



Grand & Moneta Schedule Shifted

DIV. 5 LOSES TOP SAFETY SCORE TO DIV. 2

Division Two has come back into the safety contest with both feet and now holds first place. The standings of the five divisions for the week ending February 25, and posted at the divisions a few days ago, showed Division Two about one per cent ahead of Division Five.

A check, made March 1, showed Supt. Mann's clan still in the lead.

The standings, February 25, showing total accidents, number preventable and percentage of responsibility for the two weeks beginning February 12, the opening day of the contest, follow:

	Accidents	Preventable	Responsibility
Div. 2	129	10	7.8%
Div. 5	94	8	8.5%
Div. 4	67	6	9.0%
Div. 1	88	10	11.4%
Div. 3	107	14	13.1%

In addition to Division Two and Five switching places, Division Four passed Division One and reduced responsibility percentage from 12.8 per cent to 9 per cent. While the division reported 27 accidents, investigation showed that in only one was the crew responsible. A continuation of this stuff will bring the flag back to Georgia Street for a third time.

If life was one sweet bed of roses, just look at the thorns you might stick yourself on.

Checks Used For Entire Pay Roll

The folks at the main offices who make periodical pilgrimages to the paymaster's office and then innocently remark, "Oh, I almost forgot this was pay day", will receive their remuneration by check instead of cash hereafter. The new system was put into effect February 28.

The pay checks for main office employees are yellow and those for trainmen and shop men will be white as usual.

February Complaint Score Did You Cause One Of These?

Classification	January	February	Gain or Loss
Discourtesy	43	37	-6
Fare and Transfer trouble	60	52	-8
Starting too soon	12	7	-5
Passing up passengers	15	19	+4
Carrying passengers past stop	13	12	-1
Dangerous operation	4	5	+1
Short-change	1	6	+5
Miscellaneous	29	28	-1
	177	166	-11
Commendations	30	31	+1

SUMMARY SHOWS GAIN IN COURTESY ON CARS

THE February complaint summary is encouraging because it shows some improvement—and room for still more improvement. The complaints of all kinds recorded in February total 166 as against 177 in January. This is a reduction of eleven and although the short month may have had something to do with it, the general outlook is good.

It is always a good indication when the commendations for special courtesy and efficiency exceed complaints of discourtesy. This happened in seven of the twelve months last year, but there were a few too many charges of discourtesy last month to permit this condition. Nevertheless discourtesy complaints dropped from 43 in

January to 37 in February. The corresponding month last year produced only 22 discourtesy complaints and August was the best month of the year with only 21 such complaints.

There is no excuse for an increase in complaints about passing up passengers and one of the bulletins this week indicates that such offenses will involve strict action in the main offices.

March is a full-sized month of 31 days. Last year it produced 132 complaints. Let's lower that this year. Get that good natured feeling that stops complaints before they hatch and above all things remember:

BE COURTEOUS.

RELIEF POINTS ON 3 LINES CHANGED

A rearrangement of relief points for the three main safety car lines has been made so that operators may have the necessary time for making the change without delaying traffic or running a risk of accident. The plan has been to move the relief points outside the downtown congested district.

On February 27 the relief point of the South Main line was changed from Ninth and Main to the Temple Block. Last Thursday the relief point of the Angeleno and Crown Hill line was changed from Fifth and Hill to Sixth and Flower.

On Monday, March 6, the relief point of the Griffith and Griffin line will be changed from Ninth and Main to Twelfth and Stanford.

NEW SWITCH TO REDUCE DELAYS

A sectionalizing switch is to be installed at Seventh street and Santa Fe Avenue which will minimize delay due to trolley breaks. With this equipment installed, a break in the east end of Seventh street will not affect cars above Santa Fe avenue. The next switch on this line is at Alameda street.

The new feeder lines out of the automatic substation in the Vernon yards has been completed and will be put into service as soon as the necessary switchboard equipment is received from the east.

And keep on keeping on. For you are judged by the record you make—not by your ability to make a record.

25 MORNING TRIPPERS TO PULL INTO DIV. 1

A change in the schedule of the Grand and Moneta line, which is the largest, in point of mileage, on the system, will be made March 15, following a line choice of runs March 11. The rebuilding of the schedule involves some important changes which include a slight change in routes, longer running time and improved service for passengers at certain periods of the day. The new schedules will be posted at the divisions before March 10.

Passenger service over Second avenue between Forty-eighth and Fifty-fourth streets will be eliminated. A twelve-hour check showed less than 200 cash and pass passengers boarding cars in that stretch and it is but a few steps' walk to Forty-eighth or Fifty-fourth street. Cars pulling in and out of Division Five will be using the track practically all day and they will carry passengers as usual.

Pull Into Div. 1

A feature of the new schedule is that 25 of the morning trippers starting from Div. Two and Five, will pull into Division One at the end of the morning rush period, instead of making the long trip back to Fifty-fourth street with practically empty cars. This will give considerable economy in power, mileage and time. In the afternoon the trippers will be pulled out of Division One by Division Two or Five men. The Division One tracks will be used for car storage only in these cases as the trainmen will have no affiliation with the division, except to report there for their runs and transfer pads.

Terminal Changed

The Fifty-fourth street branch cars which have the terminal at Division Five car house, will have Mesa Drive as the new terminal. Cars on the Forty-eighth street branch will run to Forty-eighth street and Sixth avenue with Van Ness avenue as the short-line terminal for turn backs.

The new schedule will give a better distribution of the two-car trains on the line. The train service was established as well as could be with

(Continued on Page 2, Col. 4)

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Reward of Satisfaction

THE peak of the sickness wave seems to be past and conditions are well on the way back to normal.

Sixty-three morning and evening trippers had to be held in for several days, due to shortage of men, but last Thursday the full board of runs was ordered out and service was practically 100 per cent perfect. Thursday morning Divisions One, Four and Five sent out all their runs. Division Three held in only one tripper and Division Two held in seven.

This was the best demonstration that could be given of a return to ordinary service.

It has been a strain to meet the demands for service. It has meant long hours worked on the road and a higher speed in the offices. It has been one of the emergencies that a street railway faces ever so often. The game is largely expecting the unexpected and being prepared to meet its demands.

Although work is still at a high pitch, the gradual relief is welcome indeed. It marks the passing of an emergency which called forth the fullest efforts of a united body of employes.

There is a wealth of satisfaction in knowing that the strenuous efforts to maintain service in the face of difficulties have been successful.

JUST BE YOURSELF

*There ain't no use in fakin'
Cause most folks are wise to you
There aint no use in takin'
Credit—For things you didn't do.
There aint no use in knockin'
Cause a knocker's never placed
Folks don't take much stock in
A person that's "two-faced."*

*There aint no use in feignin'
When there's really nothin' wrong,
There aint no use complainin'
Let your troubles drift along.
There aint no use believin'
All the gossip that you hear
Cause most of it's deceivin'
So just turn the old deaf ear.*

*There aint no use in cryin'
When you make a lotta breaks,
Just tear in and keep tryin'
To wipe out your mistakes.
There's no use being crabbit
When you're feelin' outa-sort,
Just get the old smile habit
And show 'em you're a sport.*

*Don't ever try to pass the buck
For some mistake you've made.
Just face the gun and trust to luck
And you're sure to make the grade.
Remember you're a long time gone
When they lay you on the shelf,
So keep your head and plug right on
And then—Just be Yourself.*

—BILL BRADY.

FLAG CHANGES HANDS WITH 1-WORD ORATION

SUPT. C. A. Morrison of Division Five is credited with having made the best speech of his political career at the monthly dance, February, 25th when he received the safety championship flag from Supt. L. L. Wimberly of Division Four, former holder.

Putting the full force of his personality behind every syllable and using dramatic gestures, the boss of the sea gulls, roost said:

"Gimmie."

Moved by such oratory, Supt. Wimberly surrendered the flag without a murmur and the two gladiators left the stage. They also left John Col-

lins, supervisor of safety, to explain to the dissatisfied throng that the prior feature of the program had forgotten the time points so that the pleasure of hearing "Shorty" make a speech would have to be foregone until he mounts the stage next time to surrender the emblem—or possibly to get the hammer and tacks to fasten it to the wall for keeps.

The other entertainment act, The Olivet minstrels, composed partly of company employes, made a big hit with good stories and music. Then the usual dancing and refreshments followed.

BULLETINS

ISSUED MARCH 6, 1922

BULLETIN NO. 32
Notice to Trainmen

In all cases where a train is running 5 minutes or more late from any cause, report must not only be made to the emergency supervisor by telephone as provided for by the rules, but a notation must be made on the Mileage Card under head of "Switchbacks," stating time leaving terminal on trip on which the delay occurs, place and cause, and under the head of "Number of Passengers," the number of minutes late.

BULLETIN NO. 33.
Notice to Trainmen.

Entirely too many patrons are being passed up unnecessarily when circumstances do not warrant such operation.

Special attention is called to this condition at the Union Pacific Station on East First Street, and effective March 6, an "information" man will meet all Union Pacific trains arriving between the hours of 7 A. M. and 5 P. M., on week days, and his orders regarding the waiting for or picking up of passengers at this point must be observed.

BULLETIN NO. 34.
Notice to Conductors

Pass No. 1308, issued to E. L. Abraham, Repairer, Mechanical Department, is in improper hands, as this party is no longer in the employ of this company.

If the above pass is presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 35.
Notice to Conductors.

Transportation Book No. 2971, issued to Earl Hamlin, a/c Fire Department, has been lost. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 36.
Notice to Conductors.

The following passes have been lost: No. 899, issued to H. H. Leibelt, Foreman, Way & Structures Dept.; No. 1646, issued to J. H. McClelland, Inspector, Div. 1, Mechanical Dept.; No. 2518, issued to Margaret A. Christensen, wife of C. L. Christensen, Clerk, Div. 2; No. 4219, issued to J. W. Gilreath, Mtr. Div. 3; No. 4932, issued to J. M. Nicholson, Safety Operator, Div. 4; No. 5714, issued to Wm. Coe, Mtr. Div. 5.

If any of the above passes are presented for transportation, take up, collect fare, and send to this office with report.

P. B. Hill
Supt. of Operation.

Conductor Nabs Pick-pocket on Car Red Handed

Conductor W. T. Russell of Division Three caught a pickpocket at work on his car and forced him to return a stolen purse to the owner. After turning the man over to the police, Russell found that the man who had lost the purse had disappeared.

It looked like poor appreciation of the efforts made by the conductor to protect the passengers, but anyway, Bill had the satisfaction of getting the "dip" red handed.

Widow of Tom Price Dies of Pneumonia

Sad indeed was the news received by Los Angeles Railway folks last Tuesday of the death of Mrs. Constance B. Price, whose life was terminated abruptly by pneumonia. Mrs. Price was the widow of the late Supervisor Thomas R. Price, who passed away January 2. She is survived by two boys, aged eight and twelve years.

Funeral services were conducted Thursday morning at the Church of the Holy Names, Jefferson and Gramercy. A number of employes attended the service. Among the pall bearers were Supervisors B. R. Davis and Frank Westcott, and Joe Finn of the superintendent of operation's office.

WINS PRIZE FOR HOME PLANS

George E. Campbell, chief draftsman of the Los Angeles Railway, received a pleasing honor and national recognition of his ability when he was awarded a second prize in a contest conducted by The Ladies Home Journal, for bungalow plans. He wins a cash prize and the drawings will be published in the magazine. Announcement of the awards has just been made.

Mr. Campbell originally designed the Italian style bungalow as the future home of his daughter, who is to be married soon. Later he decided to enter the plans in the contest and was a winner in a big field.

MORE SERVICE ON TEMPLE ST. LINE

Following the recent establishment of through car service on the single-track extension of the Temple Street line, between Hoover Street and Fountain and Edgemont, an increased service is announced by the schedule department.

The morning and evening rush hour headway west of Hoover Street is now fifteen minutes, but a new schedule to be established shortly will give twelve-minute service. Two more cars will be added to the line.

SHIFT TERMINALS ON GRAND-MONETA

(Continued from Page 1, Col. 4)

the existing schedule and this resulted in their running more or less together. The new schedule will give one train between every two single cars and thus provide more even distribution of the load.

Service Improved

Improved service on both the Fifty-fourth street branch and the Manchester branch of the line will be given in the morning rush hour. Eight-minute service has been given from 5:50 A.M. to 6:40 A.M. The new schedule will give four-minute service in this period on the branches named above followed by three-minute headway from 6:40 A.M. to 7:30 A.M., then four-minute headway, as at present, until the morning rush travel ceases. Four additional cars will be placed in the morning service.

No man living is more worthy to be trusted than those who toil up from poverty—none less inclined to take or touch aught which they have not honestly earned.—Abraham Lincoln.

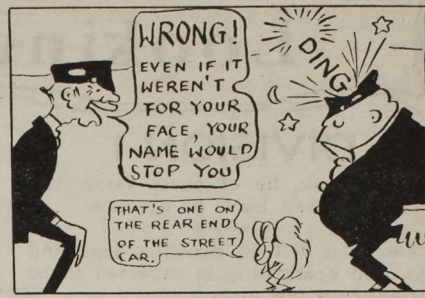
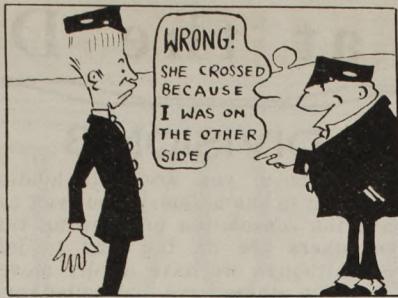
Claim Agents Set Date for Meeting

June 7, 8, and 9 are the three days selected for the convention of the Pacific Coast Claim Agents' Association, to be held in Los Angeles. C. M. McRoberts, general claim agent of the Los Angeles Railway, is first vice-president of the association and is making some of the arrangements for the sessions.

Claim agents from all over the Pacific Coast states will be present for the meetings.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things

(Hand Picked)

BOUQUETS RECEIVED LAST WEEK

- Mtr. Harry Lozier, Div. 1.
- Condr. C. Fisher, Div. 2.
- Condr. H. Nadeau, Div. 2.
- Condr. F. E. Clark, Div. 3.
- Condr. H. E. Ketchum, Div. 4.

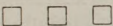
For Condr. C. W. Sanders, Div. 5.

Los Angeles Railway.

Gentlemen:
I am addressing you, without solicitation, to commend your conductor No. 568. We were running on the Grand and Moneta line, crossing on 11th St., at about 1:35 P.M. this Friday. I never heard a conductor have to take such insulting, aggravating talk which was kept up for some time until I heard a passenger say, "I wonder if there will be a fight?" I sat next to the conductor and can witness that he did not say a word or act ungentlemanly. It began about a transfer. The offender was a short man, boarded the car when I did and did not ask for a transfer at time of paying fare. I thought he might turn in a complaint is the reason of my writing. And, anyway, he should be commended for this conduct under such abusive treatment.

Trusting I am doing only the right thing, I beg your indulgence.

Respectfully yours, DEMIS E. SMITH.



For Condr. H. W. Taylor, Div. 3

Los Angeles Railway.

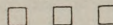
Gentlemen:

I must tell you of one man on the Inglewood car who is always pleasant, smiling and glad to help any woman, young or old; after the courtesy is extended, does not turn to men standing on platform of car and make a remark. I know as I travel same route now with same conductor for four months, with few exceptions. Up to the trip in this morning he has never been too busy to say at least "good morning."

If advisable, and I think it to be, as I have been with corporations for the past seven years, tell him of this note of thanks.

G. BISSELL,

R. No. 2, Box 61, Inglewood.



For Condr. F. A. Bryant, Div. 4
For Operator A. B. Colson, Div. 4

Los Angeles Railway.

Gentlemen:

Conductor 2708, on the Temple St. line, is alert, accommodating and tries to make us comfortable. When I am fortunate enough to board his car I relax, knowing there will be no need to watch the cross streets, as he calls the names clearly, as though he really wanted us to hear them.

He has the Scotch Collie quality of looking out for us poor sheep and seems anxious that we get off at exactly our destination and that we make no mistakes about transferring. Give us more of his kind, please!

A month ago, coming from a symphony concert, about five o'clock, I took a Crown Hill car near 5th and Olive. We were packed so closely we could not move and at several corners passed waiting dozens. Some of the standing passengers were tired and hungry and cross and "took it out" on the conductor. No. 288, but he only smiled and all the way kept up a cheerful line of remarks until the car full of people laughed and concluded the world was not such a bad place after all. Give us more of his kind, please!

Yours truly, J. GERMAIN,
231 No. Vendome St.

For M. C. Haggard, Div. 2

Los Angeles Railway.

Gentlemen:

It is with great pleasure I write these lines in recommendation of motorman 2487, on Central Avenue line running south, due at 7th and Central at 12:50 A. M.

He is always the same—jolly, good-natured, regardless of bad weather, and has the same kind smile for everyone.

Very truly yours,
BERTHA CONKLIN,
1015 East 49th St.

Division One Roll Call

By Motorman Orphan



The pride of Barn One
Is little Jeff De Guire
You'll always find him running
Down on the Mateo flyer.

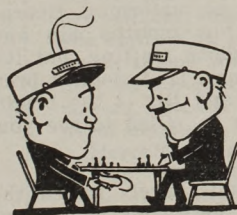
Then comes Motorman Sequin
When he shaves he cuts his throat.
You can always tell it's Sequin
By the flour on his coat.

Next comes Motorman Ferris
A man there is no better,
You can always hear him coming
For he wears a bright red sweater.

Then comes Motorman Winters
He looks so neat and fine
He works with little Snookums
Out on the West Ninth Line.

Next comes Motorman Fagin
He surely knows his line
He sure is a bear
When it comes to making time, (Sometime).

Then comes Motorman Fries
He's always full of fun
He'd rather buck the board
Than take a steady run.



Then the two Conductors Burk's
I'll say they're no "Has Beens"
Just because they are two brothers
They're not the gold dust twins.

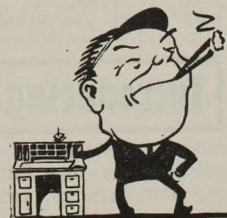
Next comes Motorman Payton,
A man we need not fear,
He built himself a home,
Way out in Belvedere.

Next is Conductor Atkins
He's seen forty more or less.
I'll tell you a wizard
When it comes to playing chess.

Then there's Ruggy in the office
He is always up to par
You will always know its Ruggles
For he smokes a good cigar.

Last there's Motorman Orphan
He's bought himself some lots
Way out on West Adams
That's sure some move from Watts.

And the bird who wrote this he works 479—



On The Back End

(Contributed)

Conductor Joe Meehan, he of old Oirland, and Motorman H. R. Armstrong, who traces his ancestors to Merrie England, and now pledges allegiance to Division Three, undertook to pilot a tripper on the West Adams line the other morning. Now when an amicable mixture of this kind gets together, there is going to be something doing.

They should have turned at 11th and Georgia, but as the scenery was grand, they decided to go to the end of the line. On arriving back at Lincoln Park, Armstrong said, "Ain't that grand, one hour lay over, pretty soft." But Joe said, "We will interview the dispatcher," and when he did, he discovered it was not so soft and declares he is off of Armstrong for life.

* * *

"Adonis" Shroeder, of Division 4, is back on the job with a lovely flock of fever blisters on his lips. Those East First Street fairies must have got rough with our poor Shroeder.

* * *

A RAILROAD SCOOP

The reporter who had accompanied the special train to the scene of the wreck, hurried down the embankment and found a man who had one arm in a sling, a bandage over one eye, his front teeth gone, and his nose knocked four points to starboard, sitting on a piece of the locomotive and surveying the horrible ruin all about him.

"Can you give me some particulars of this accident?" asked the reporter, taking out his notebook.

"I haven't heard of any accident, young man," replied the disfigured party stiffly. He was one of the directors of the railroad.

* * *

A Garvanza conductor of Division Four reports that a woman passenger boarded his car and looked at him, then asked, "Where's that fast young fellow you had on this car yesterday?" "You didn't miss it much," smiled the nickel harvester, his name is Speed."

* * *

Conductor W. Cline tells the following good "kid story":

"Mother had just said, 'God sees us always and knows everything we do.' Bert, aged 3, thought a minute and then said, 'Well he doesn't take much more time off than my daddy does.'"

* * *

A REGULAR PRAYER

Lord, let me live like a Regular man,
With Regular friends and true;
Let me play the game on a Regular plan
And play that way all through;

Let me win or lose with a Regular smile
And never be known to whine,
For that is a "Regular Fellow's" style,
And I want to make it mine!

Oh give me a Regular chance in life,
The same as the rest, I pray,
And give me a Regular girl for wife
To help me along the way;

Let us know the lot of humanity,
Regular woes and joys,
And raise a Regular family
Of Regular girls and boys!

Let me live to a Regular good old age,
With Regular snow-white hair,
Having done by labor and earned my wage,
And played my game for fair;

And so at last when the people scan
My face on its peaceful bier,
They'll say, "Well, he was a Regular Man!"
And drop a Regular tear.—Exchange.

Ardmore Substation Machinery Repaired

The reinsulated transformer, which was badly damaged at Ardmore substation last fall, due to the necessity of operating at the capacity limit because a few residents of that district opposed a new automatic noiseless substation, has been installed, and the station is about ready to resume the former normal service. A generator machine was damaged at the same time and extensive repairs were necessary.

The University substation capacity has been curtailed due to breaking down of insulation on collector rings of a 1000 K. M. converter. The repair work will take several days.

John Stork Offers Sympathy and Baby

Motorman E. C. Harmon, of Division Three, and his wife have just passed through a severe attack of influenza, and the good old bird stork, to show his sympathy, arrived at their home Tuesday morning. He left therein a beautiful baby girl weighing eight pounds. This is the first in the family and of course E. C. says she is the finest that ever happened. Mother and baby are doing fine.

The wise man knows all he tells, but never tells all he knows.

Many men and many things seem easy until you try to do them.

Looking 'em Over at the Divisions

DIVISION 1

W. H. Lee, he of chess fame, has taken a 90-day leave of absence.

The sick list is growing less and less, and everything is expected to be normal in a few days.

A. E. Fountaine has been appointed stenog. for Division No. 3. Fountaine is a good fellow and we are sorry to lose him. This division is the trainman school for all good men, and is also the place where many of the best cars are first run, so don't forget, Russell, that some of our best men and cars are from Division No. 1.

M. R. Botello, who was a conductor at this division for a long time, paid us a visit last week. Glad to see you, Bill, and always welcome.

The meanest thief in the world! That's what Motorman E. M. Worsley thinks of the thief who stole his fine English Bull pups valued at several hundred dollars and one which had just been sold for \$250.00. Mrs. Worsley was away visiting at the time and the thief phoned Worsley and said he was wanted at the division, he found that the call was phoney, and upon his return home found his dogs missing.

DIVISION 2

Condr. M. Ohrner resigned a few days ago to go into business in Eagle Rock. We wish him success.

When the next lady (?) asks Conductor C. R. Cook of the cross-town line, to let her off at Sixteenth street, we guess he will let her off. The last one who asked C. R. to stop at the above mentioned place, when informed that she was a little late in making the request, gave him a slap on the face, knocking off his cap, so he had to make a stop, even if it was past Sixteenth street.

D. A. Walters has gone in the laundry business, judging by the looks of the clothes line in his back yard.

Our Iowa conductor, S. J. Bacon, has a new version of how the state of Iowa got its name and how they raise hogs there. He is reported as just itching to tell the story so will somebody please bite.

Motorman Gunner took a run on San Pedro for his health, but when he saw his conductor hand over "beacoup beans" at the end of the day's business, he said, "back to the two-car trains for mine."

"Red" Stevens, who made the Koffee Kup famous, is among us again as proprietor of a newly fitted up restaurant at 53rd and San Pedro. Stevens was formerly leading spirit of the Division Two baseball team and a pioneer of these parts.

Part of East 7th To Be Re-Built

Work has been started on reconstruction of track on Seventh Street between Alameda and Mateo Streets.

New ties and ballast will be installed, followed by new paving.

The intersection of Eleventh and Flower Streets has been opened for the rubber-cornered cushion crossing which is to be installed partly as an experiment of the engineering department to determine what saving of track and paving may be made by the device.

Who's Who



SURE and its more respectable for an Irishman to be swinging a controller than a shillaly so Motorman John J. Branick of Division Three has been following that peaceful occupation with the Los Angeles Railway since May, 14, 1900.

John was born in Ireland and glories in the fact. Futhermore he has the face and brogue to match.

Prior to entering street car work he was cashier for a large bakery here and gave as reference some of the old time cafe and restaurant men including Al Levy.

Louis Recappe, of the schedule department, tells a good story on John that happened during the Elks' fiesta of 1912. John had an extra car that was to run all day on orders, according to traffic needs. After a strenuous day he telephoned in that he wanted to go home. He was told to go to 54th and Denker and phone again. From there he was told to start back to Division Three and call at Avenue 20 and Pasadena. Shortly before he phoned again a report was received that shuttle cars on the Griffin Avenue line had been caught with some uptown extra cars and service was stopped on the shuttle. So when he called again John was asked to jigger and later a weary voice was heard:

"This is John Branick, 274, I called and told you I wanted to go home. I called you at 54th and Denker. I called you at Avenue 20 and Pasadena. Here I am at Avenue 45 and Griffin. —just look where you've got me!"

Introducing New Men

The following men have been assigned to their divisions during the week ending February 25, 1922:

DIVISION NO. 1

Conductor—L. W. Harding, L. L. Johnson.

DIVISION NO. 2

Motormen—C. R. Shaeffer, W. W. Saunders.

Conductors—A. C. Haenssler, J. Gunderloch.

DIVISION NO. 3

Conductors—M. A. Zink, O. J. Howe, O. B. Rogers.

Motorman—A. V. Fee.

DIVISION NO. 4

Motormen—H. Drake, F. L. Leadbetter, D. E. Poulson, J. J. Morgan.

Safety Operators—W. R. Kern, R. A. Monk, W. Simmons.

DIVISION NO. 5

Motorman—R. B. Lewis.

HOW DIFFERENT HERE!

Imagine the shock to traffic-dodging Americans if our autoists, instead of honking in the middle of a block and then whizzing past the crossing, followed the example of the London hansom driver.

This driver, when he saw a pedestrian directly in the way of his cab horse, drew up, leaned over and gently inquired: "Hi say, sir, may I ask what are your plans?"

DIVISION 3

Well, boys, you are still holding your own in the basement, but you can have the consolation of knowing that the others are on the way to join you. Although we have hardly moved a peg, the others have, but cellarward, so there is corn in Egypt yet, and you still have a chance to gain the altitude record. There must be some excuse for us, so we will blame it on the flu, and as those that can, usually go to their cellar for a cure of said disease. So, no doubt, you will soon recuperate and bob up severely from below.

No doubt, volumes could be written of strange things coming into possession of the Lost and Found Department, but the other evening in opening a suit case at this division to ascertain contents, we found a perfectly dead gorilla. We didn't monkey with it, but passed it on to our friend Clothier of Lost and Found Department, for further investigation. The following day we received a lively New Zealand rabbit. Supervisor Ted Harrison has adopted same until such time as it may be claimed or made into rabbit pie.

Gale Hendry, after a stormy two weeks of La Grippe, blew in Wednesday on the job again and as Gale is our all highest efficiency motorman, our safety record should now soar.

Joe Meehan says that Johnny Branick's remedy for rheumatism, would be perfectly safe to leave around the house where there are children, as besides being non-poisonous, is very exhilarating, good for man or beast.

Geo. Kleinschmidt, formerly clerk of Div. 5, is now formally installed at this division as motorman. George resigned some few months ago and since has been globe trotting, but it's the same old story, L. A. looked pretty good to him and Div. 3 the bright spot, so here he is. Glad to see you, George.

The flu epidemic surely raised the dickens around here, but at present appears to be on the wane. Quite a number of the men are daily reporting for duty and a few others in order to be in style, reported sick. It sure has been a strenuous time for us all and now Mr. Dye feels that you boys who were fortunate enough to escape, are entitled to a great deal of credit for the way you stayed on the job and thereby enabled us to get out the service that we did. It is the right kind of spirit and will not be lost sight of with the advent of fine weather. We look forward to a return to normal conditions and everybody will be happy.

Condr. C. R. Aker, he of considerable speed, at Rimpau street the other night after changing trolleys, etc., made a run around the end of car for the phone, but an automaniac took a poke at him and almost put him down for the count. He suffered a severe shaking up, but expects to be on the job again in a day or two.

For Condr. A. L. Layton, Div. 4
Los Angeles Railway.
Gentlemen:

This conductor deserves credit as he paid the carfare of a six-year-old boy. He got on the street car not thinking that he needed funds and the conductor very kindly paid it for him.

The conductor's name is Mr. A. L. Layton, No. 116, Division No. 4.
Hoping that this will give the man some credit.

Yours truly,

JAMES J. DONAHUE.

A man may knock and knock, but still never make a hit.

DIVISION 4

Our bachelor scribe is still ill at this writing so, as usual, this column, minus Knittle, equals "not much."

Our boss, "Wim," is also on the sick list, but we hope he will soon be back on the job.

"Handsome (Sugar Kane) Frederickson" went back to work, after being off with the flu several days—with a smile. Reason of said smile; a run on Temple St. first crack. Is she blonde or brunette, Freddy?

Owing to the flu, our division show will be postponed again until April.

Tom Sloane rises to say: "A hen is not a hen when it's a rooster." Thanks for the info, Tom. Ha, Ha.

Got one on "Satan Cates."

One day a party called to see Cates when he was back on the farm. "Is your pa home?" the caller asked. Cates, Jr., who answered the door, said, "Yeh, he's home. He's down in the pig pen, but you can't tell which is him 'cause he's got his hat on."

Motorman Bob Lindsay came to bat as pinch hitter for Knittle this week, so that the cash subscribers would have some Division Four news. Now see if you can's scout up a few "pieces for the paper."—The Editor.

DIVISION 5

Motorman D. W. Iler has returned to work after a ninety-day leave of absence.

A. F. Grant, clerk at Division Five, is on the sick list this week. Mr. Morrison and John Robinson have been almost under the weather for the last week, but have managed to be on the job every day. We hope they all recover soon.

When the weather man saw the Safety Pennant flying over Division Five, he promised to eliminate the floods, so that the flag would remain high and dry. If we can only carry out our plan to keep the pennant here it will certainly be a dry climate here for some time.

A great many of the men of Division Five, who have been reading with interest the items by John Collins in Two Bells, have been inquiring why these articles have ceased. His paragraphs were missing from last week's issue.—Editor's Note—There are more "Safety Talks" to come.

The "flu" epidemic hasn't left us yet and doesn't seem to be leaving very rapidly. Our sick list has shrunk somewhat, but not nearly enough. We are glad to see a few of the men back on the job, however, and believe another week will enable us to get back to normal again.

Motorman W. L. Brophy is taking the examination for the police force and expects to start with them some time this week.

Smile and let the sun shine—there is already too much rain.

UNTO THE END

"How's this?" asked the lawyer. "You've named six bankers in your will to be pallbearers. Of course, it's all right, but wouldn't you rather choose some friends with whom you are on better terms?"

"No, Judge, that's all right. Those fellows have carried me for so long they might as well finish the job."

—The American Legion Weekly.