



DIVISION 2 LEADS SAFETY RACE

SAFEGUARD IS OFFERED FOR CONDUCTORS

BY GEORGE BAKER ANDERSON
Manager of Service

This office has been impressed by the great number of apparently honest and conscientious young men whom we have had occasion to caution about their failure to register all fares, on reports which have been turned in to us.

It has been our experience that a great many of the young men state that they turn in all the money that the register calls for, and that they do not intentionally fail to register any fares. *We are inclined to believe this in a great many cases*, and then point out to the young man that he still has one means left to protect and safeguard his reputation in the community and with this Company, and avoid the future necessity of being called to this office—if he will but count his money when he goes on duty and when he turns in.

Should Report Overage

Any money which he may have over and above what the register calls for and above the personal amount that he started out with must be reported as "over."

If he turns this in as an overage he is protecting himself against any check that may happen to have been reported to this office.

A great many of the younger men state that they never looked at the matter in this light, but would be sure to do everything possible to protect their reputation for honesty in the future.

Efficiency Increased

It is a fact, observed by this office, that a great many of these young men have increased their efficiency in the ringing of fares, and we have not received second reports against them for failing to register fares after their visit to this office.

That is the whole object of this message to young men. It is not the intention of this Company to injure any young man, but it is our most earnest desire to help them in every way possible.

Many a young fellow gets the reputation for being dishonest when as a

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

Husky Safety Car Pushes P. E. Coach To Clear Blockade

IN THE early morning rush last Tuesday, a heavy Pacific Electric interurban car stalled at Sixth and Flower streets. That is a busy spot at that time of day, and traffic began to pile up. Autoists cussed and car riders exclaimed.

Then came a husky young safety car of the Angeleno and Crown Hill line. It looked things over and then asked, "What seems to be the commotion, P. E. car stalled? Rule One says to get it out of the way."

So the safety car nosed up to the big interurban car and turned on the juice. It pushed the big fellow up the grade to Figueroa street and around the curve so that Sixth street was clear.

"Just like that," said the safety car, and went on its way rejoicing, with but slight interruption of schedule.

Just Nonsense

*It was midnight on the ocean,
Not a street car was in sight;
The sun was shining brightly
And it rained all day that night.*

*It was a summer day in winter,
The rain was snowing fast;
A bare-foot girl with shoes on
Stood sitting on the grass.*

*It was evening and the rising sun
Was setting in the west;
The little fishes in the trees
Were cuddled in their nests.*

*The rain was pouring down,
The moon was shining bright;
And everything that you could see
Was hidden out of sight.*

*While the organ peeled potatoes
Lard was rendered by the choir;
While the sexton rang the dishrag,
Someone set the church on fire.*

*"Holy smoke!" the preacher shouted—
In the rain he lost his hair;
Now his head resembles heaven,
For there is no parting there.*

—DIVISION 4.

LEADERS CLOSE IN FIRST WEEK

DIVISION TWO, with the greatest number of runs but smallest handicap, stepped into the lead in the first week of the inter-division safety contest. With a percentage of 988, figured similar to baseball league standing, P. V. Mann's clan just nosed out Division Three, which scored 985.

Third place for the first week went to Division One, with a standing of 982, and Division Five came fourth, just one point behind, or 981 to be exact. Division Four took the cellar honors with 977.

One of the remarkable features of the standings is that in October Division 4 was the champion in accident prevention, according to the records, although the actual contest did not start till October 31. An unfortunate run of accidents upset the going for Supt. Wimberley's boys.

The tremendous increase in traffic is partly responsible for the increase in accidents as more and more autos and pedestrians are thronging the streets daily. This explains in some degree why there was an increase in accidents in October over September at all Divisions except Division 4. The early rains were responsible for some trouble.

The Safety Championship Banner will be ready soon and in the meantime the rivalry for premier safety honors is keen.

Fare Box Collects Nails and Peanuts

Keys, nails, peanuts, gum drops and slugs.

The inventory of a small boy's pocket? No, just the contents of a fare box after a busy day. It beats all how small some folks can be to steal a nickel, which they should have paid for street car fare, but such is the situation.

Aside from stealing a ride, such persons endanger the machinery of the fare box. For this reason conductors should watch the inspection plate before dropping the coins, to see what has been thrown in.

Arts and Crafts Exhibition Will Open New Library

As a result of the success of the amateur photo contest conducted in the library, plans have been made to open the library of the new building with an elaborate display of arts and crafts.

A date has not been set, but it will be held in the spring. Present plans call for the new office buildings at Eleventh and Broadway being ready in March.

The display will include work of employes and their relatives. Friend wife will have a chance to exhibit needlework and fancy embroidery. Photos and sketches will have leading places in the exhibition. Prizes will be offered, according to present plans.

TRAINMEN WILL WITNESS CONDUCTOR DING'S WEDDING

Conductor Ding, the little fellow of the comic strip on page 3, is going to get married next week. Sure enough the beautiful lady he met last week has fallen for him and the ceremony will be staged in next week's Two Bells. "A select coterie of friends" (as the society editor says), will attend to see that the boy with the funny shape doesn't slide out. A trainman from each division will be on hand, so watch next week to see him make the first entry on the matrimonial trip sheet.

PLEASE CASH YOUR CHECK

Somewhere outside the Two Bells staff is someone who can afford to carry around a pay check without cashing it for several weeks. In fact there are several of them, according to the auditor, and in the train service at that. It must be joyous to be in that blissful state of prosperity but it adds more gray hairs to the auditor's staff.

To get down to brass tacks, please cash your pay check promptly.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Easy If Everyone Helps

THE job is ten times easier if the public will help. Check that up with the average trainman and he will tell you one hundred times would be a closer estimate.

With this in mind, the Manager of Service caused all cars to be equipped with cards reading, "Save an Extra Fare." It was intended to acquaint the public with transfer rules and eliminate the difficulty experienced by a conductor in rejecting a transfer presented at the wrong point or an old or mutilated transfer.

Conductors have shown a quick response to the efforts to establish the greatest possible efficiency in handling transfers, both in punching and receiving. Now we are asking the public to help, because a good conductor will not take a bad transfer any more than he would take counterfeit money.

Now one feature remains to be corrected, and it is purely up to the conductors. The public does not enter into this feature, for it is the correct disposal of transfers accepted as fare or punched and not issued. As the Manager of Service stated in Two Bells, ALL transfers must be turned in to the division clerk. The transfers punched and not issued **MUST NOT BE THROWN AWAY.**

They are to be turned in to a division clerk or else the work of the auditing department is badly hampered and the transfers come into the hands of persons who will attempt to use them fraudulently.

It is vital that the company stop the loss over misuse of transfers. Loss to the company affects employes because it means the company is retarded that much in doing acts that make an employe's work easier, whether it be in buying a home or buying a stool for him to sit on.

It shows the need for cooperation, and without that there can not be success for anyone.

CORRECT MILEAGE REPORT IMPORTANT

Mr. Guy D. Wheelock, chief dispatcher, has asked the Manager of Service, and the Division Superintendents to take steps to see that conductors make proper entries on report cards designed to give mileage and other information. Some of the conductors seem to think that these forms are of no importance, but they are of most vital importance to the operating department, and of more immediate importance to the chief dispatcher.

Some of the division superintendents state that in many cases daily trip sheets are late in being turned in or are improperly made out.

The daily trip report and the daily mileage report both should be turned in daily with the men's work. They must be complete and correct. All switchbacks must be reported on the card designated "Daily Mileage Report." Every man must have both these reports filled out correctly and completely, in the hands of the clerk at the Division before he leaves his day's work. They contain the only information we have as to the time and turnbacks, and they are needed the first thing in the morning at the main office.

SAFETY SURE WITH CAR IN CONTROL

During the last few days the manager of service has had occasion to administer discipline in several cases where our cars have struck automobiles and trucks which have stopped suddenly on the track. In these cases, investigation by the Safety Bureau shows that motormen did not have their car at all times under control. It has been found necessary in some of the most aggravating of these cases to dismiss the men from the service for gross negligence.

The only excuse a man has for striking an automobile too close to the track or ahead of him on the tracks, is that he has not got his car under control at the time. If a man keeps his car under control he will not strike the other vehicle, and will thereby escape demerits in increasing number and possible dismissal.

A few days ago a lady boarded my car at Inglewood and requested me to be sure and stop at Gramercy. Several times in the run she arose and said, "Please don't forget to stop at Gramercy."

Arriving near the long-sought street I called "Gramercy" in a clear and distinct tone and stopped the car. The lady came to the door, looked out and said:

"Oh, go ahead, I wanted to speak to the real estate men here but they are closed."—Motorman 283.

Champion Goat Getter Gets Champion Goat

AS CHAMPION goat getter, the name of J. W. Teegarden, of the Sixteenth street and San Pedro stock room, has been placed in nomination. J. W. is quite a goat fancier, and recently spent good coin of the realm to the extent of \$2,500 for a Toggenburg buck named "Chieftain of Rancho 2112."

The goat will have to add another number to his name, because the champ now distinguishes Mr. Teegarden's place at Lennox.

Report on Injury to Lady's-er-Limb is Embarrassing

Getting accurate details on an accident in which a young lady's—er—limb, was the injured member may sometimes be an embarrassing job, according to a story told by Motorman T. S. Kennedy, "the old war horse" of Division 4.

It was back in Pittsburg when a new type of car was being introduced in which the rear end man had to slide the door open and shut. Motorman Kennedy was on the front end and he had an Irish partner collecting fares.

The conductor shut the door too swiftly and it struck a young lady on one of her—er—yes—limbs. It called for an accident report so after the crowd was loaded Pat explained to the lady that he had to make out an accident report, but said he, "I can not do so until I know how badly you were hurt."

The lady looked confused and embarrassed until a passenger roared out with a laugh to Pat:

"Do you expect the lady to show you?"

Bill's Married!

We take great pleasure in announcing that W. O. (alias Bill) Bailey, Division One's popular student instructor has begun married life. Congratulations are extended to Mr. and Mrs. Bailey.

To make the feeling of good will real strenuous, a party of friends advanced on the newlyweds' home at 820 Isabelle Street Tuesday night, and decorated the house with "Just Married" signs, adorned the furniture with old shoes and then spread an informal supper.

Signal Cards Give Rules on Starting

To help curb step accidents, cards have been printed with the instruction governing starting signals. A card has been given every trainman and new employes will receive one. The importance of strict observance of this rule is apparent with traffic conditions becoming worse daily.

MOTION PICTURE CAMERA MAN WANTED

Wanted, an employe of the Los Angeles Railway who knows how to operate a motion picture camera.

State your experience and make application in writing only to the Director of Public Relations.

USING MIRROR TO PREVENT ACCIDENTS

BY JOHN C. COLLINS
Traveling Supervisor of Safety

The best safety device that can be placed on a car is a careful man. Carelessness causes more accidents than want of knowledge.

I have heard men say the mirror on a car did more harm than good, as it had a tendency to make men careless. The fault is not with the mirror, but with the man himself. He is careless in the way he uses it. The motorman who has once used a mirror would feel lost without one.

First, see that the mirror is properly adjusted with your position to take in the greatest scope at the rear step. Some men sit or lean so far back on their stools that it cuts too close to the step. They can see the step but nothing near it. This causes step accidents, and the running away from people who were right at the step, and making a reasonable effort to board the car. A motorman will say he did not see anyone, but he would have seen them had he used the mirror properly. Every loading point is a station, and it is up to the motorman and conductor to be on the lookout for prospective passengers.

Danger of Derailment

A motorman will nearly always look in the mirror while picking up his conductor after he has flagged a railroad crossing, but he seems to be unconscious of the danger of derailing rear trucks when the conductor is pulling a switch. Rear trucks are more liable to be derailed than the front ones, so when running over switch point, always throw power off, as rear trucks near the switch tongue. If conductor is pulling the switch chain, as rear step nears him, take a glance in the mirror to see that he does not slacken up on the chain, or have to drop it to keep from getting hit by an auto. If you should split the switch you will do very little damage, as your car will bind and stop itself, as your speed is not great and the power is off.

Look at the Mirror

In making passenger or safety stops look into the mirror from the time you stop until ready to go, there is no reason for you to look any other place. Keep familiar with what is going on at the rear of your car. Don't overlook anything. If you have a PAYE car, the first glance at the mirror will take in those timid people that stand back of you, but don't let you know they want off at that street until you start, making it necessary for you to stop again, causing lost time, besides a few sarcastic remarks once in a while.

When you see all the people are on or when you get the signal to go, look ahead before feeding up. If crossing is governed by a traffic officer, ring one tap on the gong as you glance from the mirror. If he is turned right, answer, with two more, and start. If he has traffic against you, watch him until he turns. Then answer with two taps on the gong, as you look in the mirror. But don't start until you have looked in the mirror and to the front again.

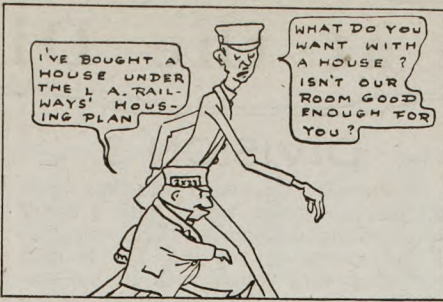
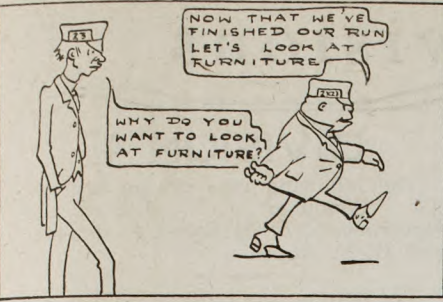
Check Front and Rear

Time and time again motormen start the car while looking in the mirror, and run several feet before looking ahead. This is surely the work of a thoughtless man. Others start their car and look in the mirror at the same time. If a passenger is about to board they have to stop again, which slows up the traffic, intimidates the passenger, and is liable to cause an accident, as a six-inch move will throw a cripple or an elderly person.

When cutting through traffic, rounding an inside curve, the danger comes from the left hand turn-out, autos on your left side going in the same direction, and those on your right who may be up so far along that the side of the car will hit them, on account of the overhang of the center of car as you enter the curve. This is the hardest combination for the new man to watch. See how things look ahead of you; if all right, start, glance to the right, if you see an auto approaching and he looks doubtful, slow down. If one is too close to stop, let him clear. Don't look too long while moving forward, for remember you have a left side to your car that needs attention as well as the front, and the danger is liable to come up without any warning whatever.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things
(Hand Picked)

When a conductor is so efficient in protecting passengers from injury and his safety activities are particularly noticed, it is a sure sign he is O. K. The bouquet is for Conductor W. F. Metzger of Division 2.

Los Angeles Railway.
Gentlemen:
Knowing that your company appreciates any suggestions or complaints in regards to your employes or service, I am writing to commend the services of Conductor No. 2512. I have occasion to ride with him rather often, and each time have noticed his efficient handling of the passengers. He is always very pleasant and courteous, especially to elderly people, and constantly guards their safety, by warning against getting on or off moving cars, and a host of other rather trivial things in themselves but appreciated by the public in general. It is such men that should be given consideration when promotions are in order. Thanking you, I am,

Sincerely yours,
PAUL C. NELSON,
Nelson-O'Shaughnessy Co.,
760 So. Central Ave.

Here is a dandy bouquet for Conductor L. B. Fowler of Division 1. He is commended for courtesy and kindness to all classes of passengers.

Los Angeles Railway.
Gentlemen:
About three p. m., October 26th, I boarded a west-bound car No. 43 at 6th and Spring streets. This car was in charge of conductor who wore cap No. 70. My attention was attracted to this conductor by the business-like manner in which he handled his passengers and the courtesy shown them. His pleasant manner to everyone continued to the end of the line, and he was of great assistance in directing people who asked him questions. I never saw this conductor before, and probably never will again, but it was certainly refreshing to ride with a man in charge of a car who was so courteous and at the same time business-like to all passengers.

Yours very truly,
TRIGG GARNER,
Morris Plan Co.,
725 So. Spring St.

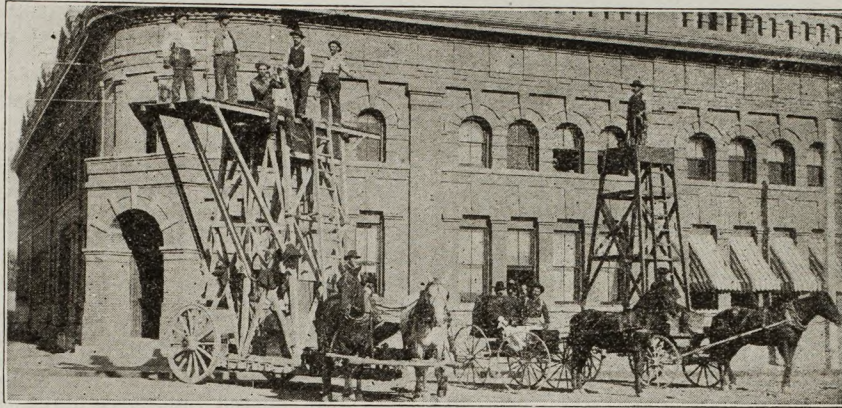
Conductor Frank Keeler, of Division 4 is commended in this bouquet for assisting a passenger with a temporarily B. O. purse.

Los Angeles Railway.
Gentlemen:
Kindly hand enclosed five cents, with my thanks, to Conductor Frank A. Keeler, No. 2500, Division 4, car 196, who obliged me by paying my fare down town this morning.
Yours truly,
S. H. M. BYERS,
3044 West 7th Street.

Bouquet for Conductor M. D. Smith of Division 5 for his courtesy in accommodating a passenger!

Los Angeles Railway.
Gentlemen:
Enclosed please find ten cents—carfare from Eagle Rock City to Los Angeles—which Conductor Mr. M. D. Smith, No. 910, advanced, as I did not have the change.
Thanking you, I remain,
Respectfully,
MRS. F. W. POWERS,
Eagle Rock City.

Tower Wagon Force In 1891



Horses Pulled Lumbering Vehicles to Fix Trouble

THIS picture, showing how the trolley repair work was done almost thirty years ago was furnished Two Bells by Motorman George Feller of Division 1, and is of considerable interest to the old timers. Compare the size of the platform on the larger tower wagon with the compact working space of the speedy wagons mounted on auto trucks which do the same work today.

The picture was taken around Division 1 headquarters, but the scenes have changed somewhat.

A picture of Motorman Feller, as he looks today, is in the "Who's Who" column of Two Bells this issue. Just for fun, see if you can locate him in this picture. Charlie Wells, a popular supervisor who passed away during the influenza epidemic, is shown second to the right on the big tower wagon. Mr. Hamilton, the gentleman with the beard, who was then auditor, is seated in the small rig, and beside him is Charles Sheldrick, who was superintendent of construction.

SERVICE CHIEF GIVES ADVICE TO YOUNG MEN

(Continued from Page 1, Col. 1)

matter of fact he is only careless. Don't be careless.

Advice Specially for Younger Men

A large number of young men under twenty-four have been employed by this company during the last few months as trainmen. No young man is employed as motorman until he has passed the age of twenty-five. Investigation shows that the very great majority of dismissals from the service during the past six months have involved the younger men.

It is the belief of the writer, after very careful observation and talking with hundreds of the younger fellows, that the majority of young men entering the service who fail to become satisfactory conductors or motormen do so because they do not realize that their work is of a serious nature, that it is an important public service that they are called upon to render, and that they have responsibilities to the people who ride on the cars and to themselves, as well as to the company.

No Room for "Floaters"

We have no room in our service for what are commonly known as "floaters," young fellows who think they can pick up a little "easy money," and then start out for some other position after a few weeks or a few months. This type of man, when he

enters the employ of the Company and goes to work as a conductor or motorman is soon identified. It is the easiest thing in the world to tell by the kind of service he is rendering whether he intends to make it his business or not.

The position is one which gives a young man a splendid opportunity for self-discipline—and self-discipline is the only kind of discipline that is worth anything.

Preaching Is Not Good

Preaching is no good as discipline. Letters of criticism and condemnation are no good as discipline.

Slapping a man on the wrist is no good as discipline.

The only discipline that really disciplines follows when a man realizes that the thing that he has been doing the wrong way hurts him more in the long run than it hurts anybody else, and after he realizes this fact comes to his senses, and not only resolves to "tend to his knitting" more closely, but puts that resolution into effect.

I want to offer a word of advice at this time to the young men. First of all, they should realize that a person riding upon the cars is a purchaser of what they have to offer him, which is service. Every person who pays money for any service or for any commodity at a store, is entitled to courteous treatment.

Insolence Worst Offense

My private opinion is that the worst

On The Back End
(Contributed)

Conductor Jarvis Phillips of Division Three missed out the other day and was sent out on the "cholo car" with a work gang. At the end of the line when the track men got off, Jarvis grabbed a shovel absent mindedly, thinking he was back at his old trade. His motorman had quite a time identifying him and getting him back on the car. They eventually arrived back at the barn O. K.

A Division 4 motorman who insured his life the other day, rushed home to tell his wife the good news and explained it like this:

"So, if I should meet my death tomorrow let us say, a check for \$5000 would be yours."

He knew it would make her happy to know she had that protection, but was somewhat jolted to hear her exclaim:

"Oh! wouldn't that be just lovely."

Observe Your Opportunities to Be Kind

A little boy was sitting in his father's lap on a street car when a charming young lady entered, and as the little fellow observed that there was no seat, he quickly jumped down and said to the lady: "Please take my seat."

Be glad when you meet a crank. He may have a suggestion that will make you a self-starter

offense which a young man can commit in dealing with the public is to show a spirit of insolence.

"Safety First" is the great slogan these days. "Safety First" is a pretty good slogan, too, but I have half a notion that one which is just as good is "Courtesy First."

"Courtesy First" will follow self-discipline. "Safety First" is under any conditions forced upon a man through the law of self-preservation. In other words, a fellow will play safe because he is thinking of his own life and limb, but he is not thinking of life or limb when he is thinking of "Courtesy First."

Size Yourself Up

I wish that you younger men would let these thoughts filter through your brains for a few days and see whether we can reduce the percentage whom we are compelled to dismiss from the service. It certainly is not the joy of our life to put a young fellow at work only to discharge him because we find him doing everything he can possibly think of to warrant being discharged.

Do a little thinking, boys! Size yourself up! See what you think of yourself, and then don't ask passengers who ride on the cars to think any more of you than you think of yourself.

The extent to which you respect yourself will be in the long run the extent to which others will respect you. I don't want to be harsh about this, but I want to be terribly frank, because I want this thing to sink into your minds.

Looking 'em Over at the Divisions

DIVISION 1

One more added to our class of regular miss-outs. J. O. McArthur joined with two excuses. One, the alarm failed to go off; if it did J. O. didn't hear it. Second, I didn't get up, that's all!—M. R. B.

"The highest thing on earth," says Dan Handley, assistant foreman, when a regular car he and Ed Ubran ride to the barn at 5 a.m. failed to come along. Seeing they would be late they hired a taxi and paid \$1.05 for a five-minute ride. Ed says he didn't want his wife to give him demerits. Dan is neutral.

Motormen G. L. Aker and Harry Meason were seen bravely marching along with the rest of the veterans of the war.

Since the discs of car run numbers can't be seen after dark, it has been suggested by Dan Handley for the motormen to wear it as a watch charm or hang it on his coat.

SHOW HIM YOUR PASS

There are about 3400 employes of the Los Angeles Railway and it is just possible that some conductors may not know the last two or three by sight and be able to recall their names and pass numbers. For this reason, ALL employes, must show their pass to conductors. Nothing is more annoying than to have someone, presumably a pass-holder, attempt to mumble some mystic numbers and then move away from the puzzled conductor.

MECHANICAL DEPARTMENT

An electric ditch digger for use in track construction work has been ordered at a cost of \$10000, and is expected to be delivered soon. The new apparatus uses power from the trolley wire for cutting and scooping up the dirt, which it will then load in trucks. A marked saving of time in important work is expected to result.

William McCollum, a lineman, met death when he fell from a pole at Third and Los Angeles streets. He was a popular man, and many friends mourn his passing. He is survived by a wife and two children.

Charles Setzpfand who came to the Los Angeles Railway in 1906 from the Los Angeles and Redondo Railway, and has been in street railway service here for many years, is retiring from his post December 1. He will be succeeded by Mr. E. Fleming, foreman of the Vernon Yards, and Austin Fleetwood will succeed to the position vacated by Mr. Fleming.

Dr. Dorn of the Receiving Hospital, and formerly of the Los Angeles Railway is one good scout who can enjoy a joke as well as the next fellow, so I am going to tell a joke on the doctor himself.

Dr. Dorn was operating on an Irishman one evening at the receiving hospital during his vacation and when the "mick" came out of the ether he said, "Thank God, that is over." A conductor who was taken in for treatment for a broken wrist said, "Don't be too sure friend; Doc left a loose piece of bone in my wrist and had to cut it open again."

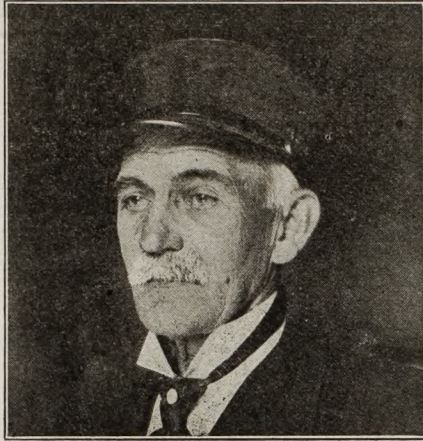
A motorman out of Two also chipped in and said, "One doctor left a sponge in me when they took my appendix out."

Just then Dorn came in and said, "Either of you guys seen my pipe?"

The Irishman turned pale and wondered.

—A Division Four Boy.

Who's Who



MOTORMAN GEO. FELLER, of Division 1, remembers the first emergency tower wagon, of which he was boss. He says this was 'way back in 1891. So you can see he has been in the service quite a while. Mr. Feller was the man who bonded the first tie at Second and Spring streets on May 5, 1891. He was transferred to a motorman's position on December 14, 1891. He began as motorman on the University line with Conductor Geo. Shehi (now a deputy sheriff of Los Angeles County). They then had charge of a car on the old Buena Vista line, which ran from the river on Buena Vista to Santa Monica tracks, which was at that time the old S. P. steam line. Mr. Feller has been working out of Division 1 ever since he has been with the Los Angeles Railway.

He has saved during this time and owns a nice home at 918 East Twelfth street, at which he lives with his wife, son and daughter. He has also two fine grandchildren.

OFFICE NEWS

Mr. Guy Wheelock wore a big smile around the office last Monday. He was sure a happy fellow. Guy lost a purse containing much money on Broadway near 5th street Saturday morning.

Monday morning a lady came up to the office and asked for Mr. Wheelock, and said, "Is this your purse? My husband found it Saturday morning, and I traced it here by your car pass." Mr. Wheelock opened it, and sure enough, there was \$100.30 untouched! He paid the lady a cash reward and went on his way rejoicing.

Wilton Greening of the auditing department was away from work about a week. He had a bad attack of poison oak. Says he hiked too much.

Photo Display to Close on Tuesday

Two days remain to visit the employes' display of amateur photographic art which is being conducted in the library, room 767, Pacific Electric Building, under the direction of Bert Reese, librarian. Some new pictures have been entered, notably those of T. G. Duvall of the paymaster's office. His color photo of the old mill at San Marino has won considerable praise.

DIVISION 3

Motorman Charlie Freer has been off the past three weeks with a badly infected hand from a slight scratch. Blood poisoning set in. He is still suffering very much with it, but expects to be on the job again before long.

Motorman A. B. Cooper has 15 days off and has left in his White steamer for his newly-acquired property in Glassell Park, where he will put the finishing touches on the villa that he is erecting there.

Quite a number of the men, both single and double, have made application for the tent houses that the company proposes to build. By the looks of the list we will have a Tent City of considerable size, but it is worrying Motorman Reid as to how he will be able to sleep as he is afraid it will be noisy, and he sure does love to sleep.

Motorman John Baptiste Raiser has bought himself a home in El Monte, also a motorcycle, one of the balky kind. He missed out three days in succession. King sympathized with him and gave him a new cap as he was sure he needed one.

Somebody said sometime ago that we were to get some new stools. Also somebody said that the end of the world was coming. Well, we don't want to see the end of the world just yet, but we sure would like to see those stools.

Conductor C. E. Nelson has joined the sack cloth and ashes brigade and was seen consoling with Messrs. Walker and Merrill. He says if it hadn't been of that landslide he never would have dropped that chain so soon. Oh, well, you know I told you so.

Wonder what Conductor Frank Mead goes wandering around Museum Hill for, and not alone either. Have a heart, Frank and be careful. It is very dangerous.

If there is one thing more than another that Motorman A. McFadden likes, it is a run with Sunday time. Even the old timers get stung at times. Mac picked a run without looking to see if it had Sunday time or not, but found to his dismay that it had. Now he won't be able to go to church. Too bad.

Our "Stenog" Anderson is a great lover of flowers. Just now his preference is for the Daisy. Oh, no, he is not going to change boarding houses, not as long as the Daisies continue to bloom.

Introducing: New Men of The Week

The following men have been assigned to divisions during the week ending November 6, 1920:

DIVISION 2

Motormen J. E. Bourget, W. W. Brady, Conductors R. B. Jones, F. Nunn, E. P. Howett, H. L. Stokes.

DIVISION 3

Motormen A. P. Myers, E. C. Rowland, J. W. Vincent, R. C. Perrine, Conductors J. E. Wood, R. N. Kelley, V. C. Frazer, H. G. Stewart.

DIVISION 4

Motormen W. N. Gaines, Jr., G. H. Gingrich, Conductors K. A. Burton, Jas. Jones, L. E. Jones, H. J. Burke, E. L. Heuser, R. T. Dowell, W. W. Matthews, H. C. Clark.

DIVISION 5

Motormen W. L. Gregory, S. Tormly, T. A. Ferguson, Conductors G. H. Cumpston, E. Waterhouse, F. R. Clark, L. A. Powels.

DIVISION 4

The following men are on the sick list: Conductor J. S. Milburn and Motormen N. M. McEwan, A. C. Jones and H. U. Appel.

The boys on the LaSalle Shuttle are having a hard time trying to give the service that Motorman A. C. Jones was giving up to November 1. A. C. who held the day shift run on that line up to November 1, was so accommodating and friendly with the people up there that they used to come out and stop his car and have him buy things for them at the drug store and grocery store at Mariposa and Washington.

Does anyone want to buy some good oil land? Conductor R. M. Knourek says he has several acres for sale.

Speaking of notable characters, why, right here in Division 4 we have Daniel Mahoney, who wrote a share of letters for that famous war-time book, "Dear Mabel." He also puts a lot of his spare time in writing for the Associated Press. Daniel works the back end, and we might better describe him as being "that big, tall fellow that works West Pico." He has promised that we will hear from him soon.

No applications for leave of absence were received by the office during the past week.

We've got to hand it to Conductor K. N. Parker for the alibi he gave the other morning when he missed out. The run pulled out at 5:19. K. N. reported at 6:40, and said he woke up and found that someone had stolen his alarm clock.

Our student instructor, Mr. A. Goldsmith, has just finished breaking in the Burke twins (J. J. and D. P.), who hired out for back end positions. "Goldie" could not tell them apart, and more than once he had to ask, "Which one are you?" But outside of that he had no trouble, in fact, the boys are both live wires, both having had over five years' experience in Seattle.

Motorman N. M. McEwan and Conductor J. Milburn were painfully injured the other day when their car jumped the track near Fourth and Fresno and ran into a building. There were no passengers on the car. "Mac" and his conductor had to be taken to the Receiving Hospital.

DIVISION 5

Conductor Harry Bean took a few days off to rest up and enjoy the lazy life.

Conductor J. A. Johnson relates an experience of a woman who tried strenuously to make the trip down town and back with a nickel and a transfer. He says:

"I was north bound on Moneta and Grand. A woman boarded my car about 47th Street, paid her fare and asked for a transfer west on Ninth. I punched one west and gave it to her. Arriving at Ninth I called that street, but the woman rode on to Eighth. Arriving at Eighth and Broadway, south bound, who did I recognize but the same woman. She presented the transfer and said, 'I will give you your transfer back.' I said 'I guess not, I did not sell you a round trip ticket for five cents!' She got off at Ninth and I hope every conductor she tried it on refused."

Motorman T. L. Stephens and several of the other boys are interested in getting up a division rally to boost the fight for the Safety Championship Banner. What do you think of it, and what do you suggest? Talk it up.