



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

GENERAL CHOICE MAY 25

INJURIES AND DEATHS IN ACCIDENTS DECLINE

While general traffic accidents, deaths and injuries in the first four months of 1922 show a tremendous increase over the corresponding period of 1921, according to the police official traffic reports, injuries and deaths in street car accidents have been reduced substantially in the same period.

An actual reduction of the number of deaths and injuries is shown.

Deaths Reduced

In January, February, March and April of 1921 there were 11 deaths entered on Los Angeles Railway records by the claim department. One of the cases was of an employe who was killed by an auto so the figure for actual traffic accidents is set at ten.

The corresponding period this year shows five deaths. One report is of an employe killed by an auto and another of a maintenance of way man killed by an explosion of gas in a sewer pipe, so the total deaths in traffic accidents is set at three. This is a much better showing than last year.

Excellent Record

Bear in mind that the total daily mileage of all cars of the Los Angeles Railway is approximately three and one-half times around the world, that the 815 cars in maximum service today constitute a high point in regular service given, that some 800,000 passengers are served daily and then look at the total deaths for the four months in general traffic accidents compiled by the police. The staggering total is 101 lives snuffed out in the short time!

The figures speak volumes of praise for the trainmen who are devoting their best efforts to accident prevention.

The number of injuries in street car accidents reported by the claim department in the first four months of 1921 total 1732. The same classification for 1922 shows 1395, a reduction of 337.

In addition to the 101 killed, the police report shows 2070 persons were

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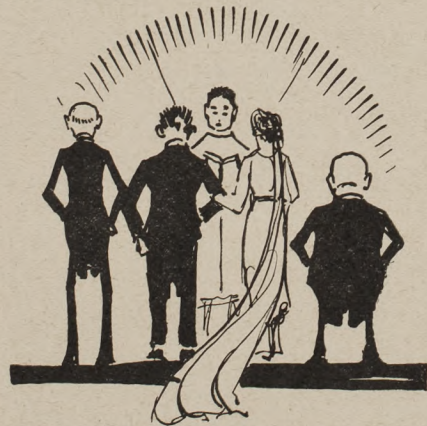
"Ham" Rollins, Artist, Weds

By Conductor Ding and Motorman Ding Ding

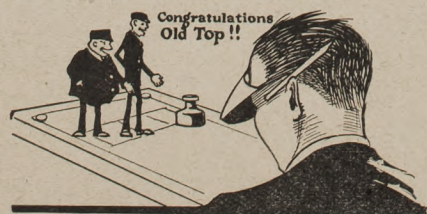
PARDON us, gentle reader, for having the nerve to come out here on the front page when we know we belong on the top of the third page and have lived there for many moons. But this is a great occasion.

The boss got married last Wednesday.

The marriage columns relate that Hamilton B. Rollins, Jr., and Miss Cleora M. Hobson have paid the county clerk \$2.00 cash coin of the realm and therefore "Ham" has a legal right to have his head dented with a rolling pin Mondays, Wednesdays and Saturdays. No one may deny him this privilege.



"Ham" was a clerk in the safety bureau when he snagged us out of the India ink bottle and put us to work on the cars. Later he gave evidence of having rather poor judgment by leaving the service of the company for other pursuits, and his latest exploit confirms our suspicions.



The boss is a brave man. He took a pair of dice and a machine gun to France and was a first lieutenant. He shot seven with the dice and chewed up several trees in the Argonne ruckus with the machine gun. The boss is still brave. As stated above, he has committed matrimony.

With the co-operation of another

Trainmen Save Party Trapped In Auto Wreck

A Division One crew won praise for a specially good piece of work last Monday outside the regular line of duty.

On an East First Street car, Conductor O. Arguello and Motorman A. B. Parker were passing Lorena street east bound at 7:30 A. M. An automobile driven at a lively clip was west bound and slid off the road into the ravine at that point. It landed top up and held the occupants, among them three children.

The trainmen ran to the rescue, extricated them from the upturned machine and called the Receiving Hospital ambulance. After rendering all possible assistance they resumed the trip.

Ventilated Caps for Summer Available

In keeping with the hay hat season, the uniform department has stocked a number of cool summer headpieces which conform with uniform standards. The caps are ventilated and assure maximum comfort in the hot weather. The new type sells for \$2.50.

Div. 1 Busy With Vaudeville Show

Although little has been heard of the details, Division One is reported to be cooking up a dandy program in the inter-division theatrical competition. C. V. Means, who handles the monthly entertainments at Recreation Hall, has promised a prize for the boys putting on the best show.

Division Four men covered themselves with honor and grease paint. Now Division One is out to go it one better, but the actors will have to step. Nate Robinson is mobilizing the artistic temperament, and having as much fun as a grand opera director.

Division One men will tread the boards at the monthly dance, May 27.

artist we appear on the front page to give dignity to the occasion. By saying "another artist" we indicate that the boss is an artist, but you may use your own judgment on that.

Now we have to scamper to page three and do our stuff over there.

We thank you.

TRAINMEN TO BEGIN NEW RUNS ON JUNE 4

The general choice of all runs on the system will be conducted at the five divisions May 25. The changes will be effective Sunday, June 4

This announcement, made by R. B. Hill, superintendent of operation, is of vital interest to all trainmen and answers a question that all have been asking since the recent announcement that one more "shake up" would be held. The general choice is made necessary by the rebuilding of schedules on several lines to meet service requirements.

The schedule of the Eagle Rock and Hawthorne line has yet to be rebuilt and trainmen who bid for runs on this line will do so with the understanding that a line choice will be held later.

Seniority lists will be posted at all divisions several days before May 25.

Trainmen are urged to study the schedules before bidding, as the indications are that they will hold the runs awarded for a considerable time.

Don't be a rolling stone—it always rolls down hill.

Motorman Gassed Overseas is Dead

Motorman G. B. Hubbard died last Friday morning in the government hospital at Sawtelle. He was an overseas veteran and had been slightly gassed in action but did not realize that it was developing into quick consumption, the cause of his death. Mr. Hubbard was a motorman at Division Four. When the Birney cars were installed he became an operator. Later he transferred to Division Five. He was on sick leave from that division at the time of his death. He was a member of the association. The news was quite a shock to his many friends at Division Four.

There is no place in this land for him who does not believe in good government.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

The Priceless Product

HERE is a manufactured product of unlimited supply which is free. It is in constant demand. It yields more profit than any other commodity. It is courtesy.

Courtesy has been discussed from many angles because it has many possibilities but no one can say all that should be said about this commodity.

Behind the fact that we appreciate courtesy ourselves and should offer to exchange it with those we meet, this commodity seems to carry a sense of duty.

Courtesy and hospitality are possibly the greatest factors known for producing good feeling between individuals or between nations.

It is every man's duty to contribute what he can toward making the world a good place to live. A people quarreling among themselves have no strength and fall. This is true of all groups whether they be classed as families, cities or nations.

One of the national business organizations has a slogan "He profits most who serves best." That brings the proposition down to individuals, you and I. It is a true slogan and expresses duty as well as a choice of courses.

Those who consistently practice courtesy know the profit it produces. Those who are tempted at times to be curt instead of courteous, owe it to themselves and to the work which gives them a living in a free land to learn the real benefits of courtesy.

Tip On Using Telephone

HERE are a lot better places for conducting a friendly conversation than amid the roar of traffic at Seventh and Broadway, but it is a daily necessity for the emergency supervisors on the telephone switchboard to converse with trainmen or supervisors at that point.

The natural result is that the noise enters the transmitter on the phone on the street and is heard through the receiver of the same phone. This makes it difficult for the emergency board man to get his message to the man outside. Sometimes it results in interruptions and complications that might have been avoided had the telephone message been understood.

The same situation arises at practically all outside phones connected with the emergency board. The annoyance can be eliminated to a considerable extent if the man outside will place his hand over the transmitter when receiving orders from the emergency supervisor at the main offices. This action blocks out the outside noise and is a big help in getting orders straight.

GRIMY AUTOISTS TAKEN FOR THUGS

Lee Von Hagn and "Doc" Archibald of Division Five took a pleasure trip through the country Sunday. Lee was just recovering from a recent encounter with a rough passenger and his right eye was badly in need of a beef-steak poultice.

Just as they were driving into a little country town their motor stalled and after working on it for about an hour succeeded in getting into a small garage. Lee's black eye and their general appearance after being under and all around their "saxophone six" wasn't becoming a pair of gentlemen of their caliber and attracted considerable attention among the villagers, in fact they looked like a couple of retired highwaymen who had just escaped the sheriff of the next county.

They looked so suspicious that it took all the words of their combined vocabularies to keep themselves out of jail, and they were warned to take their drives in another section of the state in the future.

LOSES TICKETS OF HONEYMOON TRIP

L. H. Wilson is in the limelight again.

Yes, this is the same conductor who recently chased a car around Division Two until its tongue hung out, and then found he was on the wrong car. This time, it's worse. It has been noticed recently that he hasn't been quite so keen about showing up for work, but it was love that did it, we knew not until he scrambled breathlessly up to the window May 6 at 12:59 p. m., and inquired if anyone had turned in two tickets to Catalina.

"Why two," the clerk asked? Blushing daintily, beneath a new straw cady, he whispered that at 2:00 p. m. he was due to place his head beneath the halter, at the altar, and then he expected to use the tickets. Painful, though it was, the clerk had to deny that he had the lost tickets, so friend Wilson turned sadly away.

The clerk's unusually calloused heart was touched, and he offered to advance a loan, but by the time he said it, Wilson's Sunday coat was floating airily out behind, as he did a "Charley Paddock" out the door.

BULLETINS

ISSUED MAY 8, 1922

BULLETIN NO. 71

Notice to Conductors

Pass in Improper Hands

Pass No. 1268 issued to L. C. Lukens, Rigger, Electric Construction Department is in improper hands, as this party is no longer an employe of the Los Angeles Railway.

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

BULLETIN NO. 72

Notice to Conductors

Pass No. 5543 issued to G. C. Weatherford, Conductor Division No. Four, has been lost. If this pass is presented for transportation, take up, collect fare, and send to this office with report.

R. B. Hill
Supt. of Operation.

Patron Apologizes In Letter For His Transfer Mistake

When an autoist recently hunted up the claim department to pay for damage to a street car which he said had been caused by his own carelessness, several of the office folks tilted their ears to listen for Gabriel's golden trumpet. But apparently another wonder was in store, for a passenger has written a letter apologizing for an error in presenting an old transfer.

The letter is signed "A Patron" and relates that on May 4 he boarded a "J" car at Seventh and Grand, east-bound, at 1:30 P. M. He had a correct transfer issued from line "H," but by mistake pulled an old March transfer out of his pocket.

Naturally the conductor refused and the passenger stepped off the car to cover his embarrassment, supposing the slip was improperly punched. In his letter he enclosed the proper transfer and wrote as follows:

"I wish you would apologize to the conductor for me and for my sake tell him I was sorry and that it hurts me to think of a man considering me dishonest. He will remember me as the man with a heavy gray moustache and carrying an overcoat. I found this transfer a few moments later. I have paid over \$2000 in fares and have never once taken advantage of a conductor."

It's more difficult to patch up an old quarrel than to make a new one.

Note Correction In Div. 2 'Phone

About 7456 calls for Division Two have been given wrong, according to telephone statistics. The new rule books gives the number of the car house at Fifty-fourth and South Park as South 7496 when it should be South 7456.

A notice of the correction has been posted at Division Two for the benefit of those who received the new books before the error was found. Books issued to Division Two men hereafter will have the correction marked by Foreman T. Y. Dickey. All concerned are asked to note the correction.

Simple Books on Science in Library

The first volume of a series of four books entitled "Outline of Science" has been received at the company library. The others will follow soon. The books are written by Prof. J. Arthur Thomson and give a comprehensive study of science without delving far into technical terms. The work is illustrated in colors.

CLEAR SAFETY RECORDS IN APRIL AT TOP POINT

The number of trainmen receiving additional credits for clear safety records in April was the highest of any month this year. This record in accident prevention follows the announcement that in April the record of total complaints was lowest for the year, and is an added indication of good work on the cars.

All but 287 men had clear safety records in April. The number of men failing to receive clear safety records in the other months of 1922 are as follows: January, 480; February, 295; March, 346.

All but 44 received extra credits for clear courtesy records in April. This is a tie with February and not quite as good as January when all but 34 received the extra credits and March with a record of 39.

Serious Accidents Show Big Decline

(Continued from Page 1, Col. 1)

injured in traffic crashes. The seemingly high total of injuries on the Los Angeles Railway is largely due to the fact that practically all step accidents are classed as injury accidents although the actual injury in many of these cases is almost negligible.

Automobile accidents in the first four months have totaled 12,497, an increase of more than 3000 over the same period last year. Street car total accidents have increased from 3140 in the stated period last year to 3691 this year, an increase of 551. The increase in the number of accidents involving street cars is only natural with the increased number of cars in service and autos on the streets, but excellent work is being done by trainmen in keeping the figures down so well.

Great opportunities come to those who make use of small ones.

On the Sick List

Following is a list of men who have gone on sick leave recently:

DIVISION NO. ONE

Conductors—W. J. Williams, 1663 Fairmont St.; L. F. Montgomery, 407 S. Hope St.; E. S. Wright, 207 N. Chicago St.

Motormen—W. Herrmann, Box 400, Route 9; L. G. Lane, 917 W. 5th St.

DIVISION NO. TWO

Conductors—S. F. Sutherland, 853 N. Hicks St.; G. W. Gardner, 334 E. 54th St.

Motormen—W. W. Stewart, 1052 E. 51st St.; A. A. Rooke, 1123 W. 55th St.; W. D. Smiley, 349½ E. 60th St.; J. M. Graves, 1029 E. 45th St.; R. Long, 1333 E. 60th St.; F. V. Dennee, 3923 Dorsey St.

DIVISION NO. THREE

Conductors—A. P. Keran, 3400 Althea St.; C. H. Freer, 2739 Pepper Ave.; J. C. McKasson, 124 E. Buckhorn.

Motormen—G. O. Reavis, 308 Loretta St.; R. W. Miller, 417 W. Ave. 61; J. J. West, 122½ N. Ave. 20.

DIVISION NO. FOUR

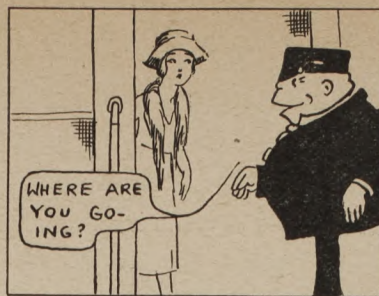
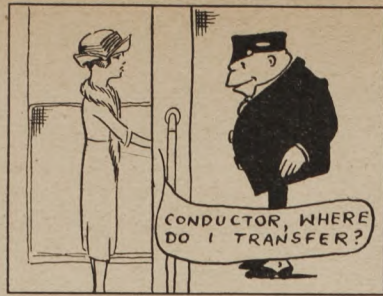
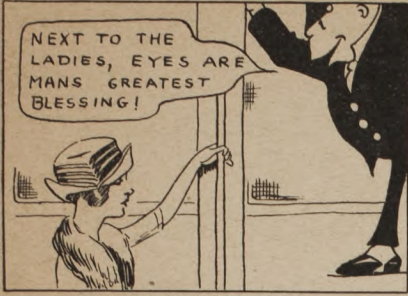
Conductors—P. Tromblay, 809 West 12th St.; D. L. Lowen, 1327 Wright St.; R. T. Magill, 1324 Bond St.; H. J. Burke, 914 West 11th St.

Motorman G. Jensen, 3306 Opal St.

Operators—H. A. Cornwell, 1302 Winfield St.; C. E. Lambert, 1136 S. Georgia St.; E. J. Knapp, 2408 West 54th St.; O. O. Reed, 843 Maple Ave.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things

(Hand Picked)

BOUQUETS RECEIVED LAST WEEK
 Conductor W. A. Lear, Division One.
 Conductor L. L. Johnson, Division One.
 Conductor F. Fauver, Division Two.
 Conductor D. L. Daniels, Division Three.
 Conductor B. J. McCracken, Division Three.
 Conductor R. A. Bandleman, Division Four.
 Conductor L. Strain, Division Four.
 Conductor F. E. Beverly, Division Five.
 Conductor A. W. Hall, Division Five.

For Conductor H. A. Hansen, Division Two

Los Angeles Railway, Gentlemen:
 Enclosed please find five cents which you will please give to Conductor No. 1910 on the Santa Fe and West Jefferson line.

I have been riding on your lines for at least six years since coming from the east, and 1910 is the most courteous and most obliging railway man that I have ever ridden with.

After eating breakfast Monday, I found that I was flat broke, not being paid until Tuesday. So boarding car J at the halfway stop between Central and Hooper, asked the conductor if he would please let me ride to Santa Fe Avenue. He said, sure, and very politely extracted a nickel from his own pocket, not his carrier, and paid my fare by dropping the money into the box.

With my best regards for Conductor 1910, I am

W. F. BROWN,
 1156 East Vernon Avenue.

For Operator W. J. Irwin, Division Four
 Conductor No. 3039,
 Division No. 4,
 Los Angeles, Calif.

Dear Sir:
 Pardon my delay in returning the little courtesy you so graciously extended me when I tendered you a five dollar bill, which you were unable to change, for my car fare.

I mistaid your number and have just succeeded in finding it, so am returning to you the five cents you advanced for my fare.

I am personally acquainted and was associated with in business, a former Vice President of one of the eastern street railways, who rose from the position you are now occupying to its Vice President. Accept my thanks, and I wish you every possible success.

Very truly yours,
 CHARLES N. DOUGHTY,
 1205 Huntley Drive.

For Conductor W. J. Millican, Division Three

Los Angeles Railway, Gentlemen:
 May I direct your attention to conductor number 2236, who operates a car on the West Eleventh Street line?

The care used by this conductor in calling streets, particularly at downtown intersections, is such that I am prompted to write you congratulating the Los Angeles Railway Company upon having so efficient an employe.

Respectfully,
 MRS. ERNEST A. STEWART,
 925 Washington Building.

For Conductor C. F. Sapwell, Division Three

Los Angeles Railway, Gentlemen:

Will you be kind enough to see that the enclosed nickel with my thanks reaches your conductor, Mr. C. F. Sapwell, No. 202, who so kindly lent me the money when I found myself without a cent and several miles from home, on his car at 8 p. m. Friday evening, March 31.

I am glad to take this opportunity to express my appreciation of the unflinching courtesy I have always received from your employes during the many years of my residence here.

Sincerely,
 VIRGINIA A. McINTYRE.

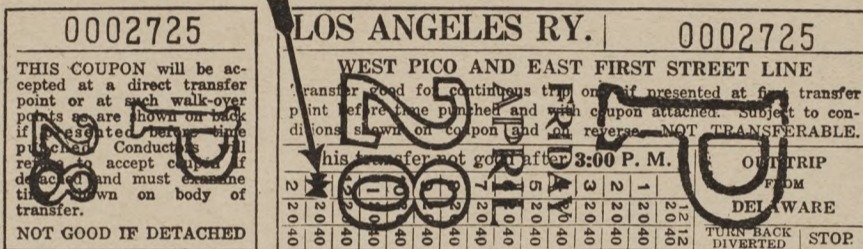
TRANSFER SYSTEM HIT BY CARELESS PUNCHING

BY R. A. PIERSON
 Chief Instructor

FROM the number of improperly punched transfers that are sent to this office, it would indicate that some of the men are careless or not familiar with the rules governing same.

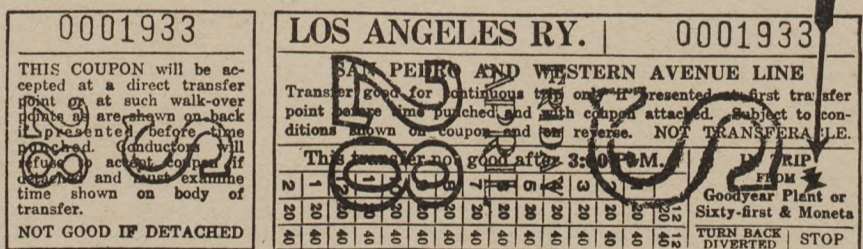
One of the most common errors results when the conductor punches the time on an A. M. transfer after 12 o'clock noon, and punches the top number instead of the number at the bottom. The time given at the top is to take care of emergency cases such as Easter morning, where we were required to give early service to Eagle Rock Park over most all our lines.

Cut of transfer below shows the proper punch mark. An arrow is used in the cuts to indicate the punch mark.

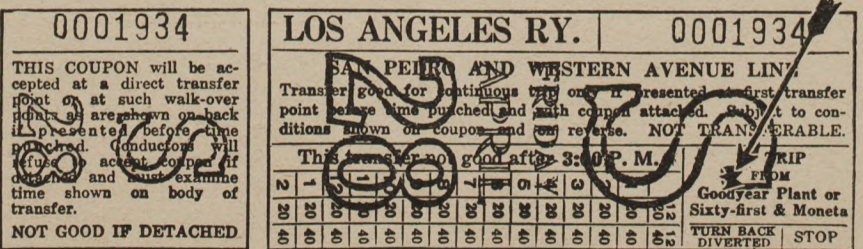


If you will follow the above rule, you will eliminate also the error of punching "3 o'clock," which in reality would be 3 A. M., as the A. M. transfer does not carry any time later than 2:40 P. M. The rule states that care must be taken to issue "In" and "Out" transfers on proper trip. Issuing conductor will punch time on all transfers so as to allow passenger twenty minutes at the last transfer point. Conductors leaving one terminal on a trip which is due to leave the opposite terminal at 2:40 P. M. will issue A. M. transfer. Issue P. M. transfers on all trips due to leave the opposite terminal after 2:40 P. M.

Bulletin No. 165, issued in 1921, states that when leaving terminal of any line having two terminals at one end, until reaching the junction point, conductor will place an extra punch mark in the space showing "In" or "Out" trips, and giving the name of the terminal from which the car is started, punching at the left of the word "From" when car is leaving the first named terminal, and to the right of the word "From" when car is leaving the last named terminal. Conductor will not honor these transfers when so punched if passenger attempts to return on the same leg of the line as indicated by the punch mark. See samples below.



Punch Transfer As Per Sample When Leaving the Goodyear Plant.



Punch Transfer As Per Sample When Leaving 61st and Moneta.

Conductors should exercise great care in seeing that the rule mentioned above is followed out, otherwise passengers can come from the terminal of the line to junction and return for five cents. Transfers punched as above must not be issued after arriving at the junction, as passengers boarding car after leaving junction would be entitled to return on the same branch of the line by using crosstown cars.

There seems to be some doubt in the minds of many of the trainmen as to the proper way to transfer passengers to a shuttle car where passenger presents body of transfer only. In this case, conductor should issue the body of a transfer with two punch marks in the word "Stop," which will be good on shuttle car lines, but will not be good for an additional transfer. The East Jefferson and 138th Street line, line "K," is considered a shuttle line in this case.

On The Back End

(Contributed)

It is a good thing fat men are good natured.

Bob Pierson, chief instructor, was awakened in the middle of the night recently by a loud voice thundering, "Got any gasoline?"

Bob rolled over and grunted "no." The voice repeated, "Haven't you got a little can or sumphin' with a little gasoline in it?"

By this time Bob was wide awake and started to investigate. Outside he found Oscar Elrod, instructor. As Bob scouted up a few drops of the precious juice, Oscar explained how his car had quit somewhere on Slau-son avenue and declined to run on its reputation.

A teacher was asking the boys of her class who they thought were the three greatest men in the history whose names began with John. The small son of a street car man answered, "John the Baptist, John L. Sullivan," and he scratched his head a moment in deep thought and said, "John Collins."

Conductor W. P. Leggett, Division Three, is a good conductor when he works, but as an auto pilot he is the bunk. In endeavoring to push a yellow car off the track in the yard the other day, he succeeded in breaking only one window of the same.

Since the K. K. K. excitement at Inglewood has subsided a little, Conductor L. P. Johnson of Division Five has given up his run on the Moneta owl and feels safe to stay at home nights.

Motorman E. D. Smith of Division Four, who tips the scales at 290 pounds, was eagerly devouring the new rule book last Tuesday. Suddenly he took on an expression of grief. "Boys," he began, "I might as well quit right now because I'll get fired if I stay."

"Why what's the trouble, Nemo?" queried a trainman.

"Well, this book says you can't sit on anything that extends more than an inch over the edge of the stool top, and I can't afford an operation."

Conductor D. W. Gibbs sticks us with this:

"If a woman five feet tall, wearing a skirt two feet long, steps three feet high in boarding a car, how long will the motorman look?"

(Pork Sausage)—This only happens at Buena Vista terrace.

Scott F. Bell, Div. 1 Watchman, is Dead

Funeral services for Scott F. Bell, one of the old timers of the Los Angeles Railway, were held last Wednesday morning at the W. A. Brown chapel. Mr. Bell began as a motorman at Division Two in 1903. Last year he was appointed watchman at Division One. He had not been in good health for several months.

He had many friends in the street railway and was noted for his careful operation while on the cars. His son, Harvey Bell, is one of the best known deputy sheriffs of the county.

Looking 'em Over at the Divisions

DIVISION 1

L. F. Carmack

Conductor Rassmussen took an auto trip to San Francisco last week. He reports having a good time and the roads in fine condition. Fellows contemplating a trip north should get in touch with him relative to the road condition.

Motorman E. H. Nay, who was formerly out of Division No. Two, is settled at Division No. One. Now, needless to say, he wanted to work out of a good division.

Conductor Harding went visiting Sunday. He must have enjoyed his visit very much for he forgot his cap when he went to make his relief. Atta boy, Harding.

A lady boarded Conductor Holt's car and presented him with a check for eight dollars. He asked Conductor Burke, who had just relieved him, to cash it for him. "Sorry, Holt, but it is against the rules to accept checks," answered Burke.

Conductor Thompson and Motorman Rameriz are taking the examination for the Fire Department. They are both popular men and everyone is wishing them success. Just imagine Thompson rescuing a fair young damsel and carrying her from the twelfth story down. Oh Daddy!

Motorman Nate Robinson is progressing very well with the Division One Show. Rehearsals are going on and Division One will make them all sit up and take notice.

Motorman Harry Cord, who has been on the sick list for two years, is now confined at his home. Harry is remembered by every man of Division One. A dance is to be given at Red Men's Hall May 18th. The proceeds to go to Harry.

Now fellows here is an opportunity to show your regards to one of the oldest employes of the company. Harry is suffering from complication of diseases and there is little hope of him ever getting up again. So turn out and help one of your brother employes in his hour of need.

Well I am back on the job after a two weeks' illness. Believe me it's h--l to be confined inside by illness these nice days. Motorman Flynn came to see me and asked what was the matter, I told him nothing, just one of my tonsils backfired on me. That held him for a while.—L. F. C.

Dear Scribe Russell: Don't you think you are kidding us about Jarvis Phillips and his hold down?

DIVISION 2

C. L. Christensen

Vacation seems to take an early start this year at Division Two. Among those going on leave, at this writing, are: Conductor A. G. Richards, Motormen J. W. Cole, E. E. Greever, and N. D. Dagett.

Conductor W. J. Fox has been appointed temporary flagman.

It is with regret we learn of the death of Scott F. Bell, for many years a motorman at this Division, and until recently a watchman on company property, to which position he was transferred when his health failed two years ago.

BABY IMPROVING

Conductor E. R. Trefren, Division Five, reports that his little baby girl is getting along nicely after meeting with the misfortune of having her leg broken recently.

Who's Who



IT WAS back in Omaha that E. M. Austin took his first fling at the street car game. Away back in the nineties he was a conductor.

In 1901 he came to California and landed in Los Angeles. Within a few months he was a motorman and today holds forth at Division Five.

For a while he tried mining at Trona. He started his own poultry farm at Merced but sold out and returned to Los Angeles and the street cars.

He has worked as a line instructor and has helped many new men start on the right foot.

DIVISION 5

L. V. Burwick

Conductor C. L. Anthony resigned May 10th to return to his home in Hobart, Oklahoma.

B. M. Nielson has taken a short leave to attend to some personal business.

Motorman J. L. Jackson has resigned to accept employment with a local oil company.

D. L. Frye has taken a thirty-day vacation to attend to some personal duties.

Motorman H. Gorton has taken a sixty-day leave to visit friends in Toronto, Canada and in England. Evidently he has withstood the American drought about as long as possible.

M. M. Sacks has returned to duty after spending thirty days in the mountains in Arizona and in this state trying to regain his health. He is looking much better and we hope he will soon recover entirely from his trouble.

G. S. Courtright has resigned to accept other employment.

We are very sorry to learn of the death of G. B. Hubbard who resigned several months ago on account of poor health. Mr. Hubbard was formerly a motorman out of Division Four, and leaves many friends there as well as at this division.

Checkers Champion Looking for Meat

The champion checker player of Division Three, Motorman Spaulding, is just itching for a game. Any of you divisions that think that you have someone that can play checkers, kindly have him get in touch with Spaulding, who will be pleased to teach him the fine points of the game.

Nothing worth while can be achieved without enthusiasm.

DIVISION 3

H. A. Russell

The new 1922 rule book is now in your hands and it is up to you all to absorb as much of it as you can, as the dope therein is a great preventative of demerits, and they are distasteful, to say the least. We notice with pleasure that the Clean up Bulletin has had its effect, and the men in new uniforms are very much in evidence. Your head full of the rules, a brand new uniform on your back, and your heart in your job, will go a long way towards the continuity of our record as the premier division.

Motorman Reavis, who was run down by a speed maniac at Loretta and Dayton Avenue about two weeks ago, was so far recovered that he returned to work last Monday, but had to be relieved again. Being hit by an auto going about 40 miles per hour and carried on the machine for 200 feet is not much of a joke, especially when the speed demon is stoney broke.

Motorman H. R. Armstrong, our poultry king, has a hard time to talk of anything else, and some of his talks are wonderful. I heard him telling of setting eight perfectly good eggs and one China egg under a bantam hen, the result being, eight Rhode Island Reds and one Cochin China duck.

Conductor C. W. Pence is still boiling, refusing to sit down and insisting on standing. He has two sympathizers in Supervisor Harrison and Conductor Fish, each of these gents having a perfectly formed boil in plain view on their maps. Pence at least keeps his out of sight.

Conductor Florio has taken a layoff and is trying out a position in the mail service, but as usual we expect to see him back again soon, as gathering nickels is pretty soft picking compared with being one of Uncle Sam's pack horses.

Rain is something new in California during the month of May, but no wonder the heavens began to weep for didn't our friend Jarvis come out with a brand new cap. Shame on you, Jarv, how could you do it?

Frank Cimmino, who was better known as Kelly the Wop, when he used to win a bout at Doyle's would be all swelled up. But it had nothing on the extent of his present "swelled upness," the cause thereof being a visit from the old bird stork at the home on May 9th, and a fine baby boy was the result of the visit. We have not seen the young gent, but if it looks anything like its dad, it must be some kid. Frank reports mother and boy doing fine. P. S.—The brand of cigars supplied was okeh.

Introducing New Men

The following men have been assigned to their divisions during the week ending May 6th, 1922:

DIVISION NO. ONE

Motormen Q. S. Brown, G. O. Maxwell, Conductor C. E. Corson.

DIVISION NO. TWO

Motorman E. Weech, Conductors J. J. Parr, R. U. Grinstead.

DIVISION NO. THREE

Motorman M. C. Settles, Conductors F. B. Love, C. E. Harris.

DIVISION NO. FOUR

Motormen C. Brim, E. A. Hagen, M. H. Hackathorn.

Safety Operator A. H. Garrett, Conductors E. W. Gore, E. J. Gaume, D. J. Sublette.

DIVISION NO. FIVE

Motormen D. Solomon, G. P. King.

DIVISION 4

C. J. Knittle

Last Monday I paid a visit to Fred Clothier, the lost article protector. He greeted me in his usual smiling way. "Say, Fred," I commented, "I heard that you sent Scribe Russel a couple feet of galvanized wire the other day." "That's right," he replied, "you know, Knittle, when anything swells continually it is liable to burst, so I sent the wire to Russel hoping he would make a hoop of it and wear it instead of an eye shade."

Operator W. Simmons is on a thirty-day leave. Operator E. J. W. Brown is on a fifteen-day leave.

Conductor A. MacKenzie demands that I correct a statement made in last issue. I had said that he and Motorman Ruelas had buried the hatchet. Mac says that he will not look upon Ruelas as a friend until Ruelas pays the dentist bill which resulted from the motorcycle collision.

Talk about team work, tune in on this:

Motorman T. L. Roberts and Conductor R. M. Knourek were rambling out Pico St. Roberts spied a bundle lying in the road. He stopped quickly and called to Knourek to run back and get it. Knourek did so. At the end of the line, before opening it they agreed to go fifty-fifty on the contents. After shaking hands, Knourek proceeded to open it and what do you suppose it contained? Garbage! Ha! Ha!

Did you like that last one? Well here is another. Motorman F. Lehman was sailing out Temple St. At Occidental Boulevard the trolley got sore and jumped off. Lehman climbed off and replaced it (on a guide wire that runs parallel with the trolley wire), and if a crew on an eastbound car had not stopped and told him that there was no juice in said wire, he might have been waiting yet for the power to come on.

Motorman Herman de Jager collapsed while on duty last Tuesday afternoon. Herman was northbound on Broadway, approaching Seventh Street, when he felt himself going. He threw off his power and jammed on the air. In another second he was lying on the floor. It was remarkable presence of mind, an act which, without a doubt, prevented injury and loss of life at the busy intersection. Herman is back on the job now. He attributes the cause to some medicine he had taken for stomach trouble.

When Motorman L. V. Brown entered the service he was green and tho he was in the pink of condition he said he felt blue. A Bolshevik told him he would make a good Red. Brown became purple with rage and told the fellow he wouldn't be so yellow. Brown is white in everything.

Conductor T. H. Speed was quite seriously injured last Monday. The trolley came off while crossing 11th and Main northbound on his E. Fourth car and after his motorman stopped, T. H. was getting off to replace it. A truck came speeding by the car and knocked him down. He was unconscious until several minutes after he had been rushed to the receiving hospital. He sustained a badly lacerated mouth, a badly bruised face and left arm. He is in quite fair shape now.

Trouble is a sieve through which we sift our acquaintances;

Those who are too big to pass through are our friends.