

TWO BELLS

VOL. 1

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No. 7

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Edited by J. G. JEFFERY, Director of Public Relations

CHOICE OF RUNS OPENS

TALKING WITH MOTORMAN INVITES MISHAPS

By George Baker Anderson
MANAGER OF SERVICE

A man getting to work on a new job always finds things to interest him. His surroundings are strange—his work furnishes many curious aspects—things bob up every hour or so that amuse, delight, perplex, annoy, distract him, perhaps.

I think likely a man trying out the work of conductor or motorman for the first time is not very much different from a young minister preaching his first sermon, or a doctor prescribing for his first patient, or a fellow getting married for the first time.

Almost always when a man has this new and interesting experience with his desire to get better acquainted with his surroundings and his companions at work, there is nobody around who is apt to find fault with him and perhaps make a report to his superior that will get him into trouble; but with a conductor or motorman the chances are that somebody is on hand to observe what the trainman is doing, and if he is neglecting his duty or is even away from his post of duty perhaps the passenger thinks it is up to him to take a hand and tell the fellows at the main office about it.

They Tell About It

I want to say to you new men on the job that more people come into the office or write or telephone about some apparently slight failure to observe some rule relative to the deportment of trainmen than you would imagine.

Passengers are made up of all sorts and conditions of men and women. Some are good-natured; some are ill-natured; some are indifferent. We never hear from the indifferent ones. I am sorry to say that we do not hear often enough from the good-natured ones, but you can depend upon it we are pretty apt to hear from the ill-natured fellows—those who seem to take delight in finding an apparent excuse to rake some poor conductor or motorman over the coals.

Must Be at His Post

It is a rule of the company that a conductor must be at his station in the car. On some types of cars the conductor's station is the rear platform; on other types it is at the center. Occasions when a conductor finds it necessary to be away from his station are rare, but there is no rule which permits a conductor to go up to his motorman while the car is in service and laugh and joke and "get acquainted." That is a thing that

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SAFETY CARS FOR L. A. RAILWAY



This picture shows a full view of the safety car with passengers entering, nickel in hand.



The operator watches that passengers deposit fare, he issues transfers when necessary, then closes the door with a turn of the handle.

Conductor Duncan's Father Passes Away

The sympathy of all Los Angeles Railway trainmen, especially those at Division 1, is extended to Conductor E. H. Duncan, whose father died a few days ago. Delay in telegraphic communication made it impossible for Conductor Duncan to reach his old home in Missouri before the end.

New Signs for North Broadway

In the near future there will be slow signs installed near the gateways leading into the Baker Iron Works on North Broadway, north of College. Effective at once. Observe the slow rule the same as if signs were there. The two white strips painted across the street are the points between which you will observe the slow speed.

FIRST SHIFT SINCE NEW ROUTING BEGAN

The first General Choice since the re-routing became effective will open Tuesday, July 20, when all lines of the Los Angeles Railway system will be thrown open for selection under seniority rights of trainmen. The selections are expected to be made within two days and the new runs will begin August 1.

This selection is expected to be of special interest because trainmen have had an opportunity to learn the advantages and disadvantages of the runs as changed by the re-routing and may rearrange the popularity of several lines.

Seniority Governs

Rights to choice will be governed by the seniority lists for each division, which have already been posted. The change becoming effective August 1 will continue in effect until November 1.

The traffic survey which has been in progress for more than a month to check the number of passengers on all lines with a view to changing schedules where necessary to deliver maximum service, has not been completed and will not be before August 1. Changes that may be ordered will not be made until after the General Choice goes into force.

The rules read in part:

"Men who are late in arriving to personally choose a run in their proper turn will have choice of any runs open, which they are eligible to choose. Men away from duty for an indefinite leave of absence are not eligible to choose a run at the time of General Choice.

Superintendent May Choose

"Men away from duty for a period of 31 days or more for any reason and not due to return within 15 days of date of effectiveness of the choice of runs, are not eligible to choose a run at the time of General Choice. If due to return to duty and does return within 15 days, the division superintendent or his representatives will make choice of a run for the absent trainman."

The choice of runs applies only to those of the division in which a trainman is on duty.



With the door closed the operator can devote his entire attention to running the car. This shows position of fare box and operating apparatus.

Changing Money to Make Load Easier

I find that cafeterias, restaurants, cigar stands and small merchants are glad to get the money of small denominations. If conductors would get the habit of changing their small money for larger denominations in currency when they have spare time between reliefs they would be saving themselves from carrying a big load, and also the cashier and others waiting. If this was suggested in the Two Bells they would gradually get the habit.

S. E. EDWARDS, Div. No. 1.

TWO BELLS FOR ME, ETC.

You may go away to the sea shore,
For the boating, bathing, etc.,
Or mayhap you like the mountains more,
The lakes and trees, etc.
But I'll stay here, right where I am,
Collecting fares, transfers, etc.,
On the back platform of an L. A. car,
Earning money, not spending it you bet 'y.

Editorial Comment

Kicks Drop--Merits Grow

A FEW days ago on a peaceful afternoon, one of the office arithmetic sharks drew a deep breath and plunged into the file of complaint reports. Calm settled down on the office again for a few minutes, then the mathematical expert came up for breath with an adding machine in each hand and a wad of figures in the other.

He separated himself from a lot of talk about fractions, decimals and percentages, which interpreted into every-day language meant that **the daily average had been reduced approximately one-half a complaint per day.**

The comparison was made from the period of April 10, the date the Merit System was established, to June 1, and from June 1 to July 1. The number of complaints for the first period was 144 and for the second 74. That is a pretty good sign in itself that **with more than 500,000 persons riding cars of the Los Angeles Railway daily, only 74 had a protest to make during the entire month of June.** In some of these complaints, the passengers were at fault and not the trainmen.

Another viewpoint is given by the Merit System records for the corresponding periods. From April 10 to June 1 awards of credit were made to 165 trainmen. **From June 1 to July 1 awards were made to 704 trainmen.**

That tells quite an interesting story. It means that trainmen realize **good service means actual cash** to them in the bonus, which is credited each month, and that bad service imperils their chance of getting this money.

But greater still is something that cannot be measured in terms of dollars and cents. It is the satisfaction of knowing you have done the job to the best of your ability.

EXPERT HERE FOR YOUR USE

There is an automatic expert in your Library, Room 767 Pacific Electric Building, which knows everything under the sun. It can tell you almost anything you wish to know in from five to ten minutes, whether it concerns your work, your hobby, or is just a matter of curiosity like wanting to know where California got its name.

This expert is the new 1920 edition of the Americana, the encyclopedia for every day Americans, which has been bought for your use. It is bound up in thirty handy small volumes and printed on that delightful rice paper called India. The articles have been written in an interesting fashion and there are numerous illustrations.

Now don't say to yourself, "But I don't suppose it will tell that." It will tell that and much more besides. Try it.

Conductor Marries U. S. C. Farmerette

Conductor E. L. Tree has just returned to Division 1 from a four weeks' honeymoon in Yosemite and Northern California. The bride is a graduate of the University of Southern California, agricultural department, and it will not be surprising to hear at any time that Conductor Tree is to be a regular farmer.

F. E. Dennison, director of traffic, is on vacation.

CAR CARDS IN TRANSFER BOX

"It would take the hunting instincts of an Australian pretzel hound to locate some conductors' daily car cards," remarked one of the division switchmen as he squirmed out from under a seat after searching in vain for the missing record.

The transfer box is the right place to leave the car cards, for then the switchman can locate it quickly and save you a lot of trouble in explaining its absence to the division superintendent and save the stenographer the trouble of putting some funny marks in the demerits column.

Get a Receipt for Money Turned In

"Get a receipt." When a soda fountain considers an eight-cent transaction of sufficient importance to protect you in your purchase, surely it is worth your while to protect yourself on your cash turn-in. The Company supplies the cash receivers with yellow receipt slips to be given conductors stating the exact amount of money received.

They are for your protection, and you should protect yourself by getting a receipt in case any question over the amount turned in arises later.

The monthly dance for Los Angeles Railway employes will be held Saturday evening, July 31, in Recreation Hall, near Division Four. Some good entertainment will precede the dancing.

"Terrible Swede" Starts Christmas Shopping Early

MOTORMAN M. KNUDSON, known popularly as "The Terrible Swede" of Division Five, has a bright eye for economy. One night last week he was riding into town on the Inglewood line on a car that had been trailing a truck loaded with coal. Suddenly Knudson called to the motorman:

"Shorty, slow down the car here, aye want to get off."

He did just that, and scooted back along the road toward a big lump of coal that had fallen from the truck and hid it behind a sign board for removal to the family coal bin at a later date.

Supervisors to Have Course of Instruction

A thorough course of instruction for all supervisors of the Los Angeles Railway is being conducted under the direction of A. K. Plummer and Johnny Collins. When they are finished, every supervisor will be an authority on why street car fares remain at a nickel while the price of everything else doubles and why the cars are painted yellow. Not that they are likely to be asked questions like these by trainmen or passengers, but it is intended that they shall know street car operation from the ground up.

To carry out this practice, instruction classes have been conducted specially for the supervisors. A session was devoted to study of the various forms of tickets and passes good for transportation so that a supervisor can be called upon to settle a disputed question quickly and correctly.

Proper spacing of cars, relief of a blockade and scores of other matters that mean the difference between good and inferior service were studied.

Attention is being paid to proper means of checking cars for time. Running ahead of time is one of the worst offenses contributing to inferior service and for this reason special attention will be given in the instruction course.

Picture Bulletins Attract Interest

Illustrated news of the day is being shown in a picture bulletin service at the Los Angeles Railway main office.

Interesting events of the world are depicted, together with an appropriate slogan, of some person famed in business, professional life or athletics. The bulletins are on the wall opposite the elevator, on the seventh floor. Look for it next time you are at headquarters.

Boys of Division Three who knew R. C. Potter and banked on him in the recent court case, rejoice that he came through O. K. A legal fund was raised for his case, which was directed by S. S. Hahn.

There are two kinds of cents—one makes the dollar, and the other, the man.

Don't be a "buck passer." If you want to get anywhere in this old world, don't be afraid to accept responsibility. It may be easier to "pass the buck," but it doesn't pay in the long run.

Every employe in the company should be a booster. Even the devil despises the "knocker."

—Exchange.

NEW ELECTRIC EQUIPMENT INSTALLED

Two new 15,000 K.W. transforming machines have been installed at the Plaza sub-station, to permit a thorough overhauling of the apparatus that has been doing faithful service for a considerable time. The three machines to be overhauled will take 60 days work each.

At the Avenue 28 and Huron sub-station equipment is being installed to facilitate the receiving of power. Under the new arrangement, a wire will tap the Edison company line at Cypress avenue instead of making the switch at the present point near Lincoln Park. The change will give an effective economy in handling the electricity.

Lightning Arresters

Two new lightning arresters are being installed at the Plaza sub-station to give added protection against the summer electrical storms.

The biggest extension in many months is to be made this week when new construction on the Western avenue line will begin. This will carry the line from the present terminal at Melrose street to Santa Monica boulevard, Hollywood, and give service to that section, which has long been advocated.

Begin Work Now

The war and consequent difficulty in receiving materials made it impossible to begin, but now sufficient material has been received to make a start, and the time for completion of the project will depend on the speed with which ties, rails and trolley wire can be received. The gap to be covered is about half a mile. Double tracks will be used and the Western avenue cars will be routed to Santa Monica boulevard with additional cars to maintain the schedule.

The electrical department is planning to expend about \$15,000 in repairing the overhead on parts of the Western avenue line and in the Heliotrope district. A large quantity of necessary trolley wire will be installed.

SAFETY ESSENTIAL AT NEW SWITCH POINT

Special attention is directed to the bulletin concerning the Cheatham switch at Seventh and San Pedro streets in the interests of safety first. The bulletin reads:

A Cheatham switch has been installed at Seventh and San Pedro on the eastbound track, which will be put in operation July 14, 1920. The switch pan governing the switch is situated 85 feet from switch point. The reason for this pan being so far back is because there is no place in this curve in which cars will pass.

Eastbound cars will stop with their fender over the stop sign in the pavement. When ready to go it will not be necessary to make another stop. Another car coming up to this point will NOT pull under switch pan until the first car is clear of switch.

This is a very dangerous crossing, as westbound cars will not clear rear end of San Pedro cars taking the curve. Motormen must exercise extreme caution in approaching this point to avoid collisions.

R. B. HILL,

Superintendent of Operation.

There was a young man from the city;
He saw what he thought was a kitty,
But his thought was a thunk,
What he saw was a skunk,
And they buried his colthing for pity.

—R. W. HOWELL, Div. 1.

Bouquets And Things

(Hand Picked)

Here is a car rider who boosted when the opportunity presented itself and the motorman who won this praise is W. W. Taylor, who piloted his first car for the Los Angeles Railway May 2, 1904.

Gentlemen: The world and his neighbor is always ready to criticize, why not boost when the opportunity presents? Hence this communication.

The writer has had the pleasure of riding many times on West Eleventh street car operated by motorman number 407 and desires to call the company's attention to the efficient manner in which he handles his car. He is observant, courteous, alert and past master with the air brake and an excellent judge of speed and distance. The writer is basing his opinion on numerous instances affording observation.

Very truly yours, W. COSBY, 550C So. Hobart Boulevard.

July 8th, 1920.

Mr. Geo. Baker Anderson, Manager Service, L. A. Ry.

Dear Sir: In response to your request for 100 letters in regard to platform men who are rough and insulting to passengers, I will state my opinion:

In some cases I think the man should be called up and reprimanded and cautioned not to repeat the offense on penalty of being dismissed from the service, but there are others that I have heard of that ought to be discharged on the spot, and I am going to do all I can to help the company get rid of that bunch of sap-headed hoodlums, for I do not want to associate with them in any manner and I hope that others that try to make everything pleasant will join me and appoint themselves a committee of one to wipe out that bunch.

Respectfully, W. R. PRICE, No. 904, Div. 4.

Mr. L. L. Wimberley, Supt. Div. No. 4.

Dear Sir: We have a report that Conductor J. C. Cave, No. 2568, is certainly entitled to some credits for the accommodating, gentlemanly and courteous manner in which he handles the public.

The above for your information and desired action. Yours truly, GEO. B. ANDERSON, Manager of Service.

Mrs. Ella Newton of 6609 Baltimore street, Highland Park, telephoned to the office of the manager of service last week to commend Motorman H. J. Brown of Division 4 for what she termed exceptionally clever handling of a Garvanza car near the North Broadway bridge. A large auto truck stopped suddenly on the track and it was only by his clever work that Motorman Brown averted a collision, she said. Mrs. Newton was so impressed by Motorman Brown's work that she asked his name in order to give this information to the office.

A CREED FOR AMERICANS

- "I believe in the United States of America."
"My opportunity and hope depend upon her future."
"I believe that her stability and progress rest upon the thrift and industry of her people."
"Therefore I will work and live simply."
"I will spend less than I earn."
"I will use my earnings with care."
"I will SAVE consistently."
"I will invest thoughtfully."
"To increase the financial strength of my country and myself I will buy government securities."
"I will hold above barter the obligations my country thus incurs."
"I will do these things to insure the great American future."

TALKING TO MOTORMAN INVITES AN ACCIDENT

(Continued from Page 1)

must be done between trips—not while the car is in motion.

There is another reason besides the one referred to why this rule is necessary; not only is some passenger liable to make a kick at the office, but sometimes a motorman himself will complain because his conductor engages in unnecessary conversation with him, drawing his attention from his duties so that he may possibly have an accident by reason of his not having his mind on his work.

Observe the Rule

I want to caution all new conductors rigidly to observe the rule in regard to their being at their stations. I want to caution them not to go to the front end and converse or joke with the motorman after the car has been started on its trip.

I believe that every new conductor will understand why this rule is necessary and why we are compelled to enforce it. This is not a "jay town." It is a large city made up of all classes of people, with something like 80,000

automobiles roaming the streets (when there is gas to move them), with children playing on the streets, and with many other conditions that call for alertness at all times on the part of both motorman and conductor.

Smoking on Front End

There is another thing—the rule about smoking. You must not smoke while the car is in motion. Rule No. 16 says:

"Trainmen on duty may smoke AT TERMINALS, on what will be the front open sections of cars when leaving terminals, except Second and Broadway, Temple and North Spring, and Southern Pacific and Santa Fe Stations."

This means that you may smoke on the front end of the car while the car is standing still at any terminal except the four terminals noted in the rule.

Keep your eye on your job while you are on the job and the job will keep its eye on you.

ROLL CALL AT DIVISION FOUR

AMONG the boys there was one who was "AKIN" to leave his WIFE. After the quarrel mentioned below he took his clothes from the "WARDROBE" and bid his wife "GOOD NIGHT." It was a glad "FAREWELL." You can imagine "HOWE" he felt. Every little "WIM" from her had made him feel "ROFFEE." His name was "BROWN." Her maiden name was "GREEN." They had run

things like a trolley car. He was the con. She was the motorman. He got the money, she ran things. His "MEANS" were not enough to meet the "PRICE" of things. He first decided to take "FRENCH" leave, but changed his mind and like a "KERR" gave her a "WALP" on the "HEAD" and she fell over the "FENDER" unconscious.

C. J. KNITTLE.

NOW YOU KNOW ALL ABOUT IT

CONDUCTOR D. W. GIBBS, who works the Temple St. Owl, tells this one:

The air pump started working while we were standing at Temple and Spring, and I overheard a lady say to her escort: "Jack, what is that noise? It makes me feel as though the car wanted to go but could not start."

Jack—"Oh! why that is caused by a machine which works similar to the 'Idler' on a motorcycle. It takes care

of the excess electricity which is generated even after the car has stopped and if it failed to work the power would become so strong that the fuses would all be burned out and the dynamo would be made useless."

Lady—"Oh! I understand now," and she looked up at her escort with a look of admiration, as much as to say, "Jack understands everything."

(Furthermore, Jack thinks the same thing.)

INSTRUCTION DEPARTMENT

L. F. Crandell, instructor at Div. 2, is taking a short vacation. Lou has had a rather strenuous time, on account of the large number of new men sent to his division, but Frank Menerich, who is relieving him, claims that a division instructor has a continuous vacation, compared to his regular duties.

Instructor Welby Bailey states that he is in the market for a wife and would like the name and address of any wealthy widows who may be willing to change their condition, but W. S. Williams wishes to withdraw his advertisement for a wife, as he and Miss Eveleen R. Baer, of Rochester, N. Y., were married July 6, and are now at home at the Baker Apartments. They expect to leave for a short honeymoon trip August 1.

Superintendent Morrison is the champion safety car operator, as he took a car out without an instructor to help him and claims that he only "dynamited" the car 36 times in 41 minutes. Mechanical Foreman I. C. Gordon states that he put 22 buckets

of sand in the boxes after "Shorty" got back with the car.

"Hackelbarney" Pierson is willing to admit that he is growing old, as he is no longer able to outrun the breakers at Santa Monica. He says that he did not mind taking an involuntary bath, as his annual was about due, anyway, but the salt water spoiled his only pair of shoes.

"Andy" Anderson is watching reports from the "third party" convention in Chicago, to see if they adopt a wet plank. He says that he cannot support either of the other candidates because they accepted the nominations without insisting on having such a plank in their platforms.

Danny Healy tried the use of distillate in his "flivver," to relieve the shortage of gasoline, and developed so much muscle in cranking up that he has now discontinued the use of either and has invented an attachment by which he can turn the crank from the driver's seat and is now running the machine by hand.

On The Back End

(Contributed)

K. C. Weeks is much obliged for that article in last week's Two Bells. In fact I feel privileged and honored to have so observant a passenger and the conductor or motorman who so "kindly" submitted the same.—Signed, K. C. Weeks, No. 672.

I wonder if the Los Angeles Railway will be kind enough to let Motorman Upthegrove of Division 3 pick out and hire a conductor who will meet his requirements.

Why not hit the weak spot? As I understand, there are quite a few accidents caused by women stepping off the car backwards. There is only one remedy, and it is to have a small mirror and powder puff attached to the left side of doors, but not on right side, as they all would do acrobatic stunts.

CONDUCTOR A. F. STEINER, Div. 1.

DIV. 1 TO 4 GOSSIP

Red—"Why is it that No. 2 has so many four motor cars on the Grand avenue line?"

Chilli—"Those fellows need them, so they can hold their time."

WHAT DID HE SEE?

First Conductor—"What was the delay on the line last night?"

Second Conductor—"Chilli con slipped off his stool and broke the front step."

A man boarded a West Adams car at Seventh and Hill, marked "Temple Block," with a "North Broadway" side sign, and asked the conductor:

"Does this car go to North Broadway?"

Conductor—"No, sir."

Man—"Well, that little side sign says North Broadway."

Conductor—"Well, this car don't run sideways."

A motorman, taking the crossover, turned out his lights instead of switching his headlight. Then he sat down, thinking there was no power. When told to turn his lights on he said the power was off. Again he was told to turn the light switch, which he did, and lighted the car. Then he turned around and said: "Now we can go, the power is on again, boys."

Two fair munition workers were discussing their personal affairs, says London Tit-Bits.

"Got a chap yet, Liz?" inquired one.

"Yes, and he's a regular toff. He's manager at—"

"You don't say so! Why, they tell me he's real refined."

"Rather. Why he took me to a restaurant last week and when we had coffee he poured it into a saucer to cool, but he didn't blow it, like common people would—he fanned it with his hat."

Looking 'em Over at the Divisions

DIVISION 1

On July 5, Rainey, Pruitt, Forrester, Tuffield (Tuffy), Daniels and Edwards motored out to Lincoln Park and spent a very pleasant afternoon.

Why has conductor cap number 1182, who has a run on West Pico and East First St., got sore feet? Answer in next issue.

Motorman Eastman returned to work Monday after a few weeks at San Diego with his wife.

Conductor A. C. Handley, who has been off sick, is also back.

Here's one on Motorman E. H. Nay. Nay stood on the corner of Third and Main for a half hour waiting for a Garvanza car last Sunday with his lady friend. E. H. is not a new man, either. Try reading the bulletin book, Nay, and then your lady friend won't have to tell you that the car runs on Spring St.

The editorship for Two Bells at Division One has been turned over to Conductor M. R. Botello, former editor of the Trolley News for Division One. M. R. will endeavor to give Division One some good news every week and will appreciate your co-operation.

Our kind-hearted assistant foreman, W. D. Handley, offers a reward of 3 million clicks (meaning 3 cents Mex.) for an original excuse for missing out. Miss out brigade take notice.

Motorman Geo. Hamon recently moved when the owner raised the rent, and in some way George wrenched his back trying to load a chair on the truck and was confined to his bed for over a week. George is now able to be out and is breaking in for "chispector."

Too bad Division One lost Santa Fe Ave., isn't it, George?

Wanted—A transfer clerk, one who is able to punch 250 transfers and collect 90 to 100 fares in 1½ hours. Apply at general choice July 20, 1920, for the Industrial Flyer, better known as Mateo St. shuttle.

DIVISION 2

Motorman Jack Defty, one of the old-timers of the division, will take the greater part of August off on vacation visiting points of interest in and around the city.

Conductor O. H. Miller has been granted a week's leave to catch up some back sleep.

Motorman R. A. Drake pictures a week at the beach as his ideal of a vacation.

Clerk Emerson gave another demonstration that a fat man is always good-natured when he hopped on the front end of a car and played motorman last week to meet an emergency.

Motorman Gunner tells this little story about a front-end man who had to listen to the neighbor's children shoot cannon crackers all day July 4:

The day after the fourth a passenger said to the motorman: "Are you deaf? I rang the bell."

Motorman: "Yes, ma'am."

A party of genial souls at divisions 2 and 5 still talk fishing trip. The last expedition of Commodore Dickey, Switchman Stoll, Homer Conklin and Motorman Williams made the ocean about 300 pounds lighter of rock cod.

Conductor D. J. Smith had the "Glorious Fourth" orators at Lincoln Park faded worse than a silver dollar fades a nickel in a four-bit crap game. He was skipper on a special service car and on the way out exorted the passengers to move up in the car and at the end of the line thanked them for it. Good stuff!

Who's Who



ONCE upon a time in the old cable car days, Conductor Frank Nye had as passenger on his car a woman who had forgotten her coin purse. She asked him to take three two-cent stamps. He was ever an accommodating trainman so accepted them. Later she asked for her change. Now in those days pennies were almost unknown to circulation and the situation had a somewhat humorous trend under the circumstances. Thereat Conductor Nye decided it was a great life and stayed with it.

He began on a horse car January 22, 1889, on a two-horse speed creation of the Twelfth street and Olive branch. One-man cars were not unknown in those days as Frank worked one along Main street in which the conductor rode as far as Washington, then left it to the driver to continue through the wild regions.

Conductor Nye is now at Division 1 and takes out funeral cars, pay cars, and has a morning run on the Maple avenue line.

DIVISION 3

Motorman C. E. Hanners has bought a little ranch near Roscoe in the San Bernardino country and has taken two weeks off to coax it along.

Clerk H. A. Russel has been on a vacation for two weeks at Coronado Beach, but is due back this week. His son, Conductor William T. Russel, has taken a week off to enjoy Catalina.

Conductor J. A. Moreno, who has an occasional scrap with Old Man Rheumatism, has taken a 60-day lay-off and has gone to the desert region.

Motorman H. W. Huber leaves this week for Yosemite, where he will spend a month.

Conductor L. R. Lynch is hunting a cool spot around San Bernardino during his two weeks' rest.

The thirsty soul of Ben Chase was responsible for a "recollections" cartoon of July 1 posted on the bulletin board. It beats all how these high-priced cartoonists on the newspapers get by when there is such talent in the street car game.

The new office of the division superintendent will be ready for occupancy this week.

Switchman Arthur Walker, the man who makes the cars run, almost lost a lot of faith in his new automobile when it quit with a snort and a couple of groans, but it was only the gasoline shortage making itself more apparent.

DIVISION 4

Motorman M. Zoll has left for Colorado on a sixty-day leave to pay a visit to his father and other relatives and also to transact some business in that state.

Conductor J. M. Lassar volunteers to draw cartoons. We appreciate Brother Lassar's willingness, but we know he will agree that a house cannot be built without the material. So let us have some cartoons, Lassar, "Two Bells" has come to stay.

Motorman F. X. Finzelburg, who has been with us only a short time, has resigned to become a member of the fire department.

Say boys, our cash receiver, Douglas, is a very fine fellow. He never kicks about the "chicken feed." You don't want to abuse him, because he is a mighty good-natured young man.

Mr. B. B. Boyd, our assistant superintendent, was off last week on his annual vacation. He said he had a nice quiet time. We were pretty sure he had a good time because his vacation period started just about a week before the gasoline shortage became serious.

Conductor R. Henninger resigned July 8 to journey to some other town where some other job is waiting for him. Take notice, boys, we don't know much about this brother's intentions.

Motorman D. E. Stewart has transferred to the mechanical department here. If he becomes as good a mechanic as he was a motorman then we know his foreman will be well satisfied.

E. E. Roffee, night clerk here, is certainly a fine fellow in every way. He is a jolly fellow, too. The other night he was telling one of the boys about how he and the ex-prize fighter, Jim Jeffries, used to tend bar together way back in the pre-prohibition days. Roffee began to throw the bull too hard, so to make the story end right he said, "Yes, Jim Jeffries was behind the bar and I was in front."

Motorman A. L. McRoberts resigned July 7 to leave for Winfield, Kansas, where his mother is in ill health.

Motorman H. H. Smith is taking a twenty-day leave to rest up and "sorta" tone up his health. We hope to see him back on the job when his time is up with his same old smile and lots of pep.

Conductor D. W. Gibbs, who works the Temple Owl, has taken a ten-day leave to rest up and tone up his health. We will soon be looking for him again. You know, boys, if there is any platform man missed by his steady patrons, it is an owl conductor. If you don't believe that, choose an owl run and you'll find out.

Guess the answer!

Why don't they make the new one-man safety cars any longer?

DIVISION 5

Conductor E. H. Link has distributed a neat card that reads:

"Mrs. Anna G. Diehl and Mr. Edward H. Link announce their marriage on Wednesday, July seventh, Glendale, California."

They are at home at 5427 Fourth avenue, and recently returned from a honeymoon at Catalina.

The best laid plans of mice and men "gang aft aglee." Our esteemed student instructor got on a car with the comfortable feeling of the man who carries a pass. Well, Ernie left his in his other breeches and had to dig up like any other poor mortal. It is to laugh. Ha! ha!!

A subscription paper to rent a piano for Division 5 had fifty subscribers in the first 24 hours after it was posted. About every third man said "Rats! Let's buy one." Three or four piano players, the same number of violinists and one cornet player have come to the surface. I understand one other division has started plans similar to this.

What do you say, men? Let's beat 'em to it. Here is my signature for \$2.00 to buy a piano.

Yours truly,

UNCLE EBEN,
Badge No. 2472.

One of the delightful pastimes of Southern California is surf fishing. You roll up your britches, wade into the surf and give each fish a chew of tobacco and when they come up to spit you hit 'em with a club, and there you are.

Now, our foreman, Mr. Robinson, is a dead game sport, as anyone will testify. He is an ardent fisherman, and surf fishing is his hobby.

When they begin coming up to spit all around him he forgets home, family, friends, debts, mortgages and the names of his cronies. Mr. Robinson went surf fishing recently, and aside from a little sunburn, enjoyed himself immensely. We regret to report that he is confined to his bed, surrounded by bottles of vaseline, cold cream and a host of solicitous friends. We miss you, John, we miss you. We want you back and wish the next time you go fishing you'll sit on the pier and fish.

Introducing: New Men of The Week

The following men have been assigned to divisions for the week ending July 10:

DIVISION 1

Motormen: J. O. Cooper, A. C. Fifield.
Conductors: E. Hamlin, W. H. Peek, G. D. Searle.

DIVISION 2

Motormen: R. Nall, J. M. Stine, S. J. Anderson, W. E. Moats, E. F. Thomas.
Conductors: S. G. House, J. Connell, M. Ivener, J. V. Moore, A. B. Landrum, B. Jones.

DIVISION 3

Conductors: A. M. Diehl, J. A. Stoddard, J. D. Wooten, R. L. Smith, V. W. Roberts, R. C. Jackson, E. E. Melvin, E. R. Nolden, W. O. Bell.

DIVISION 4

Motormen: C. A. Hoffman, S. M. Milovich, J. C. DeDeck, L. E. Merritt.
Conductors: W. G. Figg, J. T. Whitton, E. W. Varney, H. C. Walters, D. E. Hubbard, E. J. Reavis.

DIVISION 5

Motormen: R. W. Bailey, F. Sims, H. B. Wolf, E. E. Gribble, H. T. Smith.
Conductors: H. W. Sarah, J. R. Brown, A. D. Stewart, A. V. Smith, W. M. Briggs, L. Deering.