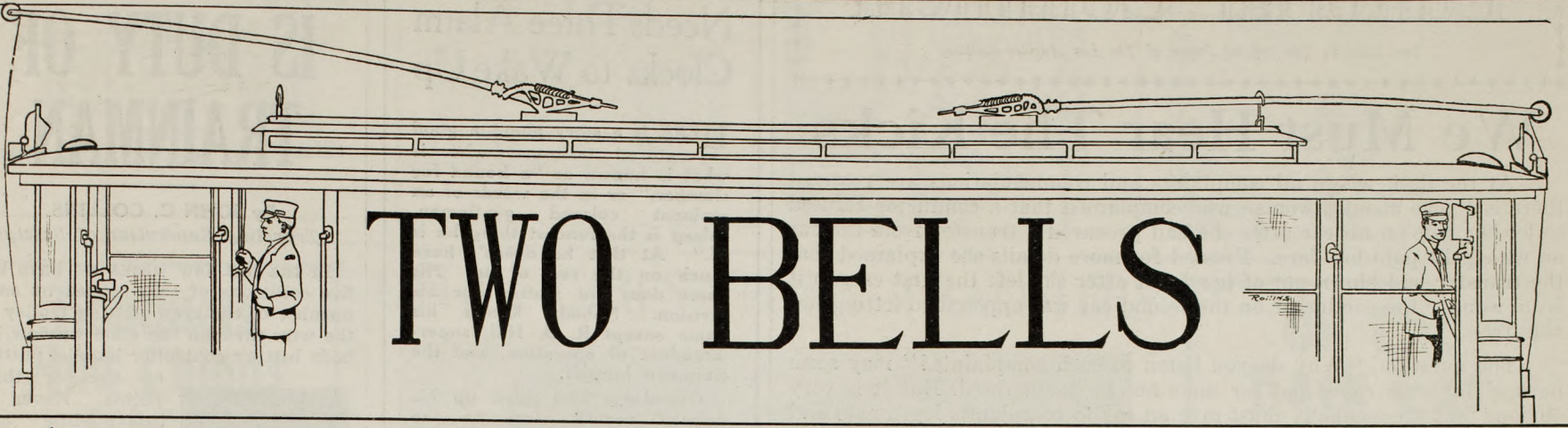


# CASH PRIZES OFFERED IN CONTEST



Vol. 1

MAY 2, 1921

No. 48

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

## Cars To Have Letter Signs

### ALL READY TO INTRODUCE NEW TYPE TRANSFER

Sunday, May 1, and the old transfer is a matter of history and the new coupon transfer takes its place as a chief instrument in good street car transportation for Los Angeles.

The instruction work has been completed as far as advance instruction to trainmen is concerned and every effort has been made to acquaint every trainman with the full workings of the new system. New questions are bound to arise, and the instruction department requests that they be written or telephoned in promptly for the benefit of the entire service.

R. A. Pierson, chief instructor, gives these last reminders:

#### Start Low Number Pad

Conductors must begin using the low number pad. This pad will be on top of the stack issued by the division clerk. Unless the low number pad is used first, the auditing department will be at sea in checking the number of transfers issued and collected for guidance in making future orders and maintaining the company records.

**COLORS.** In trip, south and west through business district, yellow paper.

Out trip, north and east through business district, green paper.

A. M. transfer has blue lettering and P. M. transfer has red lettering. Learn to tell them at a glance.

#### Important Change

Under the new transfer system, the transfer point at Temple Block will be continued as at present, viz.: out trip transfers will be good north on all except cars of issuing line. In trip transfers will be good south on all except cars of issuing line.

A walk-over privilege will also be granted at Eleventh street as follows:

Passengers from cars north bound on Hill or Broadway may walk to Main street to any north bound car.

### Initials Correspond With Transfers

#### Funny Sayings of Employes' Children Wanted For Birthday

TWO BELLS is going to stage a birthday party next month.

Pretty soon now this little paper of yours will rejoice with all the dignity of one year's growth in wisdom and dimensions, but it wouldn't do to stop here to boost our own thunder. What we want to do is to put over this birthday party idea.

Being one year old, Two Bells is still a youngster, so this is going to be a kiddies party. We have had a contest for poets and a contest for comic story writers; now this birthday party will be in the form of a contest for the kiddies, the sons and daughters of employes of the Los Angeles Railway in all departments.

#### Open Until May 25

Children are particularly famed for saying funny things, and Two Bells offers a chance for them to cash in on them, so from this moment the Kiddies' Story Contest is on. It will close May 25 and the prize winners will be announced in the first anniversary edition of Two Bells June 6.

Some bright scientist figured out that changes in the lives of human beings come in seven-year jumps, so for this contest that will be the dividing point. There will be two classes for this contest. Class A will be kiddies up to four years old. Class B will be for those who have passed the fourth birthday and have not reached the seventh birthday.

#### SMOKE IN WAITING ROOM

On account of danger from fires, the rule prohibiting smoking in or around car houses, except in waiting rooms, will be rigidly enforced.

No employee will be permitted to smoke either on cars inside of car house, or when passing through the car house for any purpose.

Passengers from cars south bound on Main may walk to Broadway or Hill to any north bound car. Passengers from cars south bound on Broadway or Hill streets may walk to Main street to any south bound car. Passengers from south bound cars at Main may walk to Broadway or Hill streets to any south bound car. This to apply to Eleventh street only.

#### Here Are the Prizes

For the funniest actual sayings by children of employes in these two classes, Two Bells will give prizes as follows: First \$5, second \$3, third \$2 and fourth \$1.

The stories must be told within 100 words. Often the situation under which a remark was made produced the funny side, so it may give some fun and real work to get this description within the limit. The funny saying may have something to do with the street car game or any other subject.

#### Get Busy, Dad

Now get busy dad. Here is a chance to show the brilliance of that youngster of yours and let the youngster cash in on it. Think of the funniest thing your kiddie actually said and send it in addressed Contest Department, Two Bells. Give the name of your child, your own name, and the child's age, stating whether the saying is to be entered in Class A or P.

Judges will be R. B. Hill, Superintendent of Operation; W. B. Rees, Librarian; and J. G. Jeffery, Director of Public Relations.

### ILLUMINATED FACES FOR NIGHT

Closely following the introduction of the new transfers May 1, large letter signs indicating the routes of the different lines will be placed on the cars. The large sign will be on the roof of the car near the front and on the right hand side so it can be seen by passengers for a considerable distance and will not be out of sight when three or four cars are standing together at a downtown intersection.

#### Illuminated at Night

One of the best features of the letter signs is that they will be illuminated at night so that passengers can see from a distance whether the car coming is the one they want without stopping it and examining the dash sign. The letters will have a green light.

The line initials will be the same as those used on the transfers and will help passengers considerably in becoming acquainted with the line initials as they are used on the transfers and transfer rules.

#### First Lines Selected

The first lines to be equipped with the letter signs will be West Jefferson and Huntington Park, line J; San Pedro and Western, line S; East Fourth and Hoover, line F; Brooklyn and Hooper, line B. Of these the West Jefferson and Huntington Park line is expected to be the first to make an appearance with the new signs.

Making signs and equipping all cars with them will take a considerable time but it is intended to equip the whole system. This is similar to the plan followed in many large cities of the country and everywhere it has been found a great help to the public.

Use of dash signs will be continued and the wood destination signs will be kept on the cars until the public is thoroughly familiar with the new arrangement.

### AUDITING DEPT. TO HAVE PICNIC

Members of the auditing department of the main offices are planning on a picnic to be held the afternoon of Saturday, May 14, on the beach at the mouth of Topanga Canyon, north of Santa Monica. Arrangements are being made to leave the offices shortly after noon that day and make the trip in chartered auto busses.

A picnic lunch will be served on the sands. Swimming, baseball and a general good time are on the program for the day.

# Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

## We Must Hear The Kicks

At the desk where all complaints and commendations are received there is a joke about a woman who complained that a conductor refused to let her ride on his car after she had procured a transfer from the car on which she paid her fare. Pressed for more details she explained that the transfer had blown out of her hand after she left the first car, so it is no wonder the conductor on the second car was opposed to letting her ride free.

The question, "Why do you listen to such complaints?" may seem natural for such cases and for some not so exaggerated. But it is very obvious that the company must give an ear to complaints legitimate and foolish. It is important to note that no demerits are placed on a man's record just because a passenger makes a complaint against a trainman.

For all the company knows, a complaining passenger may be a neighbor of the trainman and may be trying to exercise a personal spite because the trainman plays a cornet or keeps chickens or a flivver. The word of a trainman is considered as good as the word of a passenger so no action is taken until the trainman has had a chance to present his side, then action that seems just and fair is taken.

A department store has to give ear to complaints, both justified and foolish, the same as a street railway.

Complaints often point the way to an improvement in service.

It should be remembered that the doors of the offices are always open and officials are ready and willing to hear any complaint or grievance any employe may have to make. The division superintendents and the men in the main offices are broad minded. They are prepared to give an open mind to any subject any employe may present, just as the company listens to complaints both justified and foolish.

Finally, it should be remembered that in case of an agreement on a car which may result in a passenger taking the case to the main offices, it is the duty of a trainman, for the protection of himself and the company, to procure witnesses on the car who can support his side of the controversy.

## FIRST CONCERT BY L.A. RY. ORCHESTRA

Considerable interest marked the announcement that the Los Angeles Railway Employes' Orchestra would make its first appearance at the monthly dance April 30. The orchestra has 31 active members, and rehearsed steadily for the half-hour program scheduled from 8 o'clock to 8:30 in Recreation Hall. The numbers selected was calculated to demonstrate the ability of the musicians in creditable style.

Conductor E. B. Valentine of Division Four is director of the orchestra.

## DIV. 4 INCREASES LEAD IN SAFETY

Division 4 has increased its lead in the Safety race to four points, with a standing of 861, while Division 2 is 857, Division 5 has made a feature spurt, closing up to within three points of Division 2 with a standing of 854.

Division 3, although still in fourth place, has closed up two points on the leading division with 844, while Division 1 has dropped back an additional two points with 830.

Division 1 is the only division to date which has had considerably more accidents in April than in March. Division one's weakness, last week, has been an excessive number of alighting accidents, while Division Five's good showing is largely due to reduction of collisions with automobiles.

## DIVISIONS TO GET VARIED MAGAZINES

To supply the divisions with up-to-date literature on current topics a change in the library systems is effective May 1 by which magazines, new every week or month, will largely replace the older books on hand. Libraries have been maintained at Divisions Two, Three and Five.

The fiction stories will be brought to the main library. Some of the sets of books will remain at the divisions. Other volumes which are seldom touched, will be discarded.

The more extensive use of magazines of entertaining and instructive make-up is expected to be a big attraction, and trainmen will still be able to get books from the main library.

## 100-Foot Stop At Terminal Necessary

In all cases where a car is laying at terminal ready to start on return trip, from the terminal of farthest switch, an approaching car must stop 100 feet remaining there until the car leaving the terminal has pulled out and entirely cleared the switch. Other cars approaching terminal, must make safety stop 100 feet behind the car which is waiting on out-bound track, but after making such stop, may close up to the waiting car.

R. B. HILL,  
Supt. of Operation.

"What do you think of a man who constantly deceives his wife?"  
"I think he is a wonder."

## Champion Sleeper Needs Three Alarm Clocks to Wake Up

HERE is a story about a good natured trainman who is what is known as "a hound for slumber," or in the words of an eminent colored gentleman, "sleep is the fondest thing he is of." At that he doesn't have much on the rest of us. His name does not matter nor his division. Nobody knows his name except R. B. Hill, superintendent of operation, and the trainman himself.

Oversleeps had piled up his demerit record close to the deadline. He went to Mr. Hill to talk it over with him and ask for another chance to redeem his name.

Then said Mr. Hill: "But what assurance have I that you won't continue to miss out? If your division is short of extra men and you are not there for your run, that means an interruption in service and that brings kicks from the public."

Confident that he had found a way out the trainman exclaimed: "Well, I tell you, Mr. Hill. I've only got one alarm clock, but I'll get two more today."

## Odd Names Start Wild Excitement In Call for Runs

It happened at Division Two.

The trainmen's room was flooded with the usual noisy crowd of uniforms, of course all talking at once, enthusiastically discussing new transfers, Babe Ruth, "five-pounds of raisins, add two—", etc., and other vital topics.

The atmosphere was beautifully smothered with noise—even greater than usual.

Suddenly, without warning, the clerk, braced back of the office counter, throws his fog-horn voice into high, and shouts, "Be still!"

The big noise ceases; a veil of quietude, like Little-Eva-going-to-Heaven, steals over the fevered brows; all eyes are glued to the office window, eagerly anxious as to what was coming off.

Again the clerk's auctioneering voice rent the thick air. "Be still!" whereupon a subdued trainman weans himself from a card table and cautiously approaches toward the window.

On his first lap towards the window, the clerk registers another shout, "You are white!" "You are white!" Up from behind the barage somewhere, another form comes on a maddening gallop.

At the three-quarter stretch towards the window, the Peanuckle sharp and the Checker Hound, collide! At the same time the Clerk lets out a must-tard yell, "A tie!" "A tie!"

Everyone gasps and garbles in amazement; some hardboiled pipes up, "What-the —! has that clerk gone dippy?" Another meek voice lisps, "Poor boy, it must be the heat."

After the grand climax, it suddenly dawns upon the crowd, that a few runs had just matured, and the clerk, 100 per cent on the job, was simply calling Motorman B. Still, Motorman U. R. White, and Conductor A. Tye, to come and take out their runs.

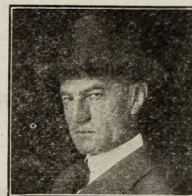
The considerable noise was resumed.

# LIFE SAVING IS DUTY OF TRAINMAN

By JOHN C. COLLINS

Traveling Supervisor of Safety

In the last few weeks we have had five collisions of cars caused by some member of the crew putting trolley on the wire through the slide window, his body hitting controller handle, putting on two or three points. Never do this while controller handle can be moved. Take the handles off or pull reverse handle to the center which will lock controller handle.



It is a serious matter to get caught between two cars as they collide.

Quite often when talking to a man about his accidents he will say: "Look how many accidents we prevent and get no credit for." That is all in a day's work, part of the game. It has a self-satisfying side, to know you are capable of quick, cool-headed work to keep from having the accident. Your passengers notice these things which will probably make it easier for the next man not so capable.

### Improvement Noticed

I have noticed a great improvement in the way the men operate on Main, Spring, Broadway and Hill Streets, over the way they did in the past. Most of them are getting away from the over-anxiousness that had prevailed. They take it easier, coasting a great deal more when following other cars and accomplishing the same thing they did when they were all keyed up, running at high speed, making short jerky stops. The more you study this angle the better you will like it. In time it will spread to all the men.

To praise the work of some men spoils the man. He thinks he has reached perfection, and need make no further effort, while praise to another spurs him on to greater efforts. He knows his work is appreciated. The effort each man makes is appreciated. We see a great many men that could do better than they are doing. We know what you are up against on the streets. It takes a smart man to keep out of trouble. Some people have the wrong impression of trainmen, an idea which it is necessary for us to eliminate from their minds. Make them about face in the duty they owe the trainmen of this city. He is the man that receives our guests. They are guided by his directions. The car man leaves a lasting impression on these people when they leave.

### Trainman is a Life-Saver

People may not agree with what I think of the trainmen as a whole, but I certainly have a right to my opinion and think I can convince any one in five minutes that it is the right one.

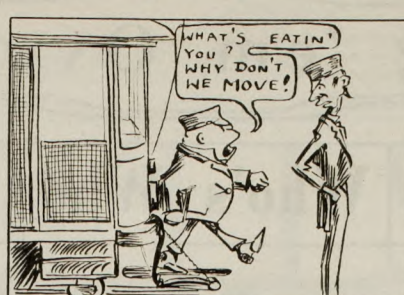
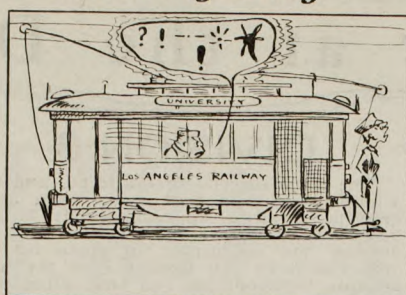
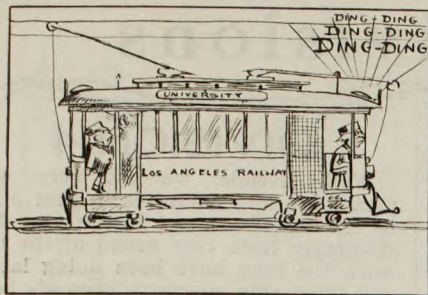
I consider the street car man in train service the greatest organization of life-savers in the country, bar none.

I would not say that our men are better than those of other cities at this time, but they will be. People continually place their lives in jeopardy, and our men continue to save them.

Realize that the same danger exists for the old experienced man that faces the inexperienced one. The only difference is he is more capable of keeping out of trouble, because he pays more attention to his business.

# Conductor Ding and Motorman Ding Ding

By Rollins



## Bouquets And Things

(Hand Picked)

**Bouquets Received Last Week**  
 Conductor S. C. Webster, Division 2.  
 Conductor R. L. Tobin, Division 2.  
 Conductor George D. Wheeler, Division 3.  
 Motorman T. Chambers, Division 3.  
 Conductor F. Oliver, Division 3.  
 Motorman T. A. Chambers, Division 3.  
 Conductor F. Oliver, Division 3.

Here we have another bouquet for Conductor J. C. Cave of Division Four who is establishing a dandy record for courteous service:

The Los Angeles Railway.  
 Gentlemen—  
 May I express to the Los Angeles Railway my appreciation of Conductor 2568.  
 In twenty-three years riding on the West 1st St. line, Number 2568 has given better, more courteous and considerate service to others, than any man I know of, with the exception of old "Brownie."  
 Last night I overheard four persons on the car says: "That conductor is the best man on this line." Personally, I have never seen a conductor who tries to radiate happiness to others as this man does.  
 Very sincerely,  
 AUGUSTA LAMB DONOVAN,  
 109 North Union Ave.

Operator A. E. Seyers of Division Four, who has a safety car run on the Angeleno and Crown Hill line, makes the daily car rides a real pleasure for passengers, judging by this fine commendation:

Los Angeles Railway.  
 Gentlemen—  
 You often hear of the faults of your conductors, but I am going to speak of the kindnesses of them. I think Operator No. 2683 on the Crown Hill line is one of the best men you have. I ride twice and maybe more times each day to and from my work, and have seen several small favors he has done. He is such a pleasant man, always glad to assist one.  
 I don't know his name to give you; I only know him by sight.  
 Yours truly,  
 R. E. JACKSON,  
 246 S. Flower St.

Conductor L. B. Fowler, of Division One, rendered a passenger mighty good service when he recovered a valuable piece of jewelry she lost. The commendation was written by another passenger who observed the act:

Los Angeles Railway.  
 Gentlemen—  
 The writer is prompted to "report" a conductor. The man—Conductor 70; the car—West Ninth No. 209; the time—January 24, 1921, 8:05 p. m.; the place—Catalina Street at Ninth.  
 The incident—an elderly lady, well dressed, apparently a visitor at the Ambassador, as she was extravagantly dressed, alighted from the car and in doing so dropped a heavy gold bracelet. When it struck the pavement the sound attracted the attention of the passengers and conductor though not the lady's attention. The conductor shouted to her but she did not heed. The car had moved ahead about fifteen to twenty feet when it stopped on signal from the conductor. No. 70 immediately dropped off, picked up the bracelet, handed it to the lady, who seemed greatly surprised, evidently she was deaf, and came back to the car.  
 Respectfully yours,  
 CHAS. S. FEENEY,  
 320 West Sixth Street.

## OFFICE GIRLS STUDY TRANSFERS



Girls of the main offices want to learn all they can about the street car business. Here are five of them who are quite easy to look at. From left to right they are Miss Edith Brink, transportation office; Miss Ruth Tungate, schedule department; Miss Rose Weinig, auditing department; Miss Gertrude Huffman, safety bureau and Miss Cecelia Eimers, transportation office.

## Instruction Lecture Given

IF trainmen have shown the interest in the new coupon transfer that has been displayed by girls of the main offices, then all will be well. In this case the young ladies cannot be blamed for being curious because they expect to be able to tell any one who wants to know, just how the new transfer works.  
 A special class was arranged by R. A. Pierson, chief instructor for the main offices, and headquarters of the manager of transportation became a lecture room for the occasion.

## Neatness Helps Trainmen To Render Best Service

By R. B. HILL  
 Superintendent of Operation

IT is several weeks since I have had time to write an article for Two Bells, but I have noticed something recently which I believe should be brought to the attention of all trainmen at once.

First of all I want to say that trainmen of the Los Angeles Railway are doing mighty fine work today and that carries with it my congratulations. From all sides we see more courtesy to the public, and an increase in genuine service that helps passengers. In these respects I believe service is the best we have had for many years past.

### Few Spoil Record

But there is one point that I want to emphasize and that is the slovenliness of a few trainmen. There are only a few and a very few at that—probably not more than 50—who do not pay at least that attention to neatness which the public may rightfully expect. When a passenger pays his fare we don't want him to be confronted by an untidy motorman or conductor, because that gives the passenger a bad impression of the entire system. More directly, the passenger does not take a liking to that conductor and motorman and will not make much of an effort to help him should occasion arise.

Neatness is not a fad. It is a necessity for good business and particularly street car operation.

Neatness need not call for spending money. The principal expenditure needed is energy behind a cake of soap a razor or a whisk broom. A man will have his clothes cleaned once in a while as a matter of economy, for it is cheaper to keep material fairly clean than to neglect it and let it deteriorate. An occasional visit to the barber to keep the hair from growing down over your collar will make a world of difference.

It is because the majority of trainmen are neat appearing that the minority look so bad to the company and the public.

### Neatness Worth While

In my experience with the Los Angeles Railway I have known of many cases in which trainmen have been hired for good positions in business by men who observed them in street car service. I have never known of an untidy man being selected.

You are the one to decide whether your appearance is right for street car service. The majority are making a good showing so let's make it heads up, boys, and show the public a real one hundred per cent street car man.

## On The Back End

(Contributed)

Foreman T. Y. Dickey, of Division Two, is a great believer in efficiency, particularly in saving energy. He recently moved his desk nearer to the window so he can answer the questions put to him without leaving his perch.

Say, have you seen Conductor Henley's suit case of lunch box de luxe? It contains tourist guides, jams, shaving outfit (admitted), etc., and nobody else knows what he has in the thermos bottle.

Several of the boys are wondering why Motorman N. M. McEwan, of Division A nearly breaks his neck every Saturday night to catch the 7:21 Hooper Avenue car. He does not live down that way.

"Passing the buck" does a man about as much good as a rotten alibi.

Here we note that Motorman W. Dehl missed out on a Saturday morning because he "trusted his wife to wake him"—and she overslept. Ten demerits for friend wife.

The other day my motorman told me that he was one class higher than I or any other conductor. I asked him what he meant by that and he said that Supervisor Burcham said "I am a front end man. If I don't move my end of the car your end of the car will never move."

He wins; give him the victory medal.  
 H. C.

Conductor C. F. Wood tells this one: "The other night we were going along Hill street about 6th, and it so happened that there was another West Adams car only a block or so ahead. One of the ladies who boarded the car remarked as she settled in a comfortable seat, 'Well, what car is this?' and catching sight of the car number said, 'eight thirty-one. I'm going to look for this car every night.'"

Supt. C. A. Morrison of Division 5 wishes to thank whoever left that nice pipe on his desk. He was observed shortly after he received it making the smoke fairly fly in clouds.

Motorman G. L. Trask of Division Five took a 100-mile trip last Sunday in his rigger and had five blowouts. No wonder, he weighs about 250 pounds and did not ride unaccompanied.

Operator J. W. Messick of Division Three found that he had carried at least one honest passenger. When he arrived at the end of the line he was turning the seats and found a passenger had left a nickel fare on the back seat.

Conductors Ira Gott and L. H. (Painless) Parker spent a day fishing at the beach last week and the high class stories they brought back with them—well, you wouldn't believe them anyway. There is just one I remember and that is they thought they had hooked a whale but it turned out to be a shovel-nosed shark and they had to use a pike pole to pry it up through the sleepers of the track from which they were fishing, and I guess that ought to hold us for a while.  
 H. A. RUSSELL.

# Looking 'em Over at the Divisions

## DIVISION 1

For the absolute last thing in up-to-date alibis for missing out, Motorman Keller wins the cut-glass roller skates. J. C. says he has a nice little alarm clock at home, but it went B. O. and started ringing every half-hour all through the night, and he had to get up to stop it so often that when it was time to get up, he slept in. Give him your watch, boys; he wins.

Another hot one was pulled on the office force last week, when Motorman (Speed) F. Eason, galloped madly in at 7 A. M., and started to explain without any delay just how he came to miss out. After listening to his tale of woe, Night Foreman Morton laid a gentle hand upon the fevered brow of the agitated one, at the same time explaining that he had a 12 o'clock show up, and that it still lacked five hours of being time for him to report. "Yes, I know," replied Speedy, "but isn't this 7 o'clock at night?"

We are mighty glad to see Motorman G. L. Ker back with us again after a long and painful illness. It's the same old G. L., perhaps a little thinner than usual, and minus the little moustache that used to quiver dismally under his nose, but he couldn't fool us; we knew it was him right away.

Since having the shoe-shine stand planted at the division, Conductor Funk brings the whole family down regularly every other night. Can't fool that boy, he has relatives living on Temple street.

## DIVISION 5

Clerk W. E. DeMuth has been dodging around for several years, but is now Dodge-ing (auto) it around.

Conductor C. R. Zoll says springing in the mountains is fine, but to lose your balance and tumble into a hole of water about 25 feet deep in April is not so joyous, and then have to go back to camp and hang out your clothes and wait all day for them to dry is not p-l-e-a-s-a-n-t at a-l-l.

Motorman J. J. Thornton has gone to Carrol, Cal., to spend a vacation with his brother.

Conductor J. Spadaro is taking a week's vacation.

We are sorry to hear of the death of Motorman E. M. Austin's son. We, of Division 5, extend our sympathy.

Motorman G. W. Babcock is taking ten days off to try the vulcanizing business.

Our Janitor, E. S. Sanford, is taking his vacation, but where, nobody knows. His duties are now being performed by Eddie Cruzat.

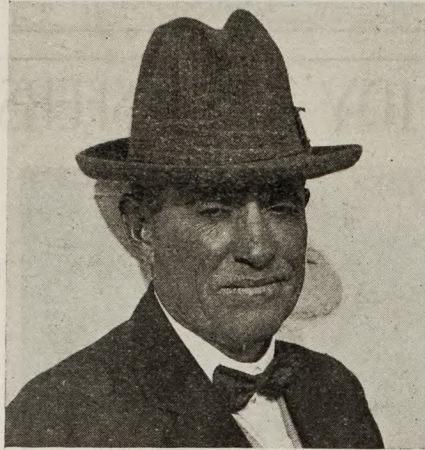
Motorman Geo. Rupp is on a week's vacation taking in the sights around San Diego and in the Imperial Valley.

Motorman A. L. Murray has gone on a 60 days' leave of absence, visiting the Grand Canyon and other sights between here and Bois D'Arc, Missouri.

Conductor Ed Link and R. A. Eisehart, who were assigned to the task of teaching the conductors of this division all about the rules and regulations governing the new transfers are now back on their regular runs. Conductor F. C. Hawthorne and F. Smith, who were likewise assigned to this task, are still imparting information to the boys.

Conductor J. A. Laws has been seen around the barn sporting a brand new flivver.

## Who's Who



THE postoffice of every city is a great gathering place for strangers. That is why it is well A. K. Miller is on the job there as switchman. The Temple Block is bad enough from the traffic standpoint without having to make it an information bureau point also, but A. K. handles the difficult task in mighty fine shape. His work has brought many commendations to the offices because he puts a willing heart into his work.

Starting in 1904, Mr. Miller was a motorman at Division 1. He went to Division Two when it was opened and later moved to Division Three. At the time of the rerouting, about one year ago, Mr. Miller was stationed at First and Broadway switching. He did fine work there in directing passengers and then went back on the cars. But he had scarcely started before there was a call for an efficient man to handle the Temple Block and he was assigned to his present post.

## DIVISION 2

We are sorry to report the untimely death of Conductor E. J. Flanagan, who was sick only three days and confined to his bed only about two hours, before his death. He entered the service July 6, 1920, but had never joined the Co-Operative Association. Division Two extends sincere sympathy.

Conductor J. R. Kittrell secured a two-weeks leave to rest up in.

Motorman O. C. Milton returned to his Central Avenue run after two weeks leave, spent mostly at home, resting up.

Motorman E. J. Eden has got two months' leave of absence and is going to the mountains on account of poor health.

Conductor G. M. Reno resigned and has gone to Columbus, Ohio.

Operator R. D. Jones is on a ten-day leave to rest in.

Motorman T. A. Bell is limping around with a cane. T. A. tried to walk through barn where there was no plank, and the results were he got a badly skinned shin.

## Damaged Fender To Be Left In Safety

Whenever it is necessary to leave a damaged fender at any point along the line, it must be left in a safe place and Dispatcher notified at first emergency phone of the exact point where fender was left; Dispatcher will then notify the Mechanical Department in order that fender may be properly cared for.

## DIVISION 3

The drive for cleanliness is on, and the Company intends that every man shall present a clean appearance. It is not necessary that a man should always be buying new uniforms, but clean up the one you have. In looking over the men of this Division, we feel that altogether we have a bunch that will compare favorably with any of the Divisions—if not just a little better than the rest. We have many that are a credit in their appearance to any organization, and we have others that are fair and a few that are, to say the least, not a credit to themselves or anybody else. It does not cost much extra to wear a nice clean collar, a soft one if you prefer it. A little elbow grease will keep your clothes brushed up, and free polish for your shoes will do the rest. Clean up before being told to do so, as the Superintendent is sure going to tell you to—he hates to do it—so clean up first.

Judging by the busy scenes around the new shoe shine stands furnished by the company they are very much appreciated. There is now positively no excuse for a man to be on the job in dirty shoes.

Extra Conductor H. D. Johnson is very much interested in Hollywood just at present, and they tell us that she has a swell auto, and if she captures H. D. she ought to be satisfied.

Well, we have another champion at this division that we are willing to back against all comers; the same being Extra Motorman W. Bunch, or as more familiarly known as our orator motorman. Mr. Bunch will take any one on on any subject, so if any of the other divisions have anybody who they think can orate, trot them out and it's dollars to doughnuts that W. B. can beat him.

Conductor Charles Nelson and Mr. A. Anderson, our stenographer, were observed in animated conversation in regard to their individual matrimonial intents. Nelson was willing to acknowledge that there was something in the air, and he remarked that it was a shame that a bright, handsome young man like Andy should be going around single instead of making a home for some estimable young lady. "Yes, but," Andy remarked, "that's all very true, but I do not believe that this is the sociological moment." But we heard enough to believe that we may have something pleasant to report in the near future from both parties.

Motorman J. A. Rudd, who has been up against it lately through sickness, etc., still being unable to resume duty, raffled a watch. The boys responded nobly, and in consequence he realized a nice little sum. Conductor Harry Taylor was the lucky one, his ticket, number 81, winning the watch, the value of same being about \$40, and Harry, to show that he was a real sport, sold it back to Rudd for \$5.00. Good boy, Harry; that's the right kind of spirit.

Motorman Sam Burge requested us not to mention this, but as it is not often we have anything on him, we just can't help it. Sam lost just one hour of perfectly good sleep the other morning when that poor old alarm clock went off just one hour ahead of time. Well, Sam, that's better than being late anyhow.

Conductor C. F. Wood was unfortunate enough to have his home destroyed by fire last Tuesday. It was a total loss, not a thing being saved. The house was only partially covered by insurance. Conductor W. T. Russell, who lives in the next Bungalow, is congratulating himself on the fact that he had only recently completed painting his house with asbestos paint, and although his house was only six feet from the burned one, it was not even scorched. This ought to be a good ad for asbestos paint.

## DIVISION 4

Well, friends, we are very well pleased to find ourselves in first place in the safety contest last week. Mr. Wimberly feels very proud of the fine work the boys have been doing lately and takes this means to urge his boys to work real hard to hold the position they have attained. (Don't forget, boys, Div. 2 expects to knock us out of first place before the contest is over, but "it can't be did.")

The following boys are taking advantage of the fact that it is a lot easier to get a week or two vacation now than it will be later in the season:

Motorman W. E. Schoenbaum, who is on a fourteen-day vacation, to regain lost health.

Conductor B. H. Suter, who is taking a six-day vacation to buy a lot and build a home. (Quick work.)

Conductor R. G. Rice, who has taken a fourteen-day vacation to visit an old friend (male) in Santa Monica.

Motorman M. Grammer, who is taking a fourteen-day vacation to start building a home. (Will finish it some other time.)

Motorman S. G. Hicks, who is on a ten-day vacation to go to Vancouver, B. C., to bring his mother, who has been troubled with ill health, to Los Angeles.

Conductor J. S. Milburn has added an Overland touring car to his earthly possessions. J. S. is getting to be a real sport, even invites the boys to "come over and we'll go for a spin."

Motorman J. H. Willock has returned from his fourteen-day vacation, also Conductor A. Werner, who was on a six-day vacation.

Motorman R. C. Lindsey is planning another trip to the Redwoods and other interesting places in the northern part of the state. This trip will be similar to the one he made last summer and wrote about for Two Bells. We understand he is looking for a couple of pals to take along.

Can you imagine this? Motorman W. McArthur missed out last Tuesday morning. He arrived here forty minutes after his run had gone out and said he had overslept. Then he sat down on a bench and considered himself on show-up. An hour later he came over to the window and told the clerk that he had not overslept, but that he could hardly get his shoes on. Can you imagine it? We are so balled up about it now that we don't know whether to buy him a new alarm clock or a new pair of shoes, or to send him to a chiroprapist.

Conductor B. L. Porter, who was becoming a real star for courteous service, has resigned and gone to Paso Robles where he has accepted a rural mail route.

## Introducing: New Men of The Week

DIVISION 1.  
Motormen—E. I. Fox; F. E. Lewis; N. W. Flynn.  
Conductors—L. T. Winston; T. R. Brewster; A. A. Thurman; H. D. McGinnis.

DIVISION 2.  
Motorman—T. Knight.  
Conductors—R. B. Ayres, C. A. Arrington; H. V. Place

DIVISION 4.  
Motorman—R. B. Young.

DIVISION 5.  
Conductors—Geo. Ryder; W. G. Clark; W. L. Pettit.