



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

# Nearly 2000 to Get Bonus Checks

## TICKET RULES ON LINE "F" DETAILED

By R. A. PIERSON  
Chief Instructor

Most passengers ride cars within the city limits and drop their nickels in the fare box. But some lines have other problems. There is the East Fourth and Hoover street line which extends on the Hoover street end outside the city limits and a good distance into the county. The fare rules are explained in this article. They are given not only for men on that line but for all trainmen now.—The Editor.

There have been many inquiries since through service has been established on the East Fourth and Hoover St. line, regarding fare limits, commutation tickets, exchange checks, hat-checks etc., that I will try to explain them through the columns of our paper, Two Bells; this in addition to the notices that were posted at your division a few days ago by the Operating Department.

The fare limits on the East Fourth and Hoover St. line will be as follows:

From any point on the line, 5c or transfer will be good to Manchester (City limits); from Manchester to Vermont Heights, 5c; from Vermont Heights to Delta Avenue, 5c; from 94th St. to Delta Avenue, 5c. Returning, the fare from Delta Avenue to 94th St., 5c, from 94th St. to Manchester, 5c; from Manchester to the city, 5c, with transfer privilege. From Vermont Heights to Manchester, 5c.



### Fares Lap Over

I wish to call your attention to the lap-over in the fare limits between Manchester and Delta Avenue. Just remember that we carry the passenger as far southbound for 5c as we will northbound. Then as the fare is 5c from Manchester to Vermont Heights, southbound, we must carry him from Vermont Heights to Manchester, northbound, for 5c. The same condition when northbound, the

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

### ARMISTICE DAY 1918

### 1921

Rollins

## Buddy Recovering at Base Hospital

Sending "best regards to all the fellows" in the typical undaunted dough-boy spirit, Motorman H. R. Mason of Division, Camp Kearney, asking for an indefinite leave of absence. Mason is one of the buddies who was overseas in the big show and is a popular fellow. He is at the government sanitarium at Camp Kearney, near San Diego, and hopes to be back soon. He writes:

"I certainly intend to return to good old Division Four when my health will permit. I want to thank you for sending "Two Bells" to me, as I certainly enjoy reading it. Please give my regards to all and let them know I am doing well."

## Veterans May Get Leave on Nov. 11

Trainmen who were in service during the war and wish to participate in the Armistice Day celebrations will be given leave for the day as far as possible. The preference for leave on this holiday will go to ex-service men.

Those who wish to wear their war service uniforms on the cars may do so. This may be a convenience to those attending Armistice Day Affairs which come outside their usual working hours.

Can your kiddies afford to have you taking chances on Safety?

## 213 ASSURED MAXIMUM AWARD

Approximately 2000 motormen, conductors and safety car operators will receive Christmas bonus checks next month. A count completed November 1 indicates that 1981 out of 2163 will receive the cash rewards for efficient service to the public and the company.

The figures show that only 182 trainmen now in service will not participate in the bonus, this being because they have not been in service six months.

### To Get Maximum

Receiving the full bonus for 12 months at the rate of five dollars per month or \$60 in all, will be 213 trainmen.

Special awards are provided for under the notice issued by Mr. G. J. Kuhrts, general manager, February 12, 1921, which read as follows:

"As an incentive to all trainmen in active passenger service to maintain the highest possible standards of efficiency special awards in addition to the regular bonus will be made, graduated downward from double the bonus to the man having the highest rating of record and including a few "top notchers" in each division. In making these special awards there will be taken into consideration not only the actual percentage shown on the records of the men, but the number of demerits and the number of times a man may have been demerited. Freedom from demerits will count heavily in a man's favor in making these special awards.

### Some Less Than Year

Those who will receive the full bonus for their length of service number 331. The list includes men who have been in service less than a year, but have records entitling them to the full bonus for the periods worked."

There are 1437 who will not receive the full bonus. In many cases under this classification the trainmen have not been subject to the merit and bonus system for a full 12 months. It also includes those who have been subject to the bonus system for 12 months, but have had efficiency ratings below 100 per cent some months, or have been off on leave for longer periods than the five days per month which are allowed without interfering with the bonus records.

# Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

## Two Victories in Safety

THE fourth inter-division safety contest is ended with a finish that is as close as it is possible to have and still keep peace in the family.

Division Four regains the pennant by the margin of less than one point. It is highly gratifying to the men of Division Four who put their best efforts into safety work with Superintendent Wimberly to take the flag away from Division Three.

Division One has achieved what may be termed a "moral victory" without it being considered as an alibi. No alibi is necessary. When two divisions come within one-third of one point of each other after ten weeks checking of accidents, it is obvious that there is practically nothing to choose between them.

The handicaps were arranged so that the fourth contest would show the increase in safety over the figures recorded in the third contest. Division One had a habit of landing in last place, and the run made for the championship was easily the feature of the contest.

The result is encouraging, not only to Superintendent Williams and his Division One men, but to the entire system. It shows that a bunch of real men with live spirit, determined to do a worth-while thing, can accomplish it.

Division One, here's to you!

## CHART SHOWS FARES IN VERMONT HEIGHTS AREA

(Continued from Page 1, Col. 1)

fare from Delta Avenue to 94th St. if 5c, so when southbound we must carry the passenger from 94th St. to Delta for 5c. Note the diagram giving the fare limits, and showing the lap-overs as stated above.

### Round Trip Tickets

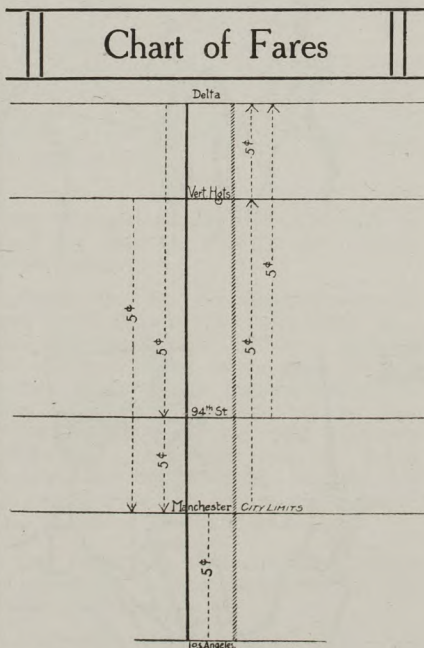
Round trip tickets will be sold on this line by conductors between 5th and Main Sts., Los Angeles, and Delta Avenue, 25c for adults and 15c for children between the ages of 5 and 12. Return portion of tickets are good for ten days from date punched. When selling these tickets give passengers return portion only, turning in auditor's check in separate envelope to cash receiver with amount of cash received for same, as the amount of money received from ticket sales is not registered. Get receipt from cash receiver for the whole amount.

### Use Hat Checks

When passenger wishes to go beyond the 5c limit, collect fare to the point desired, and hat-check accordingly. When passenger presents commutation ticket, form 4-30, if through car, take up both coupons, hat-check to station punched in margin of book. If ticket book is presented to Manchester car, take up coupon which reads from 5th St., Los Angeles, to Manchester. The conductor on the through car will take up coupon which reads from Manchester to station punched in margin. No transfers issued on commutation tickets.

Children between the ages of 5 and 12 will be carried for 5 cents, one-half fare, where the regular fare is ten cents. This applies between Delta Ave. and 54th St. only.

Do not issue transfers on one-half fares. Exchange checks will be issued when going out of the city, and car is turned back for any reason, to all passengers who have paid fare beyond Manchester, (this also applies to cases where the passengers presented return portion of duplex ticket to cars that turn back at Manchester); also when coming into the city and car is turned back before reaching the ticket limit (5th and Main), issue exchange check to all passengers who have paid fare with commutation tickets. Cash paying passengers will receive Turnback and Diverted transfers in the above case. Exchange checks will be good at Florence and Vermont north (from Div. No. 4 pull-in cars), and at 54th and Hoover north, (from Div. No. 5 pull-in cars) good on line F only. No transfers will be issued on exchange checks. Account



for same as a transfer. Conductors must show the commencing and ending number of tickets and exchange checks on trip sheet in space designated for same. In case tickets are soiled and are unfit to issue, mark them void and turn them in to cash receiver, as each conductor is charged up with the amount of tickets issued to him and must account for same. Hat-check all passengers except 5 cent fares, punching destination passenger is entitled to go to. When hat-checks are taken up, destroy same. There should be three different colored hat checks, and should be changed each day to protect you in case passenger left car with hat-check in his possession. On account of the short time in which we had to get this information over to the men, we realize that the instruction was not thorough or complete in a great many details, but if this article is not clear, we will only be too glad for you to call and see us, or send in your questions by mail and we will give you the information desired. I would like to call the attention of the men working on the Eagle Rock and Hawthorne, Grand and Moneta, and Homeward Avenue lines, that there is a little difference in their instruction relative to the exchange checks and handling of the one-half fares, but you will be governed by your previous instructions until this difference is officially changed, as this article deals with the East Fourth and Hoover St. line only.

## BULLETINS

BULLETIN NO. 363. Notice to Conductors. Pass Lost.

Pass No. 5236, issued to R. B. Reinert, Conductor, Division No. 5, has been lost. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 364. Notice to Conductors. Pass Found.

Please cancel that part of Bulletin No. 358 relative to lost pass No. 5031 issued to J. I. Mullins, Motorman Division No. 5, as this pass has been found.

BULLETIN NO. 365. Notice to Motormen.

An Arbitrary Stop Sign has been installed on West bound track on 11th street at Sentous.

All West bound cars must make an arbitrary stop at this point before passing the clearance plate, which is set in pavement, and must not proceed if an East bound car has passed the clearance plate on the West side of Sentous.

*R. B. Hill*  
Superintendent of Operation.

## Bouquets Increase But Complaints Follow Example

Hold everything! The complaint record for October has been issued, and still we are not quite ready to fire the complaint department. Doggone if we didn't pick up six more complaints in October than in September. It may have been because October was a 31 day month, because there was six more commendations received last month than in September. The bouquets numbered 29.

The saddest feature of the report is that most of the gain in complaints comes in the discourtesy column. There were 40 charges of discourtesy made in October as against 29 in September. There is something wrong there and the remedy is that slogan "Be Polite." Remember if a passenger is not a gentleman or lady it is all the more reason why you should be gentlemanly.

But a hopeful point is that complaints for carrying passengers past stops dropped from 15 in September to only 4 in October. Fare and transfer trouble complaints dropped from 51 to 47, and charges of dangerous operation went from seven last month to only one in October. Starting too soon brought out 18 complaints; passing up passengers, 14, and short change three. Nineteen complaints are classed as miscellaneous.

## Wife Returns From Trip to Iowa City

Mrs. J. H. Critchett, wife of Motorman Critchett of Division Three has returned from Charles City, Iowa, where they own considerable property. Mrs. Critchett made the trip to direct some repair and construction work. She left June 16.

She says carpenters are getting only \$1.75 to \$2.50 a day there, and can not get much work even at that figure.

## Two Stories of Sea in Company Library

Men who have been at sea will get a great deal of pleasure from reading "The Brass Bounder," by David Bone, which has been added to the library. It tells of the old days of navigation, and gives some humorous insights of the canny Scotch.

Another sea story that has a big call is "Three Years Before the Mast," by Dana. The story deals with California coast in the old shipping days.

# DIV. 4 FIRST TO REGAIN PENNANT

To Division Four goes the honor of staging the first "come back" in the safety contest. After the pennant had passed to Division Two, Four and Three and appeared well on its way to Division One, Supt. L. L. Wimberly's men recaptured the flag in the ninth inning by one of the best examples of safety work that has been seen in the Los Angeles Railway.

The final count shows Division Four the winner by 35-100 of a point or just a little better than a third of a point over Division One. The fractions were split in the round figure score of 853. Third honors go to Division Five men who kept up well with the leaders and finish with a score of 849. Division Three reluctantly releases the pennant after finishing in fourth place with 838 and Division Two finished last with 824.

The formal presentation of the flag to Supt. Wimberly will take place at the next monthly dance with Supt. Dye of Division Three on the surrendering end. This is just the reverse of the last formality.

## NAME AND NUMBER ON ROLLS OF COIN

Some time ago suggestions were offered by Cash Receiver Rutland as to turning in your cash in ship-shape manner. The advice was well taken and the result gratifying to both cash receivers and conductors.

The letter following was received by cash receivers at each Division:

"Gentlemen:  
"We are receiving many wrappers from the bank more or less short. You must see that your name and date appear on all money wrapped by you, as well as wrapped money presented by conductors. You will also see that conductor's name is PLAINLY written or STAMPED on all wrapped money turned in by them."

"J. A. RECKARD,  
"Cashier."

The explanation is: The bank receives the money and counts it; if there is a shortage in the rolls and no name or cap number on it, the cash receiver is responsible for the amount.

Now perhaps this will explain why we want names and cap numbers on all wrapped money turned in by conductors.

Write it plainly, or, better still, stamp it, or use indelible pencils.

## On the Sick List

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

Division No. 1—Conductors: E. S. Wright, 207 North Chicago; H. F. Kinser, 5042 Aldoma; L. F. Carmack, 3003 East Fourth street; C. E. Stevens, 1203 East 7th street.

Division No. 2—Conductors: E. J. Marceau, 404 West 54th street; J. I. Burns, 5102 Woodlawn; L. Dahlbrink, 349 East 52nd street; C. E. Burrus, 1320 East 40th street; M. W. Nelson, 511 East 62nd street. Motormen: F. W. Osborne, 5910 Mettler street; E. W. Lyon, 1227 East 34th street; L. McLaughlin, 1327 East 42nd street.

Division No. 3—Conductors: S. T. Wride, 6014 Fayette street; H. W. Birkiner, 2655 Throop avenue; F. C. Mead, 327 Concord street. Motormen: D. E. Baxter, 122 N. Avenue 20.

Division No. 4—Motormen: J. A. Yates, 922 North Broadway; F. G. Peden, 2507 Juliet street; C. B. Hackett, 824 1/2 North Rowan street. Operators: E. C. Unthegrove, 493 Agate street; F. Kane, 507 W. Adams; H. W. Graham, 1616 S. Flower street.

Division No. 5—Conductors: E. A. Hannscek, 4500 Willow street. Motormen: A. H. Montrose, 5315 1st avenue; W. E. Shepherd, 5341 4th avenue; E. A. Hilty, 910 West 36th Place; G. Rupp, 1657 West 57th street.

# Conductor Ding and Motorman Ding Ding

By Rollins



## Bouquets And Things (Hand Picked)

**BOUQUETS RECEIVED LAST WEEK.**

- Motorman C. W. McKellip, Div. 1.
- Conductor S. B. Gullen, Div. 2.
- Conductor T. C. Risk, Div. 3.
- Motorman F. W. Preston, Div. 4.
- Motorman E. L. Heuser, Div. 4.
- Conductor E. D. Smith, Div. 4.
- Conductor H. J. Burke, Div. 4.
- Conductor D. F. MacNeil, Div. 4.

For Condr. W. J. Millican, Div. 3  
Los Angeles Railway.

Gentlemen:  
This is not a complaint; quite the contrary.

I wish to commend the company on having one conductor who knows his business. He is number 2236 on the West 11th and Lincoln Park line.

I have been in this city twenty years and have used all the car lines. Without question this man is the most proficient in the discharge of his duties of any I have seen. He calls all stops and streets; but, better yet, he calls out all possibilities at transfer points, what cars to take and what direction. In short, he acts with intelligence.

Yours truly,  
L. D. BAILIFF,  
1616 West 11th.

□ □ □

For Condr. E. Richards, Div. 5  
For Condr. F. J. Morrill, Div. 5

Los Angeles Railway.

Gentlemen:  
I want to congratulate you in behalf of one of your conductors, Mr. E. Richards. Number 1000, Central and University car 130.

I am unable to find words in my vocabulary to express the true manliness he showed me Sunday morning, the 14th, in helping me locate my hand satchel and money which I left on car No. 126. He surely did me a great favor; one so rare it has never before happened in the 66 years of my life, and I do want you to know what a worthy man you have and also your Inspector is worthy of mention and the conductor on 126.

MRS. JOSEPHINE HEINZ,  
1225 East 53rd Street.

□ □ □

For Mtr. F. M. Newell, Div. 3  
For Condr. J. C. McKasson, Div. 3

Los Angeles Railway.

Gentlemen:  
Last week I was riding on a West 11th and Lincoln Park car and was looking for a street that did not seem to be very well known, and I wish to thank Conductor 1554 and Motorman 2463 for their kind assistance in helping me locate the street.

But what I noticed more than anything else was the courteous way they treated their passengers.

Respectfully,  
MISS BESSIE HOBBS,  
124 Buckthorne, Inglewood.

□ □ □

For Condr. J. E. Delaney, Div. 2

Los Angeles Railway.

Gentlemen:  
I take great pleasure in acknowledging the courtesy to me of Conductor No. 616, Jefferson line.

MARY E. YOUNGSON,  
2225 West 15th Street.

□ □ □

For Mtr. H. Penberthy, Div. 4  
For Condr. W. L. Price, Div. 4

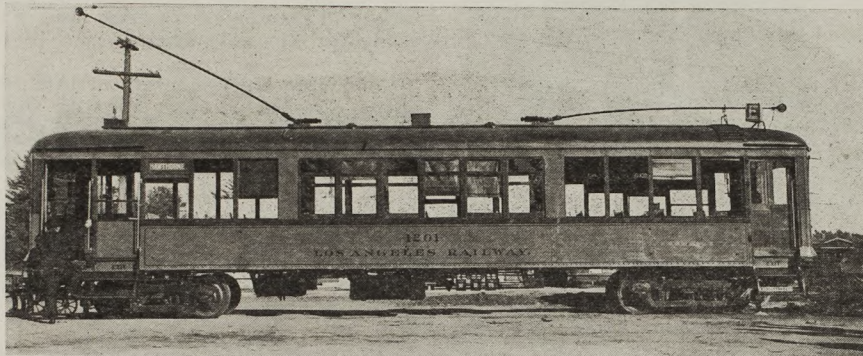
Los Angeles Railway.

Gentlemen:  
It is with pleasure that I wish to call your attention to a motorman on the West 11th Street line and the conductor, who was 1614 also of West 11th Street car. They were very courteous and accommodating to me by taking my father, who is blind, across the street so he could get the other car, as no one was getting off at that stop.

I am writing this for my father and hope they both will receive credit.  
Yours truly,  
MR. J. KNEER.

## NEWEST CAR SHOWN ON TRIAL TRIP

This picture was taken at Hawthorne when the first of the "1200" cars was being put through its paces on a test run.



## NEW STEEL COACHES TO RUN IN TWO-CAR TRAINS

TWENTY-FIVE new steel cars with multiple control permitting operation of two car trains, are to be put in service. The first of the new cars on the road was given a trial run to Hawthorne last Monday and proved highly satisfactory.

The new type car was designed by the engineering department and built by the St. Louis Car Company. Two 526L Westinghouse motors are used. Electrical and air brake equipment is being installed at the South Park shops. The cars cost approximately \$13,000 each. They seat 52 passengers and have cross seats with an individual window for each passenger, as in the safety cars. They are 48 feet long. The weight is 38,000 pounds, which is only 2000 more than the pres-

ent cars used in interurban service on the Eagle Rock and Hawthorne cars.

The motorman's equipment is conveniently arranged. A foot gong is used, while sand is air operated with foot pedal and folding glass doors operate by hand. The enclosed section has roof ventilators in addition to the individual windows, while windows in vestibule let down as in the Birney cars.

The work of equipping the new cars as fast as they are received from the east is keeping the shop men on their toes. It is planned to have some of the new cars in operation Christmas time, but it will probably be after the first of the year before all of them will be in service.

## PASSES FOR DEPENDENTS

### PROTECT YOUR PRIVILEGES ON LINES

By R. B. HILL,  
Superintendent of Operation.

A TRAINMAN is given a pass for his wife after he has been with the company eight years as an appreciation of long and faithful service. While in the majority of cases the pass is issued to the trainman's wife, it may be issued to a daughter or any other female dependent of his family.

The pass is for a dependent and cannot be used by any person other than the one to whom it was issued and whose name it bears.

If that wife or dependent goes to work and receives her own income obviously she ceases to be dependent entirely upon the trainman. Therefore under the rules under which passes are issued she is not entitled to free transportation. Odd work for pin money naturally would not remove her from the class of a dependent.

In cases where there is any question in the mind of a trainman concerning the right of a dependent to a pass I suggest that a call be made at my office to decide the proper status.

WHEN toilet privileges at terminals and other points along the car lines are provided by the company it must be remembered that they are privileges and not rights.

When arrangements are made between the company and private parties for convenience of trainmen, every effort should be exerted to maintain the privileges. There have been cases from time to time in which the owners have had to terminate the agreement which results in inconvenience to men. If every trainman will do the right thing to protect the interests of himself, his fellow trainmen and the company it will not be necessary to mention this again.

There have been some cases in which depredations have been committed on company property and through information supplied by trainmen, the guilty parties have been apprehended, but these cases are comparatively few.

Careless folks seldom are "unlucky."—Safety First and Last.

## On The Back End (Contributed)

Cond. Jarvis Phillips, Div. 3, to prove he is a wizard on the job, tells this one on himself: The other morning he picked up a lone Dago that had become lost and who was a little short on the rings. He asked him where he wanted to get off and he said it something like this, "Me go off dead man's show house and church." Jarvis scratched his pate, where the hair used to be, and on arriving at Cherry St., he said, "Is this the place?"

"Yes, yes, that's him place. On one corner was a undertaker's and on the other a showhouse and around the corner a church and Jarvis wins the cast iron chewing gum."

Division 4 is coming to the front by the report received by a conductor on Maple avenue. This information came from two colored girls about the age of sixteen, who got on this car out on Heliotrope. Wanting to get quite familiar with the conductor, they soon saw the conductor didn't care for that. They said to the conductor: "The boys on Temple line don't do us that way. Just ask any of the boys at Division 4 about us; they know."—M. S. G., Div. 2.

In turning in my cash report the other night I was startled to hear some awful yelling and talking. I dashed out of the waiting room and nearly fell into the pit, but only found that it was Chief Switchman Monaghan talking at a switch that had been blocked and his switch hook had become caught in the chain. It's the first time I knew a switch had any life in it.—L. F. C.

Many of the single boys are turning their eyes from the marriage proposition since "Abie" Budne, Division 4, got married. "Abie" is rapidly losing his sense of humor. His countenance has lost its dimples, and even its smile wrinkles. Last Saturday he reached the climax when he had to be relieved sick.

If you don't believe that Mot. C. Ballard of Div. 3 is popular with the ladies just listen to this: Just as he was pulling out from Wabash the other day a young lady with two little girls hollered at him to wait a moment. He stopped and waited and the young lady approached the front of the car and opened up a kodak she had and asked Ballard if he would mind stepping down as she would like to take a few pictures of him. No, she didn't want to go to town, just wanted to get a picture or two. His cond. becoming jealous, said ding ding and there were no pictures.

## Flannery Attends Legion Convention

Motorman Flynn, Division 1, has been on the sick list a week. I was talking with him and asked him how he was getting along. He said he had strength enough to put his feet under the table three times a day and take nourishment. If the world came to an end some fellows would never lose their appetites.

# Looking 'em Over at the Divisions

## DIVISION 1

H. E. Meason....Chief Scribe  
L. F. Carmack.....Assistant

From reading the above you will all wonder what's coming off at this Division. It's just this—we are going to put Division No. 1 on the map, and also put it ahead of all of the other divisions. You all know H. E. Meason, Chief Representative, L. F. Carmack, Assistant.

Be it said that Chief Meason will attend to all news events requiring his skill as Literary Artist and Assistant Carmack will attend to all nonsense, jokes on the trainmen, poems, etc. We will have a poem each week, either selected or composed by the writers of this column. It is said that Carmack slings a "Wicked Adjective" and a "Wicked Pen," so look out, boys, if he gets anything on you.

I wonder why this Division is so entrancing and inspiring that a certain Division No. 4 operator comes over here every day to sit in the waiting room and smoke and talk to Division No. 1 trainmen. Whether it is the Division or the cashier in the restaurant across the street that is the reason for his coming every day I cannot tell.

Conductor Cecil E. Dewey is very proud of his young son and judging from the way he talks about him I expect any day to board his car and find him breaking him in as a conductor.

Division No. 4 is planning to put on a swell show at the entertainment and I think C. J. Kittle has gotten some of his ideas at the recent circus that was in town. He was observed studying all the acts there.

Conductor Roy Crayton flagged his car across San Pedro street, thinking it was Alameda street, some time ago, and when he came to Alameda he gave two bells and his Motorman, Harry Lozier, started up but discovered his mistake in time and had Roy flag him across. I wonder what kind of cigaretties Roy smokes.

Remember there is a little black box by the bulletin board where all news for this Division should be deposited, and if any of you should happen to run across Meason or myself give it to us.

## DIVISION 2

Conductor L. G. Turri recently took off a few days, said he wanted to rest, but we found him out. He went on a long voyage, on the matrimonial sea, with Miss Mamie Stewart, of London, Texas. They will be at home to their friends at 135 East 53rd street. Congratulations.

Mrs. Gookins, mother of Frank Gookins of Division 2, passed away at a local hospital October 23rd, and was buried at Forest Lawn Cemetery. Mrs. Gookins was 64 years old, and had been confined to her bed for the last two years. Division 2 extends their sympathy to the bereaved family.

Conductor I. L. Harrison recently got a 60-day leave of absence. It is with regret we learn that Harrison passed away at his home at 4408 Wall street, after a very short illness, leaving a wife and two children, to whom we extend our sincere sympathy.

Conductor W. H. Reynolds is taking a couple of months off to rest up.

Motorman G. L. Hansen, who has been on extra list for about a year, just fell heir to a night run, worked it one night, then decided the extra list was the best for him. So he changed over, and is now looking upwards from No. 75 on the conductor's side.

Motorman N. E. Wood, who recently transferred from Division 5, has resigned to engage in other work.

Mrs. I. L. Harrison wishes to express her sincere thanks to all who extended their sympathy in the hour of bereavement, of her beloved husband.

## Who's Who



YOU'RE quite right, this is Al's boy. Elaborating a little, let's introduce Motorman L. K. Plummer of Division Three, son of A. K. Plummer, director of traffic.

Motor Plummer is one of the young men of train service but he is also one of the most efficient. Guess he ought to be with such a dad to keep tabs on him.

His first impression of street cars went to his head in an unfortunate manner. It was when he was a youngster carrying a paper route that he was struck on the head by a car as he was removing a bundle of newspapers from the track. He was in the hospital for some time but came back strong and determined to grow up and show just how he would run a car. His safety record shows that he is setting a good mark.

Prior to going on the cars he worked in the shops, so he has a good working knowledge of the mechanical end.

## DIVISION 5

The following have gone on leave: W. J. Dugger, six days, to attend to business. W. H. (Shorty) Hogue, ten days, to attend to business. A. O'Donald, 90 days, to attend to business in New Mexico. M. A. Hinson, ten days to rest up. H. L. Trask, 90 days, to go east on business.

The following have returned to duty after 30 to 90 days leave: E. Farrell, A. K. Turner, T. H. Carey, W. F. Knapke. All report a fine time and that they feel much rested.

Motorman Stephens was working his run Tuesday as conductor. This is a story told by Mr. Stephens: "At 5th and Main I received a buzzer for 16th street, giving a bell for motorman to stop. At 16th a lady got up and walked to the exit door, spit, and sat down on the end seat by the door. What women will do is no joke. Stephens didn't say anything, but he had the privilege to think, as he was late anyway.

Motorman H. H. Anno and Conductor M. A. Watson laid off of their run last Tuesday evening to attend the circus. They bought red lemonade and peanuts and went in to see the circus. They reported the next day that they had a very enjoyable evening together.

Mr. Anderson was out at Division 5 recently. A certain conductor was called up and asked if he had met Mr. Anderson. He said: "No, but I saw his picture in Two Bells, and I don't think it does him justice."

Mr. Anderson replied: "Say, you are a diplomat all right. Have a cigar."

The conductor accepted the cigar

## DIVISION 3

Did we lose it? I'll say we did. Did we try to hold it? I'll tell the world we did; but a long run of hard luck that seemed to be with us put us to the bad, but in losing it to Division 4 we feel that it is going to a bunch of good sports, and it will be a pleasure to us to again attempt to wrest it away from them. It was a good, close race from start to finish; in fact it was anybody's race until near the end. Anyway, we had the satisfaction at least of having kept out of the cellar position. So now let's pull ourselves together and get ready for the next spasm.

Conductor E. L. Corwin, of this Division, has traded seniority with Conductor R. D. Donner of Division 2. They were both on the extra list.

Conductor A. R. Miller has been appointed to the position of Night Register Man at this Division. He thinks that he will like it better than grabbing the elusive nickel and handling the dear public.

Our old friend Frank Christy is one of the newly appointed Intelligence Officers, and can be found most any time at his post at Fifth and Broadway; and take it from me, Frank is just the boy to hand out the information, and in that cap he is some pumpkins.

The big talk now is all about the bonus, and those that have not got the big score are now more than ever kicking themselves that they did not avoid some of the demerits that came their way. The bonus is a nice thing to look forward to, coming as it does just at the season of the year that we all need a little extra of the coin of the realm. But it has got to be earned, and those that get it will have the satisfaction of knowing that they have done their duty and that the same has been appreciated; but would you have happened to have slipped a little this year, make up your mind that next year you will go after the full amount and get it.

Motorman H. R. Armstrong is at present laid up, he having recently undergone an operation for what ails him. We understand he is getting along nicely and will soon be with us again. We miss his usual greeting, "No. 513 off time," very much.

Conductor A. E. Jaquish, who has been on a 90-day lay-off assisting his twin brother in the restaurant business at El Monte, has returned to duty and is now acting as nickel bandit on the West 11th St. line.

Extra Motorman Charlie Amos, one of our old timers, who resigned about a year ago, was in to see us Sunday night. He is at present in the apple industry in the northern part of the state. Asked if he was thinking of coming back, he replied, "Well, I don't just know."

Did you ever hear of anybody dying from being too careful?—Safety First and Last.

### ONLY ONE NEW MAN.

Conductor J. Spadaro, Division Four, was the only new man assigned to service last week.

with thanks. He believed in passing a good thing along, so he gave it to Eddie, the janitor. Eddie said: "I ain't gwine to smoke this now, but jes watch me aftah suppah." Eddie says it was a very good cigar, but he didn't think he would ever get through, as he smoked it for a long time.

## DIVISION 4

Oh! Oh! Oh! We done did it! And soon the emblem of superior accident prevention will again fan the breeze over our division. \* We must admit, however, that the race was so close that we really have not the heart to "razz" Divisions 1 or 3. We accepted Division 1's invitation to "come over and view the pole that the pennant would grace these coming three months." But that is not why we went there. We wanted to see if their pole would stand inspection another three months without being painted. The thrilling high dive we performed in the last week of the contest when we descended from a four point lead to two points below our follower almost sent Mr. Wimberly to the land of pink elephants. But now he is wearing a big smile and says that the careful operation of the Division 4 boys during the last three days of the contest has never been paralleled in the history of street railways. Editorially speaking, we hope to receive the hand of good-fellowship from H. A. Russell, "Div. 3's Miller Huggins", whose boys made a spectacular tail-spin from lead but could not regain their altitude.

Homebrew is not the only thing that can have a kick. Lots of things have kicks. Once in a while you can get a kick out of this column. Here is a kick we got out of the "bid system." A crew on Pico could not get along well. Recently a run became open on both ends. The motorman of this hostile crew secretly bid on the open run to get away from his con. The con. did the same thing for the same reason. And they both got the run and when they found themselves together again they—\*!!?!—Oh, drop the curtain.

Supervisor J. W. Heaton has laid aside the brass title and cap numbers and now pilots a night run on Pico.

Motorman J. B. Woodland, whose eye for lost coins on the car track surpasses that of Motorman "Fatty" Barrett, the former N. Broadway Owl persuader, found a practically new shoe at 3rd Ave. and Pico last Monday. Then as he approached Crenshaw boulevard, he found its mate. At Delaware he found that they fitted him perfectly. He had intended to buy a pair Tuesday. Wonder what he will do with that five dollars, now? He might get a shave, or he might think the matter over and get a haircut.

Conductor S. L. Christ is on a sixty day leave to build a home.

Motorman G. Jensen, who eight months ago attempted to ditch a speeding Lizzie at Richard and Hammet Sts., by walking in front of it, has sufficiently recovered to return to work. His left arm, which was broken is all o. k. now and though his left leg which was fractured in five places causes him to limp yet, he can get along all right without using his cane.

## Widow Thanks Assn. for Help in Sorrow

Motorman O. R. Flannery of Division Five attended the American Legion convention in Kansas City. He took a thirty day leave of absence and will visit his folks in Iowa while away.

In the war time Flannery had one of those jobs which drew \$30 per month "with good chance for quick promotion". He was overseas and on his return was actively interested in Legion affairs at Elk Point, South Dakota prior to his moving to Los Angeles.