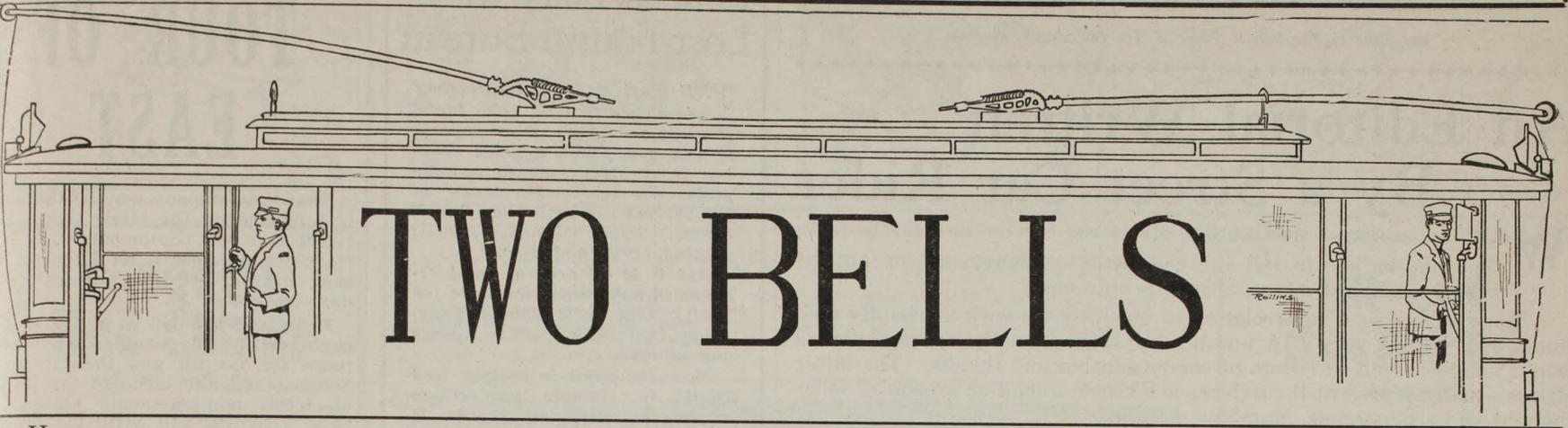


--- This is NO ACCIDENT WEEK ---  
LET'S DO OUR BEST



Vol. II

DECEMBER 5, 1921

No. 27

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

# Two Days Xmas Fun Promised

## GOOD SERVICE MANIFEST BY COMPLAINT DECLINE

Right back at the complaint department like a ton of brick.

With heavy travel almost every day, there were only 128 complaints last month and that mark has only been beaten in two months of 1921, namely August with 125 and February with 94.

There were more commendations of trainmen for courtesy and efficient service than there were complaints charging discourtesy. The discourtesy complaints numbered 33 as against 36 commendations. In six of the 11 months of 1921 the bouquets have exceeded the brickbats.

The total complaints for October was 146 so November gave a reduction of 18. The comparison is as follows:

**Discourtesy:** October 40, November 33; **Fare and transfer trouble** October 47, November 50; **Starting too soon:** October 18, November 6; **Passing up passengers:** October 14, November 9; **Carrying passengers past stop;** October 4, November 12; **Dangerous Operation:** October 1, November 3; **Short Change:** October 3, November 3; **Miscellaneous:** October 19, November 12.

In October there were 29 commendations received and in November the number was 36.

## Canadian Inspects Car Service Here

Mr. J. A. Shanks, a business man of Victoria, British Columbia, visited the main offices last Thursday to procure information on street car service that might be useful in Victoria and Vancouver. Mr. Shanks was making inquiries, particularly about safety cars, at the request of Mr. A. T. Goward, manager of the Victoria office of the British Columbia Electric company.

## L. A. Trainmen Lead Coast, Says Portland Official

**P**RAISE for Los Angeles Railway trainmen as among the best on the Pacific coast for neatness, courtesy and general efficiency was given by A. F. Guth, superintendent of service for the car system in Portland, Oregon.

Mr. Guth is making a tour of the principal coast cities and visiting street railway executives. He conferred with R. B. Hill, superintendent of operation, and was shown various features of the service by George Ferguson, special representative of Mr. Hill.

He said the neatness and courtesy of the trainmen was very noticeable after looking over some of the other cities on the coast.

## BIG SAFETY PENNANT AGAIN CHANGES HANDS

**W**ITHOUT any great display of carnage and bloodshed, the Premier Safety Division flag officials changed hands last Saturday night at the monthly entertainment and dance in Recreation Hall. The event drew a big attendance. It was followed by four other vaudeville acts.

John C. Collins, supervisor of safety gave an interesting talk on safety that held the attention of the audience. Then Superintendent E. R. Dye of Division Three, which won the third safety contest appeared with the big flag in his arms and turned it

over to Supt. Wimberly of Division four, winner of the last contest.

Supt. Wimberly was advised to take good care of the flag as Division Three expected to have it back again. "Wim" replied that he would take such good care of it that no other division would ever have a chance to let a speck of dust get on it. Next day the flag was flying from the Division Four flagpole.

The past week is the first of the fifth safety contest. First reports of standings will be available as soon as the week's accidents are checked.

## MORE CARS FOR HOOVER

**T**WO new cars have been added to the East Fourth and Hoover street line. They do not increase the headway but give more lay over time and insure that the through cars on Vermont Heights can make the run to Athens, 116th street. The long pull, which runs outside the city limits and a good distance into the county, re-

sulted in delay due to power conditions and necessitated turning back to some cars so that the line might be kept on schedule.

One of the additional cars is out of Division Four and the other out of Division Five. They produce an increase of 121 car miles per day.

## TWO NEW 'HIGH LINES' STRUNG

**T**HE line department is now working on high voltage wires to run from the new Edison transforming station at Florence and Western Avenues to the Los Angeles Railway substation at Centinella. The power has been brought from the Edison station at Redondo for some time, but the new location will give a much shorter dis-

tance to carry electricity to Centinella.

High lines are also being run from Western and Florence to the company University substation at 798 South Santa Barbara Street.

Both of these jobs will be completed about the first of the year.

## DEC. 28 and 29 CHOSEN FOR ANNUAL PARTY

The annual Christmas entertainment for employes, sweethearts and dependent members of their families will be a big and varied affair this year with two days and nights devoted to fun and good fellowship, at Recreation Hall.

Wednesday and Thursday, December 28 and 29 have been selected for the entertainment. The Christmas traffic, which puts all departments to the biggest effort of the year, will be over thus permitting a maximum attendance.

The fun will start at 2 o'clock in the afternoon and continue each day until 11-30 in the evening. There will be a dance and vaudeville numbers afternoons and evenings. The afternoon programs will be devoted largely to the children of employes. Special entertainment will be given for the kiddies and plenty of good things to eat will be on hand.

Except for an hour or so at six o'clock, the dancing will be continuous both days from two to eleven o'clock. The Christmas party will offer far more than the monthly entertainments as it will give a chance for employes to meet one another and make new friends. With the Christmas entertainment taking two days, the usual entertainment on the last Saturday of each month will not be held.

## 'C. D.' is Back After Enforced Vacation

After being off for several weeks due to illness, C. D. Clark, clerk of the operating department, is back on the job. C. D. is one of the real veterans of the company, his service dating from 1887. He is active in affairs of the Co-operative Association.

Everyone around the main offices is glad to see him back as bright as ever.

## Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

### An Editorial Written By a Street Car Rider

WHEN a passenger doesn't like street car service he usually takes time on the car to tell the conductor or motorman, or anyone within hearing distance, about his opinions.

Many others show appreciation of good service with a friendly nod, smile or a "thank you." A number far more than the average person would imagine, send in letters of commendation and thanks. The latter classes usually represent the difference between a man or woman of sober thought and a blustering, impulsive person.

It is the intention of Two Bells to let one of the thousands of car riders write the editorial this week. The thought comes from Dr. Ford A. Carpenter, formerly in charge of the United States weather bureau here and now with the aeronautics department of the Chamber of Commerce. He sends in the following letter which has a message for every trainman:

Conductor No.— of the Los Angeles Railway taught me a lesson last night. An old man, accompanied by an equally old lady, attempted to leave their outside seat on the car. The old lady was trying to help her infirm husband without much success. The conductor saw the difficulty at a glance and he immediately went to her rescue.

Steadying the man as the car lurched to a standstill, he helped him along the aisle. Quickly swinging down to the ground he was there to receive the old gentleman as he clambered down the steps with great difficulty and extreme liberation.

From my seat I watched for a murmur of appreciation from either the man or the woman, but not even a glance did they give him. How did it affect the conductor? He was on his car in a fraction of a second and two bells started the trolley. He evidently did not expect thanks. He had learned that very important lesson, often neglected until middle life, that the doer of a deed of duty ends his obligation with the performance of that duty.

Thanks, a sense of gratitude, expressed in look or word, has no part in a dutiful action. Appreciation is for the other fellow.

It is difficult for us to remember that the moment we think ahead and imagine how our action is to be regarded, whether the person we are about to aid will appreciate it, or how the spectators will regard us, just that instant we lose all right to any credit. Unconsciously we have at the very outset destroyed much of the pleasant reaction of work well done.

Spontaneity in a right action, without thought of reward, is the very essence of a generous deed.

You know that I have long been an admirer of your platform men; they are courteous, efficient men and your company should be as proud of them as the citizens of Los Angeles are.

Sincerely yours,

DR. FORD A. CARPENTER,  
501 Central Building, City.

## Set The Safety Example

THIS week is "No Accident Week."

All over the country a concerted effort is being put forth by the National Safety Council to increase safety and accident prevention.

Street car men realize the need for safety and are thoroughly "sold" on the proposition. A good work can be accomplished if those who believe and practice safety will carry the gospel of safety to others.

Example is one of the strongest forces in the world. A child will dash across the street and try to dodge through traffic in the middle of the block because parents have set the example.

Make Safety First your motto not only on the cars but in your home and everywhere you go. You will be helping in the big work of saving human lives.

## USE GONG SIGNALS ON REBUILT CARS

Rebuilt standard cars are being placed on the Hoover and East Fourth as rapidly as possible so that the small size coaches will be entirely replaced. In the rebuilding the cars have been lengthened about 10 feet and allowance must be made for this on curves.

At Third and Traction and Third and Alameda the rebuilt cars will not pass on the curve without interfering. For this reason motormen must operate under the same right of way rules of gong that prevails at non-clearance curves as set forth in Rule 60.

## 15 OF THE 25 NEW CARS DELIVERED

Fifteen of the 25 steel cars ordered for two-car operation on the Eagle Rock and Hawthorne line have arrived at the South Park shops. The electrical and air brake equipment is being installed here.

Seven of those that have arrived have been equipped for service. Two of the seven cars are equipped for multiple control and are being used as trains morning and evening on the Grand and Moneta line. The other five are only available as single units at present.

## "Bull" Acquires Official Place in Lost-Found Bureau

THE Lost and Found Bureau is a matter of cold facts. Records for years show reports of lost and found articles varying from glass eyes to powder puffs. In systematic array on the shelves are umbrellas, lunch boxes, hymn books, Bibles, playing cards and dice.

But it is all accurate and exact with apparently no place for "bull," that well known something that makes press agents and statesmen.

Now the spell is broken, and "bull" in sizeable proportions adorns the office and records. It takes the form of a plaster replica of that famous bovine who adorns the billboards and has as his slogan, "roll your own." Perhaps some cigar store has lost one of its attractions, and Fred Clothier has already had to refuse three customers who sought to buy a sack of "mak-in's."

## Introducing: New Men of The Week

The following men have been assigned to divisions during the week ending November 26, 1921:

DIVISION NO. 1  
Conductors—G. J. Thronson, J. W. McCarty, H. L. Jerrett, C. A. Wells.  
DIVISION NO. 2  
Motorman—F. W. Bishop.  
DIVISION NO. 4  
Conductor—L. T. Dunn.  
DIVISION NO. 5  
Motorman—J. B. Moore.

## BULLETINS

Bulletin No. 377  
Notice to Conductors  
Transportation Book Lost  
Transportation Book No. 1320, issued to D. Dubin, account Fire Department, has been lost. If presented for transportation, take up, collect fare, and send to this office with rept.

BULLETIN NO. 378  
Notice to Conductors  
Please cancel that part of Bulletin No. 375 pertaining to lost pass No. 3941, issued to Conductor D. Craig, Division No. 5, as same has been found.

BULLETIN NO. 379  
Notice to Conductors  
The following passes have been lost:  
No. 2321, issued to Mrs. Evah Fauver, wife of Frank Fauver, Conductor Div. No. 2.  
No. 3870, issued to E. Clark, motorman Div. No. 2.  
No. 5536, issued to L. H. Stephens, Motorman Div. No. 4.  
If presented for transportation, take up, collect fare and send to this office with report.

BULLETIN NO. 380  
NOTICE TO MOTORMEN  
Rain, fog and heavy automobile traffic are contributing to slippery track conditions at numerous points. Motormen must be on the alert for such conditions, and be governed accordingly in the operation of their cars.

Motormen must pay close attention to the sand supply on the cars, and in case sand boxes are found empty or pipes clogged, report this condition to the Emergency Supervisor at the earliest opportunity and also make proper notation on motorman's card, in order that proper action can be taken by the Mechanical Department.

Many accidents due to slippery rails can be averted if motormen used judgment in sanding rails at points where the condition of the track is bad.

*P. B. Hill*  
Supt. of Operation.

## ENGINEER ON TOUR OF EAST

That the company may be thoroughly informed on the latest features in street cars and equipment, P. B. Harris, chief engineer is on a tour of the east, having left Los Angeles Saturday, November 26.

He was scheduled to arrive in Chicago last Tuesday and to leave from there for Detroit and then to go to Schenectady, the home of the largest electrical manufacturing plants. In New York he will visit his brother and then go to Philadelphia and Pittsburgh.

In St. Louis he will visit the factory of one of the big car building concerns which has built many cars for the Los Angeles Railway. On his return to the coast Mr. Harris will visit his father who lives near Chico.

## CHECK REDUCES STEP ACCIDENTS

BY R. R. SMITH  
Asst. Supt. of Operation

The check on conductors giving of starting signals too soon and motormen starting their cars without proper observation of step conditions, or starting cars with a jerk, which has been made for the past two weeks by Messrs. Yonkin, Adkins, and Matthews has already produced wonderful results, the number of step accidents and also the number of complaints from patrons having decreased materially. This proves conclusively that trainmen can prevent many such accidents by proper observation of safety rules.

### Will Continue Check.

This check will be continued for some time by at least two of these men, and special attention of conductors in charge of Center Entrance cars or P-A-Y-E cars on which the conductor's position is at the back of the loading platform, is called to the fact that an attempt at proper observation of the step must be made by him regardless of load conditions, and that simply because the conductor's position is across the car from his step does not relieve him from the necessity of making observation before giving starting signal.

### Look at Steps.

On P-A-Y-E No. 2 type of car the fare box standard is so arranged that it can be turned to place the fare box at any desired angle. Some conductors are operating this type of car with their fare box in such a position that they stand practically with their backs toward the loading platform. This is wrong and the fare box in all cases should be placed so that the conductor faces his step and which position will to a great extent eliminate the practice of conductors giving starting signals without making any observation of step conditions.

## Wife of B. B. Boyd, Div. 4 Foreman, Dies

The sympathies of the men at Division Four are extended to Foreman R. B. Boyd, whose wife died November 26th after a brief illness.

Funeral services were conducted last Monday from the chapel of the W. A. Brown undertaking parlors. Flowers were sent by men of the division office and some of the members attended the funeral.

# Conductor Ding and Motorman Ding Diny

By Rollins



## Bouquets And Things

(Hand Pick'd)

**BOUQUETS RECEIVED LAST WEEK**  
 Conductor F. H. E. Pierce, Div. 2.  
 Motorman C. H. Wolfe, Div. 3.  
 Motorman N. B. Stile, Division 3.  
 Conductor C. H. Deane, Division 3.  
 Conductor K. A. Burton, Division 3.  
 Conductor W. J. Millican, Division 3.

For Mtr. J. R. Hardin  
 Los Angeles Railway.  
 Gentlemen:

I wish to offer this letter of commendation of one of your motormen. This letter is rather tardy, but I hope it will serve the purpose.

Your motorman, No. 3, on a Hawthorne car, at noon on July 27, 1921, was especially helpful on two occasions.

A very old feeble lady tried to get on the car and the motorman, who was waiting for the signal, got up and almost lifted her to the car and to a seat near the exit. A couple of blocks further she left the car and as she was unable to get off alone, he again almost lifted her down to the street, and then, as there were many autos passing, he escorted her to the sidewalk and left her there safely. The next block a very small newsboy was trying to put a large bundle of papers on the car and the motorman again helped him load the papers on the car.

Yours truly,  
 D. L. SWINNERTON,  
 1852 West 48th St.

For Condr. E. W. Mansfield, Div. 2  
 For Condr. R. H. Chisholm, Div. 2

Los Angeles Railway.  
 Gentlemen:

I have been riding to and from town on the Maple Avenue car for a number of months and have noticed two conductors by numbers, 858 and 1808, that I particularly wish to recommend to you for commendation in your paper called "Two Bells," and also for good merits, for their extra courteous manner to your patrons and especially to ladies with babies or children, also old ladies. They also call every street and transfer point distinctly. From a well wisher of your R. R. and a constant rider.

MRS. J. A. MORGAN,  
 3763 Wall St.,  
 City.

For Condr. S. E. Burt

Los Angeles Railway.  
 Gentlemen:

I wish to say a word in praise of Conductor No. 1752 of the Stephenson Avenue line.

This morning, upon alighting from his car, left my handbag, containing my glasses, coin purse, keys and some papers of great value to me, but of no value to anyone else.

I halted the car upon its return trip and found that the watchful eye of the conductor had discovered the bag and he was carefully guarding it for me until such a time as he would have been able to hand it to the "Lost and Found Department." He was exceedingly polite and nice about it and I appreciated it very much.

Very sincerely,  
 MISS SUSIE PONDER,  
 1539 Orange Street,  
 Los Angeles, California.

For Operator O. V. Hatch, Div. 4

Los Angeles Railway.  
 Gentlemen:

On the 10th of this month my friend, Mrs. R. S. Farris, of Salt Lake City, lost her purse with twenty-six dollars, a railroad pass and a sleeper ticket for the 4 p.m. train of that day, at 16th and South Main, about 2:30 p.m., on safety car.

I took the next car and went to the end of the line and the operator, No. 1163, gave me the purse and everything was all o.k. He is an honest and truthful man and words cannot express our thanks from both of us, for the return of the purse.

Yours very truly,  
 MRS. D. C. RAYMOND,  
 485 South Miles Avenue,  
 Huntington Park, Calif.

### IF YOU WANT TO KNOW ANYTHING, SPEAK UP

Here we have George Feller, information man, hunting to see if the Grand Avenue cars run on Grand Avenue. The young ladies looking inquisitive to make the picture appeal natural, are members of the company auditing department. From left to right they are Miss Katherine Cook, Margaret Hannigan and Dorothy Okerstrom.



## Information Men Help L. A., They'll Tell The World!

HOW would you like to be an information man?

Looks like a pretty interesting job, judging by the attitude of George Feller in the picture above.

George is one of the five uniformed information bureaus of the Los Angeles Railway. This additional service for the public came into being a few weeks ago and has been greatly appreciated. At the depots and at busy corners downtown the information men are asked all sorts of questions about politics, street cars and Ford spark plugs.

An acquaintance stepped up to C. W. Jordan, the answer man at the Santa Fe depot, and casually asked Charie "What do you know today?" If he had waited for Charie to tell him everything he knew he would be there yet.

The other men who work with the slogan "I'll tell the world" are F. A. Christy, formerly conductor of Div. Three; W. R. Boyd, former motorman

of Division Four and C. D. Blakeman formerly conductor of Division Four were motormen at Division One. All are veterans of street car life and their long service makes them thoroughly acquainted with the city and ideal men for the information jobs.

### On the Sick List

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

- DIVISION NO. 1**  
 Conductors—C. L. Wiley, 211 N. Hollenbeck; G. W. Moore, 532 S. Fremont; O. Arguello, 707 Camulas; C. F. Staggers, 545 Wall St.  
 Motorman—T. W. Hartford, 137 South Hicks St.
- DIVISION NO. 2**  
 Conductors—H. T. Hansen, 637 E. 53rd St.; M. E. Shain, 1776 E. Jefferson.
- Motormen—**I. Kudler, 110 E. 78th St.; J. M. Stine, 1124 E. 52nd St.
- DIVISION NO. 3**  
 Conductors—W. F. Abernathy, 2032 Dayton St.; D. R. Jaynes, 2833 Jeffries; E. M. Cady, 2682 Griffin.

## On The Back End

(Contributed)

The other day a working man got on my car at Alameda and Vernon. He did not have a fare, but he offered me a check for a dollar. Can you beat that?"—J. H.

Turning the corner at Vernon and Vermont, a young man jumped on and asked: "Are you going east on Vernon?"

Oh death where is thy sting.

The irresistible H. R. Armstrong, of Division Three, was advised by the doctor to get away from cigarettes. He bought a holder eight inches long.

"It must be tough when prosperity becomes monotonous" reflected a Division Two motorman. It was just after Thanksgiving and as the car waited at the end of the line, one lady said to another. "I'm getting tired of eating turkey everyday." And the motorman took another vicious bite on a cheese sandwich.

## Car Too Old For Passenger Service Is Used In Movies

Do you remember when car 9320 was one of the prides of passenger service? The car is one of the old-time open-all-round type with cross seats the full width and a running board along which the conductor did a trapeze act in collecting fares—and it was five cents in those days, too.

But 9320 no more hauls the big crowds home from the ball games. It rests in peace at Division Three, and occasionally does some aristocratic work while the more plebeian street cars do their regular cash business.

Old 9320 was carrying passengers before there were any movies, but now it has become useful for the flicker films. Recently the car was taken to Eagle Rock Park for a scene. Dames with hoop skirts and gentlemen with two quart shirts and funny shirts arrived on 9320 for a picnic scene and made considerable fuss over getting off and on the car for the benefit of the cameraman. The car has become a useful "prop" for the movies and is used frequently.

Motormen—J. A. Rudd, 3107 Andreta St.; S. J. Garren, 5519 Meridian St.; E. Eaheart, 2615 Merced; M. A. Snow, 2612 Idell.

**DIVISION NO. 4**  
 Conductor—T. F. Preston, 1820 E. 12th St.  
 Motorman—P. N. Lapan, 1419 W. 29th St.

Operators—J. E. Balding, 878 E. 49th St.; O. O. Reed, 843 Maple Ave.; T. J. Vail, 941 Francisco St.

**DIVISION NO. 5**  
 Conductors—A. B. Conway, 5410 3rd Ave.; A. McCurry, 5205 Connect. St.; H. L. Raines, 1015 W. 54th Place.  
 Motorman—P. D. Probert, 719 W. 55th St.

# Looking 'em Over at the Divisions

## DIVISION 1

Well, fellows, at this writing I don't know what the standing of the different divisions, is in the Safety Race, but I know Division One will be up in the neighborhood of first place, and when we climb to first place we are going to stay there. I'm telling the world, and if we win it, it will be more highly prized than ever, because we are bucking six weeks of the heaviest traffic of the year, so let's pull her up into first place and make it our permanent home.

Every week there is somebody who pulls a 'boner.' This week it was Conductor George Moore. Some passenger on George's car left a sack of quinces. Wise George, proceeds to eat one of said quinces, under the impression it was an apple. He said to G. L. Ker, his motorman, "Ker, I think this is one of the most delicious apples I've eaten since I have been in California." Ker asked him if he had any more. "Yes, take one," George said. But Ker made the discovery that said apples were quinces. Step right up, George, the next prize is a course in fancy sewing.

The way some of these motormen twist themselves into the shapes they do is really amazing. I was riding in a Stephenson car the other day and when I got up to get off, I happened to glance at the motorman. I could hardly believe what I saw. One leg was wrapped around the stool, the other leg I followed as far as the emergency brake, where I lost it. His cap was tilted on his head at an angle of 80 degrees. I nearly fainted when it untwisted itself and I found the likeness of Motorman Tex Huffman.

The secret is out. Conductor B. D. Smith is going to be married. Smith has been acting strange the last few days and everybody was wondering what was wrong. It seems the secret got out when one of the boys saw him and a young lady friend—more than likely the future Mrs. Smith—enter Barker Bros. Furniture Store on Broadway. We offer you our congratulations, Smith; also our sympathy.

Conductor Arguello, who has been sick the last few weeks came back to work last week, but was again taken ill and is now confined to his home. We hope you have a speedy recovery, Bill.

## DIVISION 2

Motorman G. F. Kublick and Conductor S. M. Worden, have resigned, to engage in other work.

Motorman I. Kudler who has been sick in hospital for several weeks, has returned to work and says he feels fine.

Motorman Chas. Pipes, is back on the job again, after a months leave, in which he was supervising the building of a new bungalow, on his property in Inglewood.

Motorman J. D. Brubacker is on short leave to rest up.

Conductor A. O. Johnson, is taking two weeks off, to visit out of town friends.

Motorman Gunner wants a pup to chase peddlers. If anyone has any kind of hound he wants to divorce here is a chance. Gunner prefers a bull dog but an Australian pretzel hound will suffice. Phone 296-58 or look around the division for a big voice with a motorman to match.

## Who's Who



NO THIS is not Mutt and Jeff, but Conductor A. S. Herrick and his motorman, E. J. Eden, of Division Two.

A. S. measures 5 feet, and E. J. stands just a little over 6 feet, when he straightens up. Both men have been in service about two years.

Before securing employment here, E. J. Eden was a guard at San Quentin prison for a long time, while Herrick was employed at Bishop's candy factory, in Los Angeles.

Eden is a native son, and it will be mighty hard for anybody to convince him that there could be a better place under the sun to live.

Herrick claims the cold plains, Ontario, Canada, as his former home.

## DIVISION 5

W. H. Blanchard has taken 18 days leave to take a college examination.

Extra Conductor J. W. Snoddy has resigned. Mr. Snoddy has gone to Van Nuys on a ranch for his health.

Motorman S. F. Coons and Conductor M. A. Hinson have resigned to take up other duties.

Conductor G. F. Stephens has returned to train service after an absence of 90 days. Mr. Stephens is much improved in health. He has a moustache now for the first time in years, and some of his best friends hardly recognize him. I advise him to plane off the moustache so his friends may recognize him in the near future.

Motorman L. P. Bean is working extra supervisor. L. P. says he likes the work fine for a change.

I see Conductor L. B. Fowler back to work again. He was off duty on account of Mrs. L. B. being seriously ill.

I wish to thank the boys for their kind assistance this week, as I found several good articles in the box when I opened it this week.

Motorman Heinsman is getting in the habit of holding youngsters nowadays. The other night he was seen to carry one around the dance floor. Keep it up old boy.

*A lady boarded my car at Hoover and Vermont, gave me a transfer and seated herself. At McKinley and Vernon she got up with fire in her eye and said:*

*"Conductor, how dare you forget to give me my transfer back again?"*

*I replied: "Why, lady, you never asked me for a transfer."*

*Passengers "Well, I want it back, quick; hurry up. You can't? Well, that's funny; you can't even tear the end off and give it back!"*

—F. N., DIV. 5.

## DIVISION 3

Well the race is on. I notice that you have made a start but you seem to have started on the wrong foot, judging from the number of reports that are coming in and it will be necessary for you to shift your gears and run on the intermediate if you expect to cop the pennant this time. As from what we hear this is going to be the race. Div. One and Five are out to win.

While wishing no hard luck I honestly hope they won't as this session takes in the holiday rush and thereby adds extra risk. It is right up to you boys to forever keep your eyes peeled and look out for your eternal enemy the reckless autoist. Just keep in your mind that we have just got to get that Flag, so go get it.

Extra Cond. E. M. Cady, who was recently run down by an auto and severely injured, is progressing rapidly at the Golden State Hospital and would be pleased to see any of the boys who can find time to call. Trouble and good fortune sometimes go hand in hand. On the night that Cady received his injuries almost at the same hour, the old bird stork paid a visit to his home and left therein a fine bouncing baby boy and surely that ought to help his sufferings. We are pleased to report that mother and baby are doing well.

Cond. R. E. Moherter can bear witness to the fact that there are still some honest people in the world. The other day he changed a ten dollar bill for a passenger and in the shuffle he failed to collect the bill, on his last trip that evening leaving York Blvd. he found a man waiting there for him with the bill. Almost unnecessary to say R. E. very much appreciated the honesty of the man who was no doubt one of the real men.

Mr. Charles E. Kelley our cash receiver and manager of our amateur theatrical club, reports good progress and promises a big surprise after a few more rehearsals.

Mot. W. P. Perry is breaking in as extra Supervisor and will no doubt make a good man on the job.

Someone remarked the other chilly morning "surely a wolf in sheep's clothing" when Mot. Wolfe appeared on the job garbed in his Klondike sheepskin lined coat.

Extra Mot. A. R. Miller who holds the flag job down at Temple Blk. and who is generally as busy as a one armed paper hanger with the hives, had an encounter with the front end of a street car the other day, in which he came out second best. He was pretty badly shaken up, but expects to be on the job agin shortly.

The Company sent over two sets of dominoes. Mot. J. A. Moreno came in and asked for a set, they were handed out. He said "Oh, come off, you cannot roll these." We informed him that they were not of the galloping variety.

Dear Santa Claus, please put a real indellible pencil in all trainmen's stockings this Xmas, that they may each have one of their really own and at the same time keep them honest.

Mot. R. W. Miller was piloting his car across 8th st. on Spring the other evening, the copper was not in sight but the stand that said copper usually stands on was doing the Shimmy. Miller drew up suddenly and went to investigate and found that someone had evidently given the cop a live lobster and he had put it under box until going off duty. R. W. decided one kind of a lobster was good as the other on the job, so calmly proceeded on his way.

## DIVISION 4

Ye humble scribe called on Mr. Wimberly last Tuesday afternoon to squeeze some news out of him and to keep the other trainmen, who wished to see him, waiting longer. Mr. Wimberly was in his usual good humor, but he did not have much news. Said he was much elated over getting the safety flag back and asked me to make an appeal for greater safety to the operators. Of course, making appeals is right in my line, having made several before for safety—and from demerits, but this time I want to talk to the operators, especially those who have entered the service during the past five months. There have been four inter-division safety contests to date. Div. 2 won the first, Div. 4 the second, Div. 3 the third, and Div. 4 the fourth. In the third contest we lost by two points. So you see we have not done so bad. The safety cars were not counted in the past contests. But now they are, and we all hope, that you will do your best toward avoiding accidents and help the division to hold the safety pennant which the boys on the two-man cars have worked so hard to win.

Motorman W. H. Young is on a thirty-day leave to attend to some business.

Motorman Herman de Jager brought his pedigree down to the barn to show me last Tuesday. I knew it would show that he was some kind of thoroughbred animal, and what do you suppose it said? Well, anyway, I could not begin to give you the names of all those sires, but Herman is actually a descendant of the House of Hapsburg, the Austrian royal family.

Last Friday evening a Temple St. car started across Santa Monica and at the same time a Santa Monica car started across Virgil. They both stopped short in the middle of the intersection, both cars in such a position that neither one could pass. Both motormen started arguing about the right of way and refused to back up. The P. E. conductor came forward and the Temple conductor who, by the way, was F. A. Bryant, Div. 4's midget, also went out to the front to "look-er-over." Both conductors used diplomatic courtesy but each thought he was right. Finally Bryant suggested that a coin be tossed to decide the matter. The P. E. con said it would be a good idea. Bryant tossed a nickel and the other con called "tails." Heads came up. The red car backed up and the Temple car rolled merrily on. Yes, boys, Bryant is a little fellow and he has a little head, but it is just "chuck" full of gray matter.

Saw ex-Motorman L. E. Merritt, who recently resigned, last Monday. L. E. is now a stevedore at San Pedro.

Has anybody got any spare change? We are going to take up an offering to buy Conductor E. B. Sonnenberg a new cap. E. B. is good-looking, but he does himself an injustice with the old-time headgear. Maybe we can get some help from Cynthia Grey or St. Vincent de Paul.

Last Sunday afternoon the clerk received a call for three baseball extras for the "darkey" game at Fourth and Anderson. The three crews beat it to the east side in double quick time, but it seems as though the game ended quite abruptly because the extras failed to get there in time for the break up. Coming back to town the first car carried a tremendous load in the form of nine darkeys. The second car carried five and the third carried four.

We are glad to see Motorman H. J. Robinson back on the job again. H. J. has been on the sick list for more than a month on account of stomach trouble.

Division Four reports that business is falling off at Huston's lunch room on account of Motorman "Shorty" Gingrich being around there so much. Swallowing "Shorty's" hot air with the food is a sure cause for gastritis.