



Company Restaurant is Ready

USE GREATER ROAD SPACE WHEN RAIL IS WET

By JOHN C. COLLINS
Supervisor of Safety

In case of a collision of cars, all passengers on the car should be considered injured. Try to obtain all of their names, make a mental note right away of the number on the car and about where they were at the time. Keep the witness cards of passengers separate from those of persons on the street whose names you may procure.



Remember this, that collisions of cars can only happen where there are cars to collide with. Ten seconds of proper observation and care at such place will prevent them from happening.

We have the rear-end collision, collisions with cars on opposite track, or about to take a cross over from either direction, collisions at track intersections, on single track, and in curves. The rear-end collisions should never happen and will not if a man is using road space in his operation.

As slippery track conditions will be with us soon, now is the time to prepare for it. No matter how careful you men are we will have a few rear-end collisions this winter. This danger confronts the old man the same as the new man. His experience gives him the advantage over you, not his luck.

Prevent Spinning

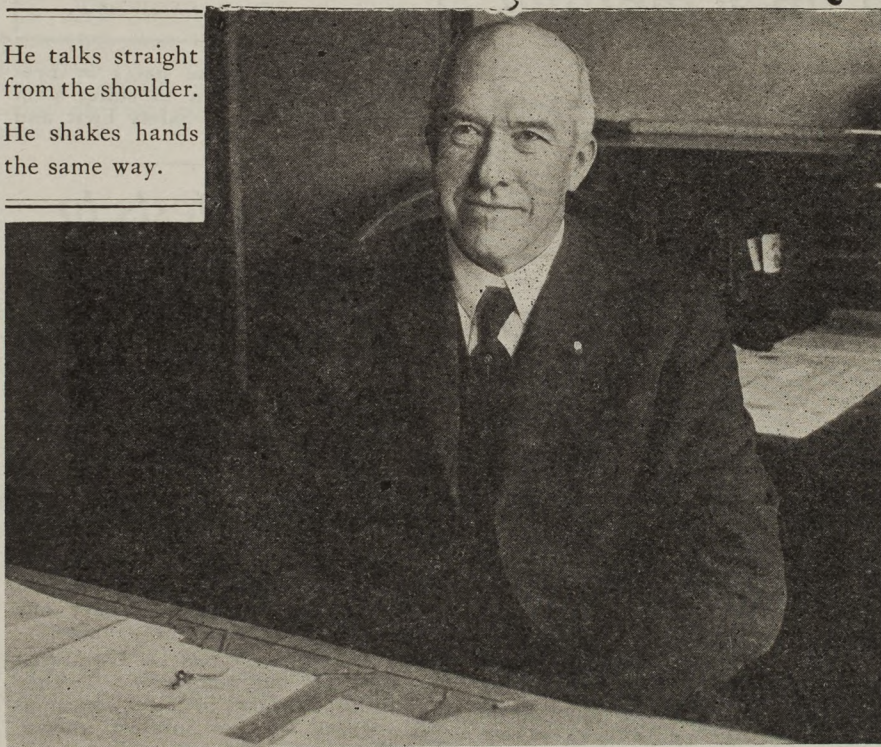
Your operation on slippery rails is the same as on a dry rail, with this exception, slow up controller feeding to keep the wheel from spinning to start, slower speed when following vehicles, greater road space with an increased safety stop, or just stay a greater distance from things ahead of you allowing yourself a greater distance in which to stop. The rail is often slippery in spots, fooling a man into thinking because he made a good stop at one place, he can do so the next time. He must figure bad rail each stop. You can see the rail and

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George Baker Anderson
MANAGER OF TRANSPORTATION

He talks straight from the shoulder.

He shakes hands the same way.



"G. B. A." REVEALS HIS IDEAS OF A REAL MAN

By J. G. JEFFERY

Director of Public Relations

LAST Thursday afternoon I dropped into the office of G. B. A. to get some information for a publicity story and to mooch a cigar. Both came easily.

Who is G. B. A.?

He is George Baker Anderson, manager of transportation. He has full charge of all matters pertaining to street car operation. Four years ago Monday he came from a newspaper office as publicity man with a typewriter, a flock of ideas and ideals and a determination. He is a typical six-footer. He talks straight from the shoulder and shakes hands the same way.

I think that paragraph introduces him as well as it can be done in 64 words.

What Makes a Man?

He had put in a strenuous day and seemed disposed to forget the papers, maps, schedules and reports on his

desk and visit for a few minutes. Then he started to talk about his ideas of a MAN!

After listening to 50 words I realized here was a big message that should be relayed to all employees through Two Bells. It was not intended as an interview for publication, but the following is the story in the words of G. B. A. as closely as I can remember:

"Do you know, Jeff, the hardest thing for me in this job of providing the best possible street car service for three-quarters of a million passengers daily, is to fire a man. I hate to do it and I won't do it if there is the least thread of manhood and honesty of purpose left to which I can tie my hopes.

"Fire the Conductor"

"Quite often we get complaints of alleged discourtesy and the passenger

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24 HR. SERVICE WILL START WITHIN WEEK

The company restaurant adjoining Division Three at Avenue 28 and Idell street will open its doors within a week and begin serving meals 24 hours in the day.

The place will be under the management of Edward B. Carter, who is well known to a large number of men. It is his aim to give the boys the best that is possible in cooking and service.

A tobacco counter will be installed and smokes may be purchased, as well as anything else in the establishment, for meal tickets. The meal tickets for \$5.25 will sell for \$5.00.

The restaurant is of the most up-to-date type and will accommodate 30 men at a time. Wash room facilities are provided as an extra convenience.

The attractive eating place was built by the company for the convenience of the men and to give them the most and best for their money.

FLOWER SHOW TO ATTRACT CROWDS

Many inquiries may be expected by employes of the railway concerning the California Flower Show and Horticultural Exhibition which is to be held in Exposition Park, October 20 to 26. The management of the exhibition has notified the railway that the main entrance will be on Exposition Boulevard, one block from Figueroa. The University and the East Jefferson cars run direct to the entrance.

The sunken gardens will be a mass of blooms and the cut flower exhibits will be placed in the armory building. The show is expected to be the biggest floral exposition ever held here.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Keep Up With The Job

IN school there was a sentence: "Now is the time for all good men to come to the aid of their party."

In street car life we say: "Now is the time for all good trainmen to hit the ball with a Babe Ruth wallop."

In this time of year schools get under way, increasing the number of daily passengers and traffic dangers. Rains come off and on giving dangerous conditions. It is but a short time to the Christmas holiday season, when travel will reach the peak.

These things have an important bearing on the accident and complaint reports. Accidents gained a little in the latter part of September and the complaint record was not as good as everyone would like to have seen it.

Increased difficulties can be offset with increased effort. Don't let the job get ahead of you. The best way to do this is to keep ahead of your work and be prepared for traffic conditions as they come. Keep up your batting average.

"My Hardest Job is to Have to Discharge an Employe"

(Continued from Page 1, Col. 3)

demands that we fire the trainman immediately. That might be an easy way of soothing the wrath of the passenger. Trainmen come to me on appeal after others in the operating department have recommended dismissal. The easy way would be to say that the judgment of the others is good and to let the dismissal stand. But that doesn't hook up with my ideas.

"My policy is to retain a man as long as there is the least hope that he will honestly deliver that service which the public demands and should receive and which the company must have to safeguard the interests of itself and the public. I tell you it hurts to have to take a man from the job that means bread and butter to himself and often to a wife and kiddies. There may be some who will say that the man has no one but himself to blame when his conduct brings him to the point of dismissal—but that is another story.

Come Clean!

"But there is one thing I insist upon, and that is that when a man comes to me on appeal, he comes with an honest heart. In other words, he has got to COME CLEAN!

"It is so easy to see when a man is lying and trying to act a lie. For such men I will not budge one inch, because they will go out with that dishonest spirit in their hearts and keep in a dishonest path until they land in a penitentiary. Dishonesty doesn't only mean taking money. It includes everything that is against the true principles of a REAL MAN!

"There have been some hearts laid bare in this office and some genuine

Americanism is a question of spirit, conviction, and purpose, not of creed or birthplace.—Theodore Roosevelt.

Stop Necessary at Railway Spur Track

Reports have been received that some motormen and conductors are careless in making observation and arbitrary stop when crossing the Santa Fe spur track on Third street between Garey and Santa Fe Avenues.

Stop signs are attached to the overhead at both these avenues and must be observed. A full stop must be made at each of the four spur track crossings and conductors must give starting signal at each of these crossings, as noted in bulletin No. 334.

Watch your step.—Safety First and Last.

tears shed. When a man seemed utterly despondent and at the end of his rope, I have seen through the clouds of gloom a clear ray of honesty. I have turned that ray in a man's face and then his outlook on the world has been honest, perhaps for the first time in many years. Then with a determination of right he has gone out back to the job he had been fired from and has made good.

One Didn't Go Back.

"Recently four men were before me on appeal after they had been discharged for activities against the interests of this company and the public. The activities had been deliberate and there seemed no mitigating circumstances. Three of the four have been reinstated because they CAME CLEAN! They realized the wrong they had done and were truly sorry. They are back on the cars making good. The fourth is looking for a job—because he was a liar.

"I have the utmost confidence in every employe of this company and will hold that confidence in every man until he proves that he is unworthy of the trust. I want every man to have confidence in me and to know that I stand for the square deal. I know personally hundreds of employes and would like to know every man. The greatest pleasure I have is to get out to one of the divisions and chat about anything connected with street car service. It is there that I meet men who are working for their bread and butter just like I am; doing their level best with honesty of purpose. They are MEN!"

"Jeff, I like REAL MEN!"

"Nothing is so dangerous as an ignorant friend. Better have a wise enemy."

New Magazine is Placed in Library

An interesting article on "Selling Transportation" appears in the September 24 issue of the Electric Railway Journal, which is in the library.

A subscription has been taken for another leading magazine of the street railway industry, "Traction." It contains many articles helpful in all branches of the business.

A man with God on his side is in the majority though he be alone.—Beecher.

There's a lot to be gotten out of life that doesn't show in a bank account.

Here's a Bouquet And Good Wish For All of Us

HERE'S a bouquet for all of us.

It is contained in a letter received from R. R. Snowden, 231 Douglas Building, and is one more proof of the fact that good service is appreciated just as quickly as poor service is condemned.

The letter says, in part: *I read every issue of Azuride and enjoy every one.*

While writing you I will take the occasion to say I find the service on L. A. Ry. cars at least equal to any I have seen, and I go about quite a bit.

The car men of your cars are so unusually courteous and efficient that it is hard for any one of them to achieve even a small measure of distinction.

I have always felt that it was a shame you were not allowed a raise in fares while everything else had gone sky high, and fares were increased on the other car systems of the country. It is not too late yet, is it?

Yours for better recognition of merit, R. R. SNOWDEN.

It is better to take pains in preventing accidents than to suffer pain as a result of them.—Safety First and Last.

Show Contests to Be Held if Enough Talent is Found

Ho ye actors, young and old!

In response to the request of the Entertainment Committee of the Co-Operative Association, the division superintendents are hunting for foot-light talent. If sufficient interest is shown and sufficient talent is forthcoming, a show will be presented each month for five months, each division providing the entertainment for one show, with a prize for the winners.

So far, the work has been centered on scouting out material. Whether the series of shows will be presented will depend on the interest shown. It's up to you to get busy.

In some divisions committees have been appointed by the superintendents to recruit talent. All superintendents are taking an active interest and they want to hear from you.

Appreciates Paper

Editor of Two Bells:

We wish to thank you for your kindness in sending us the Two Bells while Mr. Dean was sick. We certainly appreciated it very much.

Respectfully yours,

MR. and MRS. H. DEAN.

(Condr. Div. 5, Since '03.)

REGISTER CASH ONLY

On and after September 29, Conductors operating cars equipped with Ohmer registers will register CASH FARES only. Other forms of transportation to be accounted for on trip sheet the same as when operating cars equipped with fare boxes or pull registers.

Exchange checks will be accounted for as transfers and will be enclosed in the transfer envelope.

R. B. HILL,
Superintendent of Operation.

CLOSE FIGHT FOR SAFETY HONORS

With three divisions splitting fractions of one point in the race for first place, the fourth safety contest is entering the last lap in lively style

Division One is leading but the lead is so small that Division Three practically shares first place with Supt. William's men. Division One has a score of 912 exactly. Getting down to decimals it is seen that Division Three is just .07 behind Division One. Division Four has picked up well and is .37 behind Division One, or practically one-third a point behind the leaders.

Division Five is still well in the running with a score of 909 and holding fourth place. Division Two is fifth with 896.

He that is careless and hath accidents is of few days and full of trouble.—Safety First and Last.

Thanks Assn. For Help In Sorrow

Mr. Chas. V. Means,

L. A. Ry. Bldg.,

My dear Mr. Means:

We wish you would express, in the next publication of Two Bells, our heartfelt appreciation for the sympathy and many kindnesses shown us by the officials and employes of the Los Angeles Railway at this time when the burden of our sorrow is bearing so heavily upon us. The memories of these acts of kindness can never be erased and we only wish we could more fully express to you how grateful we are and how comforting it is to have friends who are doing so much to relieve our distress.

The Benefit Association deserves special mention for their promptness in providing aid at a time when we feel that we want to do all possible to make the memories of these dark hours brighter.

W. G. MILLER and FAMILY.

The wife of Condr. W. G. Miller, Division 1, passed away September 16. She held a membership in the wife's death benefit branch of the Association.

An ounce of forethought is worth several pounds of substantial regret.—Safety First and Last.

For Conductor A. McKenzie, Div. 4

Los Angeles Railway,

Gentlemen:

This letter is a little out of my line as it is a compliment instead of a claim.

I want to comment on the efficiency of Conductor 2296 who is a conductor on the East Fourth Street car, number 494.

This morning after the westbound East Fourth Street car had left Los Angeles Street and the conductor had called Main Street, a lady passenger arose to leave the car at Main Street. She had a baby in her arms and had started for the rear exit when the car gave an awful lurch which caused the lady to lose her balance. The conductor ran forward a few steps and caught the lady, saving her from falling and possibly injuring herself and baby.

I believe that if matters of this kind were called to the attention of other employees it would prove of great benefit to the service.

Very truly yours,
Walter A. Ham, Attorney,
I. W. Hellman Bldg.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things

(Hand Picked)

Bouquets Received Last Week.
 Mtr. L. F. Moore, Div. 1.
 Condr. R. A. Smith, Div. 1.
 Condr. W. J. Fox, Div. 2.
 Condr. J. E. Martin, Div. 2.
 Condr. C. C. Shaw, Div. 2.
 Condr. E. W. Mansfield, Div. 2.
 Condr. R. H. Chisholm, Div. 2.

For Condr. J. E. Lewellen, Div. 2.
 Los Angeles Railway,
 Gentlemen:
 I want to report the special efficiency of 678, Maple Avenue line. You should have seen him reach down and help a weak old woman up the step and steady her on the platform until she could get her breath.
 He was helpful to everybody. I watched him.
 MRS. JOHN HAMMER,
 935 South Fresno Street,
 Los Angeles, California.

For Condr. L. F. Kramer, Div. 5.
 Los Angeles Railway,
 Gentlemen:
 I wish to express my appreciation for the courtesy of one of your men, who very kindly paid fare for myself and daughter, when we had lost our purse and were without carfare.
 I wish you would please see that Mr. L. F. Kramer, 808, Div. 5, Conductor on Vernon Avenue car, gets the enclosed amount which he paid for us. With thanks and assuring you that the public appreciates courteous treatment from your men.

Most sincerely,
 MRS. RITCH,
 3017 Kansas Avenue.

For Condr. H. Coligny, Div. 3.
 Los Angeles Railway,
 Gentlemen:
 This is to let you know that No. 1332, Conductor on Eagle Rock car line, is one of the well mannered conductors on the job and I congratulate you for having such a man.

Yours truly,
 H. E. SCHARPEGG,
 2923 Division Street.

For Operator J. L. Cates.
 Los Angeles Railway,
 Gentlemen:
 I want to tell you of the kindness of the operator on the Griffin Avenue car, leaving Avenue 43 at 5 a.m., I ride with every morning.
 On July 12, the trolley broke on Spring Street and I got off in a hurry and forgot a box. The operator cared for it and returned it to me July 14.
 I feel very thankful to him for his kindness. More men like him will find favor with the public.

Yours truly,
 R. B. THOMPSON,
 2641 North Griffin Avenue.

For Mtr. R. H. Schatz, Div. 1.
 Los Angeles Railway,
 Gentlemen:
 On July 21st at about 7:30 or 7:45 o'clock in the evening I was on Seventh Street near Witmer when Car No. 246 was going east on Seventh Street. Just as it reached the above point a car, driven by a woman, turned directly in front of the street car. The motorman showed great presence of mind in reversing the motor and stopping the street car so quickly that a very bad accident was avoided, as when the car stopped its fender was engaged with the bumper at the rear of the automobile.
 I have heard that your men work on the merit system, and although I do not know the number of the motorman concerned, I would like to place this action to his credit, if you are able to find out his name.

Very sincerely,
 R. MACEY,
 2600 West Eighth Street, City.

COMPLAINT DEPT. RALLIES

September Gives New Lease on Life

BUT WE'LL GET 'EM YET

RIGHT after setting the record for the year in courtesy during August with only 21 charges of impoliteness being recorded and setting the low mark in total complaints for any 30 or 31-day month at 125, something slipped somewhere and there were a full 140 complaints during September. So we can't fire the complaint department for a few weeks yet.

Now, as Jonah said to the whale: "How come?"
 The total complaints gained 15 over the August mark and eight of that 15 increase was caused by charges of discourtesy. There were 29 such complaints in September as against 21 in August.

Nevertheless the total complaint mark of 140 beats January, May and June of this year. The discourtesy total of 29 was exceeded in January, March, April, May and June.

Now comes the question, can we beat the two records for courtesy and minimum of general complaints established in August? There are three months of this year left and in the words of Bill Shakespeare: "Watch our smoke!"

Now heads up and remember **BE POLITE!**

Here is the box score of complaints for August and September:

	August	September	Gain or Loss
Discourtesy	21	29	+8
Fare and transfer trouble	63	51	-12
Starting too soon	8	11	+3
Passing up passengers	10	9	-1
Carrying passengers past stop	10	15	+5
Failing to call streets	—	—	—
Dangerous operation	1	7	+6
Short-change	4	2	-2
Miscellaneous	8	16	+8
COMMENDATIONS	29	23	-6

EVERY CAR SHOULD SAND AT SLIPPERY CROSSINGS

(Continued from Page 1, Col. 1)

by its appearance can tell if it is slippery or not. East and west tracks are usually the worst rails, being more likely to "sweat."

Sand the Tracks

Most cars are equipped with sand but on account of moisture some will not work, but three out of five do work all right. Do not wait until you collide with a thing, then report slippery rail, for the purpose of having a man come out and press down the lever right in front of you.

The proper way to use sand is for each man on a car to be equipped with sand and to sand the approach to track intersections or dangerous places as he is making a stop. In this way each man uses a little sand at the bad places, so that after one round trip there is no slippery track. But a greater caution must be used even where you see the rails were sanded. When you know the rails are bad take absolutely no chances, stay back, you are not so good but that you can be fooled.

Mark Point to Stop

When approaching track intersection always have a spot marked just where you want to stop your car and criticise yourself should you overrun it. Do not depend on the gong to protect you, it is for warning purposes only, look in the direction danger comes from, in time to protect your car and passengers.

Be very careful when about to cut back of a car crossing in front of you. When approaching a track crossing as the rear of the car in the opposite direc-

tion has cleared, you must be very cautious and on guard for anything that might cut back of that car in front of yours, especially when other cars approaching a crossover that car ahead of you is about to take. Stay back far enough so if that car splits the switch it can not collide with you.

At a crossover where a car is standing on the opposite track, get under control, ready for any move that car might make, not one time, but every time.

Flag Down Danger.

The car about to take the crossover is making a hairpin turn and has no right of way. Both conductor and motorman should be on the lookout for approaching car on the other track. If you must get ahead of that car, flag it down. You must cut into that path of travel at such a time that you do not interfere with it.

At electric switches use the road space idea every time. Slow down for the overhead pan and make the Safety Stop at the switch point, do not overrun it once. Do not let the front of your car pass the pan until rear trucks of the car ahead have cleared the switch point. The man who does this will never derail the car ahead. The one who does not will never be satisfied until he does. He has no trouble staying back after that.

Do not double with another car at an electric switch. The only men who collide with other cars at these switches are those who double at curves. We have the most interference of cars, caused by the men not anticipating a car coming from the opposite direction, and not having a Safety Stop planned in the clear. All of our curves are non-clearance curves; when treated as such we will not have cars getting together in curves.

Single Track Approach.

What pertains to a curve holds good on the approach to single track. Have Safety Stop planned in the clear and stay there until the other car has cleared. When you know how to handle any one of these places right, you can handle all of them the same way; one

On The Back End

(Contributed)

We have some righteous conductors and motormen who are God-fearing men in every particular except when it comes to indelible pencils that they borrow to make out accident reports. That's when they back-slide!

B. B. Lawler of Division Two is responsible for the stunt put on by Condr. Ding and Mtr. Ding Ding in the comic strip this week. In case you can't guess, it may be stated that Lawler is a motorman.

Mtr. C. J. Wycoff, the popularity champ of Division Three, says he used to be the "it" at playing tag when he was a kid, but when the cop at Second and Broadway jumped on his car and said, "Tag, you're it," that was not so funny.

Condr. L. L. Sweet, or the Rip Van Winkle of Division Three, as he is now known, is some sleeper. He arrived on the scene the other day a little early to call for his run, so he went out to the lawn and with his back to a palm tree undertook to steal about 40 winks. He woke up just about in time to see his run pulling in, and Runyon says he had a good conductor for once.

The private soldier can always share in victories, but the commanding officer alone bears the weight of defeat.

Condr. Pete England of Division Four is so tender-hearted he would not gaff a shark hooked during a fishing trip of a group of Division Four men. Condr. MacKenzie reports that they landed a quantity of bass and yellow tail and that the shark weighed at least 500 pounds. Others on the trip were Mtr. Arnold and Condr. Foote.

is no more dangerous than the other for the man who is doing it as it should be done.

On going up a grade where the rails are slippery, sand as you go. On going down, sand as you go. The secret of going down a hill is at the top. Get the car under control on entering the grade and keep it under control, using greater road space and Safety Stop. Have just one way to go down a hill, then do not vary. Always figure on where you might land at the bottom.

Clear at Crossover.

One other feature I wish particularly to call to your attention is cars that are waiting at a crossover pulling across to let other cars through. On account of a man not wanting to change trolley each time he has to cross, will pull over and stop so the trolley wheel is on the crossover wire, or stop before hitting overhead frog, so they can back up without turning the trolley. Doing this leaves the rear end of your car very close to the side of your follower as he passes. Most of our cars are equipped with double trolley, which would not take over five seconds to pull down or put up, which if done would save your making out many an accident or miscellaneous report. There is no work attached to it. Just the same as a few of our men do not like to show their pass to the conductor, but force him to ask to see it every time they ride. Such people are just disagreeable trouble makers, the same as the man who is too lazy to change trolley poles while standing still.

Looking 'em Over at the Divisions

DIVISION 2

Cond. C. R. Preston sure has an eye for business. About noon on some sunny day, he came to the window, asked for Miscellaneous Report, made it out, came back, handed it to clerk who read it over and asked Preston: Where is the money for this broken window? "Well, the poor man didn't have a cent," was Preston's reply.

Well, about 7 p.m., same day, Preston came in and requested another blank. The clerk looked at him and said: "What, another broken window?" Mr. Preston's answer was, "yes, by heck, and he paid for it, too, with \$2.00. No more will get by me like the one this morning."

The stork has again visited around Division 2. Cond. W. B. Mills is the proud father of a 6-pound girl, who arrived at a local hospital, Sept. 29—both doing fine.

Then right after, comes Cond. V. W. Gore of the San Pedro St. line with a large box of cigars, announcing it is a boy, and 10 pounds at that. Congratulations—and thanks for the smokes.

The following men have returned from their vacations, all reporting a fine time: Mot. H. C. Peck, Conds. M. Taylor, A. L. Bristol, O. B. Landrum, I. L. Harrison, W. A. Hubbard, T. A. Bell and S. P. Jordan.

DIVISION 5

Foreman John Robinson said it certainly is fine to be back to work, having returned to his duties last Monday.

I'll have a little surprise for the boys sometime in the near future. Not smokes, but I have a promise of a good time in store for them, furnished by trainmen whom I'll introduce later.

R. E. Thompson, E. Muller, R. G. Todd, W. C. Callaway are still absent on account of sickness.

G. C. Bemis has taken a 60-day leave of absence.

A. W. Ellickson has taken a 60-day leave. "Ellick" leaves for Montana, Minnesota and the Dakotas to attend to business.

J. W. Nestor has taken a 10-day leave of absence.

J. J. Gregor, A. K. Turner and A. G. H. Traeger, have each taken 30 days' leave to rest up.

F. L. Cross has taken 80 days' leave to attend to business.

W. M. Wharfield has returned to train service from the regular supervisor staff.

J. A. Norris has resigned to attend school.

G. F. Cortwright has resigned to take up other duties.

E. L. Raines has resigned to attend school.

W. Hughes has taken a 90-day leave of absence to complete high school.

For Motorman D. L. Patterson, Div. 2 Los Angeles Railway, Gentlemen:

Last night at about 8:30 p. m., motorman No. 2427 avoided a collision with an automobile coming down Washington Street towards Grand Avenue. He made a very quick stop, and saved the machine from being crashed to pieces.

If all motormen were as careful and watchful there would be less accidents.

Yours truly,
RUTH WADSTROM,
1221 W. 51st St.

Who's Who



He's little, but oh my!

Which will serve as an introduction for Conductor F. A. Bryant, the mid-get of Division Four. Conductor Bryant and his even five feet of dignity have been with the Los Angeles Railway a year next month, and in that time he has many friends and has been the object of many good natured jokes.

"Shorty" is quite free to admit that on an East Fourth and Hoover car of the "go-get-'em" variety he was a bit puzzled as to how he would ring up fares when in the middle of the car, but he solved the problem by getting on the seats, for then he could reach the register cord just like shooting fish.

Aside from the street car work the midgit packs a reputation for being able to toss a wicked frying pan on a camping trip or over a kitchen stove. Recently he went on a bear hunt.

On the Sick List

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

DIVISION NO. 1

Conductors—J. N. Smith, 728 Towne Ave.; A. E. Bartlett 3453 Gleason; A. L. Goodrich, 3333 W. 49th St.

DIVISION NO. 2

Conductors—K. Bryan, 4620 Wall St.; M. W. Nelson, 920 East 54th St.

DIVISION NO. 3

Conductor—C. H. McElfresh, 5812 Monte Vista.

Motorman—M. A. Snow, 2612 Idell St.

DIVISION NO. 4

Operators—G. B. Hubbard, 1326 Georgia St.; T. H. Clark, 1216 Mohawk St.; R. M. Faulkenburg, 847 E. 20th St.

DIVISION NO. 5

Conductors—G. E. Moore, 5514 St. Andrews Pl.; R. H. Harriss, 5202 Rhode Island; L. L. Seaberry, 2408 54th St.; M. A. Hinson, 767 Towne Ave.

Motormen—D. W. Iler, 11226 So. Fur St., Inglewood; J. Halm, Virginia and Centralia.

DIVISION 3

Atta boy! Didn't I know you could do it? Back where you belong at the head of the list in the safety contest. Now see that you stay there. All it needs is a keen eye and careful operation. These are the times for the slippery rail. Take no chance and look out for that auto that has the skidding habit on a wet pavement. Hit the ball and keep everlastingly at it, and keep the rest of them trailing behind.

Mot. C. J. Wycoff says he used to be the "it" at playing tag when he was a kid; but when the cop at Second and Broadway jumped on his car and said, "Tag, you're it," it was not so funny.

Mot. G. Bedbury had the misfortune to sprain his wrist while cranking his fivver the other day and will be laid up for a few days.

Mot. W. W. Taylor is at present on the sick list, suffering from the effects of the flu. We hope to see him back on his run again before long.

The late shake-up in the office resulted in H. A. Russell working the early night shift and J. W. Allen the all-night, and we lost our Andy, the genial stenog. We hate to see Andy go, as during the time he was with us we always found him a good sport, and he was generally liked by all, and we shall greatly miss him, but we hope that he has made a change for the better, and our good wishes go with him.

Cash Receiver Daniels, between telling rosey-hued stories and counting cash, is some busy little kid.

Many a conductor will likely buy a new uniform shortly, not exactly because he needs one, but just to help the uniform department out.

Mot. T. A. Chambers is like the California flea—never lights long enough in one spot to be caught, and he is still bidding.

Mr. A. E. Geiese, our new stenog, is gradually rounding into shape. We wish him every success.

If any of you gents who read this are not yet members of the Co-Operative Association or if you are already a member and are married and have not yet signed up for the wife's death benefit, get busy and do so at once. This is the best thing and the cheapest thing in that line; in fact, it costs you nothing for the sick benefits and you may be the next one to fall sick. So think it over and get in while the getting's good.

Introducing: New Men of The Week

The following men have been assigned to their divisions during the week ending October 1, 1921:

DIVISION NO. 2

Motorman—J. T. Hall.

DIVISION NO. 3

Conductor O. E. Hood.

DIVISION NO. 4

Safety Operator—T. E. Hafer, E. Blusch.

DIVISION NO. 5

Conductor—H. A. Peyton.

"One boy in the schoolroom is worth two in the pool room."

DIVISION 4

Say, listen, fellows. On the bulletin board a letter has been posted stating that Mr. Means is going to hold an inter-division entertainment contest, a prize being awarded to the division putting out the best entertainment. Mr. Wimberly has requested Mot. R. C. Lindsey and myself to put over the Div. 4 entertainment, so we are making a desperate effort to get the talent together. If you have had any experience at entertaining or if you just feel capable of being of some benefit in making our part a success, let us hear from you immediately. We are convinced we can cop that prize, because we have the goods right here. If you are interested, please drop a line to Lindsey or myself.

C. J. KNITTLE.

We were quite surprised and very sorry to hear that our good-natured stenographer, Walter Hansen, resigned last Tuesday. Clerk E. H. Ellis will take his place.

Talk about your fishing. Motorman J. B. Woodland and "Frisco Bill" Robertson went to San Pedro September 27 and returned that evening with one hundred and sixty-five good-sized mackerel and a fifteen-pound yellow-tail.

Conductor W. I. Taylor is taking a nine-day rest and Operator E. W. Moore is on a thirteen-day vacation.

Say, fellows, let's get busy and do some real work in the safety contest. Last week we were only four points behind the lead, and the contest is only half over. We are in shape to make a real jump for first place, and just think what fun we would have telling the Div. 3 boys to "bring back that flag." So, come on, shake a leg, gentlemen. Show 'em where you come from.

The new uniforms are being put out now and several of our boys were right on hand to get one. They sure do look good in every way and hold the press well.

The "Dud" trouser press is a mighty handy thing for keeping the trousers pressed up. The price of this is six bits, but what is that when it comes to having "bagless" knees every day.

We are glad to see Motorman G. Jensen back on the job after being laid up for seven months. Motorman Jensen was run down by an auto on March 3 last at Hammel and Richards streets, receiving a broken left arm and five fractures of the right leg. He is still obliged to use a cane, but has been given the less strenuous task of flagging at the trackwork which is being done on Pico street.

Conductor N. H. Coates has been called to his home in Oakland on account of his mother's illness.

Janitor "Sam" has lost considerable weight these last couple weeks. He says his shine business has fallen off surprisingly, despite the fact that he has remodeled his stand so that it now seats three hundred men (three at a time). In order to stimulate business, he now offers fifteen cents worth of shine for the regular price, ten cents.

"One country, one flag, one language." Let that be the political religion of America.

If you want to die with your boots on, try carelessness for it.—Safety First and Last.