

TWO BELLS

VOL. II

AUGUST 8, 1921

No. 10

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

United Move for Safe Streets Made

TELL PATRONS PURPOSE OF WITNESS CARDS

By C. M. McROBERTS
General Claim Agent

"It is a good, safe rule to sojourn in every place as if you meant to spend your life there, never omitting an opportunity of doing a kindness, speaking a true word, or making a friend."

—John Ruskin.

The above quotation from the great English essayist is particularly applicable to those of us who are engaged in the daily work of meeting and handling the public. Especially does it apply to employees engaged in the train service who see human nature at its best and at its worst—more generally the latter.



Trainmen should be polite in all dealings with the public. To the ordinary passenger the trainmen represent the railway company. Few passengers who ride daily on the Los Angeles Railway Corporation cars know the Manager of Transportation and fewer know the General Manager. If a trainman is polite and accommodating it is good advertising for the company. If he is dirty and ill-bred and discourteous, it is the reverse. Hence I emphasize once more—always be polite.

Politeness Costs Nothing

So impressed am I with the fact of politeness that I think the old lady not illogical who, when reproved by her pastor for bowing her head at the mention of Satan as well as of the Deity, replied: "Well, I know it is unusual, but it costs nothing to be polite, and one does not know what the future may bring forth."

Through TWO BELLS, as well as

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—Mystery Man—



Identify Him and Get Prize

The photograph reproduced above was found recently in one of the offices. No one seemed to know the man of mystery so you are asked to throw some light on the subject. Perhaps some of the folks in the main offices may have seen him.

There is so much curiosity aroused that Two Bells offers a year's free subscription to the first employe sending in the name of the mystery man and a statement of what he was doing when the picture was taken.

It's not enough that you prevent one accident to yourself, watch out for your brother.—Safety First and Last!

Summer School to Close Next Friday

Summer school is scheduled to close next Friday, August 12, so the special summer school tickets which have been in use will be void after that date. Regular school classes are to resume September 12.

If you cannot win, make the one ahead of you break the record.—Safety First and Last!

The chain is no stronger than its weakest link. Where are you in the company's safety chain?—Safety First and Last!

DIV. 2, 4 AND 5 TIE FOR SECOND PLACE IN CONTEST

With the close of the ninth week of the safety contest, Division Two, Four and Five stand practically a tie for the honors of second place. There is some lively work being done by these three divisions for this position. While Division Three still holds first place by a comfortable margin, it looks like all of Supt. Dye's men are going to eat watermelon.

The standings for the week show Division Three in the lead with a score of 882. Division Four with a fraction of a point over Division Two for second place each with a score of 862. Division Five is right on the heels of Division Two with a score of 862. Division One seems to have a strangle hold on that cellar position with a score of 844.

WOMEN TO ACT IN MINSTREL SHOW

Here's big news. The ladies are going to share in the acting and fun connected with the minstrel show to be staged August 27, at Recreation Hall in connection with the monthly dance. The men taking the leading parts are hard at work preparing a line of funny stories and good singing. Wives of employes will demonstrate their talent in connection with the big performance.

A special part of the minstrel show will be the quartet composed of men in the main offices. According to present plans, two members of this quartet will be department heads.

Trusting to luck is like fishing with a hookless line.

DRIVE HERE FROM SEATTLE

The parents of Miss La Fortune of the manager of transportation office drove from Seattle to Los Angeles recently and report a very enjoyable trip.

VACATION IN YOSEMITE

Mr. George Baker Anderson, manager of transportation has been on vacation, spending two weeks in the Yosemite region after driving from Los Angeles.

CAMPAIGN TO SHOW WAYS TO AVOID ACCIDENT

Definite cooperation of various factors interested in accident prevention and the promotion of "safety first" has been established through organization of a chapter of the national Safety Council in Los Angeles. This announcement is of considerable interest to all departments of the Los Angeles Railway as it signalizes concerted movement for elimination of many of the dangerous practices which have hampered car operation in the past.

Active Work Begun

Among the chief organizations represented in the local Safety Council are the Chamber of Commerce, Automobile Club and Los Angeles Railway. Many large industrial concerns are represented by their safety engineers. Formation of the local council was completed a short time ago and already active work is bringing results in presenting to the public the danger of many existing methods and the need of greater safety.

Preparing Campaign

The council is preparing a safety campaign in which the street cars be an important part, according to present plans. Safety bulletins are to be attached to the lamp posts at the important street intersections. Brief reminders of the necessity for crossing a street with the traffic officer, and not dodging through a line of moving vehicles or jay walking across the middle of the block, will be posted on these bulletins. It is proposed to further the idea by a display in the street cars.

While the safety council has a big job to educate the public to the needs of safety and demonstrate that it is high time Los Angeles discarded many of the customs that have grown up with the city, an effective start has been made, toward greater safety along many lines and particularly those affecting railway transportation.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

When Service Counts Most

A STUDY of just what passengers appreciate most in street car service would lead into many varied paths, but the numerous letters of commendation give some good indications.

It is interesting to note that the majority of commendations refer to some particular feature of service rendered in the morning or evening rush periods. This indicates that good service is especially appreciated when the odds that might try the patience of a trainman are the greatest.

There is something worth thinking over. It is easy to call streets pleasantly and have a smile for passengers when the travel is light and passengers are good humored, but the man worth while is the man who makes

his ability to handle a situation noticeable when he has a big job on his hands, such as faces every motorman, conductor and safety car operator in the rush periods.

When thousands are leaving offices and stores exactly at five o'clock, and everyone insists on being the first one on the first car, difficult traction conditions are bound to arise. The rush hour is a problem of street railways throughout the country. In Los Angeles the situation is relieved by putting a maximum number of cars in service in the rush periods. At the same time trainmen can show themselves real masters of the situation by putting forth extra effort when extra effort does the most good—and receives the most appreciation.

Courtesy Gets Witnesses But a Grouch Will Fail

(Continued from Page 1, Col. 1)

talks to our new employees, I have tried to impress upon everyone the importance of politeness and courtesy at all times, and especially immediately following an accident. It is absolutely imperative that the train crew get the names of witnesses to protect them and the company they represent. Some conductors have no trouble whatever in securing witnesses in the event of accidents. Others fail to secure witnesses, giving as the excuse that "No one would give me their name." The fact that one conductor always gets witnesses, while another one at times fails to do so, is due very largely to the fact that the first conductor goes about his work in the proper manner and the other one in an improper manner.

Majority Will Be Fair

When you have had an accident and ask your passengers for their names, they are doing you a favor when they comply with your request. They are under no legal and probably no moral obligation to give you their names. However, the average car rider wants to be fair and if approached on the proper manner will readily give his name and address. It is quite an art to know how to meet your riders and achieve the end you seek.

Quite recently the writer had his attention called to an accident where one of our cars struck an automobile and the motorman, without leaving his controller, turned around and facing the front end of his car which was filled with passengers said "Any of you guys see this?" Need I add that he got no witnesses on the front of his car? If he had asked his passengers in a nice, pleasant and courteous way for their names, explaining that he had to make a report, that the company rules required him to get witnesses, that by giving him their names they would be conferring a favor on him

which he might be able to reciprocate some time, he would doubtless have gotten a number of witnesses to protect the company which was paying him. His action in the premises was absolutely improper.

Explain the "Why For"

Some years ago the writer was coming south on Spring Street, when an automobile cut behind a northbound car and into the corner of a southbound car. While the motorman was off helping to back the automobile away from the car, and straightening his fender, the conductor took a bunch of witness cards from his pocket and without saying a word passed them out to every passenger he could get to take one, and in a minute or so started to take them up, still without saying a word. It is a mistake to think that all your passengers know what the little witness cards are for. It is true most of them do, but they do not like to have these cards thrown at them.

Done Wrong Way

Instead of this conductor in a nice pleasant way when he gave a passenger a card asking him to sign his name and address, explaining with a smile that he would appreciate the favor and that it might protect him by showing that he was free from fault, he chose to do it in a sullen manner with the result that if it had not been for the writer and another official of the company who were riding on the front end setting the example by giving the conductor our names and addresses, he probably would not have gotten a witness on the front of the car. He was giving a concrete example of how to do a thing wrong.

In the event of an accident a cheery word and a smile will go a great deal further than harsh words and a grouch.

"I'm Wise" Country Maid Assures Polite Conductor

"I may be from the country, but I'm wise."

This might be a good title for a song according to a report from Conductor H. S. Crawford. He had as a passenger on a center-entrance car of the Grand Avenue line, a woman who was very apparently not accustomed to city life and street car travel.

She asked the conductor if the next street was Vermont, and on learning that her guess was O. K., she made a move to leave the car abruptly.

"Don't try to get off till the car stops," cautioned Crawford.

"I may be from the country but I know how to use a street car," was her reply.

Then she got off at the entrance door!

The best way to avoid the consequences of shame is never to take a chance.

Speedy Machine Does Printing for All Departments

A vest-pocket edition of a printing plant has been installed in the store room of the purchasing department. To be more specific, the equipment is the most modern multigraph and is being used extensively for printing office forms, letterheads, envelopes and the like for all departments.

The machine can turn out from 4000 to 10,000 sheets per hour. The speed is adjusted by different pulleys. When the type is set and the paper put in place, the machine is ready to operate automatically. It feeds a sheet at a time by the use of rubber rollers. If two sheets stick together or if a sheet which enters the machine is crooked, the apparatus will stop at once so that no paper is wasted and no work goes through that is not properly printed.

The machine makes it possible to print a few thousand needed forms in less time than it would take to send for a print shop salesman and explain the job to him, and this time and convenience has a genuine cash value.

Introducing New Men

The following men have been assigned to their divisions during the week ending July 30, 1921:

DIVISION NO. 1

Conductor—R. A. Smith.

DIVISION NO. 2

Motormen—T. Jensen, G. W. Coulter.
Conductor—M. C. Goekler.

DIVISION NO. 3

Motormen—J. J. Walker, C. M. Nelson.
Conductors—R. Dively, J. J. Freeman,
F. A. Holden.

DIVISION NO. 4

Motorman—G. D. Martin.
Conductors—J. P. Rossiter, W. S. Slagle.
Safety Operators—A. H. Flauhaut, C. V. Congable.

DIVISION NO. 5

Motormen—E. J. Knapp, F. E. Bruner.
Conductor—R. H. Thompson.

FOR THOSE WHO DEPEND ON LUCK

Luck pictures a dollar, while work earns it.

Hard luck is almost a synonym for laziness.

Good luck is the twin brother of hard work.

Luck walks, while work rides in a carriage.

Luck dreams of home, but work builds one.

STUDY MOVES RIDERS AND OTHER CARS MAY MAKE

By JOHN C. COLLINS

Traveling Supervisor of Safety

A new man sees an old one close at a curve. At some curves he may partly double up with another car, but he is timing himself to know the clearance. The new one tries it and interferes with the other car. We send

two cars to the shop every day for interference in curves or at single tracks. The only men who can collide with another car at a curve are



those who double up with another car at such places. The way to keep from it is not to double. In a year about one hundred men back their car up because they overrun a switch point, backing into a person or auto. This only happens to the men who over run the switch.

Safest Way is Best

Every man is capable of stopping his car at the switch point, if he wants to. If he overruns it he still has two ways to keep from backing into anything. First, change the handles so he can see where he is going. Second, have the conductor on the ground at the right rear corner to flag you back slowly. You watch him in the mirror. Of course, the safest and best way is the easiest. That is, stop right so there will be no delay in having to back. The only places where you can collide with another car are at places where there are other cars to collide with. When approaching such places watch out for that other car. Let all of your attention be on the work necessary for safety.

Same for Conductor

The same little things a motorman has to contend with, hold good for the conductor. How many times do you see the conductor reach up, give the go ahead bells just as the car stops. When he knows there are several passengers to board, or as soon as he gives the bells, if no passengers are in sight will turn around and look out the other side of the car, apparently not knowing his purpose on the car.

The old conductor recognizes the moves of the passengers and what to expect from different types. He also knows the move and is quick to make it if anything goes wrong, for he knows the place and time that things are liable to go wrong and at that time he is watching.

Like Army Training

In the army during the last war men were drilled hard at bayonet exercise, for one reason so they would form the habit of doing the right thing automatically. If the other fellow lunged, you would get back. If he trusted you would parry. You do not wait, you have to act, debate would mean that it was your last one. The moves for conductor and motorman are the same, for every job there is a parry or move to protect you from the move the other party is making or about to make. The move can be recognized by the trained man in plenty of time if he knows how to guard against it. A trainman will not know how this is done unless he makes a study of it. You watch other good men do their work, try to find the why and wherefore for each move he makes. Then you try to do the thing with fewer moves which will make you safer and quicker than he.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

Bouquets Received Last Week

- Conductor E. V. Fiedler, Div. 2.
- Conductor C. J. Peterson, Div. 2.
- Conductor F. W. Deuber, Div. 4.
- Operator S. D. Moody, Div. 4.
- Conductor J. S. Jones, Div. 5.

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

Los Angeles Railway.

Gentlemen:

I wish to bring to your notice Motorman cap number 1233 and Conductor number 916, Garvanza car line. I ride very frequently, both ways on that line, and many times have noticed acts of courtesy that one does not as a rule expect to see from men who continually come into contact with a none too amiable public.

If there is any act of kindness which your concern extends to men of good conduct, these two are fully deserving of such.

Respectfully,
Wm. C. Stevenson,
225 1/2 S. Avenue 20.

For Condr. H. J. Burke, Div. 4

Los Angeles Railway.

Gentlemen:

I would like to say a few words commendatory to Conductor 2526, Temple Street line.

Several times he has met with trying little incidents and always he has proved cheerful and efficient and a gentleman.

Yours truly,

FRANK TUTHILL,
3711 Middlebury Street.

For Condr. G. J. Armstrong, Div. 5

Los Angeles Railway.

Gentlemen:

I want to give a word of praise for G. J. Armstrong of Division 5, for the pocket book that he turned in on April 22, on the Vernon Avenue car, and I hope that you can give him the full amount of credits, for he is worthy of them.

Thanking you, I remain,

MRS. ELLA HACKETT,
247 East 28th Street.

For Condr. J. C. Cave, Div. 4

Los Angeles Railway.

Gentlemen:

This is just a word of praise and commendation for Conductor 2568 of the Garvanza car line. I was on his car from 10th and Broadway to Avenue 66, and I could not help but observe his courtesy to and interest in the passengers on his car. Men, women and children received equal courtesy.

Although many of our conductors are courteous, I am sorry that one cannot help observe that many are not. With so many strangers in our city, and so many car lines and points of transfer, one just has to ask questions, and often the reply one receives is just "yes" or "no," when a helpful word or two more would relieve the anxious inquirer.

Anyway, I'm glad to say a word for 2568, and I know many others would praise him, too.

Very sincerely,

MRS. IDA L. GILLMORE,
522 West 47th St.

For Mtr. A. E. Seyers, Div. 4

Los Angeles Railway.

Gentlemen:

Knowing that it is only through the interest the public takes in the men who are handling your cars that you can keep informed of their actions, I wish to call your attention to an incident that occurred on the Angeleno Heights car a couple of nights ago.

It appears that one of the regular riders on this line is totally blind, and waits for a certain car at night. On the night in question he took the first of two cars which arrived at 1st and Broadway together, thereby missing his regular motorman. This motorman watched for him at Figueroa Street and helped him across the street as he always does.

It is the little courtesies of this kind that go far with the public in winning their confidence.

Sincerely yours,

D. W. HOECKLEY,
1316 Kellan Avenue,
Los Angeles, Calif.

WHERE GIANT REDWOOD TREES TOWER

Miss Margaret Gleason, timber agent of the Los Angeles Railway, showing ties for use here and collie dog "Shep," her companion for six years.



WOMAN TIMBER EXPERT SELECTS TRACK TIES

UNDER the pavement where street cars and automobiles move by the thousands every day there is a vital factor of street car service for which a woman is responsible. It is the ties to which the rails are spiked and far away in the land of the giant red wood trees Miss Margaret Gleason selects the timber to be used.

For six years she has been the Los Angeles Railway timber agent at Westport, Mendocino County, Calif., doing the work her father did be-

fore her. She inspects the timber that is cut for ties, and is a real expert in this important service. In a recent letter she describes how one big tree produced 1500 six-foot ties, which gives some idea of the size of the trees.

Miss Gleason's constant companion in her work is a collie dog "Shep." She receives Two Bells regularly, and takes a great interest in the news of the Los Angeles Railway.

A Motorman's "Safety Firsts"

By Motorman J. M. Drogus, Div. 3.

When you start your daily work,
Safety First!
Never try your task to shirk,
Safety First!
For your own and others' sake
Be alert and wide awake,
Always watch control and break,—
Safety First!

Keep your juggernaut on time,
Safety First!
As I counsel you in rhyme,
Safety First!
Have a steady head and cool
When approaching any school,
And obey each little rule,
Safety First!

When you see the traffic "cop,"
Safety First!
Then it's time for you to stop,
Safety First!
And remember what I tell,
In this stanza mark you well—
Don't proceed without the bell,
Safety First!

Neither Would Starve

"We countrymen have the best of it. When all else fails we can eat the forest preserves," said a farmer on an electric car to the conductor.

"I don't know how you would have the best of it," smiled the "connie," "we have our rush hour jam."

If your car gets "out of hand,"
Safety First!
Feed her just a little sand,
Safety First!
As you slowly coast along
'Mid the heedless, busy throng,
Always tap a warning gong—
Safety First!

If, perchance, you've got the road,
Safety First!
And a swaying, swinging load,
Safety First!
With your leader gone afar,
Always operate your car
So as to avoid the jar—
Safety First!

When your daily work is done,
Safety First!
And you've finished with your run,
Safety First!
Never tarry on the way,
To your home at close of day,
And avoid the gay cafe—
Safety First!

At the Beach

Mother—"I object to these one-piece bathing suits."

Daughter—"Oh, mother! I think I ought to wear something."

The fellow who is always looking for a snap usually lacks ginger.
—Houghton Line.

On The Back End (Contributed)

What the Household is Doing
Mother is in her chamber
Mending and sewing.
Sisters in the parlor
Giggling and beavering.
Cook is in the kitchen
Baking and stewing,
Father's in the cellar
Busily home brewing.

—K. A. Burton, Div. 4.

Two Dead Heads

Scene—Crowded Hoover st. car. Conductor is working his way towards the back-end collecting fares on the way. Lady hanging on strap stops him and offers transfer.

Lady—Here is my transfer. If it was a nickel you wouldn't get it.

Cond.—No?

Lady—No. I don't believe in paying when I have to stand.

Cond.—Well, you can take it from me, lady, you wouldn't be the only one. I can show you two men right now who are not paying to ride.

Lady—Really? Which are they?

Cond.—The motorman and I!

She—Did you hear of the beautiful street Olive and Hope have between them?

He—Yes, it is just simply Grand.

"Madam," said the conductor, glancing at his watch, "if you are going on this car you'd better get on."

"Just a minute, please," returned the prospective passenger, "I want to kiss my sister first."

"Get aboard, madam," obligingly replied the conductor, "I'll attend to that."

Bystander—I suppose you would like to take a ride once without having to worry about tires and such things.

Motorist (fixing a puncture)—You bet I would.

Bystander—Well, here is car fare.

"Bob" Pierson, chief instructor, admits he is one of those pessimists who wears suspenders and a belt too.

George Feller, veteran motorman of Division One, says that the holding of cellar honors seems to be a recognized thing in the safety contest. Almost before the start Division One slides through the percentage column to the bottom, he says, and declares it is like the case of the girl in the verse:

Mary had a little dress,
Which is in fashion, no doubt,
But every time she puts it on
She is over half way out.

Most accidents are 100 per cent carelessness or ignorance.

So That Settled It

Chief of Police—We'll have to make Eighth Street, for these three blocks, a one-way street.

Commissioner—That's right. There's no two ways about it!

Be good and you will be happy. Be careful and you will be good and happy.

Wise men do favors; foolish men refuse them.

Looking 'em Over at the Divisions

DIVISION 2

More cigars! Conductor R. C. Hoyle reports an eight-pound baby girl born August 1st, 1921. Mother and baby doing very nicely.

W. I. Nungham has returned from short lay-off account of being sick. Looking and feeling better.

Supt. P. O. Mann left last Saturday for a two weeks' rest, leaving Mr. Dickey in charge of the Division during his absence. C. S. Christensen is acting as foreman in place of I. Y. D.

Say, boys, let's see if we can't all get together and climb up in that Safety race and give P. V. M. quite a surprise when he gets back from his vacation.

R. Wilkin, Wm. Harris, E. A. Williams and J. Collins and son gone to Frazier Mountain after deer. If above crowd get all the deer they expect they will undoubtedly request extension of leave to bring them all back.

How you poor men must suffer with the "heat," remarked a lady, wearing a heavy fur coat during the recent hot spell.

DIVISION 5

Motormen D. C. Cooper, E. W. Colingwood, H. M. Guthrie and Conductor E. R. Trefen are away on leave of absence, resting up and getting in shape for the coming fall.

Motorman, H. Gorton who has been away on a 60 day leave of absence returned to duty the 30th of July. He has been spending most of his time in Canada, where he formerly lived.

Clerk W. E. DeMuth, started on his two weeks vacation the 1st, and just where he went we have been unable to find out. It is a safe bet that with that new Dodge auto, he said he is not spending it alone, and we have an idea that some of the opposite sex are included in the company.

Conductor J. C. Clarke returned to duty on the 2nd. He is spending his vacation in and around Los Angeles. From his reports, he has been eating, sleeping, visiting, and having a good time in general.

Clay Haywood, of the Car House, is spending his vacation above Sacramento in the hills. He is trying to find a cooler climate, but he shall probably seek in vain.

Motorman H. E. Brown has just returned from a 10 days vacation in and around the oil fields near Taft.

H. W. Sarah, who has been away spending a 30 day vacation, is back with us and is now giving "two bells," go ahead.

Motorman R. A. Lord, who has been spending a month vacationing in California, is back on the cars and reports that he enjoyed the vacation very much.

Conductor R. H. Harris, who took 10 days off to see the parks in Los Angeles, we are sorry to report, is sick.

Motorman H. T. Smith is back on the cars after an absence of several days caused by illness.

From letters or cards friends of Motorman E. Danova have been getting, he must be spending a good deal of the time traveling while on his vacation. He has been heard from North, South, East and West, and the next time we hear from him we suppose we shall get a drop letter from an airplane.

Who's Who



Well here we have the most popular fat man around division 4. He is Mechanical Foreman J. W. Melvin. In all the big events of the employes he ranks first. He always takes the prize waltz and above all the fat man's race.

Melvin is another one of those old-timers, he began to work for the Los Angeles Railway back in 1896. He has twenty-five years to his credit with the company.

There is only one trouble with Melvin and that is he is a regular automobile fiend.

He is a fellow that is well liked among his men.

On the Sick List

Following is a list of men on sick leave:

DIVISION NO. 1

Conductors—E. C. Dewey, 4273 E. 6th St.; R. H. Gardner, 351 E. 61st St.; F. E. Rainey, 653 Central Ave.

Motormen—G. Feller, 918 E. 12th St.; A. L. Luce, 3723 Maple Ave.; J. W. Hile, 642 Ceres Ave.; H. Harris, 616 Centennial; W. B. Freel, 900 E. 25th St.; C. J. Griffin, 3047 Guirado St.; D. F. L. Buck, 1229 Trenton; E. J. Beaufait, 7074 Wilson Ave.

DIVISION NO. 2

Conductors—L. V. Merriam, 324 E. 54th St.; E. Lloyd, 624 E. 49th St.; B. Merrill, 834 E. 31st St.; A. E. Clark, 321 E. 25th St.

Motormen—P. C. Pedersen, 6930 Parmalee; W. C. Melton, 970 E. 56th St.; W. W. Stewart, 1052 E. 51st St.; M. H. Hull, 703 E. 41st St.; H. T. Horton, 1190 E. 45th St.

DIVISION NO. 3

Conductors—E. Koehm, 2612 Jeffries Ave.; J. J. M. Wilson, 2612 Idell St.; V. V. Sweet, 2616 Idell St.

Motormen—J. Turckleson, County Hospital; J. J. West, 122 No. Ave. 20; C. J. Chutz, 2666 Pasadena Ave.

DIVISION NO. 4

Conductors—G. M. Brassington, 814 W. Slauson Ave.; W. S. Shields, 2103 Thompson St.; C. H. Beckett, 1110½ W. Pico St.

Motorman—G. Jensen, 4708 Fisher Ave.
Safety Operators—H. W. Graham, 1024 E. 46th St.; R. I. Blackwell, 1118½ Orange St.; W. L. Clark, 1224 Georgia St.

DIVISION NO. 5

Conductors—A. H. Wheeler, 5211 So. Wilton Pl.; J. E. Laws, 152 W. 24th St.; R. B. Reinert, 324 W. 11th St.; A. J. Konecny, 2408 W. 54th St.; M. M. Sacks, 1016 W. 55th St.; R. H. Harris, 5202 R. I. Hawthorne.

Motormen—N. Jamison, 901 W. 110th St.; J. L. Grossnickle, 136 E. 28th St.; R. W. Lockwood, 2883 Inskeep Ave.

Wrong Direction

Mechanical Foreman J. W. Melvin. In Sam," said an employer to his negro servant.

"Yes, sah, I know it, sah. I was kicked by a mule on my way, sah."

"That ought not to have detained you an hour, Sam."

"Well, you see, boss, it wouldn't have if he'd kicked me in this direction, but he kicked me de other way, sah."

DIVISION 3

Well, we are still on the top in the safety contest and it looks as if we are the winners. Although last week Division 2 was right after us, but poor old Division 5 was sliding to the bottom. If we win this pennant, boys, keep on pegging away as usual and try and win the next one, we felt it in our bones that you would win this one, and we know of sure that you can repeat the dose, so hit the ball.

Two of our young unfortunate grass widowers were heard discussing the item appearing in a late issue of "Two Bells" referring to the opportunity that a California Chap has to see exactly what he is getting before he proposes by going to the beach to look 'em over. The first of these young men said: "Yes, that's all right, but form isn't everything; better have an X-Ray picture taken of their heads to see what's in it." The other young man said: "You said a mouthful that time, old timer." I'll tell the world, and with a couple of sighs they walked away arm in arm.

It is not necessary to travel thousands of miles to witness classy fistic encounters when we have such clever one-round artists in our midst as Motormen E. A. Chambers and A. J. Porter, for while it lasted it was good and snappy.

Conductor Harry Taylor was buzzing around the office this a. m. (Wednesday) calling up the doctor, etc., in fact, very much excited. We understand the old bird Stork was hovering around his home, but up to the time of going to press had heard nothing further, but no doubt will have interesting dope for next issue.

Conductor Frank Clarke found a nickel's worth of crackers on his car the other day and ditched them under the seat to turn in later. When he was relieved he came over to turn in and for forty minutes thereafter he was searching over four tracks in the car house to locate his car to get the aforesaid crackers, forgetting that he had not pulled in.

Auction sale? Oh, no! Nothing like that. Only runs up for bid. Abie Loewenstein thinks of applying for permission to act as auctioneer or to hang out three golden balls and the other Kike Ikey Hellman would act as capper as he sure can bid, having bid on every run so far offered, but Hollander, the Dutch, is following him pretty close. He failed to bid on one run and someone thought he must have overlooked it, so signed up for him.

The office force is now at rest. Motorman E. M. Frazer having resigned and his brother, Conductor V. C., has gone on vacation. R.I.P.

Night Clerk Frank Christy is now on vacation. He failed to put us wise as to where he was going, but he is no doubt enjoying himself. E. O. Baker is officiating in his place.

The Harry Beals and Arthur Walker families left in their gasoline buggies for Oakland and Frisco, where they will spend their vacations visiting friends and relatives.

We hear that our old friend, Mac P. C. Naughlin, had the misfortune to leave his pass at home the other day and had to come through with a jitney. Even the best of us will do nate once in a while.

A penny collection is talked of for next pay day to buy a pencil for our portly Motorman John Barrett. The

DIVISION 4

The following boys are on vacation: Conductor W. L. Price, six-day rest at home.

Conductor Paul Tromblay, fourteen days. Paul said he was going to San Diego and probably a little farther south, so if any one wishes to see him real bad, it is a safe bet they can locate him in Tia Juana.

Motorman A. C. Beck, fourteen-day vacation to Long Beach.

Conductor J. J. Cresto, ten days. J. J. was invited to go with some relatives on an auto trip to Frisco.

Conductor A. R. Boyes, ten-day rest at home.

Motorman J. D. Stott, thirty-day leave to attend to important business.

We are pleased to find Operator A. H. Flauhart and Conductor H. C. Walters back with us again. Both boys say they are mighty glad to be back in the service again. Flauhart resigned two months ago at which time he was an operator on Crown Hill. After being away about six weeks he began to feel sorry that he had quit and decided to come back.

Conductor Walters resigned three months ago with the intention of going back to Rhode Island, his native state. He started back in his machine, got to Albuquerque, N. Mex., all fagged out, shipped the car on and took the train the rest of the journey. He found things very slow back there, the heat was fierce and he became discouraged and came back to L. A.

We have been wondering what makes Conductor Figg look so odd these last couple weeks and have finally found out. Figg is doing away with his moustache by degrees. He says when a man gets rid of his "must'nt-touch-it" all at once, he either looks younger or looks like an old crab so he is taking it off gradually for fear of the latter outcome.

Motorman Mesquit has made a real record for pool shooting here, having put away thirty-six balls in succession. This is the best that has ever been done here as far as we know. Mesquit would like to challenge any of the boys of the other divisions who consider themselves shark to a few games.

Motorman J. B. Woodland has returned after being on the sick list for eleven days. It seems J. B. sprained his left eye while attending to his regular duties of running street car and looking for money in the tracks. J. B. has found thirty-three dollars, ten pounds sugar, a crate containing twelve hams, and a peck of potatoes so far this year. So you see it has almost paid for the time he has been laid up.

surplus will be used to buy Oscar Dunman a shave.

Several cards have been received from Motorman H. Huber, who is hiking by the gasoline route between here and Vancouver, the last card being from Portland. He reports having had no trouble and enjoying the trip.

Motorman Chutz, who has been in the hospital for sometime undergoing operation for appendicitis, is around again and expects to be on his run again shortly.

Dad Truitt says what gaineth a man if he gains the whole world, but loses his hair, his teeth, his eyesight and his mind.