



TWO BELLS

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

DIV. 4 WINS SAFETY FLAG

ALL BUT 50 GET CLEAR COURTESY RECORDS

EXTRA CREDIT EARNED BY NEW PLAN

With close to 2200 motormen, conductors and safety car operators in service, all but 50 of the trainmen received clear courtesy records in April and earned the 10 credits awarded for this efficiency. The extra credits for courtesy and safety were offered in April for the first time and the results are highly encouraging.

A total of 1610 men earned 10 credits for clear safety records in April. These credits were given to trainmen who were not involved in any accident in which there was a possibility of responsibility or which could not have been avoided.

The majority who failed to earn the credits for clear courtesy records are conductors, although there are a few motormen on the list.

It takes all sorts of people, reasonable and unreasonable, to make up a world, and all classes ride on street cars and come in contact with trainmen. When a trainman is unable to control his words or uses bluntness where tact should be used, it is generally an indication that he lowers himself to the grade of the unreasonable one instead of maintaining the standard required of a trainman, or anyone else whose duty brings him constantly in touch with the public.

Motorman Mattern Tackles Matrimony

Most of you at Division 4 know Motorman G. S. Mattern, Jr. and have probably been wondering why you have not seen his smiling face around the division lately. Well, do you know he walked into Mr. Wimberly's office the other day and with the firm but gentle voice of a true hero we heard him ask for a two weeks leave of absence and state that he was going to take a dip in the sea of matrimony and wanted to spend his honeymoon at Catalina. The lucky girl is Miss Vera Wolff and now we are going to wish them much happiness and a long wedded life.

Hey Pop! Get Busy Now and Send In Baby's Cutest Saying

ATTENTION Dad!

What is the cutest thing your youngster ever said?

It is just a matter of selecting the cutest saying, because youngsters, especially under seven years old, are always producing words that provoke a hearty laugh.

Two Bells will be one year old next month, and is going to have a birthday party edition. We want the children of employees in all departments to help celebrate. Accordingly cash prizes have been offered for the best kiddies' sayings as follows:

Class A is for children up to four years old. Class B is for children who have passed the fourth birthday and have not reached the seventh. In each class prizes will be awarded as follows: First, \$5; second, \$3; third, \$2; and fourth, \$1.

The contest closes May 25, so get busy, dad. Ask friend wife about the cutest thing your baby said and send it to Two Bells right away. Give your name and the name of your boy or girl and age.

DO IT RIGHT NOW!

SUBSTATION AT PLAZA IMPROVED

Completing a \$10,000 overhauling job at the Plaza substation, the electrical department is reinsulating the coils of No. 5 machine. The finish of this work will leave the Plaza substation in first class condition for heavy service.

The Vernon Avenue line is being sectionalized between Vermont Avenue and Santa Fe avenue by the use of new feeder cable out of the University substation. With this work complete it will mean that no interruption, due to trolley breaks, on Hoover, Moneta, Main, Wall or San Pedro streets will affect the Vernon Avenue line and vice versa.

New feeder cable has been installed to improve voltage conditions on South Hoover street as well as Forty-eighth street. This cable is out of University substation.

C. A. McRoberts, general claim agent, directs the attention of trainmen to the necessity of reporting any injuries to members of a crew as well as accidents in which other persons may be injured. Some time a trainman claims to have received injuries, but the other member of the crew has made no report. Form 120 should be used for such reports.

DES MOINES RY. LIKES TWO BELLS

A nice little compliment for Two Bells has been received by R. A. Pierson, chief instructor, from one of the officials of the Des Moines street railway system. The letter follows and if you want to know where Des Moines is, ask "Bob."

Mr. R. A. Pierson, Chief Instructor, Los Angeles Railway,

Dear Sir:
Your paper "Two Bells" has been mailed to me regularly, and I have been reading same with much interest. In this paper you set forth some splendid suggestions which are helpful to every one in the street railway business.

I would be very much pleased to have you mail me a sample of the NEW TRANSFER that you have recently adopted.

Hoping I may have the pleasure of continuing to receive your paper, I remain

Yours very truly,
E. W. MILLER,
Supt. of Transportation,
Des Moines City Railway Co.

DIVISION 2 SPEAKS

The party from Division 1 who came to the conclusion that all of Division Two's three to five-ton stools were all chained to something immovable must have gone back to Division 1 quite disappointed. Stick to it, old timer, you might find one loose.

SUPT. MANN TO SURRENDER AT NEXT DANCE

After gaining the lead in the final stages of the safety contest, Division Four has finished a winner and the big "Premier Safety Division" flag will fly from the flagpole of Supt. L. L. Wimberley's headquarters.

This marks the close of the second contest for the big flag, Division Two having been victorious in the last safety race. The contest has been in charge of the Safety Bureau and arrangements are being made for presentation of the flag to Supt. Wimberly and his safety first clan at the next monthly dance, May 28. Supt. P. V. Mann, of Division Two, will officially surrender the emblem at that time.

The standings at the finish were as follows:

Division Four	828
Division Five	823
Division Two	816
Division Three	809
Division One	793

The two contests have produced some good rivalry and have helped materially in reducing accidents, and that is close to the heart of every street railway man. The contests have brought to light danger points on the streets and on the cars which have been corrected.

A third contest is to be started soon but a rechecking of the liability of lines will be made before the handicaps are announced. The Safety Bureau will look particularly into the case of Division One. Work on the streets and tracks immediately in front of the division have proved quite a hindrance and this, with other features, may give a different rating.

CARD OF THANKS

Myself and family wish to express our heartfelt thanks for the many acts of kindness and the beautiful floral offerings tendered us by our many friends in our recent bereavement. We assure you all that your kindness will never be forgotten.

E. M. PERKINS AND FAMILY.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Courtesy Makes Friends

A PRETTY good example of what courtesy is worth has been furnished by a story that appeared in a Chicago newspaper and was reprinted in Los Angeles last week.

Some time ago a woman reporter was touring the coast. She chanced to take a ride on a street car on which L. F. Pruitt, of Division One, was conductor. He showed his usual courtesy and efficiency and the reporter made a note of his number, 1782. The result was a story almost two columns long boosting Los Angeles and particularly the street car system and Conductor 1782.

Then again the other day a letter was received from T. J. Johnson, of Alhambra, who confessed to being a tourist and praised the neatness and service of Motorman C. A. Durrett, of Division Five. He concludes his letter like this:

"I only wish I could say the same of our men on the cars in Altoona, Pennsylvania."

In a city where tourists by the thousands ride the street cars and are unfamiliar with fares, transfers, streets and routes, trainmen have an excellent chance to demonstrate their real ability.

Testimonials like the two cited above show that Los Angeles Railway men are demonstrating one hundred per cent courtesy and service.

Another phase of courtesy which may not have occurred to you is given in the following paragraphs, written by Conductor T. M. Waters, of Division Two.

Courtesy in every line is now the growing rule. No strong man ever lowers himself by giving somebody a lift, no matter who that somebody is. It may be an ignorant foreigner, unversed in our ways and methods. He may not understand our language, but if he finds our people courteous it is likely to make him respect our institutions much more than otherwise, and may help him to become a useful citizen.

The salesman who succeeds must cultivate a courteous manner, for courteous manners in little things are an asset greater than is our possibility of realization.

If one is asked for information be sure you have it before you give it. Do not think the location or fact is so now because you once thought it so. There are many changes taking place in the world all the time and we must be alert if we keep pace with these changes.

AUDITING DEPT. PICNIC CHANGED

To give more time for preparation of many features planned in connection with the auditing department picnic, also to avoid interference with moving the offices—and to bring it a little nearer to pay day, the seaside frolic originally announced for May 14 has been postponed to June 4. The sharks of the adding machines intend to charter an auto truck and spend the Saturday afternoon on the beach at the mouth of Topanga canyon.

The affair will be open to all employees of the main offices. Those who intend to go are asked to notify Miss Rose Weinig.

Operator E. G. Benedict, who has a safety car run on Angeleno and Crown Hill out of Division Four, gets this bouquet which praises him personally and trainmen generally.

Los Angeles Railway.

Gentlemen:

I am very much interested in the street car service and situation. You are to be complimented upon the quality of some of your employes. My wife and I both wish to extend our thanks for the courteous treatment we have received from Operator 2220 on the Crown Hill line. He is always a gentleman and is well deserving of merit.

Sincerely,

DR. CHAUNCEY CORY,
1319 Kellam Avenue.

EMPLOYEES AUTO PARK PROVIDED

Through the courtesy of the Huntington Land Company, a free auto park is to be furnished for employes near the new Los Angeles Railway building, Eleventh street and Broadway. The lot made available for the use of employes is just across Broadway from the office headquarters, and will be a big convenience for those in the building and employes of other departments who come to the offices in their twelve-cylinder cars or flivvers, as the case may be.

Gentlemanly Ways Bring Appreciation

A compliment to the gentlemanly conduct of Los Angeles Railway trainmen is contained in a letter received from C. A. Carpenter of 5735 Central Avenue. He has a store there and arrangements were made for trainmen to use conveniences at the end of the line. Mr. Carpenter wishes to let the boys know that he appreciates their action.

It is better to take pains in preventing accidents than to suffer pains as a result of them.

Too Many Raisins Spoil Find for Lost-Found Dept.

CHALK up a new one for the Lost and Found Bureau.

Added to the roll of suit cases, stray cats, glass eyes and other articles listed as left on cars at various times, George Clothier, who has been in charge of the bureau 11 years, reports a new one.

All was calm and peaceful. The suit cases brought in last Tuesday morning were being tagged and put in places on the racks. George staked himself to a yawn, which is an observance of the second Tuesday in each month, and remarked that all was pretty good.

Then came a noise of thunder sound,

And brew, oh! where was he?

Guilty liquid began oozing from the last suit case tagged. Hurriedly Mr. Clothier opened it and found fragments of a bottle.

"Guess he put too many raisins in it," deduced the sage of the bureau as he reached for a mop.

Appreciation of Sick Care Voiced By Mtr. Marquette

Editor, Two Bells:

If you have space, I would thank you kindly to express to the officials of the operating and claim departments, also to Dr. Friggie and Dr. Bryant and the capable staff at the Golden State Hospital, my appreciation of their kindness during my confinement with a fractured leg.

I have worked for many large railroad corporations, but as yet never experienced such personal interest in the afflicted as taken by the officials of this company.

Discipline and efficiency we must have, but you also get kindness and comfort when you are down and out.

Another thing, I used to think it great to be a speed artist, but the suffering and misery caused by this mania I witnessed daily at the hospital certainly has made me an ardent booster of safety first and I believe if all who are inclined to take foolish chances could view the result of such carelessness it should at least impress upon their memory a great lesson. Think before taking a chance. Let's all get the safety habit.

MTR. L. D. MARQUETTE, Div 4.

The Way of the World

By E. A. BRINSTOOL

Flush, and the world will greet you!
Broke, and you herd alone!
For you cut no ice when you haven't the price,

And no good friend you can "bone"!
Wealthy, and how they'll love you
As long as you've got a cent!
They'll pester your soul while you flash a roll,

And kick you out when it's spent!
Up, and they'll praise your sharpness!
Down, and they'll jump your frame!

If you're coining the chink, you're a wise old gink,
And gosh! how they'll laud your name!
But let some little misfortune

Despoil you of every yen,
Just take this hunch—not one of the bunch
Would whisper your name again!

Spend, and the world comes flocking
To follow where'er you'll lead!
Borrow a sou and they'll glare at you,
And ask you you're trying to bleed!

Win, and they'll "take one on you!"
Lose, and you'll be the goat!
You are up a peg till they've pulled your leg,

And then they'll set you afloat!
Smoke, and you pay for the stogies!
If you want one, nobody buys!

'Twas ever that way since Adam's day,
For people are worldly-wise!
They've room in their auto to take you
If you'll pay as they eat and dance,
But you bet your skates, they will make no dates

When there's fringe on your Sunday pants!

EYES ON ROAD, IS RULE FOR MOVING CAR

By JOHN C. COLLINS

Travelling Inspector of Safety

If anyone asks you a question, answer but look where you are going. It is not necessary to look at the person talking to you, turning around while car is in motion, adjusting stool, reading or making out reports. There is a time and place to look at your watch.



Realize that when you look at the running time, especially if carried in the cap, that it will take you five seconds at least to locate what you want, and your car is probably

travelling at the rate of from 20 to 30 feet a second. I have seen men run for over two blocks, not knowing what was in front of them. It takes six or seven seconds to stop a car that is running full speed. If you have allowed yourself to get inside of your stopping distance before seeing the object, you are not going to stop your car before hitting it. Time after time reports state—"I don't know where the auto came from, it was standing on the track about thirty feet ahead of me and I could not stop."

Eyes Ahead at Danger Points

There is only one way an auto can get on the track ahead without the motorman seeing it until it is that close, and that is for it to arrive when the motorman is looking some other place. The time to look at your watch is just after crossing a street or while car is standing, never as you approach a cross street or when about to pass autos that are on the side of the street.

Looking in store windows attracts your attention from the front of the car. A man hit a truck the other day for no other reason. He was looking at a swell dressed form in a store window. He only knocked a step off the car. Had it been an animated figure he would have probably knocked two steps off, or done more serious damage. While your attention is needed to the front of your car, don't look around.

No Day Dreaming

Relax as much as possible, but look where you are going so you will be ready if something gets in front of you suddenly.

Not long ago we had a trolley break on a private right of way where there is very little chance of a vehicle getting on the track. It was daylight. I was standing on the track trying to flag down a motorman who was looking out the side at some cattle grazing on the side of a hill. Momentarily, the man's mind was back to the old home. He did not see me until I jumped out of the way.

Had he taken a glance to the front anytime when within three hundred feet of me, he could have seen something was wrong and approached under control.

Looking in the mirror while the car is moving does not protect the front end. You need so much clear space ahead of your moving car at all times. That distance depends on the speed you are traveling, on account of the quick starting power of the safety car, you are traveling faster than you think you are in a very short time. The people on the street are fooled also. The mirror or step or whatever a man's special duties are, needs his attention while car is standing. While car is moving look where you are going. From the time we were children to the present, we have all heard—WHY DON'T YOU LOOK WHERE YOU ARE GOING?

Business Man—Why did you leave your last place?

Young Lady Applicant—I was caught kissing my employer, sir.

B. M.—Er—um, you can start tomorrow morning.—Ex.

Conductor Ding and Motorman Ding Ding

By Rollins

Dear Folks:

Cartoonist Rollins was at the beach last Sunday and while frolicking around on the sands he sprained his wrist. Hence, Conductor Ding and Motorman Ding Ding are not on duty this week.

(We only have Rollins' word for this but maybe he strained his eyes looking at the bathing suits.)

—JEFF.

Bouquets And Things

(Hand Picked)

Bouquets Received Last Week

- Conductor W. H. Laing, Div. 2.
- Motorman J. H. Bailey, Div. 2.
- Conductor W. H. Snow, Div. 4.
- Conductor P. McKenna, Div. 4.
- Conductor P. N. Bailey, Div. 5.

For Conductor H. Nadeau, Div. 2

Gentlemen:
As a regular patron of the Grand Avenue line and a fairly close observer of the little sketches of life to be seen in street car travel, it affords me pleasure to bring to your notice the courtesy of one of your conductors that I noticed tonight.

The car was very crowded, the usual number of women standing. The conductor, number 2646, gallantly gave up his stool to a woman whom I trust appreciated the courtesy. Furthermore this conductor handled the crowd most pleasantly, and I appreciate his good nature and pleasing manner under such trying circumstances.

Yours truly,
F. L. BATTLE,
638 West 4th St.

For Motorman E. M. Duvall, Div. 5
For Conductor A. W. Hall, Div. 5

Los Angeles Railway,
Gentlemen.

Sunday evening at 10:40 o'clock my wife and I had occasion to ride home from Inglewood, and as we were about one-half block away from the car line when I noticed the car I ran to catch same. My wife being unable to run, I asked the motorman to wait a minute, which he very kindly did.

The motorman's cap number was 553 and the conductor's was 1906, of the Hawthorne line.

Thanking you for past favors and for a betterment of service, I am,

Respectfully yours,
JULIUS F. RIPSINSKI,
909 West 78th Street.

For Motorman M. W. Ramsey, Div. 1
For Conductor C. H. Haylock, Div. 1

Los Angeles Railway,
Gentlemen.

We, the teachers of Amelia School, believing in the value of a word of commendation, wish to express our appreciation for the exceptionally courteous and considerate service of Motorman No. 1153 and Conductor No. 172 running on the West Pico and East First Street line.

Respectfully,
Irving Raybold, Principal; Marion S. Parle, Nina Grace Smith, Charlotte H. Ahlhorn, Evangeline Hymmer, Sallie M. Spencer, Mabel Page, Roseve L. Frasher, Cora E. Mabee,
Amelia Evening School.

For Conductor J. N. Maitland, Div. 4
Los Angeles Railway,
Gentlemen.

It gives me great pleasure to bring to your attention conductor No. 1630 of the West Jefferson line. This conductor stands out conspicuously as always extending every courtesy to all his passengers, particularly old people and young mothers.

Sincerely yours,
MRS. C. M. McROBERTS.

For Conductor H. J. Robinson, Div. 4
Los Angeles Railway,
Gentlemen:

Those of us who ride on the West Washington cars are very much pleased to have No. 2215 on our line. We call him our motorman and hope you will not take him away from this line again.

Respectfully,
MRS. BALDWIN.

"Why the noise?"
"The barber is shaving himself."
"But why the argument?"
"He is trying to persuade himself to have a shampoo."—Record.

TRAFFIC IS SPEEDED BY NEW SAFETY ZONES

A GENERAL speeding of traffic and greater safety for street car patrons have resulted from installation of new safety zones at Seventh street and Broadway. The new plan was given a trial through the co-operation of the Los Angeles Railway, the Automobile Club of Southern California and the city authorities.

The zones are 90 feet long and four feet wide and are marked off by chains suspended from traffic sign posts. En-

trance to the safety zone must be made from the front which is nearly even with the street intersection. There is room for two cars to load and discharge passengers and for the front part of a third car. This prevents pedestrians dashing out from the curb in front of autos.

The safety zone plan also includes stopping autos at a deadline 20 feet back of the cross street. Some auto drivers have shown need of instruction on this point.

NEW TRANSFER SUCCESS FINAL INSTRUCTIONS GIVEN

By R. A. PIERSON
Chief Instructor

The new transfer system glided into effect very smoothly, and the going is getting smoother every day. The confusion that was anticipated by some has not materialized, and we feel that it is now beyond an experimental stage.



R. A. Pierson

About the only confusion that has been experienced has been caused by the shortage of transfers for some of the lines, but this has been taken care of by the central transfer bureau, and we anticipate no further trouble. The opinion of the conductor seems to be unanimous that it is the best transfer that they have ever used, and the public, with very few exceptions, seems to think it a great improvement over our former system.

Public Generally Satisfied

Occasionally the complaint department finds some one who feels that he has been wronged in not being able to make his trips as before, but usually when it is explained to him he sees why and is perfectly satisfied.

There are a few improperly punched transfers coming back to this department, one of the most common being, for example, where conductor when punching P. M. transfers at four o'clock punches the time near the bottom, which is wrong. As you will note, the lower numbers are for A. M.

TOO BAD.

A colored laborer was sitting in the doctor's office sans his good right hand. All at once he started up from his chair and made for the door.

"What's the matter with you?" asked the doctor. "Where are you going?"

"Ise gwine back to whar my hand is."

"Well, what good will that do you?" asked the doctor.

"Doc, you jes naturally don' understand. My dices is in dat hand."

WITH A KICK

A stalwart Swede stepped into a corner drug store. "I bane sick," said he to the clerk. "And I want some viskey." "Nothing doing," answered the clerk. "Don't you know the country's dry? But," he added, "you might be able to get some squirrel whiskey over there at that saloon."

Across the street the big Swede made known his wants.

"Squirrel whiskey," yelled the astonished proprietor, "we don't have such a thing, but," in a whisper, "I can fix you up with a little 'Old Crow.'" The Swede shook his head, "I no want to fly," he answered, "I yoost want to yump around a while."

On The Back End

(Contributed)

Conductor C. R. Preston, better known as the "Theatre Kid," has just returned from his boil out at Murietta Hot Springs. Preston is looking fine.

Conductor Frank Newell is the proud possessor of a fine air-dale dog which took a notion to have a change of meat, grabbed a goat by the neck and Frank going to the rescue of the goat fell and injured his knees to such an extent that he will be off of his run for a couple of weeks.

Div. 2 Wanted—A chain big enough to go around the waist, also a lock by Conductor R. C. Hoyle to keep him from leaving lunch box in cash room when he goes home at night.

Switchman Stoll and family spent last Sunday at Wildwood, Fish Canyon. He says if you want to enjoy a pleasant day walk up the canyon two or three miles and drink some of that pure mountain water.

Overheard "On the Back End." Lady boarding car—"Conductor, let me know when I come to Ave. 38." Conductor—"All right." Lady goes inside car to chat with friend; few seconds later she rushes out. "Conductor, are we near Ave. 38?" Conductor—"No, lady, it's five blocks more." Lady goes back in car; few seconds later she comes out again. "Conductor, are we there yet?" Conductor—"No, lady, I said it was five blocks more." On approaching the Avenue the conductor loudly calls "Ave. 38!". Soon lady comes to rear end and says, "Now, Mr. Conductor, I'm going to stay right by you until you call Ave. 38."

Motorman R.—"It was impossible unless I took them to the end of the line and brought them back because Fickett Street is not a stop going east."
—C. J. K.

First Conductor—"Can you telephone from a car?"

Second Conductor—"Certainly not. Your question is absurd."

First Conductor—"Well, I can telephone from a car."

The other day as I was working West Adams an old gentleman came up front and commenced to talk to me and finally he told me he was from Indiana, and after talking a few minutes he asked me if I could tell him where he could catch a Garvanza car. From the looks of things he had a misunderstanding. Maybe he wanted to head for Tia Juana.

Mr. Wimberly (to new motorman) "I have a report here, Mr. R—that on three occasions you failed to throw off newspapers at Fickett St. while you were working East Fourth and that you threw them off at Mott Street instead. Bundles of newspapers must be taken care of and thrown off at the places designated on each bundle. What is your reason for not doing so?"

Every busy man should have a wife so he won't have to waste his time trying to make up his mind about anything.

Looking 'em Over at the Divisions

DIVISION 1

A big smile is all you can get from Conductor A. A. Deaner, but he did stop long enough to tell us it was a 10¼-pound girl on May 4. Both mother and baby are doing nicely.

Our janitor, Rafferty, is neglecting his regular duties lately, keeping the boys off the new pool tables.

Motorman (ex-switchman) Houts has a sore neck from wearing hard-boiled collars. Kinda tough on the neck, eh! Billy?

The pinochle players missed half the day switching force while Charlie Cheek nursed a sprained ankle.

Motorman Griffin is quite a traveler. Since Jones is back on the job he travels from one line to another.

DIVISION 2

Conductors C. E. Abbott and E. E. Abbott have resigned, going to Omaha, Nebr.

Motorman S. Blomberg has resigned to engage in other work.

Motorman M. H. Hull, who has been absent on account of sickness for several weeks, is back on his run again.

Conductor W. A. Pilcher is going to be a regular cash receiver at Div. 2 soon. Everybody likes to see Bill's smiling face behind the cash counter.

Conductor G. W. Gardner is on 30 days' leave of absence, and is going to stay at home to rest up.

Motorman D. D. Cellers has returned to work from a short vacation, which was spent around town.

Our chief switchman, Ed Foresythe, is spending the week-end at Catalina Island, fishing or something.

DIVISION 5

Motorman I. D. Brown has taken 21 days off. He intends to visit relatives in and around Tulare.

Conductor G. L. Kramer has taken 60 days off to visit his parents in Mt. Greenwood, Illinois.

Motorman C. A. Adams is taking 60 days off to rest up and recuperate.

Motorman G. J. Smith is taking a month's vacation, going to North Dakota.

Conductor W. L. Scott is going around with a big smile due to the fact that the stork made his home a visit and left a 9-pound boy. It is reported that mother and babe are doing well.

Conductors G. F. Johnson, G. C. Bemis, J. Kohen and W. Hughes are all lined up soliciting votes for the contest for the Dempsey-Carpentier bout. Each man is claiming victory.

Come on, boys! We were pretty nearly the top in that Safety contest. Next time let's lead them all.

Mrs. C. A. Morrison, wife of Supt. C. A. Morrison, has been ill at home for several days with neuralgia, but we learn with pleasure that she is now very much improved.

Don't worry when you stumble—remember a worm is the only thing that can't fall down.

Who's Who



SEE that twenty-dollar gold piece Conductor F. H. E. (Daddy) Pierce of Division 2 uses as a shirt clasp? Well, once he lost it. It was found by a street car passenger and that passenger went to some pains to locate "Daddy" and return the valuable pin. If it wasn't that he have real service to his passengers it is a fair bet he would not have seen it again.

Also it indicates why "Daddy" has an efficiency rating of 151 per cent, which puts him right up with top notchers. He is courteous and kind and has received many commendations.

He has been with the Los Angeles Railway for a little more than three years. During the war he was in government employ at the quartermaster's store at Arcadia and at Camp Kearny. He had to be satisfied with that after he had made every effort to get to France. "Daddy" had a fine boy in the service who married a French girl.

Introducing New Men

The following men have been assigned to divisions during the week ending May 7:

DIVISION No. 1
Motormen—S. A. Sequin, J. F. Haeberle, E. M. Athey, H. F. Burt.
Conductor—C. C. Cushing.

DIVISION No. 2
Conductors—H. A. Hall, R. B. Jones, C. J. Haynie, E. A. Lewis.

DIVISION No. 3
Motorman—W. L. Alcorn.

DIVISION No. 4
Motormen—S. J. Whitlock, L. E. Merritt, W. L. Zoll.
Conductors—J. O. Murray, E. F. Bart, F. C. Garrett.

DIVISION No. 5
Conductors—F. J. Mason, G. D. Chick, G. R. Boatman.

On the Sick List

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

DIVISION No. 1
Motormen—E. J. Bare, 446 Ditman St.; E. A. Kloster, 376 Picas Ave.; T. W. Hartford, 137 S. Hicks st.

DIVISION No. 2
Conductor—M. W. Nelson, 920 E. 54th St.

Motormen—C. H. Ertling, 5858 Brentwood; E. J. Eden, Palomar Mt., P. O. San Diego Co.; G. E. Sisk, 138 E. 54th; M. H. Hull, 703 E 41st.

DIVISION No. 3
Conductors—Harry Tupper, 2620 Ganahl St.; H. A. Strawn, 161 South Ave. 21.

DIVISION No. 4
Conductors—T. C. Rifee, 1501 Georgia St.; R. F. Griffin, 312 N. Bixel; F. D. Ware, 1139 W. 7th.

DIVISION No. 5
Conductor—D. Craig, 5152½ Norman-die.

DIVISION 3

The long-talked-of checker contest between Motorman W. M. Nelson of Div. 2 and Motorman J. W. Spalding of this Division took place on Wednesday, twelve games being played, Spalding winning five, Nelson two and five draws, so we still hold the championship. Nelson says he would like to play another series; Spalding says Okeh, he bars nobody.

Motorman M. L. Edes, one of our overseas boys who saw active service and lots of it with the 140th Infantry in the 35th Division in France receiving a large dose of mustard gas and a bad wound in the leg, has been compelled to take a 60-day lay-off to go to the Golden State Hospital owing to after-effects of above experience. We hope that the rest will benefit him and that we will have him back on the job again before long.

Conductor H. A. Strawn, who has recently undergone an operation, is able to be around again and expects to be on the job again shortly.

Motorman J. W. Barrett says that his conductor laid off the other day, something he never did in his life before and the next day at Ellendale and Vermont chased a nimble dime for two blocks in order to help make up for the aforesaid lay-off.

"A man is only a little worm on this earth," a little Russian woman told Motorman F. C. Blake. "You come on the earth, wiggle around for a little while, some chicken picks you up and you are gone, that's all," and Blake says, "by golly, you're right."

Well, we are still out of the cellar in the safety contest—just out by the skin of our teeth. Buckle up, boys, pull yourselves together.

We are informed that tenants of the switchman's shanty are very grouchy and sore these days, the reason therefore being the fact that one of our dusky car cleaners married one of our Jap car whackers the other day and now she is making cakes of the Jap instead of for them. This is their loss and the Jap's gain. We extend our sympathies.

Our old fat friend Armstrong of the mechanical department is going around in sack cloth and ashes and one would think to look at him that the whole world had gone back on him, the cause of all this is the horrid old sign, "No Smoking in the Car House." Sympathy again extended.

Dad Truitt is just tickled to death at the prospect of getting a watchman's job, as he will just love to wind the watchman's clock and it will be pretty soft, too.

Well, what do you know about that? Motorman J. Drogus has blossomed forth as a poet of some magnitude. Just watch "Two Bells" for his latest on "Safety First." Believe me, it is a humdinger.

Conductor M. A. Brothers appeared on the job the other day with his 1906 straw hat, but we haven't seen it since. Ted Harrison says that his goat got it, as his goat will eat any old thing. I'll say it would.

The old bird Stork has been on the job again, having paid a visit to the home of Conductor D. B. Dunn and left therein a fine 10-pound baby boy and of course it is the finest that ever happened. If you don't believe me, just ask his dad. We are pleased to

DIVISION 4

Glad to see Motorman L. D. Marquette back on the job after being laid up for several weeks with a broken leg. L. D. says he is mighty glad to be back and he tells of his appreciation for the kind help extended by the co-operative association in a letter which is probably published on another page of this issue.

We must give Div. 5 full credit for the wonderful stride they made in the safety contest last week. At the same time we urge the boys of our own division to keep up the fine work they have been doing recently. Mr. Wimberly has expressed his confidence that his boys are going to hang onto first place from now on. (He did not forget to knock wood.) Now on the level, fellows, you will agree with us when we say it is all right for Div. 5 to sit on our back step as long as they do not crawl around and get on our front porch.

The office crew received one of the most agreeable shocks that they have had for almost two years when not a soul missed out on May 6.

Motorman R. B. Yonug, who resigned last August, is back again. He says he is glad to get back to the old standby, and we are also very glad to have him with us. R. B. advises all men to stick to their jobs and not resign unless they are sure of what they are going into. R. B. says he feels like kicking himself every time he thinks of what he did. He was twenty-seven on the seniority list when he resigned. Now he is about seventy-five on the extra list.

We do not have to consult the dictionary to find out what "overslept" means. We find that out by looking at the alibis on the "miss-out" sheet. This is what we find: overslept, could not get here, B. O. clock, wife failed to call me, missed car, wife shut off alarm and fell asleep, just late, wife overslept, wife forgot to set alarm, wife did not wind clock.

(The women folks who read this page now know what happens when friend hubby oversleeps.)

Conductor H. C. Walters, who was granted a ten-day leave recently, has sent in his resignation.

When the armistice was signed we assumed that the Allies had settled with the Germans, but after looking over the "off-on-leave" file we are convinced that they did not finish the job. Motorman M. Tessore has applied for and been granted a lengthy leave to go to Germany to settle an estate.

The tower man at 9th and Main must have felt awfully offended when a West 9th street car came down Spring and turned up Ninth St. without stopping or even asking for the "right-of-way," but if he had seen Motorman N. M. McEwan turn pale at the discovery of no air his anger surely would have turned to sympathy and hope.

report the mother and baby doing fine.

Conductor Goosey Gosselin called Night Clerk Frank Christy up on the phone at 2 a.m. the other morning and invited him out to a chicken supper. Frank was unable to get away just then but will likely take advantage of the offer at some later date.

Motorman Wike's wife called up the other day and asked if he could get off as she wanted him to help her. Dan had visions of a wash tub and a kindly feeling towards Wike and also a shortage of men, so was regretfully compelled to turn the request down.