



# TWO BELLS

VOL. II

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No. 11

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

## Division 3 Wins Safety Flag

### \$150,000 GOES TO THE WIND FOR YEAR'S ACCIDENTS

By R. B. HILL,  
Supt. of Operation

Looks big doesn't it boys. It is a fact never the less. Collisions of cars, interference in curves, boarding and alighting accidents, caused the expenditure of \$150,000 for claims in 1920. This \$150,000 was virtually thrown away by careless trainmen.

Through the Safety Bureau, Supervising and Instruction forces we have endeavored to eliminate these avoidable accidents. Collisions of cars at intersections should never happen as you are compelled by law to make an arbitrary stop. You are all instructed that all curves are non-clearance curves. And as for rear-end collisions, there is no excuse.

#### Caused by Carelessness

As to the boarding and alighting accidents there can be no doubt but that 95 per cent of them are pure carelessness or negligence. Gates should not be opened too soon. A large majority of these accidents occur when there is less than a seated load on car so it is not a case of being unable to see the step. A large per cent happen on out-bound trip when the conductor is making up his trip report or the motorman's mind is preoccupied with other matters.

#### Strict Steps Ordered

We have endeavored through articles in "Two Bells," by bulletins and through the Instructors, Safety Bureau and Supervisors to materially reduce the number of these accidents.

Knowing that every effort has been made along these lines we feel obliged to announce that on and after August 16th, 1921, drastic disciplinary action will be taken on all of these accidents.

### Merit Records for New Men Explained

So much for the accidents. That figure looks mighty big and I believe a realization of its size will make you give a greater thought to the necessity for safety first and last.

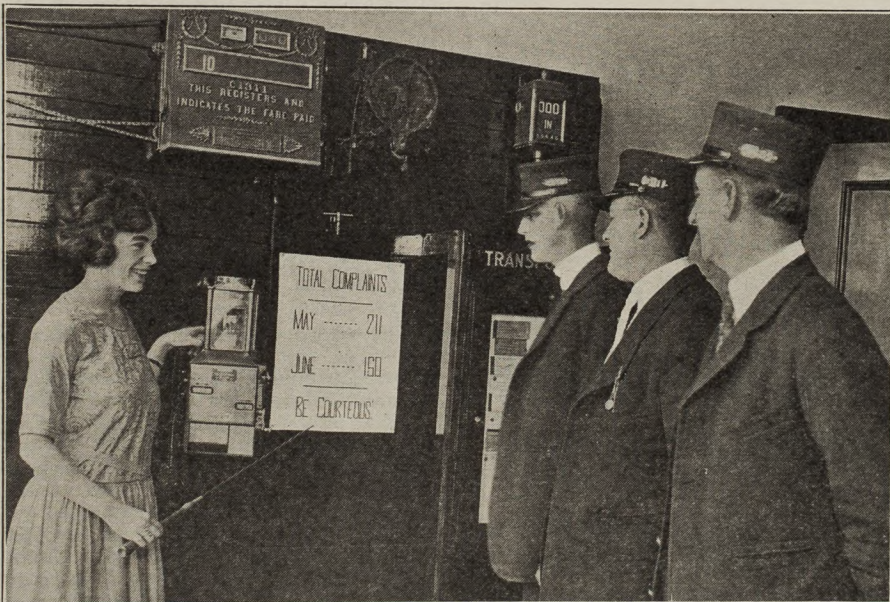
Now there is a matter in connection with the merit system I want to dis-

(Continued on Page 2, Col. 1-2)

## Second Place Held By Division 4

### NO WONDER THEY ARE QUITE INTERESTED

The record for reducing complaints is good to look at and thus matches up with the rest of the picture. Miss Nina M. Martin of the main office is emphasizing the figures for the three Division Four trainmen. From left to right they are Condr. C. H. Bateman, Mtr. H. W. Brockway and Mtr. D. J. Daly.



## COMPLAINTS FOR JULY LOWEST IN 5 MONTHS

IT LOOKS like the complaint department is going to be out of a job pretty soon.

This is the conclusion that accompanies the July report on complaints because there were 31 less "kicks" in July than in June and 82 less than in May. The score is: May, 211; June, 160; July, 129.

The July complaint record is the lowest of any month in 1921 except the short month of February, which yielded only 94 complaints.

The showing is excellent and indicated the steady improvement in service that is being made through the concerted effort of all trainmen. Heartiest congratulations are extended by officials of the operating department.

A poster showing the decline in complaint figures and special advise to "Be Courteous" was placed in the instruction department recently. It is shown in the picture with Miss Nina M. Martin of the main offices bringing the excellent record to the attention of two good-looking, and one partly bald-headed, trainmen of Division Four.

The biggest decline in complaints

was shown in the "fare and transfer column." From 122 in May, this item was cut to 81 in June and 60 in July. Discourtesy complaints dropped from 30 in June to 26 in July. An average of less than one case of discourtesy a day with the thousands of passengers carried is a creditable record in itself.

The only items that show an increase in July over June are carrying passengers past stop and short-change. There were three more of the former and one more of the latter cases reported.

Twenty-three commendations for good service were made to the office of the manager of transportation in July, giving a gain of three over June.

The full score for June and July is as follows:

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## MELON FEAST GOES WITH VICTORY

In a lively finish which nearly put Division Four ahead of Division Three, the third safety contest closed with Supt. E. R. Dye's men winning the 10-weeks' race and taking possession of the Premier Safety Division flag.

Division Three is acclaimed the champion division in accident prevention. The formalities will be conducted at the monthly dance August 27 when Supt. L. L. Wimberley of Division Four, winner of the last contest and present holder of the flag, will surrender the coveted safety emblem to Supt. Dye.

Another ceremony connected with the winning of the contest will take on a less formal aspect. It is the watermelon feed promised the boys of Division Three by Instructor R. D. Starling if they won the pennant. The date for this social affair has not been announced, but Division Three men are advised to be on hand early or else they may have to be content with just an ordinary shower bath.

The final standing of the divisions is as follows:

Division 3.....	864
Division 4.....	862
Division 2.....	845
Division 5.....	843
Division 1.....	826

Through the final weeks of the contest Division Four was credited with a lower rating than was correct. This was the outgrowth of clerical errors resulting from the shift of lines at the time of the last general choice. It involves a lot of statistics that are not particularly interesting but it is sufficient to say that Division Four gave Division Three a real race and the two were tied three weeks ago. Nevertheless Division Three maintained the splendid safety work and finally nosed out two points to the good.

The next contest will start Saturday, August 20 and continue for 10 weeks, the same length as the contest just finished. The contests produce some very good results in revealing dangerous features that can be corrected and add interest to the big job of bringing accidents to a minimum.

# Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

## Congratulations Div. 3, You Set a Good Example

THE third safety contest has closed with Division Three the victor after a close finish. The big flag that has adorned Division Four will now pass to Supt. Dye's clan until some other division can take it away from the men of that post.

Division Three made a commendable fight. Starting from the bottom, the men determined to show that they could do the worthwhile thing and moved from last to first place. The determination to win was the topic of the day. Motormen and conductors talked about the contest as they started their runs and as they signed off their runs. The men were thinking safety and that means saving human injuries and property and money.

The contests have been a part of the general effort to increase safety and cut accidents to the very minimum. The contests have added interest to this work and they have developed good-natured rivalry between divisions. In the three contests the first honors have gone to three different divisions. Who will be the next winner?

It is human nature to take a pride in the thing of which we are a part. It is an outgrowth of the kid spirit that made us stand up for our gang against any other gang or our room at school against any other room. A trainman feels his division is the best division and if he has the real stuff in him he will put forth a mighty big effort to prove that claim.

Let's demonstrate it in the next safety contest and no matter who wins we will have the satisfaction of having accomplished a worthwhile thing in helping to prevent accidents.

## The Car Is In Service

CARS are in service from the time they pull out of the car house until the time they return to the car house.

That is one of the fundamental rules of street car operation that every trainman learns. The rule is simple and is understood by every man before he is given a car. This eliminates any possibility of excuse for violation of the rule.

Several cases have been reported recently in which the motorman on a pull in trip has dropped the "Take Next Car" sign and started for the car house at the greatest speed he can command. Passengers are passed up and the car arrives at the car house perhaps 15 minutes ahead of time.

Such action is not giving street car service and can not fail to bring the severe discipline which it justifies.

## No Demerits or Credits For New Men in First 3 Months

(Continued from Page 1, Col. 1)

cuss for a few paragraphs. It concerns new men.

Some time ago it was decided to give new men a considerable degree of lee-way in the matter of demerits. It was thought that a new man might fail to grasp the full interpretation of some rules and due to his inexperience, might be excused some of the faults for which a man a year or more in service would receive demerits. Oversleeps and repeated mistakes on trip sheet reports were practically the only items on which the new men received demerits.

### Survey Is Made

But at the same time, they were receiving full credits for all acts upon which they could receive them.

On the other side is the fact that the first three months are the most difficult for a new man and his chances of losing the extra credits allowed for courtesy and safety are strongest in the first three months.

A survey showed that some trainmen in the first three months were accumulating a heavy demerit score and others were energetically piling up credits while their comparative inexperience was excusing them from demerits. The survey showed that in these cases the merit record were not

accurate indications of a man's efficiency. It is the intent of the merit system to show a man's real efficiency and to provide a cash Christmas bonus in proportion to the efficiency demonstrated.

### Three Months' Try-Out

For these reasons it has been decided that fairness to new and experienced men alike can be given by making the first three months practically a probationary period and to exempt new trainmen from credits or demerits in that period.

The records of all men have been corrected from the beginning of the fiscal year which is December 1 last. This has affected the cards of all men who began service since September 1 last (the date three months prior to the beginning of the fiscal year). It involved the correcting of 463 record cards. In some cases it has raised and in some cases lowered efficiency ratings.

I hope I have made clear the reasons for the action and I believe you will see that it is fair. If you have any questions to ask about this phase of the merit system or any other matter remember the office of your division superintendent is open to you as are the main offices.

## How Old Joe Stork Looked To Lasser



Following a recent visit by the busy and justly famous stork, Conductor J. M. Lasser of Division Four, brought forth the drawing pen and ink to record his impressions of the big event. The daughter weighed 9 1/2 pounds and is doing nicely.

## All But 34 Men Get Credits for Courtesy in July

All but 34 trainmen received 10 credits for courtesy in July. This award of credits is given to every man subject to the merit system, who has not had any verified complaint of discourtesy made against him for a month.

This record is good and corresponds with the general drop in complaints that has been recorded in the last few months.

All but 526 trainmen received 10 credits for clear safety records in July. This is some improvement over the June total when 569 failed to get the safety credits.

**A car track is not a sleeping place, but look out for the fellow who thinks it is.—Safety First and Last.**

## Efficiency Plans Tried Out on Trout

The vacation fever has attached another of our good fellows who is known around the general offices as Armand Ginns, efficiency statistician. He has stolen off to Paradise Valley up in Santa Barbara County to try and bag a few deer and catch some trout. He will be gone for two weeks.

A large forest fire is reported in Santa Barbara County right around the valley, it sure would be a laugh on our friend Ginns if the rangers were to force him into service as a fire fighter.

**A long chance often means a last chance.—Safety first and last.**

## Introducing New Men

The following men were assigned to their divisions during the week ending August 6:

**DIVISION NO. 2**  
Motormen—L. F. Kublick, Jas. Jackson.

Conductors—C. E. Fallin, E. C. Price, R. H. Rhoads, W. D. Schaefer, A. F. Haws, S. M. Worden, C. R. Worden, W. G. Hancock, O. Wilson.

**DIVISION NO. 3**  
Conductor—C. F. Wilson.

**DIVISION NO. 4**  
Motormen—F. G. Mohr, G. G. Nolan, A. E. Dodge, N. H. Varney, W. H. Young, J. R. Toomey.

Safety Operator—J. W. Snoddy.  
Conductors—J. Polczynski, H. G. Vantuyl, H. C. Walters, C. E. Davis, R. J. Dickson, T. Phemister, W. M. Drury, T. Thoreson.

**DIVISION NO. 5**  
Motormen—D. W. Iler, W. H. Murphy, R. B. Young.  
Conductor—H. F. Safford.

**"I wish for an America no less alert in guarding against dangers from within than it is watchful against enemies from without."—President Harding.**

# MINSTRELS TO GIVE SHOW SEPT. 24

Because several of the employees scheduled to take leading parts in the minstrel show are on vacation and a large number of Los Angeles Railway folks in all departments will be away on the annual recreation at that time, the big performance originally planned for August 27 as a feature of the monthly dance, has been postponed to September 24. It will be presented in conjunction with the dance of that month at Recreation Hall.

The dance this month will not pass without entertainment as plans are being made to have one or two excellent vaudeville acts from one of the Los Angeles theaters.

## COURTESY WINS STAUNCH FRIEND

An interesting case in which a man riding a safety car on the Angeleno Heights line staunchly defended the operator against unwarranted criticism by a woman passenger who had failed to look at the sign and taken the wrong car, is reported by Conductor C. J. Knittle, Two Bells correspondent of Division Four.

The man was a regular fare-paying passenger. The incident shows the value of satisfying fair-minded patrons with good service. Had the man encountered discourteous trainman it is a sure bet he would not have acted in such a friendly manner. The incident is related as follows:

Arriving at Crown Hill and Bixel a lady asked the operator of car how near they were to College St. Operator replied that he knew there was a College street, but did not remember just where it was. A man passenger spoke up and this is the account of their conversation.

Man: "What number did you want on College St.?"

Lady: "926."

Man: "You should take a car going in the opposite direction and get off at Alpine and Figueroa."

Lady: "Strange that they have men working on these cars who do not know the city."

Man: "Not half as strange as it was for you to board the car before you knew where you were going."

Lady: "I was told to take the Angeleno car at 5th and Hill, and I did so."

Man: "No, lady. You took a Crown Hill car. You see when it goes one way it is a Crown Hill car, and when it goes the other way it is an Angeleno car. The sign always shows which way it is going. You should not pick on the motorman or the street car company but admit your own ignorance."

### THE MAN OF MYSTERY

Who is he? Why our old friend George Lane

Who slips us the dough again and again.

He is the gent we are all glad to see, especially

On pay day—take it from me.

He's there with the coin and always a smile

That has a grouch beaten many a mile.

If it was n't for George what would we all do to

Satisfy grocer, butcher and the rent man too.

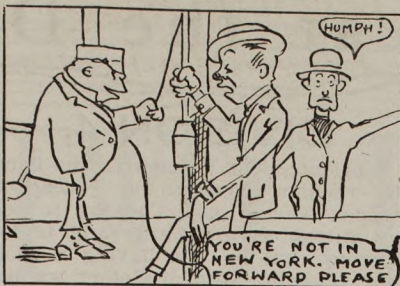
So here's to you George may you long reign supreme

As dispenser of kale and the good old long green.

H. A. R.

# Conductor Ding and Motorman Ding Ding

By Rollins



## Bouquets And Things (Hand Picked)

**Bouquets Received Last Week**  
 Conductor J. D. Bartlett, Division 3.  
 Conductor R. W. McDonald, Division 3.  
 Conductor H. Coligny, Division 3.  
 Conductor W. H. Snow, Division 4.  
 Conductor W. L. Price, Division 4.  
 Motorman H. Penberthy, Division 4.

For Condr. G. D. Wheeler, Div. 3

Dear Sir:  
 Enclosed you will please find five cents, which you were kind enough to advance for my car fare Monday morning when I tendered you ten dollars, and which you could not change.

The amount involved was very little, but the principle you demonstrated in trusting me, and in not necessitating my getting off the car for change is fully appreciated by me.

It is such little acts of courtesy and kindness that makes this world brighter for every one. I believe this to be your policy, and you will not lose.

Thanking you again and wishing you success, I am,

Yours gratefully,  
 C. M. BENBROOK,  
 Auditorium Bldg.

□ □ □

For Condr. W. H. Laing, Div. 2  
 For Mtr. I. H. Bailey, Div. 2

Los Angeles Railway,  
 Gentlemen:

I wish to express my very great appreciation of the courteous and careful manner in which your Conductor No. 2406 treats the public.

He is at all times patient and seems to have the company's interest at heart, as to giving the public the consideration due them.

His motorman also should be mentioned along with him. Altogether they are two of the most considerate railway employes I have ever come in contact with.

Very truly yours,  
 CHARLES A. HARVEY,  
 903 Haas Building.

□ □ □

For Condr. W. H. Snow, Div. 4

Los Angeles Railway,  
 Gentlemen:

I want to report the kindness of Conductor 704 on the West 9th street car, who seeing me standing in his crowded car, gave me his stool to sit on.

I trust you will reward him for his kindness to me.

Yours truly,  
 MRS. E. C.,  
 936 Gratten Street.

□ □ □

For Mtr. G. A. Durrett, Div. 5

Los Angeles Railway,  
 Gentlemen:

I chanced to ride on an East Fourth Street car this afternoon and noticed the splendid example of neatness in Motorman 149. "Perfectly groomed" I would say and I only wish I could say the same of our men on the cars in Altoona, Pennsylvania.

Respectfully,  
 T. J. JOHNSON,  
 Alhambra, California.

□ □ □

For Cond. C. O. Fisher, Div. 5

Los Angeles Railway,  
 Gentlemen:

on your employment of such men as your on your employment of such men as your conductor No. 112.

His courtesy and kindness to a blind man riding in his car is worthy of commendation.

H. C. LURKINS,  
 401 Grosse Building.

## Ex-Conductor Who Has Successful Business Advises Efficiency

THE following letter has been received from W. H. Saults, who was a conductor for eight years and now has a successful business in Seattle. His comment on conditions in that district is simple but forceful. He emphasizes the necessity of an honest day's work for honest pay by showing efficiency on the job.

He writes as follows:  
 Seattle, Aug. 3, 1921.

Editor Two Bells:  
 Through courtesy of Conductor A. C. Stover, of Div. No. 3, just received a package of your papers, which always comes to me like a breath from my old haunts in the city of the Angels. Though I have no idea of ever going into the service of the L. A. Ry. Co. again, I look back upon the eight years spent with them as the happiest years of my life. There is a kind of fascination about the work that I shall never forget.

My home is in Centralia, Wash., the home of the dissatisfied I. W. W. During the past few years of high wages I pleaded with numbers of these men to save their money while times were good. But they laughed at me and replied: We workers now "OWN THE WORLD". They've got to continue to do things "OUR WAY."

Well I have always been, and am now for the "UNDERDOG," provided he is trying to do the right thing. I worked for wages all my life until the last ten years.

But these fellows (or the majority of them) regardless of the high wages, refused to do a day's work. I watched two carpenters in putting up my large brick store building last fall, spend a whole half day

nailing ceiling on a space ten feet square. In order to make a test, the next morning I covered the other side of the stairway space, (which was the same size) in two hours. This meant that it took two men four hours; or one man eight hours, to do what I did in two, or four men to do the work of one, which at \$8.00 per day, meant that I was really paying each man \$32.00 per day. These conditions for the last two years, is what has caused the mills and manufacturers in our country to either shut down or go bankrupt and thus accounts for the thousands of idle men in the state of Washington today.

The few mills that are running can now get all the men they want at \$2.75 per day and men who are glad to work.

Now my idea for stating these facts is to urge upon the employes of the Los Angeles Railway the importance of "EFFICIENCY." Stick to your job. If you show that you are worthy the Los Angeles Railway will always give you full credit and treat you right and steady work during hard times means a lot.

Sincerely yours,  
 W. H. SAULTS,  
 Ex-conductor Div. Nos. 1, 2, & 3.

## ARRESTS FOLLOW TWO CAR HOLDUPS

A demonstration of the efforts exerted by the company to protect the interests of employes individually as well as the interests of the company as a whole followed two recent holdups of safety cars on the East Jefferson line.

After a period of busy detective work by company operatives and effective cooperation of the police department, two negroes were arrested and are reported to have confessed. They now repose in the county jail.

From the company standpoint this class of holdups has been checked apparently and Operator Falkinburg, who had his watch taken, has had the timepiece returned to him. Operator Harris was victim of the other holdup.

Both men gave the detectives effectively help in the case and identified the arrested men.

## OVERHEAD DAMAGE CAN BE AVOIDED

Two bulletins of special importance have been issued recently by R. B. Hill, superintendent of operation, concerning proper testing of headlights and care of the overhead system.

Carelessness at a curve which results in the trolley flying off may result in serious damage and delay to the entire line. Strict observance of the rule is expected following the notice in the bulletin that:

"Motorman must operate car around curves at such a speed as will avoid throwing trolley off and when trolley does come off, car must be stopped at once in order that conductor may replace trolley while car is standing still. Car must not be allowed to coast after trolley leaves the wire.

The headlight rule calls for a test one hour before dark.

## JULY COMPLAINTS SHOW DROP

(Continued from Page 1, Cols. 2-3)

Classification	June	July	Gain or Loss
Discourtesy	30	26	- 4
Fare and transfer trouble	81	60	-21
Starting too soon	10	9	- 1
Passing up passengers	9	6	- 3
Carrying passengers past stop	5	8	+ 3
Failing to call streets	3	2	- 1
Dangerous operation	4	5	+ 1
Short-change	18	13	- 5
Miscellaneous	20	23	+ 3
COMMENDATIONS			
	160	129	-31

## On The Back End (Contributed)

The 23rd Psalm revised and especially dedicated to our Rosy Mot. Gale Hendry of Div. 3:—

The Hudson is my auto. I shall not want another. It maketh me to lie down beneath it. It soureth my soul; it leadeth me in paths of ridicule for its namesake. Yea though I ride through the valleys. I am towed up hills. And I fear much evil; for my rods and engine discomforts me; it anointeth my head with oil. My radiator runneth over and I prepare for the blow-outs in the presence of mine enemies.

\* \* \*  
 Somebody said Mot. Travis was a nut, as the squirrels were seen chasing his car through the wilds of Garvanza.

\* \* \*  
 Conductor F. A. Bryant, the Division Four midget, who measures five full feet of dignity, has gone on vacation. Before he left he told the boys he was going—what do you guess—BEAR HUNTING.

He certainly is a ring-tailed wompus for nerve!

\* \* \*  
 A man and woman boarded a South Main street safety car and handed the operator two Pacific Electric transfers. After the operator had explained that they were not good on the yellow cars and had succeeded in collecting two fares, the couple rode to Slauson. At the end of the line there was a car preparing to start back and another was waiting behind it so the operator had to stop nearly a block from the end of the line.

Then the man and woman demanded two cents back because they had to walk about three car lengths.

\* \* \*  
 As Conductor Ding might say to Motorman Ding Ding if he had a run on Pico: "Ain't it a great and glory-e-ous feeling when the line runs right and every crew has played the game, and you can see your leader the right spacing ahead and your follower ditto behind, knowing that each crew has done their share."

But why make an exception on Monday? Why?  
 Conductor 2358 Div. 4.

\* \* \*  
 Three colored people got on my car. A woman paid the fares and asked for transfers, which I gave her. The man in the party said:

"When are you all going to transfer? You don't need them."

To which the woman replied, "I'se getting them for practice so I'll never forget."

CONDR. W. LANE.

\* \* \*  
 The man who, on a street car, A woman friend doth meet, Is sure to lose his standing If he retains his seat.

\* \* \*  
 One night a Brooklyn and Hooper car was not equipped with the letter B so a woman getting on at Ninth and Main asked "Is this the Hooper car, conductor?"

Conductor: "Yes, ma'am."

Woman: "Then why is there no B on it?"

Another weary passenger: "Some one stepped on it and killed the poor bee."

# Looking 'em Over at the Divisions

## DIVISION 2

The following men have taken a leave of absence to rest up: C. Eise-man, J. E. Carlyle, C. A. Robinson, E. A. Allen, J. E. Albert and R. Aldsworth.

Mot. F. L. Carnine went back East after receiving word that his father was seriously ill.

Old John Stork is hanging out at Div. No. 2 again.

W. S. Culver, extra clerk in the office, reported the arrival of a baby girl, mother and baby doing very well.

Mot. H. L. Clayton also reports that a nine-pound girl arrived at his home and that Mrs. Clayton and the young lady are both doing well.

The sympathy of all the boys at Div. No. 2 is extended to Con. H. T. Hanson, whose wife died this week at Frisco. Mrs. Hanson had been sick since they were married two years ago. On receiving a message that her condition was very serious, H. T. started for Frisco, but did not arrive till after the death of his wife.

Keep it up boys and we will have that pennant back at its original home. We climbed up a little this week and with a little more effort we should be on top again. It can be done in the next contest.

## DIVISION 3

Was just about to say something nice about winning the Safety Contest Pennant, but yes, but. The last issue of "Two Bells" gave us our standing as being about 20 points in the lead but again. A telephone message just three days before the finish, put us wise to the fact that someone had blundered to the extent that we were just one point to the good. To say the least the blow almost killed father, so we are waiting anxiously for definite reports. If we lose we will be good losers, being sure that we got a square deal and got ready to go after the next flag and with as much or more determination to win it and show that we have some of the Tom Lipton pep and keep everlastingly at it.

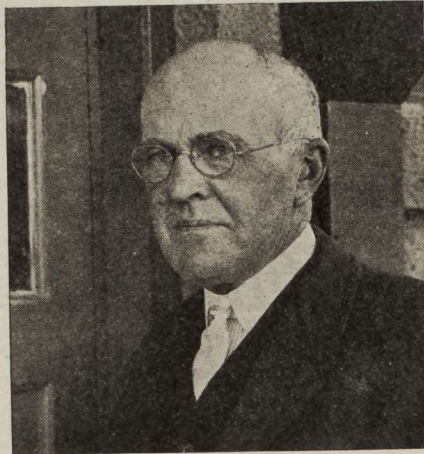
We extend our sympathies to Cond. Raymond Dean, who has a beautiful crop of well developed boils on various parts of his anatomy. He is now some classy hard boiled sinner.

The old bird Stork has been working overtime around this division lately, having visited the homes of no less than four of our trainmen since last issue of Two Bells. Mot. C. R. Meador reports the arrival at the home of his daughter, Mrs. Oliver, of a fine baby girl, and Grandpa, of course, is all swelled up over the fact, and on Aug. 3 a pinky bit of loveliness in the form of a baby girl was left at the home of Cond. Harry Taylor. This is the first in family and Harry swears it is the finest ever and of course Dad W. W. Taylor is all puffed up as he falls heir to the position of Grandpa.

On Aug. 6th a bouncing baby boy arrived at the home of Cond. Birkner. This makes a pair in this home and H. W. says he is now satisfied and in order to even matters up, a fine bouncing baby boy was left at the home of Mot. H. Fowler on Wednesday A.M. and this also makes a pair at this home and Hardy says he intends to make a farmer of the kid, so I think for one week the old Stork did well by this division.

Cond. J. L. Jandro had a harrowing experience the other day when he tore up his check and threw it away and neatly folded the stub and nicely stowed it away in his card case, but

## Who's Who



W. R. Pierce, is better known around Division Five as "Billy" Pierce. He first began to work on the cars for the old L. A. Traction Co. This was back in 1898.

In 1910 the L. A. Railway took over the Traction Co. and Billy was made an Inspector. In April, 1920, he was again promoted, this time to a Supervisor. He was also foreman at Division Four.

One day Billy got the idea into his head he would try and be one of those bandit chasers, so he got a nice new gun and put it under the seat in his machine and started to San Pedro. On the way he was held up. His auto, gun, watch and everything he had was taken. Billy changed his mind about bandits. He says the street cars are good enough for him.

Billy is one of the best natured men around Division Five. He is always ready to help the other fellow.

the bank refused to cash the stub, so J. L. started a still hunt for same ably assisted by our division executive with the result that said check was found nicely tucked away in J. L.'s trip sheet book. Cigars are on him and for his information would say we prefer "La Confession."

Cond. Harry Tupper, the big boy, has been holding down the official position of switch puller at Temple block. We have vision of Harry at some future day holding a lofty position that is if pull will get him anywhere, as he is sure there with the pull.

John Harrison, one of our fearless watchmen, what with keeping cases on the division cat and ringing in, he is some busy guy.

Mechanical Department foreman Lee Lewis and family have left in their gasoline jaunting car for a trip to the mountain streams and no doubt when Lee gets back he will have a lot of new dope for us anyway. We are sure he will have an enjoyable trip.

Conductor Ed. Molter and Frank Christy will henceforth go 50-50 on all rewards for lost articles turned in by the aforesaid Ed.

Motorman "Chief" Myers has 60 days off and will visit his old home in Illinois. He makes this trip every year and every time we expect to see him bring mi-lady back with him, but he says nothing doing old chap; too busy.

Motorman Gale Henry is evidently practicing tight wire stunts with his auto, as he was observed trying to back his Hudson up a guy wire.

Conductor A. R. Miller after a absence of a year is back bucking the list again. Oh yes, there are lots of worse jobs than this.

Conductor F. Sweet just about threw a fit when he almost had to dig up eleven dollars for lost duplex tickets and believe me he and the rest of you had better sell all you can; but for the love of Mike hang on to the rest as it is costly negligence losing tickets.

## DIVISION 4

Superintendent Wimberly, who is on his regular fourteen-day vacation, dropped around last Tuesday to see how things were running and to let us know that he was having a good time. Judging from his story we believe he has been making good use of his time. He went to Tia Juana first and then spent the balance of the week in San Diego. (Went to the wet place first to test his will power and finding it still strong he stayed in the nearby city to improve that absence does not make the heart grow fonder.) Wr. Wimberly will spend the balance of his vacation "wherever the wind listeth," according to Foreman B. B. Boyd and is due back Aug. 15.

The following boys are on leave-of-absence to rest up: Cond. E. F. Hedtke, twenty-one days; Mot. C. J. Jackson, seven days; Mot. M. Zoll, thirty-one days; Cond. R. M. Garner, ten days; Mot. S. H. Brown, eight days; Mot. S. H. Duncan, seven days; Mot. G. H. Slatford, seven days; Cond. A. A. Goldsmith, seven days.

Associate division correspondent and janitor, "Sam" Johnson, has added a pair of scissors to his outfit for clipping items. This week he sends in a very appropriate poem entitled, "When the Juice Is In The Trolley and The Auto's In The Shop."

Motorman Herman DeJage, who has just returned from a ten-day vacation spent in Mexico, has got some real good information to give to anyone who deserves to bring a little "hootch" into the U. S. This advice cannot be printed, but if you want to find out, ask Herman. He had to hand over a perfectly good ten spot to a federal officer in San Diego, but he has profited by his mistake and will tell any of his friends the trick.

*A lady, boarding a Boston car with a dog in her arms, said to the conductor: "If I pay the fare for my dog, will he be treated the same as other passengers and allowed to occupy a seat?"*

*"Of course, madam," replied the conductor politely, "he will be treated the same as other passengers and can occupy a seat provided he does not put his feet on it."*

## DIVISION 1

The Foreman's office has been enlarged by removing the old transfer racks, thus making it easier for J. B. to hurry out in case of another shake of old Mother Earth.

Mot. E. H. Nay steps higher and faster than any one we have seen lately, all on account of a new arrival in the way of a bouncing 8½ pound boy at his home on August 1st. Mother and baby doing well last reports.

Con. Fowler would like to know if an east-bound car on a west-bound track would require the conductor to issue diverted transfers.

Ruggles has returned from Frisco where he spent his vacation and is now decorating the office with his usual smile on the morning shift. Morton having to occupy Lain's cushioned seat.

We advise Meason to come back to Div. 1 soon or he will lose his place as scribe.

One evening last week a young man came up to front of car and wanted council street. He said he had come a long way to see her and hoped it was worth the trip. I said to him maybe not very far, and he said half way from Long Beach.

## DIVISION 5

Conductor P. D. Chamberlain, is just about to add another year to his age and for that reason is now taking a week off to celebrate.

Conductor A. P. Nielsen, who, by the way, only lacks about a week being a college graduate with an A. B. is now on his way home in Utah to take care of some property there of which he is the custodian.

Motorman F. E. Burcham is spending three weeks in and around Los Angeles for a diversion.

Conductor J. Turvey came in the other day for his leave of absence is now missing on the cars.

Motorman Homer Conklin went fishing a day or so ago. Ask Homer about the number of fish he caught.

Conductor W. E. Cunningham received the sad news of the sudden death of his sister in Phoenix, Arizona, Aug. 2, is now away for 60 days.

Gene H. Cumpston is spending 30 days in and around Fresno.

The dart of cupid played the usual part with Conductor G. D. Chick, and now he is off for a week to get married.

The Hon. Conductor J. T. Burns has been seen rushing around like mad getting ready for a trip to the mountains. He will be gone for 10 days or more. All of that.

Motorman E. W. Collingwood and wife have returned from a visit to Catalina Island. They report a fine trip.

Here is a story told by Motorman J. L. Grossnickle: A man approached a ticket agent and asked for a ticket to a certain point. The man buying the ticket only had two dollars and the fare to that point was three dollars. Upon being so advised by the ticket agent the man asked him to wait until he returned and he would have enough money to pay fare. After having been gone for about 10 minutes he returned with the money. The ticket agent being curious asked the man how he managed to get hold of this money to which the man said, "Well I pawned the two dollars for one dollar and a half and then I sold the pawn ticket to a party for one dollar and a half," Mr. Grossnickle wants to know which was the loser?

Motorman H. D. Sipperly is back on the cars after being off on a vacation for a period of 28 days.

The boys at Division 5 are buying Edison Stock right along. They believe in it and are showing it by purchasing same.

## On the Sick List

Following is a list of men who have gone on sick leave recently:

### DIVISION ONE.

Motorman L. L. Ferris, 802½ E. 7th.

### DIVISION TWO.

Motormen—J. T. Gibbons, 5334 So. Park Ave.; W. A. Hubbard, 160 W. 57th St.; W. C. Melton, 970 E. 56th St.

### DIVISION THREE.

Motormen—A. W. Vatcher, 2110 So. Figueroa; D. E. Baxter, 122 No. Ave. 20; R. B. Marquez, 229 So. Ave. 17.

### DIVISION FIVE.

Conductors—N. T. Norris, 5425 3rd Ave.; W. B. Reilly, 2723 So. Grand Ave.; G. J. Cowden, 2319½ W. 54th St.; G. E. Moore, 5514 St. Andrews Place.

Motormen—M. Knudson, 121-A. W. 32nd St.; L. J. Lareau, 2408 W. 54th St.