



Spring St. To Be Reconstructed

Check Against Issuing Wrong Transfers

LOOK AT PADS BEFORE YOU PUNCH

By R. A. PIERSON,
Chief Instructor

It was stated in last week's Two Bells that a conductor who issues wrong transfers by mistake makes a lot of confusion. He certainly does all that and may lose some friends for the company because when a passenger carries out his part of the transfer rules, he is likely to be rightfully and wholeheartedly peeved if a conductor fails to carry out his part.

There are certainly no trainmen who do not know the color distinction between the A.M. and P.M. transfers and the "in" trip and "out" trip slips. Consequently it appears that the issuing of wrong transfers results from a hurried move in which the conductor or safety car operator gets a pad of P.M. transfers in his hand when he knows he should be issuing A.M. transfers and believes he is so doing.

Suggestions to Help

Here are three suggestions which I believe every conductor or safety car operator should make part of his personal rules.

1. Check over your transfers when you receive them from a division clerk. See that you have the right number for "in" and "out" trips and "A. M." and "P. M." runs, if you are working in both periods.
2. When taking a new pad of transfers out of the box on the car, look to see that it is the one you want. Several cases apparently have been caused by taking the wrong pad from the transfer box.

Check Transfers in Box

3. When making a relief anywhere on the road, check the transfers in the box just as you would check the register card reading. Some cases have come to light in which the conductor issuing the transfer did not allow sufficient time for the passenger. Remember transfers must be punched so that the passenger has 20 minutes to make a connection at the last transfer point. When

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New Uniform Department to Open Monday

The opening of the Los Angeles Railway uniform department will be held August 1 in room 223 of the new building. There will be no formal cracking a bottle of champagne on the door-knob or anything of that kind but the move signalizes an important step for the benefit of trainmen.

Some of the equipment has not arrived from the east but the department will assume a business-like appearance immediately and be ready to give good service, according to Clayton C. Beers, who will have charge of this branch.

All uniforms ordered before August will be delivered at the old quarters in the Pacific Electric Building but all orders placed after August 1 will be with the Los Angeles Railway's own uniform department and deliveries will be made by Mr. Bears.

VACATION STILL CALLS LUSTILY

Robert Taylor of the drafting room in the engineering department has returned from an enjoyable vacation. With Mrs. Taylor he saw many of the interesting points in the Yosemite region.

C. B. Lindsey, foreman of the garage, is back at Sixteenth and San Pedro after catching most of the fish near Manhattan.

A. J. La Montague, clerk of the engineering department is away on a two-week's vacation.

George Lane, paymaster, who is popular every day but most popular on pay day, spent part of the week at Gillman Springs.

Condr. J. M. Lasser Is Very Proud Dad

Old Joe Stork pushed a baby buggy up West Seventy-ninth street July 19 and left it at house number 941, which happens to be occupied by Conductor J. M. Lasser of Division Four. "It's a girl and weigh 9½ pounds," J. M. announced to his friends. "Some baby."

Congratulations were extended to the proud dad at the division.

Hops Moving Car But Injures It More Than Self

A MATEURISH attempts to board a moving car have resulted in people losing their dignity or their limbs but only in one case on record has the car come out of the melee second best.

In the street car game a man learns to hop a moving car for effect or for convenience and to retain the customary number of toes. Motorman A. C. Jones of Division Four tried to put this knowledge to good use recently and swung on a Grand Avenue car as it was making good speed across the intersection of Seventh and Spring streets.

The motorman landed with a husky swing but was so determined to get a good hold that he broke the grab bar off at the base, making it necessary for the crew to get another car.

MONTHLY DANCE SATURDAY NIGHT

The monthly dance, which comes regularly on the last Saturday, will be as good ever and perhaps a little better. An extra large supply of punch will be available for the thirsty ones who feel the effects of the summer weather. Dancing will start early this time as no program will be staged. Your street car pass will get you past the door at Recreation Hall and identification tickets for members of the family of an employee who is unable to attend, will be furnished by department heads as usual.

Next month the big minstrel show will attract a big crowd on the last Saturday. Work on this show is progressing well.

Boyd Walters, that good looking chap in the mechanical department, put in his application for membership in the Bald Head Club, but having an even dozen hairs too many, he was promptly turned down. But as it is reported he is to be married shortly, no doubt he will be eligible soon for the aforesaid club.

NEW TIES AND TRACK TO IMPROVE LINES

One of the biggest track improvement jobs in the downtown section that has been handled for some time is scheduled to start soon when Spring street will be reconstructed from First to Seventh street. The work includes installation of new ties and rails and leveling of the roadbed.

The present 72-pound, six-inch rail will be replaced by 116-pound, seven-inch girder rail.

Under the plan outlined by B. H. Eaton, engineer of ways and structures, only one side of the street will be torn up at one time and no more than two blocks will be affected. When the west side of one block has been fixed with new ties and rails, work will begin on the west side of the next block and the part just finished will be paved immediately. Then when the west half of the second block is ready to be paved, the work will shift back to the east side of the first block which will be dug up for new ties and rails.

All work will be done at night starting about 10 P.M. and continuing to 5 A.M. so that there will be no interference with regular car operation.

An important piece of downtown track work now nearing completion is the removal of the cross-over between Spring and Broadway on Seventh and repairing of the track.

The Maple Avenue work, which has been under way for some time, will be completed from Washington street to Santa Barbara next week. The Temple street work from Heliotrope to New Hampshire also is nearly completed.

New ties are being placed under the track on Hooper Avenue south from Washington and similar work is scheduled for the West Ninth street line between Figueroa and Union and Wall street south from Santa Barbara.

Conductor Dave Garrett of Division Three took a trip to the beach for a dip in the briny and you can bet to look 'em over. Old Sol got him for the count and in consequence he was off his run for a couple of days as it is against the rule for a man to work without clothes and he couldn't wear any.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Now the Editor Butts In

Dear Fellows:

I don't feel like writing a very serious editorial this week because I am getting ready to go on a little vacation in which I hope to rest a bit, fish and hike a bit, then come back to the job with a lot more pep to tackle work with double enthusiasm.

I have kept out of print pretty much and let the operating officials write for Two Bells the ideas they want to get over to you. Now I've got an idea that is like the Democrat's speech; if I don't get rid of it, it will turn, like a jug of cream in a thunder storm. Maybe some of the big bosses will think I am butting in where I don't belong, but when they read it, I will be miles away pulling trout out of a mountain stream, so here goes.

On the door of room 601 is the sign "Public Relations Department". The work includes various phases of informing the public on the aims and accomplishments of the company in giving the best possible street car service. A large part of this involves newspaper publicity and advertising under the trade term of "press agent."

The editing of this paper comes under public relations because this paper aims to get over to the trainmen and all other departments of the company the necessity for doing certain things in certain ways to give the public the best service and thus MAKE OUR RELATIONS WITH THE PUBLIC FRIENDLY. That friendship is worth thousands upon thousands of dollars.

Now that gets at the heart of this idea of mine. I can write A-Z-U-R-I-D-E copy by the yard or get up stories for the newspapers on what we are doing or write advertisements about certain features of operation until the cows come home and still keep the sign "public relations department" on the door but it would be wasting good time and money unless on the cars and in the offices we had genuine service to offer the public. SERVICE IS THE ONLY PRODUCT WE HAVE TO ADVERTISE AND SELL.

Just as a good suit of clothes is an advertisement for all the suits put out by the maker so one unit of street car service advertises the service as a whole to the public and makes people appreciative and willing to co-operate. And the reverse is just as true.

That is the idea I want to get over. The public relations department which seeks to make the relations between the company and the public friendly is not just in room 601 where you see "public relations department" on the door. It is in every office, in the shops, and UNDER THE CAP OF EVERY TRAINMAN.

Thanks for reading this, boys. I think there is a big idea in it if you will take hold of it. And now I'll slam down my desk and start on that vacation.

Yours truly,
J. G. JEFFERY,
Director of Public Relations.

Real Contentment

They tell us of a country
Far up above the stars,
Where the streets are gold and silver paved
And they have no noisy cars.
Where all may play upon a harp
And wear a golden crown,
But as for me, I'd rather be
Here in this good old town.

No doubt it would be lovely
To sit upon a throne,
Or roam about the golden streets
And have a mansion of our own.
But I can live in a cottage,
Although I pay high rent,
And still be happy every day
Quite peaceful and content.
A street of gold don't appeal to me
Or a robe of snowy white
And I do not care for a jeweled crown
That they wear both day and night.

Old East Jeff and the safety cars
Look mighty good to me
And tho' I do not play a harp
I'm as happy as can be
Of one thing I am certain
Up in that land above
Where all is peace and happiness
And everything is love
They've nothing on us here below
And I'm content to stay
Right here, and do my duty
For the good old L. A. Railway.

Operator A. E. Sommerville,
Div. 4.

School of Fish Goes to Recess When Bell Rings

CONDOR. IRA GOTT, the fishing King of Division Three, noticed his buddy, "Painless" Parker, standing on the corner the other day with a couple of baskets.

He lost no time when relieved in calling "Painless" by telephone to ask how he dared go fishing without him only to discover that "Painless" had been on his way to market.

But the following day the pair hied themselves away to the fishing ground and found a school of fish but as soon as Ira's patent bell on his fishing pole commenced to ring, the school thinking it recess, started playing tag with the bait and refused to bite.

"And all the water they did catch was in their mother's pail."

Veteran Motorman Has No-Accident Record for Year

Almost a year without an accident and with a regular daylight run over a difficult line is the record hung up by Motorman D. S. Wildermuth of Division Four, who has been in the service 29 years. The safety bureau shows that he has not been involved in an accident since the bureau was started, September, 1920.

What may seem to be a remarkable feature is the notation on the records that Motorman Wildermuth is 79 years old. The secret is that he has made his years of experience count. Each year he has learned something new about his work and made the knowledge valuable.

He has a magnetic brake car on the West Second street line. Men who are familiar with this type of car know that they require considerable ability and that the West Second street line with its grades and curves can yield a full share of accidents unless the man at the controller is a first class motorman.

He is ranking man on the motorman's seniority list at Division Four. He looks a score or more years younger than the records show and is a fine example of the saying that "a man is as old as he feels".

SKIP STOP TO CONSERVE POWER

Power shortage at the end of the Huntington Park line makes it necessary to establish the skip stop system in that territory August 1. On several occasions when the drain on power has been very heavy, cars have been seriously delayed in that district. Fewer stops mean a saving of power where it is vitally needed to give proper service.

Trainmen are urged to help passengers in becoming familiar with the new stops. The following have been eliminated:

South bound: 52nd St., 55th St., 57th St., Reita Ave., California, Flower, Grand and Hill.

North bound: Broadway, Olive, Hope, Live Oak, Walnut, Reita, 58th St., 56th St., 54th St., and 52nd St.

It is a very clever man who can take a chance and not get hurt, but it is a wiser man who keeps as far as possible out of danger.

Experience is usually a costly teacher when we have to learn by our own mistakes; but is it not cheaper to gain by the mistakes of others?

ELKS EXPRESS THANKS FOR HELP IN PARADES

Appreciation of the cooperation given the Los Angeles Railway in making successful the feature parade of the recent Elks convention, namely the electrical pageant, has been received by the officials of the company.

The letter is as follows:
Los Angeles Railway.
Traffic Department.

The committee on the electrical pageant takes this opportunity to extend to the Los Angeles Railway its sincere thanks and appreciation for the splendid co-operation given to our committee, which was such a factor in making the electrical parade a success.

The committee desires to extend its thanks for your personal assistance in the premises, as we feel that your assistance and kind courtesy to the committee was invaluable.

With best wishes and kindest regards, we are,

GEORGE BRESLIN,
Chairman Electric Pageant Committee.

HARRY D. BROWN,
Director General Electrical Pageant.

MORE SEMAPHORE TRAFFIC SIGNALS

Additional semaphore traffic signals similar to those now in use on Broadway are being installed at Ninth and Spring and Ninth and Main and are to be placed on Spring street through the heart of the city, according to the traffic department.

In connection with this, trainmen are reminded that the signals are set to stop traffic on one street five seconds before the clear signal for the other street is displayed. This is to give vehicles crossing at the moment the signals drop a chance to clear the intersection before vehicles start in the other direction.

Particular care should be given to this matter as starting a car before the "go" signal is displayed may result in a bad accident and is a violation of the city traffic laws.

BE A SELF-STARTER

Be a self-starter! Don't wait for the boss!

Roll up your sleeves and dig in!
The time you spend waiting will all be a loss;
You were made for a winner! Begin!

Be a self-starter! Let the other men wait

Until the boss tells them to go;
But you be the worker who sets his own gait.
If you wait on the crowd, you'll be slow.

Don't wait for the boss! Be the man in the lead!

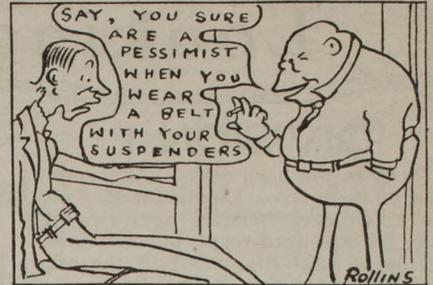
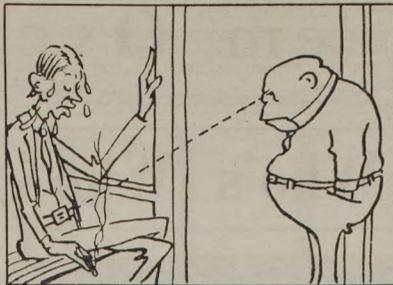
The followers land on the shelves.
In shop and in office, the men that we need
Are the fellows who think for themselves.

—Author Unknown.

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

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

Bouquets Received Last Week

Condr. W. A. Lear, Div. 1
Mtr. R. H. Schatz, Div. 1
Condr. A. E. Kemp, Div. 5
Condr. H. Dean, Div. 5

For Condr. R. L. Tobin, Div. 2
Los Angeles Railway.

Gentlemen:
One day last week I had the pleasure of riding on the Grand Avenue line going south, about noon, and was interested and pleased to note the unusual courtesy and well-mannered treatment given passengers by Conductor 2252.

More men of his type would help your organization wonderfully and the public as well.

Yours very truly,
E. H. WEAVER,
965 West 45th Street.

For Condr. P. N. Bailey, Div. 5
Los Angeles Railway Co.

Gentlemen:
I guess you get many letters with complaints, but I am glad of the privilege of sending one with a boost in.

I got on the car marked "East Fourth" going north on Main Street, the other day, tired and confused as to transfer points. I asked the conductor about it, and although I was too tired to "get it" the first time, amid the making change and handling the big crowd, he told me again, so kindly and comprehensively, that I had no trouble at all.

I want to say that the company's interests and the welfare of the public is safe in his hands. I took his cap number—it is 302.

Respectfully,
MRS. N. WADSWORTH,
1544½ West 21st.

For Mtr. T. A. Chambers, Div. 3
For Condr. F. Oliver, Div. 3
Los Angeles Railway.

Gentlemen:
I wish to call your attention to the courtesy of Motorman 1233 and Conductor 916, on car No. 744 I believe, on the West Washington Street car line, last evening. I boarded the car at 6th and Spring Streets at 10:40 p.m.

If more of the boys were as courteous as these two, the company would have no complaints whatsoever.

Appreciated by
MISS E. T. PEASE,
622 So. Hill Street.

For Mtr. F. E. Wolfe, Div. 3
For Condr. F. S. Leon, Div. 3
Los Angeles Railway.

Gentlemen:
I wish to congratulate you for having such fine men as 875 and 2364, motorman and conductor. They are certainly courteous to the people. I only wish that all street car men were like these two.

Yours respectfully,
S. H. ROUSH.

For Condr. A. Valenzano, Div. 2
For Mtr. G. E. Mosier, Div. 4
Los Angeles Railway.

Gentlemen:
I wish to commend Conductor 2232 and Motorman 2071 of the West Washington and Garvanza line, for special courtesy and kindness shown me on several occasions when they waited for me on my way to work.

I assure you that I appreciate their kindness very much.

Yours truly,
MRS. ELLEN MILLER,
1948 Harvard Blvd.

For Mtr. A. A. Blaubach, Div. 5
Mr. A. A. Blaubach, No. 458,
Division 5.

Kind Sir:
I wish to thank you for the care you took of my hand bag, and to let you know that it was returned to me all O. K.

It is the little things in this life that count and lead to greater things, and proves to me that there are yet honest men among us.

Again I thank you.
Respectfully,
Mrs. J. C. Boettcher,
4606 Cimarron St.

FIRST EQUIPMENT FOR SUBSTATION ARRIVES

Foundation Laid for Garvanza Building Which Is Second Unit of Big Power Program

THE first car-load of electrical equipment for the new Vernon automatic substation has arrived and work has started on the foundation of the second substation, which will be located in Garvanza. These two announcements made by L. J. Turley, engineer of electrical power, indicate the rapid progress being made in the program for improved power conditions. It is planned to have the Ver-

non substation delivering power by November 1.

As a part of the extensive changes and improvements, the Southern California Edison Company will make power delivery from its Vernon station to the Los Angeles Railway Vernon substation by an independent line. Otherwise it would be necessary for the Edison Company to deliver power to the new generator via the Slau-son substation. The independent wire will cut this distance about one-fifth.

DIV. 2 AGAIN SECOND AND CUTS DIV. 3 SAFETY LEAD

DIVISION TWO has regained second place in the safety contest and cut down on the lead Division Three held over the field, according to the safety bureau report for the eighth week of the series.

Last week Division Three had a lead of 27 points over Division Five, which then held second place. Now Division Three has a score of 896 and Division Two has 880 so that Supt. Dye's men have had the lead cut to 16 points. Some excellent accident prevention work is responsible for the good showing made by Division Two. Although Supt. Mann

sends out the greatest number of runs of any division, the division's accident total was second lowest in the eighth week.

Division Five apparently hit a slump which accounts for the score of 874 and put it even with Division Four.

Division One made its best showing in three weeks. The accident total for the eighth week of the contest was 45 as against 54 for the previous week and 49 in the second week. The division's percentage is 856 and this takes fifth place without competition.

QUESTIONS ON TRANSFERS INVITED BY INSTRUCTORS

(Continued from Page 1, Col. 1)

cars run on set schedules there should be no confusion on this point as a man must know his running time first and foremost.

If In Doubt, Ask

If you are in doubt about any of the time features of the transfer do not hesitate to make inquiry of your division superintendent or an instructor, or come to the instruction department. The door is wide open all day. The instruction department will be mighty glad to discuss any of the

questions pertaining to any feature of the transfers. If it is impossible to come to the offices, write a letter. We are on the job to help each other.

Let's make it "heads up" on this transfer business. Give the public the service and privileges due and protect your own interests and those of the company. Ignorance of rules or carelessness are responsible for transfer complaints. There can be no excuse for either. Street car service is a real man's job; let's see you fill the job in a man's way.

THE FOOL

(By Maude M. Witter, Wife of Motorman B. A. Witter)

A fool there was who dreamed his dreams,
(Even as you and I)—
Of a work so grand, so great, so high,
'Twould reach from earth to vaulted sky.

Men laughed and jeered as he passed them by,
Rolled rocks in the path, drew tears from his eye
But he scaled the rocks and wiped the tears,
And he climbed and climbed thruout years
Till he reached the top and had no peers,
And the rest were the fools who shed the tears,
(Even as you and I).

Luck is a disease for which hard work is the only remedy.

Luck longs for a dinner, while labor goes out and earns one.

Luck goes barefooted, while work never lacks for a pair of shoes.

Luck takes a nap, while brains and hard work are winning prizes.

Luck needs a P before it to make it worth anything.—Exchange.

DO'S

DO your stunt without a grunt.
DO a favor without anticipating a reward.

DO all the good you can—let Satan come afterward.

DO as you're instructed, not as you feel inclined to do.

DO the right thing always; promotion comes by your diligence and the Boss's observation.

On The Back End

(Contributed)

A great many excuses are given in order to get a day off. Here is one that Madigan, clerk at Division Two, got a few days ago:

Alibi Ike: "I want to get off the 22nd of next month to attend the funeral of a relative."

Clerk: "To attend the funeral of a relative? Why, what's the idea?"

A. I.: "Well this relative is going to be hanged on the 20th and the funeral is the 22nd."

A woman passenger boarded a standard car which was in emergency service on Grand and Moneta.

Passenger: "Does this car go on Moneta Avenue?"

Conductor: "Yes, ma'am."

Passenger: "Are you running two kinds of cars on Moneta now?"

Conductor: "No ma'am, this one is all I can handle at once." K. S.

QUESTIONS ASKED

A small boy of the Jewish persuasion who was playing at the end of the pier fell into the sea and was only rescued after great difficulty by an intrepid swimmer, who dived off the end of the pier and succeeded in getting the boy into a rowboat.

Half an hour afterward, much exhausted by his effort, the rescuer was walking off the pier when a man came up and tapped him on the shoulder.

"Are you the man who saved my son Ike's life?"

"Yes," answered the much-exhausted hero.

"Then," said the Hebrew in indignant tones. "v'ere's his cap?"—Tit-Bits.

A colored woman, returning from a prayer meeting and carrying a prayer book and hymnal under her arm, gave me a silver dollar for fare. I gave her ten nickels and five dimes in change. She looked at me and said:

"Lo'd o' massy man, if I take this home they sho will think I've been shootin' craps".—Con. 1554.

Judging from the way the boys of Division Five are buying honey from Harry Cord, one time motorman of the L. A. Railway, the division will be sweeter and more like a hive of busy bees than ever—till the honey supply gives out.

Put It In Rime

The following complaint was received by a claim agent of the Illinois Central Railroad, at Vicksburg, Miss., from a Franklin County, Miss., farmer whose hog was killed by an Illinois Central train:

My razorback strolled your track
A week ago today.
Your 29 came down the line
And snuffed his life away.
You can't blame me; the hog, you see,
Slipt through a cattle-gate.
So kindly pen a check for ten,
This debt to liquidate.
This is the reply received by the farmer:
Old 29 came down the line
And killed your hog, we know,
But razorbacks on railroad-tracks
Quite often meet with woe.
Therefore, my friend, we can not send
The check for which you pine.
Just plant the dead; place o'er his head:
"Here lies a foolish swine."
—Exchange.

Looking 'em Over at the Divisions

DIVISION 1

There is one born every minute and most of them live. Conductor E. Gray was given the transfers of a run on West 9th and told to go out and grab nickels on that line. Out in the car-house was standing a San Pedro car with signs on it as big as an office building with the motorman waiting to go to work, so on stepped Gray, gave two bells, and in about thirty seconds was headed for 61st and Moneta. Upon arriving at San Pedro and Slauson, the surrounding scenery apparently did not look very familiar, so he rambled up to the front end and asked Motorman H. Christensen: "How in H— do we get on to West 9th St. from here?" He wins the eiderdown shaving brush.

Another Div. 1 man fell a victim to the auto speed fiends when Motorman L. L. Ferris was badly crushed between his car and an automobile at 46th and Moneta, while putting the rear trolley up, July 24th. He is reported to have both legs broken and to be injured internally, although at the time of writing, the Golden State Hospital reports that he is resting easily, and can see visitors between the hours of 2 and 4 P.M.

Foreman J. B. Lair starts his vacation Sunday, July 31st and has given us his plans of what appears to be an ideal way of forgetting all about street cars, transfers, demerits, missouts and alibis. If the plan runs true to form, J. B. and family will step into the Overland "Chummy" and loaf along till they hit Camp Baldy, then take their sweet time coaxing fish to snap at angle worms for a week, and take in a long tour of the surrounding country before they return to L. A.

DIVISION 2

C. J. Clark, clerk of the division is on his vacation and was unable to get very far away from his old haunts. When he gets lonesome he comes down to the division to sympathize with those who have to work. He is going to make a round of all the beaches before he returns to his duties.

Motorman D. S. Pagliasotti, who left some time ago to visit his native land of Italy. He says traveling is difficult in parts of Europe but he reached his destination O. K. After seeing street car service in Los Angeles he is convinced that the so-called street car systems of Italy are humorous. He sends his regards to his friends at Division Two.

Cards have been posted in the West Jefferson cars, all of which run out of this Division, announcing the establishment of the skip-stop system in Huntington park.

By putting forth a big effort we can make it lively for Division Three before the safety contest closes. Division Two has made steady gains in safety. It would look fine to see the safety flag back here again.

Introducing New Men

The following men have been assigned to their divisions during the week ending July 23, 1921:

DIVISION 2

Motormen—S. Farnell, G. J. Beamish.
Conductors—Geo. Gardner, I. P. Stoner, J. E. Martin.

DIVISION 3

Motormen—E. C. Rowland, K. K. Randall.
Conductors—E. Drew, J. Logue, A. R. MacDougall.

DIVISION 4

Conductors—J. E. Petlin, G. R. Cobb.

DIVISION 5

Conductors—L. L. Seaberry, N. C. Wytcherley.

Who's Who



INTRODUCING Motorman W. A. Smith of Division One. It was only three years ago when Smith first came into the service of the Los Angeles Railway, but he certainly hung up a good record for himself.

Smith was only here a few months when he was advanced to extra-supervisor. After a short period he was made a supervisor. He remained a supervisor until last February when he returned to the train service.

Smith is a great lover of that famous old game pinoche. He will sit up all night to get to play a few hands.

He is reputed to be good-natured but can get real savage with a plug of "chewing."

DIVISION 5

Conductor, J. W. Fletcher, is now in vacation land, with the rest of them, cooling off and getting in shape for the winter's battle.

Conductor, A. O. Underwood, is now away on a thirty-day leave of absence, with his family, somewhere in the hills or mountains.

Conductor, E. Richards is spending a few days at the beach.

I always thought I could eat as much as anyone; I have heard a good many stories, on different occasions, about how much he or she had seen some one eat, and I was of the opinion that by discounting these stories ten per cent. I could come up with any of them, but here's one, which is the truth, that if I was to discount one hundred per cent, I doubt, seriously, if I could parallel, and the man ate so much that it made him sick should be ashamed of himself, and I am sure that if he knew what we knew he would be our friend. You all know him, GEORGE FERGUSON was sitting in Mr. Morrison's office the other day and a friend brought in a large sized sack, so full it was bulging out, with apricots. It was suggested to George that it was a nice gift and would make a lot of preserves, several good pies and all he did was grunt and say, "I could eat that little pile all by myself at one meal." Now we'll leave it up to you to judge whether or not the above is the truth?

HARRY PHILLIPS

Motorman, W. Atchison is back on the cars after several days of illness. He is looking fine and says he feels greatly improved.

Geraldine—"I will marry you on one condition."

Gerald—"And what is that?"

Geraldine—"That our marriage shall not be allowed to interrupt our friendship."

DIVISION 3

As we are now getting quite a number of new men and it may be possible that they have not heard of our Sick and Death Benefit Association. I would like to draw their attention to the matter and urge them to sign up. The benefit to be derived from same being large and cost practically nil. It is something they should have. For information, ask any member or enquire of the office force who will be pleased to give you all details and application forms. Don't put this off, but get busy.—H. A. RUSSELL.

It is not the correct thing to ride on the step of a car on the wrong side neither is it correct to get off while the car is in motion if you doubt this ask Cond. Briggs he has tried it with the result of two days lost time and a couple of skinned knees, also ruined trousers.

Tom Canning appeared on the job the other morning to take out the money car, in full regulation striped San Quentin suit of overalls. Gee Whiz, Tom, did they forget to take them away from you. How did you wash the number off?

Cond. Frank Mead returned from his vacation at Seeley's Camp and reports having a great time the main event being a 26-mile round trip to Big Bear and on top of that he claims he danced the Virginia Reel, all in one day. Now Frank be careful or we will have you in the Beautiful Sunshine Club.

Mot. Charley Nelson, one of our old boys, after trying several other lines of work is back on the job again. Glad to see you Charley, they are all doing it, pretty good job after all.

Our old friend Jim Gallagher from Div. 1 was over to this Division the other day looking for Mike Pearson who sometime ago almost walked him to death in a trip to his cabin. Jim says since he got the watchman job he feels like he could put it over Mike.

Mot. H. F. Reinoehl, has joined the Auto Club and is now proud possessor of a sedan car.

Mot. Greaves (Boston) has just moved in to his recently completed bungalow on Jeffries avenue.

Cond. W. E. Jaquish reported sick again the other day—poor fellow we feel so sorry for him, but this is not just exactly what his motorman said.

Cond. Dave Garrett took a trip to the beach to take a dip in the Briney and you can bet to look em' over and old Sol got him for the count and in consequence was off his run for a couple of days as it is against the rule of a man to work without clothes and he couldn't wear any.

Well as we are still on top in the Safety contest it is up to all you trainmen to see that we stay on top. We can almost see that flag fluttering from the flag pole now, but it is not won yet, by any means. Div. 5 is right after us, with Div. 2 closing up on them, so keep up the good work boys, as we have just got to win, that's all there is to it.

Travel as a friendly man wherever you go; make new friends; trust men as often as possible; be glad at every glow of kindly feeling that warms your heart; look for good and not for evil in all kinds and conditions of men.

Find out their best thought. Praise whatever is good.

When the final accounts are reckoned up, the highest of commendations will be, "He was a good comrade, true, generous, honest, loyal, friendly and helpful." S. H. Howe.

DIVISION 4

Mr. Wimberly is going on his fourteen-day vacation Sunday, July 31. He could not tell us definitely where he was going but intends to make an extensive tour of the beaches and mountains with Mrs. Wimberly. His royal highness, Foreman B. B. Boyd, will occupy the judicial bench during Mr. Wimberly's absence.

Assistant Mech. Foreman, Ed. Meuse, has returned from his fourteen-day vacation at Big Bear. He says he had a fine time while there but that the going and coming was not very pleasant. It seems that the Ford would not make the grades so whenever they came to an elevation the party was forced to get out and walk while Ed. ran it up. By the time they got back their soles were wore through and the Ford had no brakes.

A list of all trainmen of this division has been posted on the bulletin board and as each man has an accident a red check is marked opposite his name. The chart has proved to be very interesting and oftentimes during the day the boys gather in front of it to see who is having the most hard luck. To prove that accidents will happen to the most careful trainmen we find that ex-instructor—Conductor A. A. Goldsmith, was the first one to have an accident after the chart was put up.

Motorman Herman Dejager is on a fourteen-day leave which he is spending at the beaches.

Assistant Foreman, W. A. Driggs, is spending the last week of his vacation in moving from his West 12th St. residence to Inglewood and is also building a home for "Lizzie" there.

We've got to hand it to Motorman E. Reichelt for holding onto his high ideals under all kinds of weather and conditions but we could not help noticing last Saturday afternoon when a party of girls in bathing suits flew past his Pico car in an auto that he made a most spectacular dash to catch up to them and get another eyeful.

Motorman T. L. Roberts is on a seven-day vacation.



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

DIVISION 1

Motormen—G. W. Hile, 642 Ceres Ave.; H. Harris, 616 Centennial St.

DIVISION 2

Conductor—F. H. E. Pierce, 3016 Maple Ave.
Motormen—W. H. Gill, 745½ E. 52nd St.; W. A. Hubbard, 160 E. 57th St.; S. P. M. Jordan, 610 E. 54th St.; H. T. Horton, 1190 E. 45th St.

DIVISION 3

Conductors—G. L. Cairns, 656 Cypress Ave.; W. V. Sweet, 2616 Idell St.; I. Gasparro, 435 Bernardo St.
Motorman—C. J. Chuts, 2666½ Pasadena Ave.

DIVISION 4

Conductor—T. B. Foote, 808 W. 11th St.
Motorman—J. B. Woodland, 479 Isabel St.
Operators—R. I. Blackwell, 1118½ Orange St.; W. L. Clark, 1224 Georgia St.

DIVISION 5

Conductor—J. E. Laws, 152 W. 24th St.
Motormen—E. F. Gammell, 620 W. 36th Pl.; H. T. Smith, 2319½ W. 54th St.; J. L. Grossnickle, 136 E. 28th St.; H. M. Bush, 828 Larch St., Inglewd.