



# TWO BELLS

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 Plan Recommended

### Used Transfers Must be Turned In

### CLERKS WILL RECEIVE SLIPS

BY GEORGE BAKER ANDERSON  
Manager of Service

Investigation shows that there has been for some time past a general failure to dispose of used transfers properly. It has been the practice on the part of many conductors to throw mutilated transfers into the refuse boxes at the terminals. The result has been bad in two ways:

FIRST—The winds have blown these transfers out of the boxes and littered the ground for a block or more around the terminal.

SECOND—The department of the auditor's office that keeps a check on transfers has found it impossible to keep its records in a satisfactory manner.

#### May be Improperly Used

Some conductors have not even taken the trouble to throw into the boxes the transfers that have been punched and not issued. Sometimes they tear them up and throw them on the ground at the terminal; sometimes they throw them away without tearing them up. In such cases there is a third reason why this practice should be stopped—*these transfers are sometimes picked up and used on the cars in place of cash fare, costing the company a large amount of money annually.*

These boxes will all be found cleaned out today, and beginning with tomorrow the rule to be observed will be as follows:

#### Do Not Destroy Them

1. Never destroy or throw away any transfer that has been received for fare or may have been improperly punched and not given to passenger. In case of transfers punched and not given to passengers, never repunch them for use on a return trip.

2. Return with your report not only all transfers received, but all transfers which you may have punched and not given to passengers. These must be enclosed in a separate envelope.

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

### WHAT'S IN STREET NAMES?

Young Girl Calls "Union"

OLD MAID SAYS "HOPE"

THE ouija board takes a back seat as a fortune teller.

A brand new way of telling what is on a woman passenger's mind has been revealed in the name of the street asked for when she comes to the front end of the car and places one hand on the brake for inspection.

Motorman Allen Foster of Division Four is credited with the new and startling discovery on a West 9th run. He tells us he is by no means a novice in the street car game, but the signs and words have proved a revelation to him. Motorman Foster followed the flag through the Philippine swamps and has followed the slowest and fastest schedules made. He says:

"A young matron with fine rings and swell clothes says 'Grand View.'

Judging by appearances the world is a grand view to her and vice-versa.

"Then a plain little girl of 39 summers and several hard winters, with wrinkles instead of rings, says 'Hope.' Courage, sister, she is still hoping.

"Next a dear old lady calls for 'Hoover.' I supposed she helped to win the war, or wants Hoover to be president.

"But now comes what is too much for an ordinary motorman. A beautiful lady lays her pretty hand out for my inspection. I take a full second to admire it, and see that it is perfect, with no signs of a ring on the contract finger. Then she turns to me with a sweet smile and says, 'Union, please.'

And this is leap year.

### HONOR FLAG FOR ACCIDENT PREVENTION FAVORED

Following the action of the Division Safety Committees in recommending inter-division safety contests, the General Safety Committee met last week and approved the proposition and made a recommendation to the general manager that such a contest be launched.

The honor pennant to be held by the winning division for three months was approved, as it will give the winners something to show for the good work in preventing accidents. The present plan is that each contest period cover the three months between general choice of runs with a scale arranged to cover the difference in risk between lines of different divisions and the number of runs.

The contests are expected to be based on the number of car miles operated by each division, with other features of congested and open territory having some bearing on the handicaps.

Another recommendation of the division safety committees adopted by the general safety committee was the admitting of mailmen, carrying packs, by the front door of the double-end cars. It was pointed out that as these men ride free and the conductor does not have to collect a fare, a saving of time could be made. It was also pointed out that the mail packs often block the rear entrance as the carrier only rides a few blocks.

### Car Not to Be Used For Carrying Dogs

As long as the street car business is conducted for the purpose of carrying human passengers there will be a loud and lusty kick if we try to make street cars into moving dog kennels. For this reason it has been necessary to issue a bulletin reminding conductors that only lap dogs that occupy the lap of a passenger may be carried.

### HOUSE PLANS ARE SHOWN EMPLOYEES

Blue print plans of the houses to be built by the Los Angeles Railway in the program of providing good homes for all employees have been given each division superintendent and may be seen at headquarters of other departments. In addition to the five divisions, copies of the plans may be inspected at the main shops, Fifty-fourth street, the Vernon Yards and at the Sixteenth street and San Pedro substation. Arrangements are being made for still another set for the substation operators.

With 289 applications for participation in the housing plan filed, 25 cases have already been handled, and in several of these the employees have already taken possession of the new home. In other cases the papers are going through escrow.

#### THINGS TO REMEMBER

- The value of time.
- The success of perseverance.
- The pleasure of working.
- The dignity of simplicity.
- The worth of character.
- The power of kindness.
- The influence of example.
- The obligation of duty.
- The wisdom of economy.
- The virtue of patience.

### NEW CURVE NEAR DIVISION FOUR

Work is to be started on special work at Pico street and Girard, giving a curve north to east. This will greatly facilitate the moving of cars in and out of Division Four.

The East First street line is being improved at present, and the Brooklyn avenue line between San Bonita and Bridge street is being reconstructed with 146-pound rail.

The electrical department has finished the installation of new feeder cable in the Vermont and Heliotrope district which will prevent delay from weak power.

### Outside Collector Speeds Up Loading

The plan of stationing collectors at busy corners during the peak loads to collect fares and admit passengers by the front end of the car is proving a big factor in speeding up travel through the downtown district. Still greater improvement may be expected when the public becomes more familiar with the new plan.

# Editorial Comment

## Sticking With The Job

“CONSIDER the postage stamp, my son, how it sticks to one thing till it gets there.”

Remember how grandpa used to spring that old one and then laugh a laugh that started somewhere near his back collar button? But it was pretty sound advice at that.

Veteran employes of the Los Angeles Railway take a pride in breaking in new men on the job, whether it be in the train service, the mechanical department or in the offices. In most cases the student derives more than the mere instruction, as usually he wants to know something about the company he is to work for and asks questions.

The fact that there are so many men who have been in some phase of street car service here up to and above a quarter of a century tells quite a story in itself. They were not under contract, but were at liberty to come and go as they saw fit. The natural tendency of a man is to do that which will be for his best interests and that is the reason of the number of veterans.

Many a veteran trainman makes it a point to tell his students, “Play fair with the company and the company will play fair with you and you have a job for life if you want it.” That answers a student’s questions.

Many of the operating department executives received that same advice when they “broke in.” The fact that so many executives were formerly trainmen is another indication of the benefit of sticking.

It is just as true in the street car business as in a bank or any other institution. There is always something better for the man who sticks and perseveres.

## Cheer Shines Thru Clouds of Sorrow

*William Fawcett, who was a popular member of the purchasing department and a member of the Los Angeles Railway Employes Cooperative Association, passes away September 23 after a long illness.*

Through the columns of Two Bells, I wish to extend my deep gratitude and heartfelt thanks to the Los Angeles Railway and the Cooperative Association of its employes for the brotherly love and kindness, also the financial aid, bestowed upon William Fawcett and family during his long illness, which terminated September 23.

Through their beneficence he was

able to receive all the care that medical science could give and his long illness in the hospital was daily cheered by visits from members of the Association and the gifts of fruit, flowers, etc., which kept alive the spark of hope and made a sick bed easy.

Later, when death was near, the pangs of parting were alleviated by the knowledge that these brothers had made it possible for his wife and little ones to receive his insurance and the Association would ever be their friend. I wish especially to thank Mr. Chas. Means for his many kindnesses to myself and husband.

Gratefully yours,

MRS. JULIA FAWCETT.

## DECLINES REWARD FOR DOING DUTY

For his efficient work in seeing that a hand bag lost by Mrs. M. McEwan of 411 West 76th street was returned to the lady, Motorman E. Farrall of Division 5 has received 25 credits from Supt. Morrison.

Motorman Farrall received a letter from Mrs. McEwan, and she tendered a cash reward, but the motorman assured her that what he did was in the spirit of neighborly kindness and along the lines of duty. Mrs. McEwan’s letter follows:

“I am sorry my salary does not permit a more generous token of my appreciation of your assistance in locating my bag. I only hope this little offer will be accepted in the spirit it is given.

“MRS. MARIE McEWAN.”

## DIV. 1 BOASTS OF CHAMPION BOXER

Editor “Two Bells.”

Sir: In regard to a little article in “Two Bells” last week referring to some of the boys at Div. 4 wishing to box. Now, I want to say right here, whether it’s Div. 4 or any other division, or the mechanical department or the office force, when it comes to the gloves you have got to step right down. Some of you boys may be all right when it comes to poems, limericks, handsome men, etc., etc., but when it comes to boxing, as I said before, bob down, please; duck the noble bean, for we have at Div. 1, get that, Div. 1, the one and only D. W. Tinsley, who challenges all comers, and let me whisper, he can sure use ‘em. Yes, and he stands six feet tall, so you fellows at Div. 4, or any other division, take heed, and make no hasty challenges. From one who knows.

Dear Editor: Kindly refrain from publishing my name, as Tinsley is a bigger fellow than I am.

## Motormen Trade Cigarettes for Key to Success

IT appears that a great number of our platform men at Division One are, with the coming of the cold weather, seriously contemplating applying for a job in the office, under our esteemed superintendent, Eddie Williams, and his flock of moving picture actors.

Such being the case, it appeared to us that a few pointers on “How to Do It” from an expert would be of great assistance to all prospective office fiends. We therefore approached Mr. Daniel Hanley.

He graciously invited us into his well appointed office, and after borrowing a cigarette and a match, delivered himself of the following: “To step from the road to a position in this office is indeed a terrific leap towards the pinnacle of success, and unfortunately can only be accomplished by men of extraordinary brain power and ability.” Here Mr. Hanley gently flicked several pieces of transfers out of his hair, borrowed another cigarette and resumed: “It would be well to bear in mind that the first thing absolutely necessary is mental poise.” (Mental poise is, apparently, the ability to talk a man out of laying off, with any excuse whatever, without turning a hair.)

“You must always be very careful of your personal appearance, which, of course, cannot fail to attract the attention of the superintendent.”

We could not help but notice the natty attire of the gentlemen of the office as they bent industriously over sundry newspapers or reclined gracefully under their respective desks, and we took the opportunity to make a mental note of their dress. The following is apparently the most favored and correct style: Coat off. Vest unbuttoned, and adorned with a huge watch chain, from which is suspended a miniature transfer pad or controller handle. A cap cocked rakishly over one ear is the favorite headpiece, and is worn with becoming effect. It is never removed, it seems, except to allow the wearer to scratch his head, generally with a pencil.

Owing to the lateness of the hour, and to the fact that Mr. Hanley showed signs of desiring another smoke, we thanked him for his interview, and took our departure.

H. E. MEASON,  
G. L. KER,

Motormen, Division No. 1.

## DANCE OFFERS A DRINK IN CELLAR

With the fall and winter season at hand, the monthly dances for Los Angeles Railway employes will arouse a new interest. Special arrangements are being made by Charlie Means to have the dance next Saturday a specially good one. Recreation Hall, near Division Four, will be ready to accommodate a large and happy crowd of the Los Angeles Railway family. Dandy music is assured and feature dance numbers will contribute to the general good time.

Just between us folks there will be something to drink in the cellar. Down under the stage there will be a couple of gents in the white aprons that we used to know.

# MISTAKES ON TRANSFERS REDUCED

BY R. R. SMITH  
Chief Instructor

The special attention paid for the past few weeks to the proper issuing and receiving of transfers has produced such a marked improvement in the handling of transfers that the number of daily reports of cases of improperly punched transfers has decreased 75 per cent.

We now find that a large number of conductors who belonged to the “can’t” class are now in the “can” section, and more are falling into line each day. A large number of men who insisted that they could not punch the direction on each transfer are now finding that they can punch all transfers properly, even during the hours designated as emergency hours.

I wish, however, to call special attention to the following points which are still the cause of numerous reports coming in:

### Turn In Transfers

1. Too many men are punching more transfers “emergency” on certain trips than are needed, and then punch them emergency on the return trip, and changing the time in order to avoid wasting the transfers. This should never be done. It is not necessary to punch too many in the first place, but should this happen the transfers should be turned in unused.

2. With transfers punched “emergency,” or so as to show the direction, there is no reason under the present rules for putting a punch mark through the line reading “Out Trip” or “In Trip,” as a transfer so punched does not show whether it is good in the A. M. or P. M.

A transfer properly punched will have a direction letter punched out on the proper trip, which will then show in what direction it is good, and whether the time punched is A. M. or P. M. A transfer to care for an unusual load should have a punch mark in the center of the transfer opposite the A. M. or P. M. direction letters on the proper trip. This simply makes the transfer good at all transfer points shown on the reverse of the transfer, and within the time punched, regardless of direction.

### Must Show Time

3. A transfer issued for use in the A. M. of the following day should have the direction letter punched out on the proper trip, and in the light face or A. M. line, but the time should be punched on the hour shown at the bottom of the transfer for A. M. of the following day instead of punching the time in the usual place.

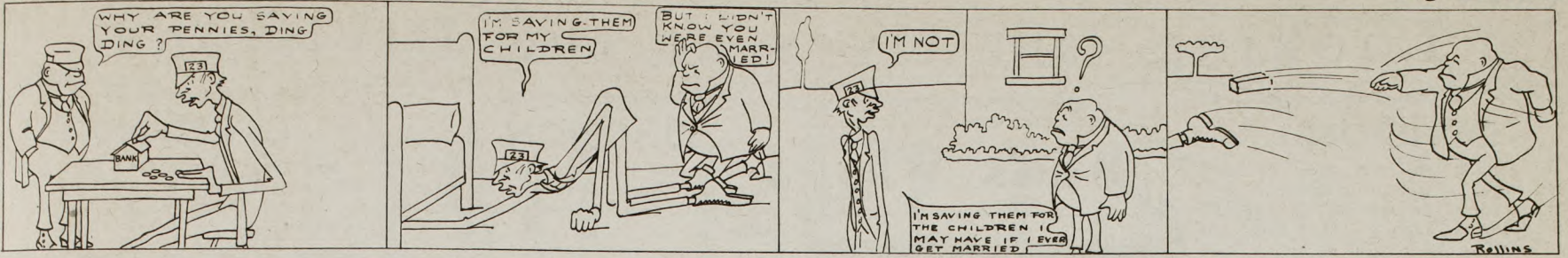
Now, just a word about the receiving end. The man who takes transfers without examining them to see whether they are of wrong dates, time expired, etc., is permitting misuse of the transfer privilege, which is costing the company a vast amount of money, and which is just as wrong as to permit the passenger to board the car and ride without paying fare. The conductors who fail to question the passengers’ use of the transfers can be divided into two classes:

First, those that say they cannot examine each transfer. This class will show just as much improvement as did the same class on the issuing end of the work.

Second, the men who will take anything presented rather than have an altercation with a passenger.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

Bouquet for Conductor K. M. Parker of Division 4. The head under badge 2014 is alive to opportunities for better service and that means a good Christmas bonus.

Los Angeles Railway Co. Gentlemen:

I was on a West First car the other afternoon and a conductor whose number was 2014 was very courteous and obliging in helping me find the street I wanted. Yours truly,

C. S. HADLEY,

3542 West Thirty-seventh Street.

Help to a little crippled boy is a praiseworthy act. In this case a passenger was so impressed that he wrote a nice letter praising Conductor T. R. Williams of Division 2.

Los Angeles Railway. Gentlemen:

This evening when the Fifty-fourth Street car, No. 894, on which I was riding, stopped at Vernon Avenue, the conductor, No. 166, came to the rear end of the car, picked up a boy, nine or ten years old, who was lame and with crutches, and carried him to the car door and out onto the street, where he sat him down carefully.

I think this conductor deserves appreciation of his helpfulness. No noticeable delay was caused by his action, which took but a moment.

Yours truly,

GEO. C. DAVENPORT, JR.

1430 West Fifty-second Street.

Motorman A. Burnett of Division 2 saved the lives of four persons in a carelessly driven automobile, according to this letter. He is praised for his efficient work.

Los Angeles Railway. Gentlemen:

Before leaving today for the East, permit me to call your attention to a little but serious thing that happened in your city yesterday.

I was on car 312, Maple Avenue, with Motorman No. 433, at about 1:45 p. m. Was going at a moderate rate of speed, with fair load of passengers. On reaching crossing at Thirty-second and Maple, without warning an auto loaded with Japs ran in front of the street car, and the engine went dead on the tracks. As the street car was less than half a length away, it was necessary for the motorman to act quick, which he did, bringing the car to a stop (without giving any passenger a jar) about six inches before reaching the auto, saving the lives of four Japs.

I think if all motormen had their cars in control as this man had, there would perhaps be less cause for complaint. I was sitting in a front seat, so saw what happened.

Respectfully yours,

H. R. ROBINSON.

Pomona, Calif.

Motorman W. W. Yates of Division Three carried two little children from the car to the curb and won the praise of a crippled mother and made her a booster for the Los Angeles Railway and all employees.

Los Angeles Railway Co. Gentlemen:

I wish to thank the motorman with cap No. 1959, as he was so kind to me Saturday at about 4 p. m. This motorman carried my two children across the street at Tenth and Broadway, as I am a cripple.

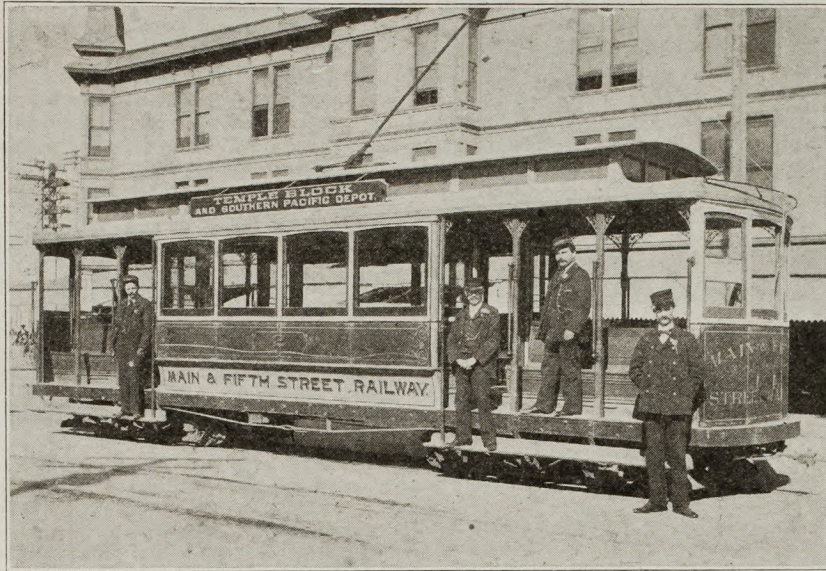
I want to let him know that it was indeed kind of him, and a man like this one is a credit to your company.

Please thank him for me.

Sincerely yours,

MRS. AMY CLARK.

LAST WORD 18 YEARS AGO



Old Style Car Recalls Many Stories to Vetran Employees

In the days of the low-back car or thereabouts, say eighteen years ago off-hand, the car shown above was the last word in street car construction. The picture is the property of Conductor S. F. Sutherland of Division 2.

On the right hand side of the picture, standing on the street, is Al Crank, former chief instructor, who is remembered by many of the old-timers. The gentleman next to Al we do not have the pleasure of know-

ing, but the next trainman is Conductor Sutherland with the flower in his coat and the pleasant smile. The smile still goes with Conductor Sutherland.

The car was operated on the old Blue Line, between the Temple Block and the Southern Pacific depot. The picture will recall many incidents of street car operation in the days when Los Angeles was a comparatively small town.

USED TRANSFERS TO BE TURNED IN TO CLERKS

(Continued from Page 1, Col. 1)

loped and handed to the division clerk when reporting at division.

The main point is that THEY MUST BE TURNED IN. We want to make this point very plain: That all transfers, whether received from passengers or punched by conductor and not handed to passengers, must be returned to division by conductor.

Cause for Demerits

Hereafter when transfers are found in the waste boxes at the terminals, or in other places, it will be evidence that the rule has been disobeyed. We don't believe very many conductors will forget the rule or fail to observe it. We hope none of the conductors will, for it will mean that, much as it goes against the grain, it will be necessary to charge their record with demerits.

MORE TRUTH THAN POETRY

Has some savage, uninstructed tribe from Watts' wild retreats, Got jobs as cons and motormen, and demolished all our seats? Or has some wild and wooly bunch, with nothing else to eat, Devoured all our stools for lunch, and thought it quite a treat? When I go to change my sign, and

The easy thing to do in this case is the right thing to do—to follow the rule to the letter. It takes no more time to do the right thing than it does to do it wrong.

Help to Company and Men

If all conductors knew what this meant to the company in the way of actual saving of money, which money is sadly needed to enable the company to improve its service and to make the relationship between the trainmen and the passengers on the car more pleasant and agreeable, they would vote unanimously to observe this rule to the letter.

It is one of the simplest and plainest rules that could be thought of, one of the easiest to obey, but one of the most important at this time. Knowing this, I believe every conductor will live up to the rule to the letter.

try to obey the rule, Some guy will walk around my car and swipe away my stool. With the plan of Brother Breckenridge put into use, We'll find the stools of numbers one and ten stored in some old caboose.

MOTORMAN G. W. HOECK, Div. No. 4.

On The Back End (Contributed)

Is it a carrier pigeon that carries away our stools or is it a stool pigeon who is responsible for the same? CONDUCTOR 986.

A colored lady boarded a West Jefferson and Huntington Park car, approached Conductor C. W. Davis and asked him to tell her when the car reached Normandie.

C. W., being an obliging kind of chap, upon reaching the street, called out, "Normandie, ma'am."

The colored lady replied: "Well, stop at Brighton, please."

If you meet a motorman with a smile and hearing a tap on the gong as you pass (meaning Howdy), that's me. MOTORMAN 893.

Say, boys, I notice Mr. R. W. Reid is working a Hooper run and trying his best to win a girl, but how can it be? He said he was going to operate a safety car on Griffith and Griffin.

A CONDUCTOR, DIV. 3.

Polite conductor (in Japan) what he'll say when he wants the fare: "Your most honorable excellencies and most august ones, I hope you will pardon this creature of mud for having been born into this world to ask your most augustly blessed ticket, after which I beg you will honorably deign to grind and crush me, being but a snail of the soil beneath your kindly sandals."

C. F. STEINER, Div. 1.

It was the first vaudeville performance the old colored lady had ever seen, and she was particularly excited over the marvelous feats of the magician. But when he covered a newspaper with a heavy flannel cloth and read the print through it she grew a little nervous. He then doubled the cloth and again read the letters accurately. This was more than she could stand, and rising in her seat, said: "Oh, Laudy, I'm going home. This ain't no place for a lady in a thin dress."—Forcer Draft.

Using judgment when to make such a stop as is mentioned in this letter is a part of a trainman's duty and offers an opportunity for special courtesy. Conductor F. E. Beverly of Division 5 receives this bouquet:

Los Angeles Railway Company. Gentlemen:

I wish to state my appreciation in regards to a conductor on the Central Avenue line. His hat was marked No. 1530. We were going to the Southern Pacific Station and if it hadn't been for him we would have missed the train.

We were coming out of our house at Thirty-third and Thirty-second, with our hands full of suit cases, and we missed the car, but they stopped for us in the middle of the block, and the conductor got off and lifted our suit cases on the car.

I don't know if you pay any attention to these remarks, but I do know that you should, for if there were more like him, especially on the West Jefferson line, we couldn't have any kick coming.

Hoping you will appreciate this as I did, I remain,

Yours respectfully,

MRS. REYNOLDS.

Gen. Del., Lancaster, Calif.

# Looking 'em Over at the Divisions

## DIVISION 1

Conductor No. 2224 called it hard luck when a colored gentleman trying to board his moving car at 7th and Figueroa streets with a sack full of kindling wood and a heavy suit case, fell against the controller and swallowed the only nickel he had to pay his fare with.

It is understood that Bill Neighbors was stalled after dark with a B. O. headlight, and Bill has been with the Company 30 years.

Conductor A. F. Steiner drags this one: On one of his trips on his run he spotted something that looked like a dollar bill on the floor. But a passenger, who spotted it about the same time, beat him to it. A. F. says he didn't have enough Home Brew.

Conductor D. W. Wood (solid wood) caused the office a lot of trouble a day or so ago, when he took San Pedro and Western transfers to use on his Indiana Street Flyer. D. W. pulled out and got on to Indiana Street; when he saw that he ought to have more transfers than what he had, he found that he had the wrong transfers. In the meantime the office thought D. W. forgot to pull his flyer out. Then they started to fill his run.

## DIVISION 2

Things were moving fast and furious for Division Two, trainmen going and coming and talking and singing, but Clerk A. M. Emerson kept good natured and smiling throughout. When he is otherwise it may be taken as an indication that the end of all things is near.

Motorman J. P. Kennealy suggests to trainmen that in lowering the fenders they should be careful not to drop the full length as that often breaks the chains and causes a lot of tinkering and sometimes cussing, and always a loss of time.

Conductor W. J. Fox tells of a woman who boarded a car at Reed street on Brooklyn avenue and asked for a transfer. "I said, 'Which direction please?'" Fox relates.

She replied: "Why do you ask? Some other conductors just hand the transfer right out."

Motorman Gunner says he is an "ex-cop from Blighty" and apparently used to doing the "over the wall" jump. The other day a B.O. car at Seventh and Spring with no step and gate locked looked quite like a private car, but Motorman Gunner was eager to travel and did the "over the wall" leap with the number elevens, and there you are.

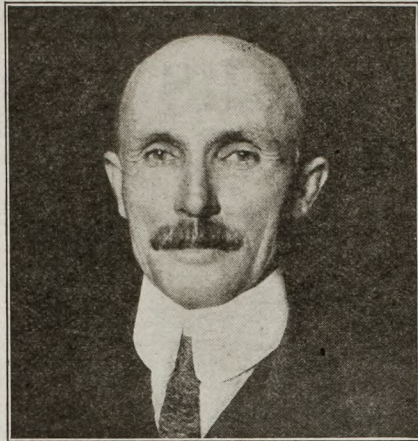
## Safety Their Creed

A Dodge car and a Chevrolet  
Were out for exercise,  
They met some safety one-man cars,  
Now for a great surprise!  
They hit the safety cars in the middle,  
And hit them good and square—  
What happened to the auto cars?  
Did it make the chauffeurs swear?  
The safety cars went on their way,  
Not even in need of repair;  
The broken and battered auto cars  
Were left in the repair man's care.  
Built of steel, they're mighty strong:  
Safety is their creed.  
They have come to fill a want,  
A twentieth century need.

### MORAL

Don't kick an innocent looking hat—  
it might contain a brick.  
G. W. HOECK,  
Div. No. 4.

## Who's Who



SUPT. P. C. McNAUGHTON of Division Three says that Charlie Merrill is Irish, but a good fellow just the same. Of course, the Superintendent is a Scotchman, so we'll disregard his comment and introduce Switchman C. W. Merrill of Division Three to you on our own ideas.

From about the greenest country boy that ever started the street car game to an authority on streets and car routes has been the record of Mr. Merrill. He prides himself on having only had two jobs. One was on a farm in Orange county and the other with the Los Angeles Railway.

When he was employed as a trainman 24 years ago he started to study the city. The result was that in a comparatively short time he published a street guide which showed the old-timers how to get around. He began on the Maple avenue line when it ran from the Temple block to Thirty-second street out of Division One. There was only one track out of the car house and a car had to be run on a big table, then pushed over to the track and started on its way.

He went to Division Three when it was opened and worked as extra switchman. Later he returned to the car service, but recently has been switching again. During the absence of Arthur Walker, who sustained a broken arm cranking an auto, Mr. Merrill has been boss switchman.

Mr. Merrill lives at 3420 Elethea street with his wife and two children. He has a girl 14 years old and a boy of 11 years.

## Introducing: New Men of The Week

The following men have been assigned to divisions during the week ending October 16, 1920:

### DIVISION 1

Motormen: L. J. Riddle, D. M. Ramsdill, W. J. Harris, F. Kohlman.  
Conductors: C. M. Selman, J. L. Harrington.

### DIVISION 2

Motormen: S. T. Millard, P. E. Wilkins.  
Conductors: W. A. Helse, J. L. Deuell.

### DIVISION 3

Conductor: C. G. Stuben.

### DIVISION 4

Motormen: F. M. Gibbs, C. Taylor, T. P. Chauvin, M. J. De Mary, W. M. Gilbert, D. J. Daly.

Conductors: R. E. Wilde, G. A. Jahn, L. R. Butcher, C. E. England.

### DIVISION 5

Motormen: A. H. Warren, R. B. Robinson.

Conductors: M. O. Butcher, C. H. Llewellyn.

## DIVISION 3

Conductor P. J. Bauman has taken a 60-day leave of absence to attend school and thereby increase his knowledge.

Harry Tupper, our genial Yiddish conductor, when he wants off springs it thuly: "I must get off as I am High Guard at the outside door of our lodge and unless I am there the lodge could not function." So rather than wreck the institution Harry gets off.

We heard that Motorman Glen Chapman, he of the eagle eye, was seen parading in a barrel the other day, the cause thereof being a visit to his apartments of a burglar. We saw him yesterday with a shot gun. He was after ducks, and believe me he got quite a string, at the same time having his eye peeled for Mr. Burglar.

Motorman Sam Buger had the pleasure of being the lone customer in the Trolley Restaurant the other night when it was held up. Sam says his temperature changed from zero to red hot every minute. Mr. Bandit looked him over, grabbed \$25 cafe money and beat it, and Sam called for "a cup of black, and make it strong."

Motorman L.M. Covington is having a house built. He just got the floor laid but no roof on when the rain came. Someone told us he was up all night chasing up and down the floor with an umbrella trying to keep the floors dry. Anyway, he missed out next morning.

Motorman Tom Canning has 90 days off, during which he will take the rest cure.

Motorman "Fat" Volkens says that it's not necessary to be bulky to be a good motorman, and Motorman Slim Weaver says, Amen, yea, verily.

We are pleased to see Motorman Emile Meyers looking so well these days. We understand he is enjoying considerable home cooking just now. Our advice is to kidnap the cook. Oh, you Emile.

Motorman A. L. Trout, who had a serious fall-out with his motorcycle some months ago, is back on the job again. He has been given permission to work on the front end for a while on account of his leg, which was broken in four places, still being very weak.

Motorman Charlie Aldridge has received offers from several film companies for the services of his baby in pictures. The baby must take after its mother.

Yes, sir, Charley Doty missed out, and say, it would bring tears to your eyes to hear him explain this matter. Poor old alarm clock, you have our sympathy.

We regret to report the death of the wife of Motorman L. O'Hara, who passed away last week at the San Diego Sanitarium at San Diego. The deceased lady never fully recovered from an attack of the flu, which she contracted during the epidemic two years ago. We extend to Motorman O'Hara and family our sincere sympathy in his great bereavement.

The shake-up on the Griffin Safety car line came off on schedule all O.K. all the old operators retaining runs on the line with the exception of L. O. Murch and S. Rangel. The general choice will be over before the issue of this Two Bells and the Garvanza and Washington line will be first choice.

## DIVISION 4

Motorman H. Beavers has left for Douglas, Arizona, on a ten-day leave to attend to some very important business.

Here is one on Division Five: Motorman R. C. Lindsey of our division, who happens to be thirty-three on the list here, was about to make a trade with "Looney" Wall of Division Five. Motorman Wall holds tenth place and has the seventh choice over in his division. Lindsey figured it was a bargain until he went over to Division Five and looked over the runs. Then he came back and said, "I can do better right here in thirty-third place than over there in seventh."

We notice that Motorman E. B. Valentine missed out the other day on account of a B. O. clock. Better get it fixed right away, Valentine. You know it would be a shame to spoil that wonderful record you are making through courtesy and efficiency.

Conductor C. J. Knittle is on the sick list suffering with a big jaw due to some dental work he had done about a week ago.

Motorman J. F. Edison is on a 30-day leave to rest up and recover from ill health. It hardly seems possible that J. F. is going to be away from us that long at one time, but it must be true because the application says so and we also find his name on the sick list.

Motorman A. J. Lange is on the look-out for the fellow who took his private stool "with feather cushion tuck on top." We sympathize with you, A. J. Maybe the ouija board might tell you who has it. The culprit certainly must have known that it was private "property."

The following men of our division are on the sick list: Motorman A. O. Swoboda, G. R. McColgan, H. U. Appel, and Conductor M. D. Graham. Also the two aforementioned.

Now that the shake-up is over the boys of this division are anxiously waiting for Nov. 1 to come along, when they will take up their new runs. Much interest and excitement was in the air here last Tuesday evening. One of the interesting things about the shake-up was that it developed that about thirty of the boys were after run 456, West Jefferson, and about ten or twelve were after the LaSalle shuttle.

## DIVISION 5

Motorman A. J. Spohn has returned from a trip to the mountains, where he expected to do some big hunting, but owing to hard luck and ptomaine poisoning had to return home without the game.

Conductor F. E. Beverly has returned from a trip in the East and is now back on the cars.

Conductor O. S. Nyhart is taking a few days off to rest up.

Motorman D. S. Galloway is leaving the service to take up duties out of town.

### RECOGNITION OF EFFICIENT SERVICES

The man at the head of your concern sees more and knows more of your ability and your service than you give him credit for. Business men aren't throwing bouquets at their help. Silly women do that when a "pretty" matinee idol sings a sentimental song. You're in a different business—you're in business and you're working for hard-headed business people that have a different way of showing appreciation. It comes in the envelope. It comes when you're told to "take charge" and it comes, too, with mighty little flourish.—W. E. Sweeney.