



# L. A. RAILWAY STARTS HOME BUILDING PLAN

## AHEAD OF TIME CARS UPSET SCHEDULES

By GEORGE BAKER ANDERSON  
Manager of Service

Not long ago the attention of all trainmen was directed to the necessity of observing the rule against running ahead of time. The observance of this rule to the letter is necessary to proper operation of the cars as the Los Angeles Railway schedules made at headquarters are so arranged that cars on the various lines will be operated as nearly in accordance with the necessities of traveling as repeated careful checks indicate. When a man operates his car a minute or a minute and a half ahead of time, he is liable to cause overloads on one car and underloads on another car and a break in time which will result in unnecessary inconvenience to the traveling public.

### Supervisors to Help

Supervisors are given instruction to make every effort to prevent this practice. They are instructed to take the matter up personally with the trainman who is found to be running ahead of time and not report such trainman to the division superintendent for discipline if the trainman voluntarily ceases this bad practice. There comes a time, however, when a supervisor finds it necessary to present the matter to the division superintendent and the latter finds it necessary to impose demerits for the infraction of this rule.

### Rule No. 6 Cited

In this connection the attention of all trainmen is directed to rule No. 6 of the Operating Rules, which reads as follows:

*"The master clock will be the clock in the Dispatcher's office. Division Superintendents and Supervisors will regulate their time by the master clock. Trainmen will see that their watches indicate the time shown by the clocks at their respective division"*

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## Swinging Doors and Memories Find An Abiding Place

SWINGING doors and the memories they hold will have one abiding place despite the cold shoulder they have received from the cruel world in the years A. D. (awfully dry).

The swinging doors, or to be more exact, the folding doors are being installed on 37 cars operated on the Eagle Rock and Hawthorne line. The sliding gates are being removed at the shops and the wood doors with glass windows are being substituted.

With the chilly nights a little nearer and the winds curling around the hills of Inglewood giving a forceful reminder, the additional convenience to trainmen and passengers was ordered.

## Griffith-Griffin Line is Next to Get Safety Cars

The Griffith and Griffin run is the next in line for safety car service. A maximum of 17 cars handles the traffic on the line at present, but there will be 24 safety cars in service, thus giving faster headway. The increased number of cars is expected to result in much better handling of the travel and less crowding of cars.

The safety cars have the same seating capacity as the type of cars they will replace on that line. New schedules are being compiled and instructors are making preparations by training operators. A car was placed on the run last week under the direction of an instructor and startled some of the natives as it ran along Spring street doing a regular business.

The choice of runs will be held according to seniority lists at Divisions 2 and 3 and will be open to trainmen over the age of 25 years.

## \$150,000 Ready to Build House

In the most extensive move for the welfare of employes in the history of the Los Angeles Railway, Mr. George J. Kuhrts, general manager, announces that a plan is being worked out for financing the construction and purchase of homes to meet the acute shortage of houses in this city.

The home building fund will be \$150,000, according to the present plan and will be revolving. In this way, when a loan is made to an employe and he pays back in some form of small installments, the money will go into the fund from which it started and be used for building or purchasing other homes for other employes. This is the general plan under discussion by officials of the Los Angeles Railway.

As stated in the bulletin, details of the home building program will be announced in next week's Two Bells.

The need for some big and substantial help to let employes establish homes has been apparent for some time. With the growth of the Los Angeles Railway in the divisions and the mechanical department, the demand for houses near the divisions or shops has increased. Cases have been reported in which the indications have been that the landlord has taken advantage of the condition to the discomfort of Los Angeles Railway men.

Now a plan is being worked out whereby this situation can be met in a way to let employes build or buy homes without feeling the weight of a heavy financial burden.

Be sure and watch for Two Bells next Monday.

## EIGHT PRIZES PUT UP IN CONTEST

HERE we have another prize contest and it will not involve poetry.

Poets are wonderful things at that. If it was not for some of them we wouldn't have had a lot of the ancient traditions handed down to us and we wouldn't have had to study them in school. However, this contest concerns just plain words describing a funny incident.

Two Bells will give five dollars for the best funny story about some phase of street car life. There will be other prizes of three dollars for second, two dollars for third and the five next best will receive one dollar each. That gives a little more chance for some of the money than did the recent limerick content on the Merit System.

### Contest Wide Open

The Funny Story contest is open to all trainmen and mechanical department employes of the Los Angeles Railway. There are hundreds of funny stories about street car life at the divisions and in the shops that could take the five dollar prize but you only need one of them to win.

The rules are that the story must keep away from poetry this time, it

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## Stop Signs Placed at Steam Ry. Tracks

An additional safeguard against accidents at steam line railroad crossings has been given by the installation of cast iron "Stop" signs in the pavement both sides of the crossing. The plates are set far enough back from the railroad tracks that if the motorman stops his car with the sign visible, there will be no danger of the gates striking the car.

# Editorial Comment

## Let Passengers Help You

THE A-Z-U-R-I-D-E boxes on the cars MUST be used only for material placed there by the public relations department of the Los Angeles Railway. A-Z-U-R-I-D-E is published from time to time to acquaint car riders with conditions of street car service, to explain what appear to be shortcomings and to show car riders how they can help service. If we can induce them to move up in the car it will be a big help to conductors, and if we can explain matters that otherwise might cause "kicks" to trainmen, then work will be made easier.

Copies of A-Z-U-R-I-D-E were placed on the cars last week and the sign on the box invited car riders to "take one." If trainmen put transfer pads and envelopes there, the car riders will either take copies of A-Z-U-R-I-D-E and your supplies, too, or leave the A-Z-U-R-I-D-E, which is intended largely to show car riders how they can co-operate in making service better and helping you. Transfer boxes are for the use of supplies.

Warnings have been given on misuse of these boxes and from now on violation will be cause for discipline.

## Your Help Means Success

TWO BELLS invites suggestions for betterment of service from all employes of the Los Angeles Railway. In helping yourself you help others, and that is our spirit. Many good suggestions have been received by the editor and many credits have been given for such suggestions by the manager of service. Even if the suggestion is only applicable to one line or one car, it is welcome.

Two Bells aims to cover all news of the Los Angeles Railway employes throughout the week. Every day you see or hear of something of interest. No matter how small the news item of funny incident may be, send it in, then we can all enjoy it and you will feel a little better. You will have the satisfaction of knowing you helped.

## KEEP CAR ON SCHEDULE

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points. They will be held responsible for carrying the correct time."

Some motormen, whose attention has been directed to a violation of this rule, have fallen back on the time-honored excuse that their watches were not keeping proper time or that the supervisor's watch might be off. The supervisors are expected to keep their watches exactly or nearly exactly on time. A supervisor's watch ordinarily will not vary more than four or five seconds from the correct time. Under rule No. 6 trainmen must see that their watches indicate the time shown by the clocks at their divisions.

### Division Clocks Guide

If a trainman finds upon starting out upon his run that his watch is fifteen minutes slow or fifteen minutes fast he should take this fact into consideration in reckoning his time point. He may reckon as he pleases, but he understands that he is held responsible for knowing the correct time. He is to assume that the supervisor who calls his attention to his failure to comply with the rule carries the correct time, and that the supervisor will not warn him that he is running ahead of time unless the supervisor's watch says that he is running ahead of time.

### Must Check Watches

Trainmen must not attempt to take refuge behind a declaration that there is a difference in time between their watches and those of supervisors. It

is up to them to know how fast or how slow their watches may be if their watches are not on time, and regulate their movements accordingly.

Rule No. 7 is plain on this point. It provides that "cars must leave terminals on time, and MUST NOT BE OPERATED AHEAD OF TIME." This rule is to be enforced. Excuses will not go. Term of service will not excuse a man. Complete ignorance of the rule will not excuse a man.

The demerits to be charged against a man are accumulated. This means that every time a man violates this rule he is given additional demerits.

### Violators Are Few

Investigation shows that the number of men who habitually run ahead of time is relatively small. I believe the proportion will become smaller when these men realize that every time they run ahead of time they make proper operation of some other man's car more difficult. A difference of a minute or a minute and a half at a time point at certain hours of the day may mean that a car operated by some other crew will be jammed long before the point of the usual maximum load, when, if the offending motorman had adhered to the schedule, the car would have finished up the trip with a record of having carried the normal load for that hour.

WATCH YOUR WATCHES!

## Dark Mystery of Chicken--Hunting Catfish Exposed

Editor Two Bells:

As fish stories seem to be the order of the day, I am enclosing a true one of early days on old Missouri.

Yours truly,

Conductor IRA E. GOTT,

Division 3.

(With L. A. Ry. since April 6, 1901.)

### "The Mystery of the Little Blue"

In an early day, my grandfather settled on The Little Blue near where it empties into the muddy waters of the Missouri. This was a beautiful region of wooded hills and swift flowing streams, that was afterwards made famous by the exploits of the James Boys.

My grandfather kept a small flock of chickens, to supply the "Ham-ar" which was much esteemed, even, in those days. The chickens kept mysteriously disappearing and in spite of the traps set for the thief, the flock dwindled until only one old hen remained.

My grandfather arose early one morning, and with his trusty rifle in his hand hid in the limb of a shell bark hickory tree that stood close to the running stream. He had not long to wait until there was a ripple in the water and an enormous Channel Catfish with a worm in its mouth, slowly flopped its way out on the banks and laid the worm down; then concealing itself behind a clump of bushes, it made a clucking noise, like a rooster does when it has found a dainty morsel for its flock. The old hen hearing as she imagined, the call of her mate, came running to pick up the worm. As she passed the clump of bushes, the Channel Cat with wide extended jaws leaped towards her, but as he leaped a rifle shot ran out in the crisp morning air; and the career of the chicken catching fish was ended. The mystery of "The Little Blue" was solved.

## FUNNY STORIES TO WIN MONEY

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must be brief, 100 words is the outside limit, the stories must be of the good laughable kind that are funny in themselves and do not merely make fun of a race or nationality.

### Will Run Two Weeks

The contest will run through two weeks, closing at midnight September 18. Send in your entry through the company mail as soon as possible in an envelope addressed to Funny Story Contest Editor, Two Bells. Be sure and address the envelope as directed or your entry may be confused among other matters for Two Bells and cause you to lose a prize. Write plainly and sign your name plainly with your division or department.

### Go After the Prize

Something a passenger said, something one trainman said to another or some funny incident that you saw or heard in the mechanical department may win the prize, but humor is everywhere you look for it and a street car company is by no means an exception. This contest gives you a considerable latitude, so go after some of that prize money. Pick out your best story as you will have plenty of opposition to make it lively.

## MEETINGS SET FOR SAFETY COUNCILS

The second meeting of division safety committees will be held this week. Five sessions will be held Tuesday, Wednesday and Thursday, September 7, 8 and 9, to follow up the general work launched recently. The schedule for the meetings is as follows:

- Division 3, 10:00 a. m. Tuesday.
- Division 1, 10:00 a. m. Wednesday.
- Division 4, 1:30 p. m. Wednesday.
- Division 2, 10:00 a. m. Thursday.
- Division 5, 1:00 p. m. Thursday.

Members of the safety committees who represent trainmen will be on hand and a further consideration of accident-prevention ideas will be in order, according to H. K. Visscher of the Safety Bureau. The Safety Bureau is now established in Room 710 of the Pacific Electric building with equipment necessary for keeping safety records of trainmen and other necessary data.

The announcement that monthly accident charts will be posted at divisions has aroused considerable interest as it will be the means of showing trainmen how the records stand as compared with the past month and the past quarter.

Announcement of members for the various safety committees in the mechanical department will be made soon.

## FOOD SALE WILL CUT HIGH PRICES

Arrangements have been made by the Los Angeles Railway whereby employes may share in purchasing a carload of government food supplies at reduced prices, which will give an effective jolt to the famous H. C. of L.

While it will be impossible to quote exact prices until the goods arrive the latter part of the month and the freight and incidental expense can be determined, the maximum price of the bacon will be \$2.90 per 12-pound can, 19 cents per pound can for the roast beef and approximately 25 cents per pound for the corned beef.

The Los Angeles Railway is financing the purchase of the supplies, which will involve about \$7,000.

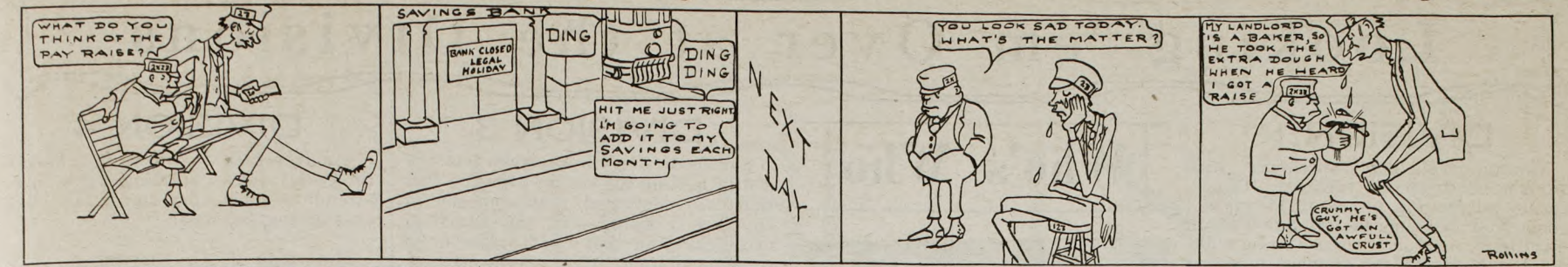
Trainmen may arrange for supply through their division superintendent. Mr. Hamilton and Mr. Orton will look after the mechanical department and Mr. F. Van Vranken, general superintendent, will be in charge for the main offices.

In connection with the wholesale buying idea, Conductor C. F. Wood Division 3, has suggested to the editor of Two Bells that the plan be extended. He advocates a cooperative buying scheme whereby a ton or more of potatoes or tomatoes be purchased direct from the producers after arrangements have been made at divisions or departments for the quantity required. He is confident the supply

\* \* \* \* \*  
 \* **MOTORMAN'S STOOL HAS** \*  
 \* **ALL COMFORTS OF HOME** \*  
 \* \* \* \* \*  
 \* Except that it does not have an ice \*  
 \* box and a phonograph, the combination \*  
 \* stool invented by Motorman R. W. Steelow \*  
 \* of Division One is a dandy. All motor- \*  
 \* men are invited to see it, as it contains \*  
 \* a lunch box, bottles for hot tea or coffee. \*  
 \* Opened up, it is a card table to eat lunch \*  
 \* on or to play a game on your lay-over \*  
 \* time. \*  
 \* When closed up it looks like a vault \*  
 \* and answers the purpose of a motorman's \*  
 \* stool. \*  
 \* Weight, 60 pounds. \*  
 \* \* \* \* \*

Conductor Ding and Motorman Ding Ding

By Rollins



**Bouquets And Things**  
(Hand Picked)

Conductor W. A. Brothers of Division 3 receives this fine boquet.  
L. A. Railway Co.  
Dear Sirs:

This morning while riding on a Griffith Avenue car I lost my pocket book. Much distressed I called your Lost and Found office but was told to wait until later, as the car crews changed at such and such a time.  
To make a long story shorter, M. A. Brothers, No. 486, found and brought the purse to me within two hours of my loss. I have already thanked Mr. Brothers but I think such honesty needs more praise, and you are the next party in concern.  
I also wish you to thank Mr. Brothers once again for his very very kind deed.  
Yours and oblige,  
MRS. C. G. PFISTERER.

You know the joys of telling passengers what is up when you are on a pull-in car. When a conductor can handle that job and make his courtesy such as to attract commendation as this letter shows, we must remark he is a dandy. Conductor George B. Newberry of Division 1 graces number 2440.

Superintendent of L. A. Railway Co.,  
Los Angeles, Calif.  
Dear Sir:  
The writer uses the 8:30 car, on the Maple Avenue line, each morning at 30th Street, and I wish to mention to you the conductor running on that car whose number is 2440.  
I have watched him day after day, and cannot resist mentioning that he is one of the most courteous men I have ever seen in his line of work.  
Each morning he calls out within a block of Seventh and Spring, only to anyone who wishes to board, and then when the car turns up Spring street and some people, who never look at signs, call this conductor down, for "not telling"; he smiles his usual smile, and never says a word, he is polite in answering questions, and I find that two-thirds of the people say "Good morning" to him.  
There is no special reason for me writing you of the many gentel things I see this conductor 2440 doing other than that I always wish to let it be known, when I see anyone doing their work as it should be done, for the time is past when one goes out of their way to be even civil, much less unusual.  
Yours truly,  
MARJORIE ROBINSON.

Conductor G. B. Graham, No. 2686, who works a Temple street run out of Division 4 is complimented by the auditing department for his special efforts in keeping trip sheets neat and correct. Conductor Graham even goes to the trouble of using a typewriter to make the figures plain and in line. This is very good but the typewriting is not required and facilities could not be provided for all conductors. Clear and correct figures on trip sheets bring more joy to the auditing department than pay day.

**GOOD TIME AT DANCE**  
Did you have a good time at the company dance in Recreation Hall August 28?  
You did if you were there, because glooms are stopped at the door. The monthly dance is held on the last Saturday and is started with a professional vaudeville number from the Hippodrome theater. All employes or their friends are invited. The next will be held September 25.

Motorman R. W. Sampson, of Division 5, is bossing Conductor Ding and Motorman Ding Ding this week. It was his suggestion that they put on the stunt you see here. They crave action so send the editor of Two Bells your suggestion for them to act. Any funny incident, true or imaginary on the cars, at the divisions or in the shops will be suitable for them.

**On The Back End**  
(Contributed)

Conductor G. A. Gowenstein suggests that the use of profanity would be greatly reduced if trainmen were supplied with an oil can for use on the seats.  
(Someone forgot his chewing gum? —Editor)

Slattery and Burns (the two Greeks) on the Maple, Western and San Pedro Owl claim it is no trouble to make the time points if you load the passengers on the rear and unload them at the front.

Ring up the good news in Two Bells. Motorman Herbert L. Edwards of Division 3 is the proud pa of a seven-pound baby girl who came into the world at the Private Home Hospital, 630 So. Sichel Street, with Dr. M. Lee Martin, a friend of Motorman Edwards, directing things.  
Incidentally, Motorman Edwards says this of Two Bells: "Mrs. Edwards and I thank you very kindly for your herald, which she says has one fault, and that is that it is not long enough."

To Motormen:  
After you have received your signal from your conductor to carry on with your journey, a lady waves a graceful hand to have you wait for her, although you are only two or three minutes late. "Just smile" as she is approaching your car, and every time you will get them to hurry that much faster. When she has arrived at her destination she will thank you very much for stopping and say that she will try not to hold the car so long next time.  
MOTORMAN 893.

Visitor to Los Angeles complains that the mocking birds keep her awake from 1 A. M. to 2 A. M. and roosters from 2 to 3 A. M. after which come milk wagons and street cars.  
The choir will sing "The End of an Imperfect Night."

COND. N. S. SARAH.  
A bow-legged girl met a mad dog in a narrow alley. She's been proud of her shape ever since.

A little suggestion. In case of accidents I have found out the quickest way to manage is for the conductor to take care of the outside and for the motorman to stay inside and procure witnesses' names.  
COND. A. F. STEINER.

A young lady met a street car man and asked him if he would kindly tell her "what division the motorman with cap number 2445 is at. I should like to meet him again."

**COND. KRAFT RECOVERING FROM SERIOUS ACCIDENT**

Good news comes from the Crocker Street hospital that Conductor Harry Kraft of Division Three, who was struck by a Japanese driving an automobile, will soon be up and about. The accident happened last week at Redondo street and North Main, when Conductor Kraft was flagging his car at the steam line crossing. It was thought that Conductor Kraft had sustained a fracture of the skull, but luckily this was not the case.

**HIGH SAFETY RECORDS SET BY L. A. RY. SHOPS**

SINCE the State Industrial Welfare Commission inspected the main Los Angeles Railway shops at Fifty-fourth and San Pedro and reported the safety protection system there among the best in the state, the employes of that department have taken a pride in maintaining the record. The result of the safety devices and the spirit of men in the shops is shown in the comparatively few injuries that occur.  
The safety work in the shops is particularly interesting in connection with the safety committee work being launched at the divisions. The safety system is largely a testimonial to the 20 years' service Master Mechanic E. L. Stephens has spent with the Los Angeles Railway Company. His ideas have been carried through effectively under the direction of P. B. Harris, chief engineer, and the results speak for themselves.

**Belts Are Covered**  
Every belt and gear is covered with wire screen or boxed in so that clothes and hands can not be trapped. Glass over all emery wheels prevents flying particles of stone from entering a shop man's eyes and the stone itself is shielded so that if it broke, the sections would fly against the guard and not against a worker.

In the carpenter shops, accidents are prevented by allowing only men experienced on a particular machine do any work there. If a man from another section wants work done on a machine with which he is not familiar, he must take it to the man who is experienced because experimenting under such conditions is too risky, even if the operation looks simple.

**Protection Overhead**  
While the lathe operators have their hands protected against the belt on the wheels and guards prevent the turning metal throwing chips, they have another protection overhead. The runway above the belting has hand rails the entire length and a six-inch strip along the edges of the planking prevents an oil can or wrench being

pushed off and on to the head of a worker below.  
In the forge shops where metal parts are heated white hot and pounded under an automatic hammer, the man holding the metal stands behind a metal shield that guards him from flying pieces that might cause painful burns.

**Steps for the Pits**  
A man might sprain an ankle jumping into the pits when starting work under a car so steps are provided at the end. A car can not be moved over the pits without bell signals to prevent accident.

There can never be the excuse of not knowing whether the power was on or off on the new traveling cranes because a pilot light that can be seen from the floor shows in the operator's cage at all times when power is on.

**Best Engine Room**  
That cleanliness has an important part in averting accidents is shown by the engine room, which has often been commented upon as one of the neatest and most efficient in the city.  
In going through the shops and watching the mechanics and carpenters at work on cars that have been damaged in accidents, one is impressed by the necessity for "safety first" in operating a street car system. If accidents could be eliminated the claims department could be fired and work would ease down considerably for the shops. Keeping cars in repair under the stress of ordinary depreciation through normal operation would keep the shops busy.

**Division Five**  
We've got a little superintendent That works around our barn, Now really and truly speaking, Not big enough to do physical harm.  
Has a smile on his face in the morning,  
When you report to take out your run;  
Has a smile on his face in the evening,  
When your and his work is done.

A question is always welcome,  
The answer he cheerfully remits,  
Whether it be on business "Or merely a lay off permit."  
There really is nothing lacking—  
When you speak of Division 5,  
For the boys and the boss work together  
Which makes a division thrive.  
R. W. Sampson.

**Beware Nose Dive on Steep Grades**  
The danger of operating cars too fast on down grades has been called to the attention of motormen in a bulletin. The rule book states that cars must not be operated on down grades at a greater rate than conservative operation on level track requires. A lot of things may happen to a car going down grade too fast. It may get off schedule. It may get off the track and it may have to be taken off some one's ear.

**NEW SWITCH INSTALLED**  
A Cheatham Switch has been installed at Eleventh and Hill Streets, on the south bound track. Motormen wishing to turn west on Eleventh Street will use two points of their controller; motormen going south on Hill Street will coast under switch pan.

# Looking 'em Over at the Divisions

## DIVISION 1

Chester Hill, day switchman, hit for the north on his vacation. Chester, by misfortune, never left his stateroom from the time he left San Pedro until he arrived in 'Frisco. So he will not be able to tell us of what he saw en route. You know Chester's stomach is weak, and now it is weaker than that.

Motorman H. H. Lee is waiting for the party or parties who stole most of Division 1's daylight runs to return them, as Lee is compelled to run what might be termed a night run with a morning tripper attached.

Conductor Harris says that it is not the baby carriage he wants to give away. It is what goes with it. Those interested see W. J. Harris.

It is understood that our assistant foreman is seriously thinking of matrimony. If such is the case, good luck go with you.

There's a conductor named Frank Nye For Two Bells, Monday morning he will fly  
Just to see if his name appears therein  
Then he turns to his motorman, George De Frain with a grin  
And says, "Nope he forgot me again."

George then says to Nye  
"A new uniform you are shy,  
And from hard work you fly  
So how do you expect to be famous."  
—M. R. Botello.

Let's help Rafferty solve this. Rafferty's daughter is to marry soon and he is lost to know whether the marriage will be an addition or a subtraction to the family. However Division 1 extends their heartiest congratulations to the newlyweds.

Motorman W. D. Everett has a bad habit of pulling out of the barn without a conductor. Want to work a one-man car, W. D.?

Conductor Rex (High Pockets) has taken a lay-off to spend his vacation in the east viewing the baseball series.

Our foreman, J. B. Lair, and wife took three days on a trip to Big Bear lake. We understood that he would not have got there if his wife had not helped him push his machine up a big bill en route. Why didn't you go around the hill, J. B., if you couldn't make it?

Motorman E. H. Nay has been very lonesome the last few days. Ask him why. It's too good to print in this copy.

### MAKE IT A SAFE YEAR A Few Slogans for Everybody

- Safety cuts out worry.
- A careful habit is the best body-guard.
- Be Safe or you'll be sorry.
- The chance-taker is the accident-maker.
- Forethought is cheap; after thought is expensive.
- Think of yourself and the doctor won't have to think of you.
- It is easier to do things right than wrong, and a whole lot safer.
- A miss is as good as a mile, but remember you are not always missed.
- Be sober, be healthful and be safe.
- Safety saves sickness, suffering, sadness.
- It is cheaper to keep well than to get well.
- Be careful now. Tomorrow may be too late.
- Accidents are some one's fault; don't let them be yours.—Exchange.

## Who's Who



THE oldest motorman in service of the Los Angeles Railway at Division One is George De Frain, who came to Los Angeles in 1887.

"There was little doing in my line, as I was a cooper by trade," said George, "so I started driving horse cars on the Olive street line. In the rainy season they put in a new curve at Fifth and Spring and there was so much mud that we had to carry the ladies to the sidewalks and we were off the track as much as on.

"I quit for a while. Then there was a line opened called the Depot Railway. They had three cars on it that ran from Second and Spring to the Santa Fe depot. On July 4, 1888, they wanted to put on one more car for that day and they gave me the run.

"In 1891 the Los Angeles Railway bought that line and me with it, so here I am yet, and not tired of it nor the Los Angeles Railway."

Mr. and Mrs. De Frain have lived in their cozy home at 566 Central avenue for the past 27 years.

## DIVISION 5

Editor Two Bells:

For the information of the motormen of Division 5, Shorty Williams, the division's "Desperate Ambrose," has a list made out of those he can lick. Of course, if there's some one on his list that claims he can lick him, Shorty will scratch his name off.

On the Extra List

Clerk George Kleinschmidt has been confined to his home recently with a sore leg.

Motorman R. A. Thompson went to Hemet recently to visit relatives.

Motorman S. N. Cupp, who has been in service since 1901, is taking a few days' rest from duty.

Motorman J. W. Nelson and wife have gone east.

Conductor M. L. Watson will visit in Arkansas during his vacation.

Conductor J. W. Buxton mapped out a long trip to Canada for himself and intends to see the country extensively.

Conductor Henry Thahard decided a few days' rest would be a fine thing and acted accordingly.

Conductor Ben Gardner is on the sick list, but the boys hope to see him back soon with plenty of pep.

## DIVISION 3

Somebody over in Division 4 is evidently getting all het up over the fact that we mentioned that someone at Division 3 would win the Limerick prize, claiming that "self praise is no recommendation." Very well, my boy, but we got in on the money anyway, as we always do. Our poets not being as windy as some others, we came in third. At the same time, we still consider our Limerick the best. With all due respect to the judges, we are entitled to our opinion. The same somebody gives us credit for having some pool sharks. Then, as to going 'way back and sit down, nothing doing, Buddy; we will be up and doing all the time, as per usual.

Janitor Frank King has returned from his vacation, having had a fine time in the open air, as he is considerably tanned.

Foreman E. E. Smith has returned from his vacation trip to Catalina, and at once got busy getting ready for the installation of safety cars on the Griffin line.

Conductor Ira Golt and his patent fishing pole left for their vacation in the mountains, and what they will do to the trout—well, it's a shame, that's all.

Conductor R. Dean has gone to visit his sister at Fresno.

Conductor Chaslie has gone to San Diego by train, but will return in a brand-new Oakland, all his very own.

Motorman Hetze has the record of never missing out through his own fault. Always up to the schedule, or the alarm clock or some other darn thing.

Conductor W. Elliott, number one on the list, has forsaken the Griffin line for Washington and Garvanza.

Quite a number of our men that are after old man H. C. L. have put their orders in for beef and bacon and greatly appreciate the thoughtfulness of those that are responsible for the chance to do same.

Our worthy division superintendent, P. C. McNaughton, has gone on a vacation, but to where we do not know. But he said it was so far that there would be no danger of a flood of miscellaneous reports reaching him. Foreman E. E. Smith is officiating in his place.

## Show Me Your Pass I'm From Missouri!

I am personally acquainted with most all the officials of the Los Angeles Railway Company and I notice the first thing they do when boarding my car is to pull their pass and hold up in plain view until I get the number, also the old trainmen who have been with the Company ten or twelve years.

But why is it that a new man who has been working about three days expects a conductor to know him in his plain clothes and gets on a car and brushes by and calls his number in a low tone of voice half French and half English and expects you to know he is already a stock holder in the Company? Boys, when you get on my car and see my cap, No. 1400, remember I am from Missouri.

DIVISION 1.

## DIVISION 4

Conductor D. P. Burke is taking a thirty-day leave, starting Sept. 6, to attend to some very important business in Seattle, Wash.

Motorman J. C. Flowers is on a fifteen-day leave of absence on account of sickness in his family.

The boys of this division were certainly very pleased to hear that the company is going to take immediate action on the stool situation, and we all believe that a better system for keeping the stools on the cars could not have been devised other than the one that has recently been adopted.

Conductor A. B. (Red) Chambers is taking a twenty-day vacation. His leave of absence started Sept. 1.

Conductor A. A. Smith is off on a thirty-two-day vacation. He has gone to Ames, Iowa, to attend the funeral of one of his close relatives.

Motorman M. J. Mesquit is on a thirty-day vacation and has gone to Santa Monica, where his mother is very sick. We hope things will turn out all right for M. J. in the very near future and we also hope to see him back in due time, especially "Abie," his "con."

Conductor C. J. Knittle was the guest of Mr. Walter Hansen, our speedy stenographer, last Saturday evening, and certainly was treated very fine by Walter and his folks. You know, boys, Walter certainly knows how to make a fellow feel at home, and made the evening very enjoyable with lots of melody, through his wonderful ability on the piano, and also with a dainty luncheon on the side.

Conductor F. A. Keeler is on an eight-day leave to rest up and also to attend to some important business.

Conductor C. F. Kirkland is taking a fourteen-day vacation and is going to devote his time solely to rest and pleasure.

### Introducing: New Men of The Week

The following men have been assigned to division for the week ending August 28:

- DIVISION 1**  
MOTORMEN: A. S. Vaughn, L. Nislein, C. Culver, J. F. Shugart, F. E. Lewis.  
CONDUCTORS: W. A. Conover, J. A. Zelinger, W. B. Hopkins, J. F. Brown.

- DIVISION 2**  
MOTORMEN: J. A. Bell, I. B. Crain, V. H. Helferich, C. M. Bunjes.  
CONDUCTORS: G. D. Hill, W. E. McKeon.

- DIVISION 3**  
MOTORMEN: F. E. Blake, Jas. Meacham, G. E. Moran.  
CONDUCTORS: F. W. M. Dorchester, C. R. Brannin, D. B. Dunn, W. E. Maher, J. J. Daly, B. W. Wallace.

- DIVISION 4**  
MOTORMEN: H. Beaverson, G. E. Farney, D. W. Carter, A. S. Harnbrick, J. F. Pankey, O. O. Pankey, A. K. Luetke, J. G. Lukomski.  
CONDUCTORS: L. D. Gomez, A. D. Fender, R. L. McDaniel, A. W. Dibble, C. L. Hatch, S. A. Smith, K. H. Bakkala, J. J. Alexo.

- DIVISION 5**  
MOTORMEN: W. L. Brophy, H. M. O'Leary.  
CONDUCTORS: G. V. Bostwick, A. W. Crary, N. A. Matlock, R. G. Humes, R. A. Rezac, G. D. Bell, A. P. Artley, K. W. Kiersey, C. R. Weagraff.