



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

# Safety Contest Off With A Bang!

## New Cars Leave East Next Week

### EQUIPMENT TO BE PUT ON IN SHOPS

The first consignment of new cars, ordered by the Los Angeles Railway, will leave the yards of the St. Louis Car Company next week, according to word received from the east by P. B. Harris, chief engineer.

Twenty-five of the big steel cars, like those now operated in two-car trains on line M, are scheduled to be delivered and in service by Christmas. Another 25 will be delivered later.

At the main shops, extensive preparations are being made to handle the new equipment and get it in service as soon as possible. The entire electrical and air brake equipment will be installed by the company, as was done with the original 25 steel cars. The St. Louis Car Company is building the frames and supplying the trucks. The electrical and air brake equipment has been ordered well in advance to avert any delay in the shops.

The letter from the east saying that the first shipment would start next week, stated that the materials for all the cars was on hand and that ten of the frames were practically complete.

There's only one way that's right.

### Brick Offices To Be Given Switchmen

Fashionable brick headquarters for switchmen at Divisions One, Two and Three are to be built by the engineering department. Plans and specifications have been drawn.

The buildings will be eight feet by ten feet. The plans call for five windows and a door with a little brick in between.

Gold is powerful, but integrity is more powerful. Gold by expenditure becomes less. Integrity by use, becomes even greater.



By Condr. K. A. Burton, Div. 3

The reason some fellows get on in the world,  
Get up, get the cash, and get happy,  
Is really no secret; it's simple as play—  
Their method is this, "Make it snappy."

They leap from the hay, and they jump for their pants;  
They swallow their coffee, "toot sweet;"  
The yellow-eyed daisies don't sprout in their tracks,  
No verdure grows under their feet.

They rush and they hustle, they're pulsing with pep,  
They're hitting on high as they pass.  
And so if you'd bring home the bacon, my boy,  
Just step on it; give her the gas!

### SATURDAY NIGHT

If you smudge your fingers as you pick up your copy of Two Bells, you are in luck, because it will mean the ink has not had time to dry and you still have time to attend the monthly dance Saturday night. Division Three is putting on the September entertainment program, and promises one that will be quite the elephant's eyebrows. The usual dancing will follow the vaudeville program.

### North Spring St. Track Rebuilt

Reconstruction of Spring street track between First street and the Temple Block has been started. New ties, ballast and rail will be installed. A few months ago Spring street was reconstructed between First and Seventh streets.

In the new job the reconstruction will be carried as far as the special work at Temple Block.

### John Collins Gives Final Safety Tips

By JOHN C. COLLINS  
Supervisor of Safety

WE HAVE six safety contests ahead of us, each contest of one month duration, starting October 1. All classes of cars are entered. All divisions are on an equal basis, and all accidents are to be counted. Those wherein you are to blame, count the most against your division. It is up to the man to produce the evidence that he is not at fault in the accident. The object of the contest is to get interest aroused, to keep it so, and to have as few accidents of any nature as it is humanly possible; no accidents where we are to blame, absolutely no collisions of cars, absolutely no derauling of cars ahead at electric switches, and no boarding or alighting accidents.



If gates are opened while car is in motion, and accident happens, we always check full responsibility. If there is a very light load on the car, there is no reason why the conductor should not be checked with the accident, if he lets an old man or woman walk off the moving car. Both the motorman's and conductor's accidents are prevented by attending strictly to business. The rule for motormen starting with women on the steps, and conductors giving bells too soon will be more rigidly enforced. Accidents are held down by instruction, and backed by discipline, to see that the

(Continued on Page 3, Cols. 2-3)

### Al Plummer Makes Good Improvement

Al Plummer, director of traffic, is able to argue with his family about strong pipe tobacco and rheumatism so that is taken as an indication of improvement. Al was taken ill just as he was starting his vacation and was very much under the weather for a few days. He expects to recuperate at Murietta Hot Springs.

### GRADED SCORE FOR VARIED ACCIDENTS COMPILED

A new series of six safety contests to run one month each starts Sunday, October 1. The scoring will differ from systems previously used and will assure the utmost fairness and be an accurate indication of the safety of the five divisions. The element of luck is brought to a minimum.

Accidents will be grouped in three classes. Class One accidents are those in which the trainman is primarily responsible and will therefore carry the heaviest penalties. The more serious accidents will bring the heaviest penalties. Accidents of the past eight months were analyzed in establishing the ratio of penalties to be assessed against the various divisions. The theory of the safety bureau was to set the ratios so that the five divisions would be on an equal footing and allow the contests to show which divisions would make the most improvement over previous records in accident prevention.

Class One accidents, which will bring the heaviest penalties, are collision of cars, throwing electric switch under car ahead, motorman or conductor opening exit gate too soon, conductor dropping switch chain too soon, collision with pedestrians between cars, any other accidents wherein a trainman is wholly or primarily at fault.

Class Two accidents include: woman, child or old man alighting from moving car with no gates, interference of cars in curves or around car houses, collisions of vehicles wherein trainmen are not primarily at fault, but which SAFETY OPERATION would have prevented; collision with standing vehicle or object, motorman misjudging clearance; any other accident not of primary responsibility wherein average good judgment would have prevented.

Class Three accidents include: all accidents not tabulated in classes one and two, except the ones wherein the trainman had no chance to prevent. This includes such accidents as an

(Continued on Page 3, Col. 3)

## Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

### Let Your Acts and Words PROVE Your Loyalty

**I**N THE editorial column last week the subject was Loyalty. Every employe of every department must realize that Loyalty is not merely a nice side line in connection with the job. Loyalty is an essential for every employe. The instructors can teach a new motorman how to handle a controller; they can teach a new conductor transfer rules; a new office man or a new mechanic can learn how to handle his books and tools from a superior. But loyalty is something every man must develop for himself because it is a matter of the heart not the hands.

Here is an illustration which will help get these general ideas down to brass tacks:

A car coming from Ingelwood was being operated by a motorman who presented a neat appearance. He was making smooth stops and feeding the controller well. His entire attention was on his job, as it should be at all times. He reflected to his passengers credit to his job and the company.

Down the line a motorman, off duty, boarded the front end of the car. This motorman was not so neat. Perhaps he was on his way to a barber shop or a clothes cleaner. It is to be hoped he was not on his way to take out a run before cleaning up a little.

This second motorman took a seat at the front of the open section and started a conversation with the motorman in charge of the car. This continued until the car was well down Santa Barbara avenue when he alighted. The motorman in charge of the car entered into the conversation, turning half around to his friend from time to time and apparently dividing his attention between the conversation and the operation of the car.

The talk swung around to a controversy one of the men had with a loader and from that to experiences they had encountered with supervisors and other traffic men in authority. The general tone was not complimentary to those in authority.

Now that you have this little picture in mind think back to the passengers who had previously noted the motorman as a neat employe, thoroughly on the job, a credit to himself and the company. The natural impression a passenger would form would be that the motorman was not on the job because he was violating a company rule and a city ordinance; that there was a lack of harmony between employes and inefficiency on the part of those in authority.

If either of the motormen who figured in this little incident were accused of disloyalty to the company they would deny it emphatically. If they were asked in an emergency to make an extra half trip or anything else affecting the company's best interests, they would no doubt be only too willing to help. Their records indicate that they are loyal men.

A company serving the public and deriving its revenue from the public must keep constantly in mind what the public thinks. For the best interests of the company and the individual employes, all actions must be such as to make the thought of the public friendly.

The safe rule is to think what the result of your talk or action will be on the mind of the public. You can not say that you are not interested in this. You can not say that good will building is only a matter for the public relations department for every employe of this company has a part in public relations.

It is natural when street car men off duty meet on a car, that the railway should be the topic of conversation, although the motorman on duty is not supposed to engage in unnecessary conversation with passengers or fellow employes.

If you had your choice of an apple, you would pick out a good one and not a bad one. When you have the whole field of street car life as a topic for conversation in the hearing of the general public, follow the same idea and talk about the good things. Anyone without an ounce of brains can be a knocker.

Let the world know that we have good equipment and a good bunch of fellows, loyal all the way through.

This does not call for grandstand play, but just a natural expression of the loyalty that is in the heart of every employe of this company if he will only exercise it for his own good and for the good of the railway.

## BULLETINS

Issued October 2, 1922

BULLETIN NO. 152  
Notice to Conductors

The following passes are reported lost:  
No. 892—Issued to O. Taller and men (O. Taller, foreman way and structures dept.)

No. 4457—Issued to M. F. Hurst, conductor, Division No. 1.

No. 4712—Issued to J. F. McCormick, motorman, Division No. 1.

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

*P. B. Hill*

Supt. of Operation.

### Daughter Weds on 29th Wedding Day of Mr. & Mrs. Defty

Motorman J. A. Defty and Mrs. Defty celebrated their twenty-ninth wedding anniversary, September 19th, at their beautiful home on Fifty-second street, jointly with the wedding of their only daughter, Helen, who became the bride of Mr. Wesley De Hougne, lumberman and builder of Los Angeles.

The home was beautifully decorated with flowers and ferns and refreshments were served to about one hundred guests.

After the wedding the young couple left for a tour of Europe and expect to be gone several months.

Mr. Defty is a motorman of Division Two. He has been in service 21 years and is highly regarded by his many friends in the company who extend heartiest congratulations to Mr. and Mrs. Defty and to the newlyweds.

### Little Stories OF Street Car Life

When you see someone who has some handicaps in life showing the smiling spirit, it makes you think what an ungrateful cuss is the man who has all his faculties yet fails to appreciate his blessings and is a chronic or periodic grouch.

In a little home at 1328 Bellevue Avenue lives Mrs. Minnie Wilcott, who is known to practically all trainmen of the Temple street line as "the little crippled lady." She usually gets the assistance of these men in boarding and lighting, as walking is not an easy thing for her. She is one of the most ardent boosters of the Los Angeles Railway, because the employes she has met have been ready to assist her. Some time ago she came to the offices to tell us about the fine type of men on the cars.

She made another call last week, and it was quite an effort for her, but she wished to express her thanks again to the men on the South Main and the Temple street lines for their help.

That sort of thing makes us realize that our little temporary worries are pretty insignificant and they can be just swallowed up in the smiling spirit.

It's great to be a smiling man!

### MRS. OWEN GOES EAST

Mrs. O. R. Owens, who has been in the employment department office for three years, has resigned to go to Kansas City, where she will enter an insurance office operated by some of her relatives. Miss Nell Barden entered the office when Mrs. Owen went east.

## MORE SERVICE ON THREE LINES

Improved service on three lines is announced by the schedule department.

Following the increase in rush hour through cars to Athens, 116th street, on the F line, a further improvement has been made in the Saturday schedule. The increase is effective Saturday, September 30.

Six additional through trips will be made by Hoover cars, running through Third and Main between 12:05 o'clock and 1:22 Saturday noon. This reduces the average headway of the far end of the line from 20 minutes to seven minutes.

The Saturday evening schedule will have three more through trips in cars running through Third and Main between 4:30 o'clock and 6:05 o'clock P.M., reducing the average headway for that period from 18 to 9 minutes.

Six additional school-day cars have been added to the morning service to Lincoln High School on the A line. One starts at Pico and Figueroa and the other five run on the regular A line route.

Effective Monday, October 2, an additional car will be placed on the Homeward Avenue shuttle out of Division Four, giving a ten-minute headway between 4:40 o'clock and 6:20 o'clock P.M.

## 2205 TRAINMEN NOW IN SERVICE

The recent redistribution of trippers and increase in service on several lines, along with the prospect of steadily increasing travel until the Christmas holiday season, has necessitated employment of a considerable number of new men.

Divisions Two and Three felt the shortage of qualified men particularly, but this has been straightened out now and all is running smoothly.

The employment department report last Friday showed 2057 motormen and conductors and 108 safety operators in service, with 40 students in various stages of training. This makes a total of 2205 men and is the highest mark for a considerable time.

### Introducing New Men

The following men have been assigned to their divisions during the week ending Sept. 23:

#### DIVISION NO. 1

Conductors—L. G. Herrick, W. C. Banks, C. P. Kuhlman, A. C. Nipher, F. J. Canning, A. Erskine.

#### DIVISION NO. 2

Motormen—E. S. Swift, D. G. Boyer, S. E. Goslee.

Conductors—D. W. Stagg, E. L. Schutt, G. W. Pinney, G. M. Pinney.

#### DIVISION NO. 3

Motormen—W. E. Fox, J. L. Sides, W. L. Powers, Geo. Richter, W. M. Casey, G. C. Pursley.

Conductors—R. Dunahoo, W. A. Hames, W. R. Ussher, J. H. Jones, F. W. Marshall, A. M. Block.

#### DIVISION NO. 4

Motormen—H. A. Tinder, E. J. Macheret, P. P. Scrivener, H. A. Patterson, V. L. Pace.

Safety Operators—I. Handler, G. L. Beckstrom, O. M. Dodd.

# Conductor Ding and Motorman Ding Ding

By Rollins



## Bouquets And Things (Hand Picked)

For Condr. L. B. Fowler, Div. 5  
Los Angeles Railway.  
Gentlemen:  
Just a word of commemoration for your conductor, No. 70, on the University line.  
He is so much more genial and accommodating than the average. Also, the interest he showed in breaking in a student he had in charge.  
Yours truly,  
E. P. JOHNSON,  
R. 1, Box 99, Hemet, California.

For Mtr. W. C. Callaway, Div. 5  
For Mtr. S. H. McHary, Div. 1  
Los Angeles Railway.  
Gentlemen:  
Page Motormen 493 and 2047 for diligence, civility and close attention to their duties, and the "safety first" methods they adopt.  
Yours truly,  
E. E. TOWNSEND,  
355 West 45th Street.

For Condr. F. E. Rainey, Div. 5  
Los Angeles Railway.  
Gentlemen:  
My son works for Salt Lake R. R. Coming home from work Friday night, 11 p.m., August 4, boarded East 4th Street Car No. 501, without any money. Either lost or had it stolen from him. The conductor, Mr. F. E. Rainey, badge No. 600, loaned him five cents to pay his fare (enclosed find same). Kindly credit it to him.  
The amount is small, but little deeds of kindness like this sometimes do considerable good. It sure did in this case and thought you should know the kind of men in your employ.  
Yours very truly,  
GEO. R. WIGGINS,  
1331 East 64th Street.

For Condr. C. Fisher, Div. 2  
Los Angeles Railway.  
Gentlemen:  
I take pleasure in commending conductor 1274 for an act of courtesy and kindly thoughtfulness to a woman physically handicapped, in directing her to the address sought, and in aiding her to reach it with the least possible effort. were exceptional. This act, which I saw, took place in a 54th Street car yesterday afternoon.  
I hope you may see fit to merit him.  
Sincerely yours,  
WILLIAM J. LADD,  
933 So. New Hampshire Street.

For Condr. A. R. McDougall, Div. 3  
Los Angeles Railway.  
Gentlemen:  
I would like to commend Conductor No. 396, car number 613, Eagle Rock line, time 10 p.m.  
The conductor I refer to is certainly efficient in every respect; he is courteous and at all times concerned for the comfort and safety of the passengers under his care. This conductor is a stranger to me, but I feel it my duty as well as a pleasure to speak a word for this man.  
Yours respectfully,  
MAJOR ELIZABETH GALLEY,  
The Salvation Army,  
502 Chamber of Commerce Bldg.

For Mtr. W. D. Everett, Div. 1  
Los Angeles Railway.  
Gentlemen:  
Yesterday, while riding on the Western Avenue car, going out Hollywood way, my attention was called to the extreme courtesy of Motorman No. 1033. I would like to comment on it as it was a matter of importance, for if all motor-

## MELROSE SUBSTATION SOON READY FOR TEST

THE 1500-volt "high line" which will carry power from the Southern California Edison Company wires at Temple and Rosemont into the new Melrose automatic substation, was scheduled to be energized last Friday, preparatory to a test of the station equipment. The date for this test can not be announced as yet because some parts of the equipment have not been delivered.

Satisfactory progress is being made at the West Adams automatic substation. Work is being done on the roof and the building will be completed within a month. All the electrical equipment for the West Adams substation has arrived and the transformer is being thoroughly dried out at the main substation, Sixteenth and San Pedro streets.

## FINAL SAFETY TIPS GIVEN AS CONTEST IS LAUNCHED

(Continued from Page 1, Col. 3)

instructions are followed. The instruction is to train the man in the safe way to do the work, and discipline administered when certain rules are not obeyed.

### Collision Inexcusable

Dismissal from the service is always recommended for a collision of cars in number two zone, because if a man is paying attention to the road space and arbitrary stop, such accidents cannot happen. Each man while on his car should depend on absolutely no one but himself, for there is no one on whom he can so successfully rely. Train yourself to be in hearty competition with yourself, each day try to excel the self of yesterday.

Each division superintendent should be a safety man at his division, using the method he thinks best to accomplish results. The mechanical men, and every motorman and conductor should be interested in the contest. The division where the men are the most interested, is the one that will be at the top, or very near it at the finish. When one is interested in anything, the mind is working, and when one is thinking about what he is doing, results are sure to follow.

### Don't Manufacture Grief

When you hear a man complain at

men were like this elderly gentleman, there would be fewer grouches in this world.

I, for one, certainly appreciate the way he treated children and elderly people off the car, and know by the many thanks offered him that they too appreciated it.  
Yours sincerely,  
B. H. VALENTINE,  
5644 Sunset Blvd.

For Mtr. J. D. Maynard, Div. 4  
Los Angeles Railway.  
Gentlemen:

Knowing that complaints in reference to your employes are frequent, I want to send in one of commendation.

You have an operator on the Crown Hill line whose number is 735 and whose name I do not know. However, I catch his car quite often at the corner of 1st and Broadway, to ride to the Union League Club at 3rd and Hill. He is extremely courteous and accommodating and especially so to old ladies and children, in getting them on the car and off, together with their bundles and baby buggies. He has a pleasant smile and kindly greeting to every one.  
Sincerely yours,  
GEORGE L. GREER,  
1008 Hibernian Bldg., Los Angeles.

the end of a day's work, that he is tired, you know he was either soldiering on the job, or things were going wrong, something was hindering him in some way, thereby causing a nervous strain, because it was working against his natural instinct—his mind was not on his work.

So start this contest with the "I can," and the "I will" spirit, for that is the victorious spirit, the victorious mental attitude. Make your work a pleasure by keeping your mind on it, day by day, and hour by hour.

- Remember Safety always—all ways.
- Remember to apply the road space on all things.
- Remember courtesy—not just civility.
- Imagination is your big word, so imagine an auto coming out of every blind street.
- Imagine a fire engine making a run
- Imagine every track crossing, electric swietch, and curves, as dangerous, as you approach the station.
- Imagine every driver of an auto will do the unexpected.
- Keep slippery rails sanded, and run slow.
- Observe school signs always—do not depend on the gong where children are in the street.
- Remember you have steps on your car.
- Remember rain is a good thing—we need it.
- Remember I am careful, I AM careful, I am CAREFUL.

## ACCIDENT SCORES TO BE GRADUATED

(Continued from Page 1, Col. 4)

auto running into the rear end of a standing car and they will not enter into the contest.

Penalties will be assessed for the following: accidents not reported, misrepresentation of facts, incomplete reports.

Hot dog! it will be a merry scrap for an honor worth fighting for. Up and at 'em.

### JOE RECORD ON TRIP

Joe Record, cashier, is on an extensive trip through the east which will keep him away from Los Angeles for a month. T. G. DuVall is pinch hitting at Mr. Record's desk.

## On The Back End

(Contributed)

Cash Receiver C. E. McCarthy of Division 5 has returned from his vacation, full of pep and ambition. "Mac" tells the world, confidentially, that he is planning to build a home in Chesterfield Square near Division Five. Nobody seems to know just what he means, but we have our suspicions and are expecting to smoke at his expense in the very near future.

### THE BARE FACTS

A speaker at a ministers' meeting in Boston told the story of a negro clergyman who so pestered his bishop with appeals for help that it became necessary to tell him that he must not send any more appeals. His next communication was as follows:

"This is not an appeal. It is a report. I have no pants."

Condr. K. M. Parker of Division Three, having plenty of cheek, does not denote that he is cheeky. A touch of blood poisoning was responsible for the exaggerated look and put him hors de combat for a few days.

### AN ESSAY ON FROGS

The Chicago Board of Education has caused to be immortalized in type. It's about frogs and was written by a young Norwegian.

The Essay:  
"What a wonderful bird the frog are. When he stand he sit, almost. When he hop he fly, almost. He ain't got no sense, hardly. He ain't got no tail, hardly, either. When he sit he sit on what he ain't got, almost."

- C cheerfulness.
- O obliging to strangers.
- U nceasing attention to passengers' convenience.
- R respect for patrons.
- T temper always under control.
- E efficiency.
- S smiles.
- Y you say "thank you" and "please."

Success consists of doing common things uncommonly well.

"But surely," said the haughty dame, "if I pay the fare for my dog, he will be treated the same as other passengers and be allowed to occupy a seat?"

"Of course, madam," the conductor replied politely, "provided he does not put his feet on it."

Teacher (to unstudious student): "At your age, Lincoln was studying his books at night by the light of blazing pine knots."

Unstudious Student: "Yes, sir; and at your age Lincoln was president of the United States, was he not?"

People like pins are useless when they lose their heads.

# Looking 'em Over at the Divisions

## DIVISION 1

D. B. Kohl

One time when the brains on our line, which by the way is not West Pico, was about to turn in his cash for a certain busy day, he found that he was about ten beans over. It was a kinda cute discovery and made him feel pretty good for a moment. When he discovered that he had forgotten one of his trip sheets for that day, it was some sad disappointment to Louie, and he was heard to say that it was the biggest boner he had pulled since the days he was a rookie in the army.

Mr. (Conductor) Hersh, the jovial fat boy, is again back to work and his usual line of B-1 will be heard around the waiting room, as Mr. Hersh appears on the scene around 6 A.M. for a 4:15 show-up.

Word has been received from Mot. L. G. Lane, who is now up in Vancouver, B. C., on business. He says that he is getting along fine and that the weather there is getting pretty crimpy. He gives his regards to all the boys.

## DIVISION 2

C. L. Christensen

John Stork has experienced a very busy week around Division Two, as no less than three homes are boasting of an heir. They are Motormen F. Irvine, F. N. Leavitt and Conductor W. McKinney. Mothers and babies are all doing fine. Congratulations.

Conductor J. J. McMiron, who resigned recently, is now employed by the Southern California Edison Company at Big Creek, Cal. Mac likes his new job fine.

Conductor W. T. Vickers has returned from a mountain trip, and reports having had a fine time.

Motorman J. W. Bond is working his run again, after having completed a 1500-mile trip on his motorcycle, visiting such places as Bakersfield, Sacramento, Yosemite Park, Oakland, San Francisco and returning via Coast Route, enjoying the trip very much.

Motorman W. A. Hubbard and Conductors A. G. Richards, L. M. Connor and S. J. Napierske are on short leave to rest up.

Register Clerk H. T. Hansen received the sad news from San Francisco of the death of his brother in the northern city, after only a few days' illness.

## DIVISION 5

L. W. Burwick

We have a brief letter from Conductor D. Craig, who is spending a short vacation at Lake Arrowhead, and he seems to be having a wonderful time. This is Craig's first vacation in four years and he must be making up for time lost.

G. T. Plowman and E. L. Knopp have resigned to accept other employment.

Motorman G. C. Vaughn has returned from a short vacation. Vaughn went to Saugus, intending to dig out a few gold nuggets while resting, but discovered that the spot he had picked was surrounded by forest fires. He beat a hasty retreat and returned to work several days before his leave expired.

Motorman L. Heinzman is doing yard duty as a switchman this week on account of illness in the family of

## Who's Who



WITH a flower in his coat and his eye on the step, we trot out Conductor F. F. McGinn of Division Two to meet all the Two Bells customers. McGinn is one of the newer men of the company, having entered the service last spring. On his first day out, he startled his motorman in flagging the steam railroad crossings by first shifting a flock of imaginary levers and then giving his highball. It then developed that McGinn had worked for some time with the Santa Fe as a signal man.

Street car work is somewhat of a family proposition with the McGinns as a brother, Conductor Carl McGinn, is also a fare box cranker of Division Two. They are almost as alike and almost as much of a problem as those Burke twins at Division One. To assist the clerk in avoiding confusion, Carl puts his hat on backwards when calling for his run, and then it is easy to tell them apart.

## Ed Forsythe Bags Two Deer in Hunt

Chief Switchman Ed. Forsythe, of Division Two, put his working clothes on again, having spent a month hunting deer in the mountains north of Mojave. Ed. was fortunate in getting two big deer, and reported having an all around delightful trip.

O. S. Trabue. Trabue is also suffering from a severe case of "boils," resulting from a week's vacation spent at the beaches. "Heinie" is becoming very adept as a switchman and sometimes really puts a car where it actually belongs.

Geo. Pape and W. Otte have returned from their vacations and O. K. Turner has started a thirty-day leave during the past week. Vacation season seems to be about over and most of the boys are straggling back feeling better (or worse) after their vacations.

Conductor Ed. Link has informed us in a mild way that he has been working with an extra motorman every day this week.

Conductor T. J. Trabue has returned to duty after an illness of two weeks.

J. W. Morgan, register clerk at Division Five, sprained his ankle very seriously Saturday night when he stepped from a car and was unable to resume his duties for several days. However, he is now back on the job and seems to have recovered completely.

## DIVISION 3

H. A. Russell

Saturday night, the 30th, is the big night Division Three at Recreation Hall. The committee in charge, consisting of Mot. W. H. Gilmour, Conds. Bosserman, Sweet, Mead and Geo. Perdew, have been everlastingly at it for the past few weeks and it is hoped to see a large turnout of Division Three boys and their families, to show their appreciation of their efforts. A good time is promised for everyone, so do not let any little thing keep you away. BE THERE.

The next big thing is the Safety Contest. Sunday, October 1 that starts off and, of course, Division Three, like all the others, is going to win it. But seeing that we have the pennant, it would be a shame to have to go to the trouble of taking it down from the wall, as it looks so comfortable and homelike just where it is and the only thing that is necessary to hold it, is to keep your mind on your job, and the pennant. Take no unnecessary chances with that frisky auto and watch those frisky dames that try to get off the car while you are not looking and the car is in motion. We have a bunch of new men that appear to measure up to Division Three standard, and to them would say, you are with the leading division, help us to hold the lead. Two Bells! let's go!!

Cond. W. E. Smith is working a short run and in the meantime trying out a lunch stand proposition on the San Fernando Blvd. He reports business as being good.

A card, received from Mot. Glen Chapman, reports that he arrived at his destination, Carlton, Ore., on September 2. He and his wife were feeling fine and had a wonderful trip. They were leaving next day for Seattle fair, and from there to the state fair at Salem, Ore., so they are evidently enjoying themselves.

The one day off a week for the choosers thereof, went into effect at this division on schedule time, but believe me it took some heroic work on the part of Dan to carry it through, but with the assistance of those daylight men that pulled trippers for us (the same being greatly appreciated) we managed to pull through and now with the arrival of a number of new men, everything is running smoothly and strictly to Division Three form.

Cond. Sapwell and Mot. McEvans do not let a little thing like Saturday time worry them. Last Saturday evening they pulled in. Both being thirsty they took a drink (of water) and the owl crew that was to relieve them came over and pulled the car out again and went on their way rejoicing. Next Saturday night, Sapwell and Mc will get relieved. Yea verily.

Cash Receivers Cully and Nordyke have swapped divisions for a week or two, just a trial that's all. Guess Cully will be back with us again.

It has arrived, the new flapper eyebrow. For further information see Cond. V. G. Smith.

Mot. L. H. Critchett has joined the ranks of the anti-rent profiteers and has moved into his new bungalow on Roseview Ave.

Was talking to Kleagle Clothier, of the elusive package department, over the phone the other day, and among the nice things he said, was that Division Three was doing fairly well, but sometimes pretty punk and then

## DIVISION 4

C. J. Knittle is taking 12 days' leave to entertain his brother from the east, so E. H. Ellis is graciously pinch hitting in the column this week.

Our dashing Beau Brummel, Conductor Coltrin, lost some of his dash a few days ago. A man boarded his West First car and handed him a dollar. In a flash Coltrin had dished out the usual pawful of "chicken feed." The passenger counted it carefully. "Say, conductor," he began, "I don't want—" "It's the best I can do," butted Coltrin. "But listen, conductor," continued the passenger, "I don't want all—" "I have no quarters or halves," firmly interposed Coltrin again, "you will have to accept—" "Shut up," yelled the passenger, "my goodness, let me finish will you. I am not kicking about the small change. I have been trying to tell you that you have given me too much. I gave you a dollar, and you have given me 11 dimes and 8 nickels. Here is 50c back and a nickel in the box. Give me a transfer." Then he retired to a seat, while the Beau Brummel collapsed in jellyfish fashion.

Dame Fortune did not smile on Motorman S. M. Wales last Monday morning, even if it was pay day. The fact that it was pay day might have turned blue Monday to a sky-blue pink, but S. M. lost his pay check two minutes after he received it and everything seemed indigo from then on.

Our Supt., L. L. Wimberly, has returned from a two weeks' leave, reporting a good time.

## On the Sick List

The following is a list of men on sick leave:

### DIVISION NO. 1

Conductors—C. L. Wiley, 211 N. Hollenbeck; R. L. Crayton, 5404 Latham St.; M. M. Pierce, 446 Downey Ave.

Motormen—E. H. Nay, 1159 Meriana St.; F. F. Kirchner, 3118 Wabash St.; F. R. Rameriz, 3135 E. 2nd St.; W. B. Freel, 900 E. 25th St.; C. F. Alpaugh, 1133 Diamond Ave.

### DIVISION NO. 2

Conductors—J. I. Burns, 5182 Woodlawn; L. P. Stoner, 215 E. 53rd St.; H. S. Evans, 207 E. 55th St.; H. Yardley, 5257½ So. Main St.; W. S. Culver, R.F.D. No. 1, Redondo Beach.

Motormen—J. M. Graves, 1029 E. 45th St.; C. E. Greenlea, 137 E. 59th Place; J. W. Sharp, 307½ E. 53rd St.; P. C. Pedersen, 6930 Parmlee Ave.

### DIVISION NO. 3

Conductors—C. D. Farren, 2644 Roseview; B. E. Northup, 4142 Turquoise St.; F. B. Love, 5131 Monte Vista.

Motormen—J. Schlageter, 2906 Jeffries; H. Fowler, 2612 Idell St.; J. W. Gilreath, 1923 Echo Park; A. Mailheau, 2616 Idell St.; E. M. Erheart, 2615 Merced Se.

### DIVISION NO. 4

Conductors—O. Leisy, 1608 S. Hope St.; C. A. Bryant, 3307 Gleason Ave.

Motormen—W. J. Forster, 935 W. 20th St.; G. A. Allen, 1413 Girard St. Operator—K. W. Giersey, Georgia Hotel.

### DIVISION NO. 5

Conductor—T. H. Carey, 2190 W. 29th Pl.

Motormen—R. T. Todd, 5451 4th Ave.; N. Harris, 602 Euclid Ave.

to top it off, asked me if I was a Kleagle yet. Nothing doing, old top. Nothing less than Grand Goblin as you will please address me hereafter.

I am now smoking a clear Havana. The reason of this extravagance being the arrival of a baby girl at the home of Mot. R. W. Miller. The stork making the visit on the morning of September 27. R. W. says it's a peach and reports mother and babe doing fine.