

TWO BELLS

Vol. II

JULY 18, 1921

No. 7

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

Big Program For Power Extension Announced

NEW COURTESY RECORD FOR MONTH SET

Following the general decline in complaints of all kinds reported in last week's Two Bells, additional figures issued by the manager of transportation show that last month produced the best record for courtesy since extra credits for clear courtesy and safety records were introduced April 1.

With well over 2000 trainmen in service, only 46 did not have clear courtesy records in June. This figure includes reports made by passengers and by employes of the railway.

In April, the first month the extra credits were given, all but 50 trainmen had clear courtesy records. In May the figure went to 61. Introduction of the new transfer and ignorance of the rules by some passengers may have been a factor. June saw the figure reduced to 46.

Reports from various sources on safety resulted in all but 569 getting clear records for safe operation during June.

PAINT SPRAYING MACHINE AT SHOPS

Doing in three minutes a job that formerly took 40 minutes is the accomplishment of a paint spraying machine recently installed at the shops. The machine is used for painting trucks with the heavy black paint necessary for hard usage. It was a tedious job dodging around the springs in painting springs by hand, but now it is merely a matter of turning on the compressed air and squirting a hose around the metal-work.

Aliens Must Register

The Law requires that all Aliens must register as such on or before July 31st and carries penalty of heavy fine for failure to do so.

All Aliens in train service must therefore appear at the office of the Registrar of Voters at the County Court House and register on or before above date.

PLEASING THE PUBLIC

Safety Cars On South Main Get Ready Welcome

THE following commendation of safety car service on the South Main Street line appeared as a letter to the editor of one of the daily papers:

I, for one, want to register my vote in favor of the one-man cars that have been the subject of considerable dispute during the past year.

I live out on the South Main Street line and up until a few weeks ago five cars were in service on that run. In other words, a car came along about every twenty minutes.

Ten one-man cars were recently placed in service on that line and we now have seven-minute service. I want to congratulate the Los Angeles Railway Company for that move, and I think everyone on the South Main line feels the same way about it.

After all, the one-man cars ride just about as easy as the larger ones, and it's a fact that they are speedier. Where it used to take fifteen minutes for me to get home it now takes only ten or twelve.

The railway company made a wise move in this instance. More power to them.

*SOUTH MAIN RESIDENT.
Los Angeles.*

New Transfer For Loaders Now In Use

Out bound West Jefferson and Huntington Park, line "J," transfers are good South on South Main Street, line "O," at Jefferson and Main, or any point South. Conductors on line "O" will accept accordingly.

Out bound Maple and Heliotrope, line "H," transfers are now good to walk over to Temple and Dillon, East or West. Temple Street conductors will accept accordingly.

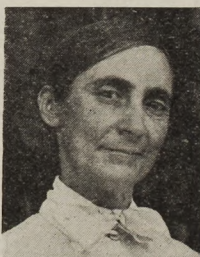
New form of emergency and leaders' transfer bearing the words "Turn Back Diverted," are now being used. Conductors on pull-out or pull-in trips will punch this space, as provided for by the rules for the use of the regular forms of transfers. R. B. HILL, Supt. of Operation.

Crippled Lady Hands Bouquet To Trainmen

ONE of the most gratifying compliments on the courtesy and genuine service given by Los Angeles Railway trainmen was presented a few days ago by Mrs. Minnie Willcott, of 1258 Temple Street.

She is known to trainmen who have been on the Temple Street line as "the little crippled lady." Despite her misfortune, she never forgets the sunny side of life and shows full appreciation of help given by conductors and motor-men. To demonstrate this she made a special trip to the office of the manager of transportation to personally express her appreciation of the good service she has received from trainmen who have helped her on and off the cars.

She rides the Temple Street and West Eleventh lines chiefly. She says the men on those lines are the most courteous and accommodating she has ever met and is confident that the same standard prevails throughout the system.



Mrs. Willcott

Fishing Party Gets 500 Pounds Catch

Conductor W. H. Snow of Division Four took a day off and went fishing recently. His party caught over five hundred pounds of fish at the beach. Here is a chance for any of the boys at the other divisions who fancy themselves as good fishermen. W. H. is open to fix up a match with anyone, weight for weight, for a side stake. We learn he has had a life long experience at the game in every branch. His results prove it.

Henry Hazen has a daughter and four grand children visiting him from Boston. He reports that they intend making Los Angeles their permanent home.

SUBSTATIONS WILL COST NEAR HALF MILLION

With the awarding last week of the contract to build an automatic substation in the company's Vernon yards, Vernon Avenue east of Santa Fe Avenue, the first step has been taken in an extensive program for improved power conditions which will involve an expenditure of around \$450,000. The program for four or five new substations is largely in line with recommendations made by the State Railroad Commission following the survey which resulted in the rerouting of lines and installation of safety cars.

The Vernon building will be 42 by 52 feet, which is standard size for all the proposed single unit substations, and will be built of brick and cement. It is to be finished by August 25 and installation of the machinery will follow immediately. It is planned to have this substation delivering power by November 1.

Machine Costs \$58,000

The machine will be a Westinghouse 1000-k.w. synchronous converter costing \$58,000 exclusive of the feeders and high lines which will involve expenditure of about \$20,000. The same type of machine will be installed in the four or five proposed substations.

This substation will remedy low voltage conditions on the Huntington Park line, Vernon and Santa Fe Avenue. It will help the Hooper Avenue line by a sectionalizing switch at Vernon and Ascot. Power will be carried to the converter from the Edison-Vernon station at Pacific Boulevard and Fruitland Road.

Equipment en Route

The electrical equipment for the substation is now on the way to Los Angeles.

Immediately following the building of the Vernon substation, the second automatic substation will be established in Garvanza near Avenue 56 and York Boulevard. The feeders and high line for this work will cost \$28,000 in addition to the \$58,000 for the machinery.

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

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Service Is the Greatest Thing To Make Friends

ONE of the chief assets of any corporation is loyal employes. A former employee of Armour & Co. at Chicago told me of hearing J. Ogden Armour make a speech to the employes at that plant. He said in part: "No corporation can be a success whose employes are not a success. No employe can be a success who is not satisfied with his job, and loyal to his employer. I want every employe of Armour & Co. to know that we are interested personally in your welfare, and any suggestion you have which you think beneficial to the company and employes, send it in and it will receive my personal attention."

This is the policy of the Los Angeles Railway. We know employes at all times have the privilege of going into the office of any of our superior officers and personally making suggestions for betterment of service, which suggestions we are told are at all times gladly received and carefully considered.

In this connection, it is easy for an employe to make the old-time mistake of remarking to other employes: "Why in the duce don't they do so and so, what in thunder do they care, anyway?" etc. That is the wrong attitude. We should make the suggestion to the proper authority.

In the Evening Herald of June 27 was an announcement of positions of Postmaster being open in several Third-class offices. Burbank paying \$2000 a year, San Dimas \$2100 a year. Having been employed in the Post-office and Treasury Department ten years makes me eligible to one of these appointments, but with due loyalty to our government, you can see how the compensation and responsibility compares with that of your own job.

We should bear in mind that we are indebted in great measure to the public, who have stuck by us in questions affecting us all in the past, and as there is now certain unfriendly agitation, we ourselves can forestall this by endeavoring at all times to keep the service up to standard, thus maintaining our own reputation as the best disciplined body of Street Railway Employes in the country. Of the many ways of making friends for the Company, which is making friends for us all, one that makes a sure hit is waiting for connections at transfer points when car is near and at times when headway is long.

Condr. L. E. Adkins, Div. 1.

The Helping Hand Helps

IN THE numerous miscellaneous reports made out by trainmen and sent to the superintendent of transportation, one attracted special attention. It was a statement by a motorman of one division that he had observed a conductor of another division rendering a special point of service which he considered highly commendable. Apparently the two trainmen did not know each other, as the report mentioned only a cap number.

It might perhaps have been considered but a small thing in the busy day's routine of operating a street railway and rendering the service necessary for a city of this size.

But it was not a small thing. It demonstrates one of the big factors in making for good service—namely a feeling of good-fellowship between employes and a willingness to help. It shows a bit of the human side of a big business proposition and without this human interest side the big business can not have the success that otherwise might come.

Friendliness and willingness to help each other is a spirit among men that cannot be measured. Its possibilities for good are boundless. Two Bells might devote several issues to ways of showing the helping hand without covering the subject. Most employes have the spirit and show it. Two Bells can only express in behalf of the organization as a whole appreciation of the results being achieved and point to these results as an inspiration for the future.

Association Receives Thanks of Widow

Appreciation of the help given by the Employes Co-operative Association during the illness and death of Motorman W. J. Gibbins is expressed in a letter received from the widow, Mrs. Lelia Gibbins. Motorman Gibbins was a Division Three man. He passed away June 24.

Mrs. Gibbins requests that special thanks be given to the boys of Division Three for the beautiful floral piece.

School Tickets At 6th and Main Depot

Some conductors are still informing patrons that local school tickets may be obtained at the office of the general manager.

In answering such inquiries, inform the parties that these tickets are for sale ONLY at the Pacific Electric ticket office, 6th & Main Streets.

Motorman R. W. Harry is spending a ten-day vacation around town.

Honors For New Arrival Almost Get Misplaced

DEAR Friend Al:

Al, I want to tell you about a funny thing that happened this week concerning our genial though honest general claim agent, C. M. McRoberts. You know Mc is the fellow who always has a little Scotch with him but it's only because he was christened with that kind of a name. Anyway, Mc came into my office the other day, walking in that famous manner of his, stepping first on the left foot and then on the right.

He parked near my desk and produced a cigar. Right away I knew this unusual incident indicated something out of the ordinary. Sure enough he remarked as he let go of the stogie:

"A new arrival."

Well, Al, I jumped up and stuck out my right hand and said, "Congratulations."

"Oh, no, no, no," said Mc, backing away, "not mine." The honor goes to E. B. Harris, one of the claim adjusters. I am merely bringing you your cigar. Also it's a boy."

Well Al, I guess we wish Harris lots of congratulations, and I know all the boys do, because lots of them have met him on accident cases and know he is a regular fellow.

You know me Al,

—Jeff.

June Report of Ass'n Payments

The following amounts were paid by the Benevolent Branch of the Co-operative Association during June to employees on sick list:

DIVISION No. 1

Conductors—Rene H. Gardner, \$39.50; A. E. Pingry, \$7.50; L. F. Pruitt, \$17.50. Motormen—George Feller, \$57.50; Geo. Feller, \$30.00; E. H. Nay, \$4.50.

DIVISION No. 2

Conductors—H. S. Crawford, \$17.50; R. D. Donner, \$3.50; F. H. E. Pierce, \$9.50. Motormen—H. P. Chaffee, \$10.50; M. H. Hull, \$26.50; A. J. Underhill, \$30.00.

DIVISION No. 3

Conductors—D. O. Kammer, \$3.50; H. A. Strawn, \$48.50.

DIVISION No. 4

Conductors—C. H. Beckett, \$30.00; F. A. Edwards, \$9.50; J. Federbusch, \$6.50; G. Prewitt, \$12.50; L. J. Stone, \$4.50. Motormen—G. Jensen, \$30.00; A. C. Jones, \$19.50.

DIVISION No. 5

Conductor—R. C. Perry, \$3.50. Motormen—E. U. Butcher, \$10.50; T. L. Stephens, \$4.50.

MECHANICAL DEPT.

H. W. Crevling, \$3.50; John Davis, \$3.50; H. P. Koster, \$5.50; Thos. D. McMahon, \$12.50; T. J. McMahon, \$30.00; J. A. Neighbors, \$37.50; Wm. Roedder, \$30.00; E. C. Smith, \$10.50; Mrs. Florence Sorrells (wife of I. Sorrells), \$30.00; Chas. H. Stoner, \$18.50; S. Ventclora, \$30.50.

ELECTRICAL REPAIRS

R. E. Ellithrope, \$9.50.

Heads Up!

"PATRIOTISM is not the mere holding of our flag unfurled, but making it the Godliest, Grandest, and Greatest in the world."

IT NEVER hurts to help the other fellow.

PLAY the game, and win or lose; be game.

IT PAYS to be careful.

THERE never was a time in the world when the outlook for the loafer and the quitter was so dark as at present.

A QUITTER never wins. A winner never quits.

NEW MAPS TO SHOW POINTS OF DANGER

The line maps showing the routes of lines and transfer rules have proved such a success that a new stock is to be printed to complete the sets now held by trainmen and to supply new trainmen with this concise information. Investigation shows that practically all trainmen have kept the maps of lines running out of their divisions.

In connection with the transfer line maps, the instruction department is planning for another series of illustrated information sheets. This will be in the form of maps showing the greatest danger on all lines. This will include schools, fire houses, heavily used alleys and garage entrances and the like.

This work will be handled largely by D. F. Crandall, conductor of Division Two. He did a major part of the work on the transfer maps and has proved his ability in such special work. Incidentally L. F. was a bank cashier in Nebraska before he took up the outdoor work of street railway service here about ten years ago.

12 MAGAZINES ON LIBRARY TABLES

The list of magazines for which the company library subscribes covers a varied field of literature including business, engineering, fiction and general reviews of activities throughout the world.

You will see even the Ladies' Home Journal on the library tables for the benefit of friend wife if she should be visiting at the main offices or for the women in the building.

Following is the complete list:

Administration, American Magazine, Electric Railway Journal, Engineering News Record, Ladies' Home Journal, System, World's Work, Literary Digest, Popular Mechanics, Review of Reviews, Scientific American, Scribner's.

Matrimony Claims Popular Trainmen

Matrimony claimed two popular trainmen of the Los Angeles Railway recently.

Motorman L. H. Weber, of Division 5, who has been away for the past month, visiting in the East, returned the other day and opened the door rather softly, stuck his head around from behind, and said, "Oh, she's a peach!" We do not know where Mr. and Mrs. Weber are now residing, but we extend to them our best wishes.

Conductor E. W. Doosing of Division 2, married Miss Mary Godell, July 9. They will be at home to their friends at 318½ West Pico street. Congratulations.

May Enter at Front

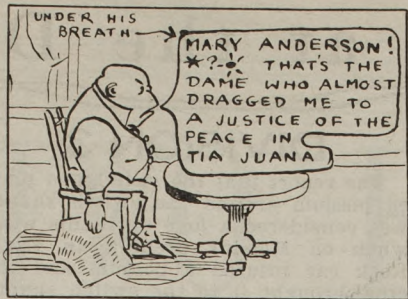
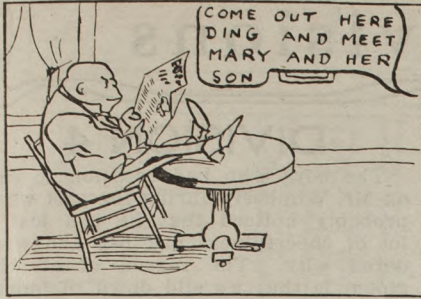
Permit Police Officers to board front end of P-A-Y-E cars upon request. This to assist Officers in the performance of their duties, and this privilege will not be requested by Officers under ordinary conditions.

R. B. HILL,
Supt. of Operation.

Night clerk E. E. Roffee has returned from his vacation and is looking fine. The heavy coat of tan which he acquired during his journey thru the desert has changed his appearance considerably, in fact, at first sight we wondered "what is that cholo doing in the office?"

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

Bouquets Received Last Week

Motorman R. Aldworth, Div. 2.
 Motorman F. E. Burcham, Div. 5.
 Conductor L. F. Cramer, Div. 5.
 Motorman L. H. Sharke, Div. 5.

For Motorman C. H. Owens, Div. 3

Los Angeles Railway.
 Gentlemen:
 I wish to call your attention to Motorman No. 1089 for his special courtesy shown me several times. It is very gratifying to find men of this kind in our daily travels.

Yours very truly,
 S. FRIEDMAN,
 1005 Park View St.

For Conductor F. Habich, Div. 2

Los Angeles Railway.
 Gentlemen:
 I wish to call to your favorable consideration a young conductor on the Eagle Rock City line (name unknown to me, his cap number was 1084), and to wish there were more of his sort on the cars. His beautifully courteous, gentlemanly bearing to both men and women as well as to little children was surely refreshing after riding on some other cars. I rode from end of line clear to Second and Spring and watched him all the way and think you should know you have an exceptional boy in your employ. Long life and prosperity to him.

Respectfully yours for better service,
 MRS. McI.,
 122 West 96th Str.

For Motorman R. W. Lockwood, Div. 5

Los Angeles Railway.
 Gentlemen:
 I imagine there are many complaints sent in and few boosts. This is one of the latter kind.

I wish to commend and praise Motorman No. 1357 for safe guarding not only the passengers but the company's property, also motor vehicles, by doing something that I don't believe motormen are called upon to do. He not only did it once but at every turn, so it can be seen it is a habit with him, and that is when car is about to turn a corner he holds out his hand to warn motor vehicles that car is about to turn.

Now the men get few praises, so please see that he gets this one, as a little praise when deserved makes a person more interested in their work.

Property Owner,
 "Cupid" R. S. SPARKS,
 5104 5th Avenue.

Note—The writer of this bouquet is known to fame as "Cupid" Sparks, now member of the City Council and formerly in charge of the county marriage license bureau.—Editor.

The A. B. C. of Safety Is ALWAYS BE CAREFUL

Ask the next Ambulance Driver What HE Thinks of Safety First and Last

On The Back End (Contributed)

Following the announcement of the formation of a dramatic club, Division One mail box has been flooded with letters from men aspiring to see their names in electric signs on Broadway, but out of them all the following wins the barb-wire hose supporters: "Mr. C. V. Means. Enclosed please find my application for a position in the coming dramatic club. For previous experience I refer you to the Kalamazoo Dramatic Association. We made a great hit in "Uncle Tom's Cabin," especially in the scene where Little Eva crosses the ice. For three months every Saturday, I was a piece of ice. Respectfully, Motorman Jacobi, Division One."

Conductor F. W. Deuber tells this little story on "Woman's rights," which actually happened on his West 11th car:

"An elderly lady with a little girl got on my car at Tenth and Broadway and dropped a nickel in the box. The child being of a doubtful age, I inquired of the lady the girls' exact age and was informed that she was five years old. Like a miniature cyclone the little girl turned to the elderly lady. 'Grandma!' she exclaimed, 'why do you always lie about my age? You know I was six years old two months ago. You remember the party we had. Every time you tell the conductors I'm five. This is the "dozenest" time. I'm six years old, grandma' and stamping her little foot for emphasis, 'and I won't be five.'

"The lady quietly dropped another nickel in the box and walked quickly to the last seat in the rear section.

The stork is very optimistic as far as "Porterville" is concerned, having had invitations to visit that prosperous and thriving community in the near future, according to reports from Division Three.

An insurance salesman was seen talking business quite hopefully with Lee Lewis, Division Three mechanical foreman. We are not sure yet whether Lee is taking out more insurance for fear he gets pulled overboard by the big fish he expects to catch or for fear choking to death on the big ones he is likely to tell when he returns from an expected fishing trip.

Conductor R. H. Harris, of Div. 5, came up to the window the other day with a worried look on his face and asked if we thought we would be able to let him off for a week sometime in the near future. As he rarely ever takes any time off, naturally we were curious to know where he was going to spend so much time, and asked him as much, to which he said, "Well, I would like to see one of the Parks in Los Angeles." R. H. has only been in the service of the Company since June 5, 1915, and we do not know how long he had lived in Los Angeles up to that time.

Automatic Substations To Boost Voltage Force

(Continued from Page 1, Col. 1)

The Garvanza substation will supply Eagle Rock Valley and feed the Garvanza line to Avenue 44, meeting the limits of the Huron substation there. This station also will supply some power to the Pacific Electric for the benefit of the South Pasadena line. It will be a great help in maintaining schedules and motormen will notice the stronger power immediately.

Other Locations Held Up

Locations for the other substations are indefinite pending some negotiations.

The automatic substation is one of the latest marvels of the electrical industry for extending power facilities.

DIV. 3 AGAIN INCREASES LEAD IN SAFETY CONTEST

POSITIONS remained unchanged in the third safety contest according to figures announced at the close of the sixth week. The contest is coming into the home stretch now and Division Three is setting up a lively pace to hold the lead.

That the efforts of Supt. Dye's boys are effective is indicated by the fact that Division Three has again increased the lead over Division Two, which holds second place. Division

Three heads the list with 925 and Division Two has 914.

Division Five holds third place with 908 and Division Four ranks fourth with 904. Division Four is credited with the fewest accidents of last week so this should be some real encouragement to overcome the slight lead of Division Five. Division One sticks to the cellar just like there was something in it that would not stand the glance of a prohibition officer.

Windows on Safety Cars.

Upon request of passengers, front end windows of safety cars may be partially lowered in order to afford better ventilation, the comfort of passengers to be given first consideration in all cases.

R. B. HILL,
 Supt. of Operation.

Not in the West

Into the general store of a certain village in the South a diminutive dark-ey, who laid upon the counter a single egg and said:

"Boss, my mudder says please give her a needle fo' dis aig."

The storekeeper smiled. "Why," he said, "you can get two needles for an egg."

No, boss," continued the darkey, "my mudder don't want no two needles, she says please give me de change in cheese."

Conductor J. Hart is back from his trip the City of a Thousand Hills and he says that it is mighty good to be back.

For Motorman G. S. King, Div. 1

Los Angeles Railway.
 Gentlemen:
 I feel that you should know that you have a real man in the person of Motorman 1775 who was in charge of a West 6th Street car today. I happened to occupy the seat immediately behind him on a downtown trip this morning and witnessed two demonstrations which warmed my heart.

An old Negress was behind time in reaching the car, but doing her best to "make" it, and you could tell by her efforts that she DID want to get somewhere. "1775" took pains to signal her that he would wait, and as we got farther down the street he slowed up for two old ladies who would have missed the car but for his consideration.

Sincerely yours,
 MRS. JOHN F. SMITH,
 405 So. Van Ness Ave.

For Conductor A. Bunde, Div. 4

Los Angeles Railway.
 Gentlemen:
 It gives us much pleasure to report very favorably on one of our Temple St. conductors. His number is 1410. He is pleasant, courteous, attentive to his business.

Helpfully,
 THE MISSES MACHOLD,
 2323 London St.

Dear Editor:

Here is one I overheard on my car yesterday.

A right smart conductor and a man attending the Elk's Convention here, were talking about the prosperous city of Los Angeles.

Are you a member of the Elk's Club? The trainman was asked. No, was the response, I'm a conductor!

G. R. Stevens.

Looking 'em Over at the Divisions

DIVISION 1

At the time of writing, this Division is preparing for one of the biggest tests known, namely, a double parade. We have had them before and somehow lived through them, but when the "Elks" turn things loose it is some parade, and considering that it is the first big one since the re-routing everybody is determined to do their bit to make our end of it a success.

Conductor S. C. Tuffield considers himself one of the luckiest men on earth and has mighty good reason for doing so. While coming to work on the morning of the 5th, an automobile traveling at the usual Los Angeles speed of about thirty miles per connected with him at First and Santa Fe and knocked him thirty feet across the road, and all he got out of it was a sprained wrist. He is not back to work yet but according to reports, hopes to be before the 14th.

Motorman J. C. Kellar, who for the last three months has adorned the extra board, has again deserted us. Allowing our curiosity to get the better of us, we investigated, and after a diligent search we found Mr. Kellar gracefully swimming around in the pits, with his face, ears and hair beautifully smeared with grease, tightening bolts with a three-foot monkey wrench. He stated, when interviewed, that he has now reached the height of his ambition, and besides his folks always wanted him to be a watchmaker.

It gives us great pleasure to announce that up at a certain hospital there arrived a 6½-pound baby girl, who intends to make her home with "Ye scribe" of Division One. Of course if we had our way, we would promptly use all available space explaining what a wonderful baby she is, but all this passes the censor and "Jeff" wields a wicked blue pencil. Sufficient to say that she is the prettiest, cleverest and most intelligent baby in the state. We thank you.

To Motorman Meeson: Heartiest congratulations. May the baby girl inspire you to renewed literary efforts and may she emulate her pa and finally achieve world-wide fame as a sob sister answering letters of the love sick in the daily papers.—Jeff.

Motorman L. H. Vaught says he has got writer's cramp from signing his name on the runs up for choice and he hasn't got one yet. Cheer up, old boy, the first hundred years in this game are the hardest.

DIVISION 2

Motorman J. F. Jacobs has returned to work, after a month's vacation, spent in or near the Kern River, F. J. claims the *suckers* in the river are so big that they break the line. However, Jacobs landed enough trout to live on while there and reports a very pleasant time.

Conductor J. Hollingsworth who had a month off so he could paint and fix up around home is on the job again, and says he feels fine after the exercise.

Conductor J. I. Burns has also returned from his vacation spent in Kansas, Indiana and Kentucky, reporting a fine time, but found it awfully warm. J. I. says no place like Los Angeles.

Conductors W. H. Engle, K. E. Sloan and H. M. Vining, and Motorman D. V. Hambly are taking leave of absence to rest up.

Conductors F. G. Nichols, F. Deering and R. B. Jones, have resigned to engage in other work.

Who's Who



IT was back in 1896 when part of the present Los Angeles Railway was called "The Los Angeles Interurban Railway," that S. Van Amburg began to work in the machine shop which is now known as Division 4. Van Amburg has the credit of being in the employ of the company for twenty-five years.

Van Amburg would rather fish than eat, he says that he could fish all the time. He has a fine big son now bucking the board at Division 5.

He is a regular fellow, and well liked by his associates.

DIVISION 5

Motorman F. J. Murray is a member of the Best People On Earth, and to see him strutting around since the Convention of Elks started, you would think that he really thought B. P. O. E. stood just for that?

Our Superintendent, C. A. Morrison, has rolled up his sleeves this week, and the rest of us haven't asked any questions, but have just kept our eyes riveted on the spot and we are not trying, but doing things.

V. L. Myers, has returned from the East after an absence of a month.

H. D. Sipperly and G. R. Stanley are taking a vacation.

For your information, boys, you will find Conductor, E. L. Lenney, at the Base Hospital, Camp Kearney, Calif.

Conductor W. Janner says when you stay for about 4 hours in the water at the beach, during these clear fogless days there is likely to be an after effect. From the looks of his sunburnt shoulders and arms he is right, and the writer believes every word of what he says is true.

Introducing New Men

The following men were assigned to their divisions during the week ending July 9th:

DIVISION No. 1

Motorman—F. J. A. Sharon.

DIVISION No. 2

Motorman—W. Allen.
Conductors—B. E. Allen, A. L. Johnson.

DIVISION No. 3

Conductor—W. F. Carpenter.

DIVISION No. 4

Safety Operators—W. T. Wallace, R. B. Olmsted, H. W. Brockway, E. H. Langston, M. L. Moore, W. L. Clark, P. R. Niemeyer, J. T. Pickard, N. H. Coates, T. E. England.

DIVISION No. 5

Motorman—O. D. Carter.
Conductor—E. L. Raines.

DIVISION 3

The report that the switchmen played possum around the switch shanty was considered a joke until this week when on Monday evening an Eagle Rock car injured a possum and the crew brought it to the switch shanty for treatment. Later, upon its mysterious disappearance, the rumor went forth from the switch shanty that the possum had died a natural death, but most of the trainmen refuse to credit this rumor, bearing in mind that some of the switchmen hail from the south and also from hearing interesting accounts by switchmen of the delicious taste of possum meat.

Barrel inspector Armstrong and pump inspector Sampson are displaying an unusual friendliness these days. The Mechanical Force is wondering whether they are planning some business partnership or just getting acquainted for mutual fellowship.

Remember, "Slim" Barrett, that some men find it hard to see well in daylight when first changing from an Owl run to a daylight run; so be careful not to have accidents.

After preparing for five years to buy a car, Mr. Boynton, the genial machinist, has now indefinitely postponed buying a car due to the predictions of some world-enders that the world will come to an end in 1923. Never mind, buy your car, the world will still be here after 1923.

A. J. Porter reports Conductor H. Tupper having some difficulty in instructing a student. It seems the student didn't understand so much "Yiddisher," and Porter says Tupper acted as tho the student was deaf and dumb. Probably Tupper was only trying to be resourceful in conveying instructions.

Motorman Spalding is anxious for a checker championship match with any or all comers from other divisions. He warns them, however, to come with sharpened wits as the warm weather hasn't affected his in the least.

Motorman L. K. Plummer and Conductor W. P. Leggit have left for The Presidio at San Francisco for 40 days of military training and vacationing.

Conductor F. C. Mead is enjoying a two weeks' fishing trip and vacation in the mountains.

Conductor W. E. Smith has just returned from a two months' trip thru several states. He purchased a Ford in which to carry his little tent and supplies; travelled by day over mountains and plains, and slept out of doors at night. It is truly remarkable how he has improved his health. He certainly looks like a new man, and we are sure he feels it too. We all are glad to see you back looking so well.

J. R. Smith and J. J. M. Wilson are on the sick list. We hope their illness is of but short duration.

Conductor Clarry usually has to run to arrive in time for his runs. He always has an alibi, and altho he is quite skillful at repartee Foreman Hanley says he will make a man of Clarry yet. Go to it Dan and convince Clarry that the biggest room in the world is the room for improvement.

Motorman Dyer was discussing the other day whether a certain rat caught in a trap was the same one he had previously seen. At first he said it was not because the one he had seen was 30 inches from tip to tip but later he said that after a second thot it was the same rat for he remembered its face. If any one is bothered with, and wants to identify, rat culprits leave your case with Dyer the rat physiognomist.

DIVISION 4

The boys who had occasion to call on Mr. Wimberly during the past week probably noticed that he has lost a lot of cheerfulness and pep and wondered why. The reason of all the gloom is that we slid down to fourth place in the safety contest and Mr. Wimberly who has been watching the accident chart like a speculator watches the ticker in a stock exchange predicts that by the time this issue makes its appearance we will have dropped to fifth place. It is a sad story, fellows, but on the other hand we have plenty of time to crawl back up to first place where we belong. Let us brace up and get back into the race again. We have the heaviest handicap but that is the best reason why we should do our utmost to win. We do not want to cheat Division One out of fifth place. A booby prize might be offered some day and then they would be out of luck. But we do want to knock Division Three out of first place, for by so doing we would save Instructor Starling the expense of a carload of watermelons.

Conductor A. W. (Packy) McFarland considers that a change of work is as restful as the customary manner of spending a vacation and has taken a fifteen-dap leave to paint two of the three houses he has been able to buy during his twenty-odd years in the service of the company.

Many years ago we sang a song entitled, "I'm Afraid to Go Home in the Dark." It is old and forgotten now but this news put us in a reminiscent mood. Operators R. J. Teal and F. L. Ervin are very close friends, they both have late night runs on South Main line. Ervin lives out near Westlake Park on West 6th Street. He is afraid to go home when he pulls in at 1:30 a.m. because of trouble in that district recently. Se he waits at the barn 'til daylight and Teal who lives near the barn stays with him to keep him company.

Motorman E. F. Irish is on an eight-day vacation, which he will spend in San Diego.

Conductor E. R. Porter, who has been carrying his left eye "in a sling," is back on the job now, all O.K. Many of the boys thought that E. R. was hiding a "shiner," but the real trouble was a case of slight paralysis on the left side of his face which deadened the eyelids. We are glad to see E. R. back.

Conductor "Abie" Budne has taken an eight-day leave to vacation at Murietta Springs. A. B. said he was going to boil the "Abie" instinct out of his nature, so henceforth he will be given the more respectable name of "Abraham."

Conductor A. L. Hartman is on a seven-day leave to start his son in the fruit and vegetable business.

On the Sick List

Following is a list of men who have gone on sick leave in the past 10 days:

DIVISION No. 2

Conductors—E. Lloyd, 624 E. 49th St.; W. T. Vickers, 1345 E. 49th St.; J. E. Delaney, 453 E. 30th St.
Motorman—R. F. Miller, 3766 Crawford.

DIVISION No. 3

Conductors—J. R. Smith, 3405 Elthea St.; W. S. Rice, 2612 Thorpe Ave.
Motorman—J. M. Turkleson.

DIVISION No. 4

Operator—L. Strain, 2617 Jeffries Ave.

DIVISION No. 5

Conductors—D. W. Fields, 426 E. 79th St.; A. C. Underwood, 4716 Eastern Ave.; W. B. Reilly, 2223 S. Grand Ave.
Motormen—M. E. Phalen, 2309½ West 54th St.; W. M. Atchison, 403 E. 5th St.; E. A. Hilty, 910 W. 36th Place.