good work, boys, as Division 3 has just got to win this time, that's all.

Someone remarked that Germany had nothing on Division 3 in losing a king, as we have a perfectly good Kaiser (J. B.) left yet.

Conductor "Daddy" Keran, very correct at all times, says he never does leave and change in his fare box, but Switchman Walker says he got him for 15 cents the other day. How about it, Dad?

Motorman H. W. Huber, who was seriously injured two weeks ago by being run down by an auto on the Valley Boulevard, is in a serious condition, gangrene having set in in the wound in his head and he is being given serum to prevent lockjaw, with which he is threatened. We trust that he will be able to fight this off and will soon be on the way to recovery.

We heard that there was to be a uniform inspector appointed. We have not seen him yet and we are quite sure a few of our trainmen have not, judging by the appearance of their uniforms, and to them we would say, clean up before the rag man gets you. If this hits YOU, GET BUSY.

Motorman J. F. Phillips has just finished breaking in as extra night clerk. We wish him success.

Atas Weaver is gone, no more will we hear his melodious voice resounding through the building, telling us all about it and denying that it was he. The same old story, too much speed, to which there is only one end: Finis.

Motorman Gale Hendry laid his wallet containing a sum of money, his pass, etc., on a stool while he changed his coat and forgot it. Some low down son-of-a-gun stole it. Then you ought to have heard the Gale, but at that it was nothing to the Gale raised when he had to pay \$2.50 for a new pass, but it was only a Gale of wind. Ah! Ah.

Conductor G. A. Fordyce, our champion long distance sleeper, lost his full night run in the shake and is now trying to do the (with him) impossible work an early pull out. He overslept first two days. Wake up, kid, wake up!

Switchman Charlie Merrill, the busiest gent on the job, had the misfortune to slip and fell partly into the pit in the barn, badly bruising his limbs. He will be off for a few days.

Our Ex-Motorman A. K. Miller, the flagman on the job at the new loading station at Temple Block, is surely the right man in the right place. If you want to see a busy guy just watch him and see the way he waits on the ladies. Oh, well, there's nothing to it, that's all. He is par excellence.

Oh, Lord, boys, send us in some news for "Two Bells." If you had to manufacture all this dope you would appreciate how much a few bits of news would be appreciated by yours truly.

Did you get a look at our good looking energetic Supervisor Ted Har-

DIVISION 4

When it comes to agony, we must present the glass hammer and rubber tacks to our Siren Quintet, which is composed of Trainmen Atterbury, McArthur, Love, Butcher and Reilly. These artists(?) find great pleasure in gathering in the rest room and singing "The Lost Chord." We knew something was lost the first time we heard them, but if they will cut out the misery until we get our money counted and turned in, we will help them look for it.

Switchman George Mosier evidently could not find enough excitement in working out in the yards, so he donned the blue and the—brass and is back on the road.

The boys of this division are in sympathy with Conductor K. A. Burton, whose father passed away on February 24; also with Conductor B. S. Mohr, whose five-year-old son died of pneumonia on March 1.

Supervisor Bill Flannery is getting to be quite a joker. Says he has ordered a new uniform with bone buttons and stripes on the left sleeve (one for each term he served). He also spilled this one:

Why is a Temple Street car like an orange?

Because it is yellow and full of juice (Jews).

We are pleased to report that Motorman L. D. Marquette, who received a broken leg when he was run down by an auto while changing trolleys at West Adams and Glen Airy, is getting along quite nicely. He is still at the Golden State Hospital.

Conductor R. E. Chandler wasted some perfectly good minutes the other day without accomplishing anything. R. E. went out in the yards to get his car. He found his car behind three others on the track, his motorman nowhere about. He glanced at his watch, got all excited, and ran over to the shanty (I mean the yardmaster's office) and demanded to know why his car was not at the head of the track. "What time are you due out?" asked Yardmaster Barden.

Right now, 3:45," replied R. E.

"Then go and lay down for about an hour," said Barden, and R. E. looked at his watch again and found himself that much ahead of time.

Division 4 dolled up in his new regulation uniform, gold stars and all. He was the first of the clan to receive and don same. Some class, and, as usual, Division 3 to the fore.

Instructor (Sergeant) Starling dropped in the other A. M. just before 11 o'clock roll call and before a large and attentive audience gave a few very good pointers on the do's and don't in operation. It was short but to the point and he was loudly applauded at the finish. Come again, sergeant, old boy, they can't get too much of a good thing.

QUESTION BOX

QUESTION.—Should schedule or actual leaving time be put on trip sheets and transfer envelopes? Should schedule or actual "off" time be put on trip sheets?

ANSWER.—Conductors' Daily Trip and Mileage Sheet in first column shows scheduled leaving time. In copying scheduled time, do so on this sheet.

The Trip Sheet shows actual and not scheduled leaving time. Trip Sheet should also show the actual and not scheduled "off" time.