

STARLING JOINS SAFETY BUREAU



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No. 15

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

Courtesy and Service Records!

UNTIDY DRESS INDICATES CARELESS EMPLOYEE

By JOHN C. COLLINS
Supervisor of Safety

The tendency to carelessness shows up in the personal appearance of a man. It shows if he is careful or has allowed himself to get careless about brushing his clothes, shaving or keeping his shoes polished. If he shows this tendency to carelessness about himself you can expect the same degree of carelessness about the way he does his work.



To break him of this habit, it is necessary that he clean up, pay a little more attention to himself before starting to work. Your wife has plenty to do if you are careless, for she has to keep picking up or replacing after you around the house. Her being careful helps you very little. Learn to do your own work, cleaning your own clothes. If you clean them yourself, you will be more likely to keep them clean.

No Place for Carelessness

As time and order are two of the fundamental principles of successful street car operation, carelessness must not enter into it, for when it does something happens to the other two.

The careless man is very easy to pick out, for he has been careless all his life, and he shows it all over him.

If we ride with a man who is having more than the average number of accidents, his appearance is the first thing we look at. Just a glance from head to foot tells the story. The degree of carelessness is written plainly for those who observe.

All May Look Well

Where a large number of men are working who deal with the public, a uniform is adopted so that no man will look better or worse than any

COMPLAINTS AT LOWEST MARK OF 1921

HOST AT FAMOUS MELON FEED GIVEN PROMOTION

EFFECTIVE Saturday, September 10, L. D. Starling is appointed Traveling Supervisor of Safety.

Mr. Starling is well known to a large number of trainmen and has been particularly active in safety work.

He was sponsor for the water melon feed at Division Three which celebrated the winning of the safety pennant by that division. He has been with the street railway 16 years, having started as a motorman at Division One. He has been an instructor since 1919. In his new capacity he will work with John C. Collins, who was recently appointed supervisor of safety.

BOUQUETS FOR POLITENESS INCREASE

Two records for courteous and efficient service were broken in August, according to the complaint record.

August produced the lowest number of complaints of alleged discourtesy of any month in the year. It also produced the lowest number of complaints on all features of service for a 30 or 31-day month. February is the only month with a better score in this particular and it was a short month.

Bouquets in Lead

For the fourth time in eight months commendations for courtesy and special service exceeded the number of complaints for alleged discourtesy.

There were just 21 charges of discourtesy made to the office of the manager of transportation last month. The best previous courtesy mark was made in February, when 22 such complaints were recorded. August was the fourth consecutive month in which the discourtesy complaints have been less than in the previous month and the third month in which the total complaints of all kinds have bettered the mark of the previous month.

Good Work Praised

The showing is considered remarkable and brought forth praise from all officials of the company. A keen interest has been awakened to see if trainmen can smash their own record a second time in the year and hang up an even better mark before December 31.

Of the eight classes of complaints listed, five showed a decline in August from the July figures. Three classes showed a gain.

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

SUB-STATION BLDG. IS NEARLY READY

The brick building in the Vernon yards, which will house the first of the group of automatic substations, is expected to be completed next week. Then will follow construction of the heavy bases for the machinery and actual installation of the electrical equipment will begin before the first of next month.

The Garvanza substation will be the second one to be equipped.

PLEASE MOVE FORWARD

When operating PAYE cars in time of heavy loads, use every effort to get passengers to move forward by requesting them to do so in a polite and gentlemanly manner. Do not use force in attempting to have passengers move forward.

R. B. HILL,
Supt. of Operation.

Mtr. Melton, 15 Years In Service, Is Dead

Following an illness of several weeks, Motorman W. C. Melton of Division Two passed away last Sunday. Funeral services were conducted Wednesday morning at the W. A. Brown chapel.

Motorman Melton is mourned by many friends who knew him as a fine type of trainman. He was almost a veteran in the service, having been in the street car work here since 1906. Prior to that he was employed by local lumber concerns. He was 46 years old and leaves a widow.

UNIFORM CLEANING SERVICE POPULAR

The cleaning and pressing service of the uniform department was launched last Monday and a number of trainmen have taken advantage of the opportunity to have the appearance of their clothes improved.

Employees of the offices may take advantage of the convenient and economical service as business suits will be cleaned and pressed for the same price as the uniform, one dollar. Trousers will be cleaned and pressed for fifty cents.

Arrangements have been made with the auditing department whereby vouchers may be signed by employes and the money can be deducted from the next pay, thus eliminating the necessity for putting out the cash when the work is done.

Safety First. Get the safety habit. A responsibility rests on you—Don't Pass the Buck!

Alaska Kin Folk Visit H. A. Russell

H. A. Russell is enjoying a visit from his daughter and her husband, Capt. J. L. Dikes, of Alaska, where they have been stationed for the past two years. The Captain is connected with the 21st Infantry and has two months' furlough. After two weeks stay in Los Angeles and suburbs, they will visit Yellowstone Park and the Captain's home at Cost, Texas, returning to American Lake, he having been assigned to that district.

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Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Safety at Steps Calls for Genuine Hard Work

STEP accidents are considered about the nastiest things the company has to handle through the claim department. When responsibility is apparently on the company's side there is practically no defense and it becomes a matter of making the best of a bad situation and this involves a large sum of money during a year.

There has been some increase in step accidents lately, particularly boarding accidents. Investigation time after time shows that the conductor gave the motorman bells while women were in dangerous positions because it is women who sustain the majority of injuries in step accidents. Somebody's mother or some fellow's wife or sister.

Rule 26 says that "passengers must be *safely* landed on the platform before the signal is given to start."

That fact that a woman may not get on a car the way you would is no reason why she should not have the utmost protection. She may be slow but it does not warrant impatience on the part of the conductor or motorman. If she is standing just at the edge of the platform with bundles in her arms and not holding on to anything but her nickel or transfer, she is certainly not "*safely* landed on the platform."

If under such conditions, starting bells are given, the motorman can see only the steps in his mirror. He cannot see round the corner to look over the platform. That is the conductor's job and in such a case the conductor would obviously be to blame if the motion of the car in starting jolted the woman to the street.

Thousands and thousands of words can be written on the cause of boarding and alighting accidents and how they may be avoided. But in the final chapter it must be recognized that safety in boarding and alighting is up to the crews themselves. It requires work—real head work all the time and often a quick hand or arm.

We have made some good showings in general accident prevention this year but the matter of step accidents is one that is up to us squarely. It will take work to make the platform really safe, but it can be done if every man shoulders his own responsibilities and WORKS hard for the greatest safety.

'TIS NOT AMERICAN

'Tis not American to lie,
Or mean advantage take;
I'm a traitor to the flag if I
Have cheated for a stake.
In honor I must walk my way
Nor over-proudly brag,
If I have stained myself to-day,
I've also stained my flag.

'Tis not American to play
A craven coward's part;
I cannot be untrue to-day
And true if war should start.
I must be loyal to a friend,
In thought and deed, a man
On whom the whole world can depend
To be American.

'Tis not American to be
Disdainful of a trust;
All men who'd keep this country free
Must first of all be just.
And am I false to any man
In what I seek to do,
And wrong him by some selfish plan,
I wrong my country too.

I must respect that Starry flag
Each minute of the day;
I must do more for it than brag
Or cheer it on the way,
Despite what wealth may bring to me
Or fame or conquest can;
My noblest duty is to be
A real American.

—EDGAR A. GUEST.

Division One Has Clear Accident Sheet for Day

HERE is the interesting side-light on the safety contest.

Last Tuesday there were 40 accidents of various kinds reported but they were from four of the divisions. Division One did not have a single accident that day!

Division Finished in last place in the first three safety contests but in the fourth race the boys are holding third place and determined to climb higher.

That no-accident day record is one for Division One to maintain and for the other divisions to shoot at!

When you are tempted to "play to the grandstand" remember that 80 per cent of the world sits in the bleachers.

Stalwarts Risk Getting Lost on Mountain Jaunts

With that same glint in his eye that he uses in arguments with John Collins, A. K. Plummer, director of traffic, announced to all concerned, that he was going so far away on his vacation that even the air mail service could not carry a letter to him. So A. K. has gone and the only way to establish his location would be to ask the rain drops, which are generally reputed to fall on the just as well as the unjust.

R. R. Smith, assistant superintendent of operation in charge of discipline, is vacationing at his cabin on Mt. Baldy. During his absence W. K. Van Volkenburg is holding the fort.

Dan Healy of the instruction department has set out in hopes of getting lost in the mountains and so get still farther away from street cars.

Ed Loop, the mathematical wizard of the safety bureau, and J. C. Owens of the schedule department are also away on vacations.

Miss Melbourne of the auditor's office is taking two weeks' rest.

Never be in too big a hurry to be careful.—Safety first and last.

Kindness on Car Pays Dividends

Conductor J. Burns of Division Two recently paid car fare for a man who had nothing smaller than a ten-dollar bill when the conductor had nothing larger than nickels and dimes. A few days ago Burns received a card expressing thanks and a coin attached. He is keeping it as a souvenir. The passenger was Louis Eggleston, 118 West Seventh St.

Incidentally Burns is thoroughly convinced that good turns pay dividends. About 15 years ago when he was in street car service in Kansas City he gave a woman \$2.35 for electric train fare when she had lost her purse. The money did not return for some time but when it did, there was a note for a considerable larger amount. It developed that the woman was wife of a leading merchant of the city.

DIV. 5 TAKES LEAD IN SAFETY

Division Five has taken the lead in the safety contest, according to figures compiled at the end of the second week of the pennant race.

The lead is only one point and Division Four is steaming along right behind, the scores being 973 and 972.

Third place is held by Division One which is a fraction of a point ahead of Division Three. They are splitting decimals in the figure 970.

A rather heavy run of accidents sent Division Two to the bottom of the list with 964, just six points from the nearest neighbor.

A general watch on step accidents is necessary at all divisions. This class of accidents can be brought to the minimum by CONTINUAL ALERTNESS and proper co-operation between conductor and motorman.

The human mind is the most elastic thing known. The more you tax it the more powerful it grows. Cultivate the habit of THINKING.

Fishing Pole Alarm Sings Black Bass

Word has been received from Conductors Ira Gott and Chapman of Division Three, who are spending their vacation at Radford's Camp, near Big Bear. They report having a wonderful time going after the elusive trout. Ira's musical fishing pole has a soprano voice while "Chappie's" has a black bass, so there you are.

He who takes chances usually takes one too many.

Little Stories OF Street Car Life

A visitor at the main offices last week was the son of a man who held a high executive position in the New York electric railway industry.

The talk drifted around various features of street car service and the visitor told of a big husky guard in New York who often helped a crippled man on the cars in the rush hours. He would pick the man up bodily and carry him into the car. This happened year in and year out at the same spot and the same time of day.

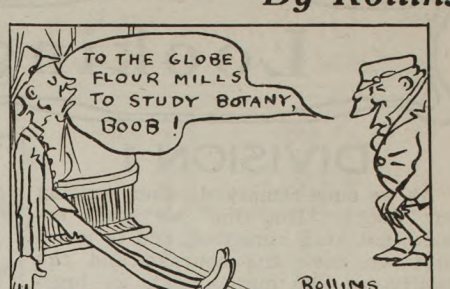
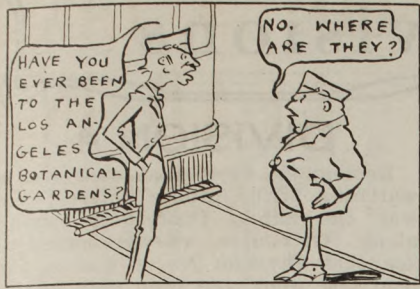
On several occasions the crippled man was late and the guard waited after his quitting time to assist the unfortunate one. The cripple did not appear to have any friends or relative and did not look very prosperous. The guard knew nothing about him but always was ready to help. That was his nature.

In time the crippled man died and it was found he had left a considerable fortune. When his will was read it was found he had left \$50,000 to the railway man who was always ready to do a good turn.

A bed at home is worth several in the hospital.—Safety first and last.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things

(Hand Picked)

BOUQUETS RECEIVED LAST WEEK
 Motorman J. R. Deenean, Division 4.
 Conductor F. H. E. Pierce, Division 2.
 Conductor W. A. Gahan, Division 2.
 Conductor R. C. McGinn, Division 2.
 Conductor D. W. Beatty, Division 3.

For Conductor S. E. Merriweather, Division 2

The following is taken from a letter received from D. A. Rau, 419 East 27th Street, Los Angeles:

I want to mention Conductor No. 82 on Car No. 16, Heliotrope and Maple line. Some weeks ago he was good enough to lend me a nickel, giving me an envelope to return it in when I should have the change. As I am a stranger to him, and the act was no request of mine and entirely unexpected, I certainly more than appreciated it, and had the good fortune to repay him on the same day.

For Conductor C. F. Howe, Division 4 Los Angeles Railway, Gentlemen

Last Saturday I went shopping for a friend, and had a limited amount of money to spend. I thought I had kept one dollar in reserve, but when about to buy an evening paper before boarding a West Adams car on Hill Street about 4:30, I found I had but five cents in my purse.

I hesitated, and then decided to board the car and give the pennies to the conductor, and as I did so, I said, "This is all I have, is it all right?" The conductor very courteously took them and handed me a nickel to put in the box. When I arrived home I imagine my chagrin when I found one of the pennies still in my purse.

Monday morning, I looked at the conductor on the car which I boarded, and I thought him to be the same, so I asked him if he was the man I gave four cents to on Saturday. He smiled good-naturedly when I gave him the other penny.

This is a small incident, but a sensitive person might easily have been much embarrassed had the conductor been other than the gentleman he was.

L. SHEAFOR,
 Fidelity Mutual Life Insurance Co.,
 307 Citizens' National Bank Bldg.

For Motorman F. T. Ruelas, Div. 4 Los Angeles Railway, Gentlemen:

It gives me great pleasure to bring to your attention the way Motorman 2323 handles his car. I was riding on an eastbound street car on Pico about 3:10 p.m. As street car neared Oxford Ave., a big touring automobile darted from the opposite side of a truck, right in front of the street car. Had it not been for the alertness and quickness of aforesaid Motorman in handling car, there would have been a serious accident.

R. B. MARQUEZ
 Division 3, No. 1827,
 Los Angeles Railway.

For Conductor H. S. Crawford, Div. 2 Los Angeles Railway, Gentlemen:

Cannot resist writing and calling your attention to Conductor 522 on Moneta West street car line. On car about 5:45 p.m., last evening, could not help but hear the words fairly hurled at him by lady (?) passenger and he answered her in a low tone of voice, using courtesy, and was gentlemanly in his manner of addressing her.

Hoping you will see his side if she should report him, as she threatened to do, I am.

Sincerely,
 P. L. COWARD,
 111 South Broadway.

COMPARATIVE RECORDS SHOW COMPLAINTS DROP

(Continued from Page 1, Col. 4)

Twenty-nine commendations were received in August as against 23 in July.

The comparative summary of complaints for July and August is as follows:

Classification	Number during months of		Gain or Loss
	July	August	
Discourtesy	26	21	-5
Fare and transfer trouble	60	63	+3
Starting too soon	9	8	-1
Passing up passengers	6	10	+4
Carrying passengers past stop	8	10	+2
Failing to call streets
Dangerous operation	2	1	-1
Short-change	5	4	-1
Miscellaneous	13	8	-5
	129	125	-4
COMMENDATIONS	23	29	+6

SAFETY EXPERT SHOWS HOW NEATNESS AVERTS ACCIDENTS

(Continued from Page 1, Col. 1)

other in the service, they should be uniform. The standard is up to the men themselves. If the uniform is poorly fitted, it will look old in a very short time. See that it fits properly when you buy it. It may be dirty or greasy when a few cents worth of gasoline would keep it clean. Dust eats the fibre of the cloth, causing it to rot, changing the color of the uniform also. Once in while you see a uniform cap worn, that looks as though the wearer used it for a cushion.

A man not wearing a collar, going too long without a shave, or getting his hair trimmed, stands out distinctly from twenty-five hundred other men, as a careless one.

A uniform may be worn, even patched up, but if clean it looks good, showing the man to be careful. A uniform that is brushed and cleaned will last twice as long as the one neglected. Five minutes time each day will pay a man well, if put in, in the form of exercise on the uniform.

Good Foundation Necessary

A man's shoes must not be expected to clean or polish themselves. A well-polished pair of shoes, not only helps the appearance of the uniform, but looks as though the wearer has a good foundation, so is all right to the roof. If not polished, it looks as though the

foundation was bad, so the upper structure must be faulty.

Proper care of the shoes prolong their life and is worth while.

Time after time you see a man with a new uniform, which will look like an old one in a month, while another man has been wearing his uniform every day for over a year, and it looks like a new one, unless examined closely.

A man neat in appearance seldom has any trouble with his passengers. One reason for this, he has better judgment and is more careful than the other type.

Have you ever noticed how much easier it is for a patron of a line to lose his temper with the untidy man than it is to lose it with the neat appearing one?

Neatness Makes Friends

The neat trainman always has plenty of friends who are glad to see him, and in time of need, he has no trouble getting whatever help he asks for.

They do not help the careless man, the one needing help the most, they prefer that he run on some other line, they do not want to come in contact with him, for if he looks dirty, the car looks dirty and he is sure to be lazy. Take a look at yourself, then clean up, look again, see which you prefer, also notice if when clean you are not more careful than you were before.

It is a natural characteristic that you cannot get away from. Cleanliness is a very good habit to form, has pulled many a man out of a grouch making an all-around good fellow of him.

M'Roberts Officer in Pacific Assn.

Even after receiving a lot of high class publicity in Two Bells, C. M. McRoberts, general claim agent, returned from his recent vacation hiding out a piece of real news.

Mr. McRoberts attended the annual convention of the Pacific Claim Agents Association in Butte, Montana, and was one of the most interesting speakers of the sessions. He talked on the use of motion pictures in exposing fraudulent claims.

Just to show what they thought of him, the delegates elected him first vice-president, but the news only just leaked out.

For these offenses he is hereby congratulated and bawled out.

New Office Used By Safety Bureau

Safety Bureau, room 605. Address where it no longer is.

In the simple language of the honest Japanese school boy, this might let you know what has happened but to speak in every-day English,—the Safety Bureau has moved.

Instead of occupying room 605 on the sixth floor and next to the library the bureau is now on the seventh sharing quarters with the instruction department in room 702 and doing business as usual.

The fattest dividends in happiness and advancement are paid by ACTIVE MINDS.

Chance travels on crutches.—Safety first and last.

On The Back End

(Contributed)

Someone told Motorman Waddell of Division 2 that there was a notice up for carpenters to use Cutex to polish their nails. He thought quite a while and then smiled, saying: "Bah jove, that's a kind of a joke isn't it?"

Recently a speaker at a W.C.T.U. convention made the mild statement that cigarette smokers are liars. The newspapers commented on it at length.

Also, recently Conductor N. A. Matlock sent to Two Bells a story of how a woman passenger had tried to drop a nickel in the air valve when she couldn't find the fare box. Last week the clipping came back in the mail attached to one of the newspaper stories concerning cigarettes and the heading was "Cigarette liars popular here."

Conductors M. L. Watson and T. H. Carey, of Division Five were seen by one of our star reporters at Venice Labor Day and judging from the way things looked, old Dan Cupid is still out with his arrow and bow after the Division Five boys.

The belief that the fare boxes are machines to disinfect the money seems to be pretty well dispelled by now.

*The boy sat on the moon-lit deck,
 His head was in a whirl
 His eyes and mouth were full of hair
 His arms were full of girl.*

At a special session of the Speedy and Breezy Committee, composed of Division One "pit rats and other greasy and somewhat doubtful gentlemen" conferred honors upon "Monte," the worthy night yardmaster "for his foresight in removing the transfer table before demolishing Pit No. 2 in Barn 3." The notice is duly signed with the hand and seal of I. Con Trollem, chairman.

In reply "Monte" expressed gratification that members of the committee could realize true talent necessary for anyone to "even run a street car after you gents are through working on it."

We would like to give the complete exchange of pleasantries but space is precious.

A lady got on Motorman A. C. Jones' car and asked the conductor for a transfer to the Cornaza line. The con could not quite make out what she meant, and she tried to help him by saying the car bore a "Williams" sign "under" the back end. After much deliberation and questioning she found out that she wanted a Garvanza car.

On the Sick List

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

DIVISION NO. 1

Conductor J. D. Wood, 1183 E. 43rd St.

Motormen H. Lozier, 1826 E. 2nd St., Dan Cronin, 2511 Trinity St., R. N. Jones, 323 Cerritos Ave., Glendale.

DIVISION NO. 2

Motorman F. V. Denee, 2923 Dorsey Street.

DIVISION NO. 4

Conductor R. F. Griffin, 1027 W. 35th Place, Motormen H. J. Robinson, 1906 2nd Ave., W. H. Warner, 127 W. 25th St.

Operators, W. L. Clark, 931 Girard St., W. J. Anson, 239 N. Soto St., A. W. Grunwald, 343 E. 53rd St.

DIVISION NO. 5

Motormen J. W. McDonald, 617 W. Vernon, F. E. Burcham, 5004 2nd Ave.,

Looking 'em Over at the Divisions

DIVISION 1

As we once remarked, when writing our weekly "Hot One" we spare nobody, not even ourselves, and to prove that we have the courage and the ability to take punishment, we brazenly say that this one is on friend Wife: One evening last week we had a Brother Trainman at the house, and during the evening the conversation turned to "railroading," when of course the terms "show-up," "hold down," "stick around," "miss-out," "oversleep," "shake-up" and "pull-out" occurred more or less frequently. After our guest left, friend Boss said: "Now I know where you go every Tuesday night." She thought we were talking about a prize fight.

Conductor J. O. McArthur is with us again after having been on a months' leave of absence during which he visited his folks in Atlanta, Ga. To our great consternation, J. O. returned in a pair of boots and cotton sticking in his hair and he said "gosh darn," so we fear for the worst.

The following men are on leave of absence: Clerk C. L. Farrah, Motormen C. O. Morse, Conductor T. L. Smith, J. G. Allison and Conductor A. E. Chase.

DIVISION 2

Our chief switchman, Ed Forsythe, and several friends including Carl Gordon of Division Five, are spending their vacation in some far away mountains, hunting deer. Charles Engstrom is taking care of Ed's duties during his absence.

Motorman J. E. Norton is now working as extra switchman, and likes the work fine.

The writer recently received a letter from relatives in Copenhagen, Denmark, informing him of the sad news of the death of his sister, who was the mother of three little children. Just prior to her death, the family had made arrangements to leave their old home and come to California for the purpose of establishing their home here.

C. L. CHRISTENSEN.

F. Monnier is on three months' leave to visit his former home in Hamilton, Kansas.

Motorman R. R. Harrow is on a 30 days leave on account of his health.

Conductors M. R. Gregory, C. O. Rose, A. G. Richards, J. A. Mason, George Spilker and Motormen W. B. Crunk, T. A. Bell and H. F. Swably are all on short leave, to rest up.

Motormen R. L. Johnson, J. W. Nichols and J. H. Mills have returned to work after a two weeks' vacation spent in and around L. A.

Motorman A. T. Munn, better known as "Fatty, the base ball fan," has also returned home from a week's vacation spent at the seashores near Redondo.

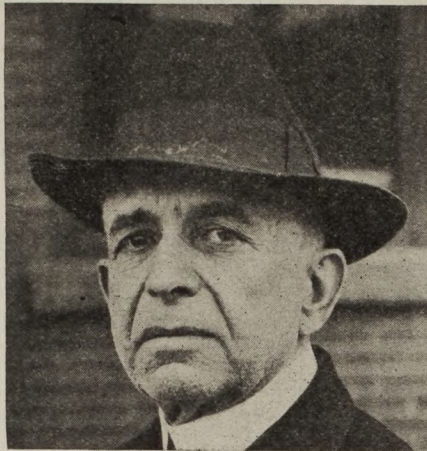
F. W. Osborne, for about twelve years Inspector and Supervisor, has returned to train service in the capacity of motorman, and is now working a run on San Pedro line.

Motormen B. R. Davis, E. J. Macheret and L. G. Lowry are working temporary as Supervisors.

Conductor G. L. Rosen has resigned with the intention of going East.

C. L. Christensen has returned from his vacation, spent at beaches and nearby mountains, reporting a fine time.

Who's Who



BASEBALL and transfers are the specialties of E. E. Smith, for many years of Division Three but now a valued member of the transfer bureau.

It was in July 1896, that Mr. Smith started out as a motorman. He reported at Seventh and Grand Ave. It doesn't look like there is a car house there now but times have changed. In the old days of cable cars, one end of a lot of wires could be found there and the car house was continued in use when the lines were electrified.

Later the men who held forth there, moved to the present Division One, and Mr. Smith was one of the dapper young motormen. He went to Division Two when it opened and in May 1907 was on deck for the opening of Division Three. He became an extra clerk there, later a regular clerk, then assistant foreman and eventually foreman.

With the opening of the transfer bureau, the service of a man thoroughly acquainted with transfer rules and conditions was in demand and Mr. Smith was selected for this work.

DIVISION 5

D. (Dada) Craig says that on Labor Day he went to Santa Monica to a McCoomb, Ill., picnic and that he never in all his life ate so much chicken and cake. "Why," he said, "I couldn't even look a cake in the face today, and chicken, go away, it will be some time before I want any more."

Motorman A. H. Popst, W. B. McCarter and C. A. Malcom are now away on two weeks' leave of absence.

Conductors C. S. Dakin and George Ryder are taking thirty days off to visit friends and take a rest.

Cupid certainly does not forget the railway men at Division Five. Another of our good conductors, Mr. A. W. Lindahl, stepped out a few days ago and very quietly married, and is now away on a months' leave of absence to spend his honeymoon. We extend our best wishes to the bride and groom.

Motormen H. M. Bush and W. Moore are now off on a months' leave of absence to visit friends and relatives.

Conductor G. F. Stevens, is now on a sixty day leave of absence. Steve said when he left that he was going to the mountains and all he was going to do was fish, eat, sleep and hunt for the full sixty days.

Any of the boys wishing to read a hair-raising, rip-snorting, wild and woolly west story, and one that will make your hair stand straight, see the author, Conductor G. R. Stevens.

DIVISION 3

Well, we did not win the round, of the present safety contest, but a poor beginning means a good ending. The only thing to do boys is hit the ball and keep everlastingly at it. That flag has just got to stay at this division and it is you boys who have got to hold it here. You have brought home the bacon once, show the world that you can repeat and keep the flag where it belongs, at Division Three.

Conductor W. W. Wright has returned to duty, fully recovered from the effects of an accident whereby the ligaments of his arm were badly torn through being run down by an auto while in the act of boarding car after putting on trolley.

Question: Is it cheaper to buy a chauffeur's license and have it with you, or get pinched for not having one? Ante up five bones and then get one! For answer see Eaglestone Brothers, for he is now thoroughly posted on this point.

The old bird Stork, although expected in several places, has so far failed to show up, but we expect to hear from him before next issue.

You know it kind of gets a fellow's goat to go out to the "Two Bells" box and find nothing in it and this happens so often. What's the matter with all you gents anyway, there certainly must be something turn up in your young sweet lives once in a while that would look well in "Two Bells?" Now you—yes you—see if you cannot get hold of some small item and drop it in the box. Let's see what you can do for next issue. Get it in the box by Wednesday nights. Ding, Ding, let's go.

There is quite a haunted look on the maps of those gents who have West 11th runs without holiday time. The reason therefore being that for the past three months they have been bucking the board (most of them getting pretty good daylight at that) and with opening of school being close at hand it will, with some of them, be like the end of a perfect day.

The Sunday sickness that was so prevalent around this division for some time, is rapidly wearing away. About one dose of the brand of medicine sent out from down below seems to have a good effect and they still have a supply on hand.

Conductor Frank Mead, while at Venice last Sunday had the misfortune to have his pocket picked, losing his watch and chain valued at \$65. This is a severe loss for Frank.

Conductor A. L. Trout, (big fish) who has changed runs four times during the last two weeks to show that he is really changeable, according to his Siamese twin, is about to change from single to double blessedness. Now we are not positive about it, but we notice that he has that dreamy look in his eyes and as that is a sure sign that a person is going to do something terrible, we have no doubt there is some truth in the matter. Well, anyway, here's good luck to you Trout (poor fish).

Motorman W. W. Walker passed away on September 2nd, at his home in Pasadena, after a lingering illness of almost a year. He was only with us a few months when he became ill. He was previously with the P. E. The funeral took place at Pasadena Cemetery. We extend to

DIVISION 4

Remember, boys, that everyone is watching with intense interest the way the Safety Contest is coming along. Of course, we were proud to see that Division No. 4 was in the lead last week, but then that doesn't mean we are going to retain that place. If you noticed, the other divisions followed us closely with only a margin of one or two points and if they are going to keep up that pace it means that we will have to exert every effort possible in order to reach the final victory. Mr. Wimberly said that when the flag was presented to him he hoped he would never have to get up before that audience again, but now he is very desirous of getting up on the platform again.

A cross-over has been installed between Girard and Pico Streets, and everyone is pleased with it because it not only saves a lot of switching around in front of the car house, but also eliminates the danger brought about by a couple of motormen who, it seems, would sooner take a chance on a collision than lose a minute or two pulling in.

The following trainmen are on vacation: W. N. Cline, a week's rest; F. D. Ware, a rest for three weeks; R. W. Demick, ten days' rest; H. P. Brown, twenty-five days' rest; H. J. Hitchman, sixty day leave of absence to remodel his home and A. L. Hartman, off for fourteen days.

Mr. Boyd, office foreman, pulled out last Sunday in his Paige for a two weeks' vacation trip in the Sierra Madre Mountains. He is going to catch all the trout he can eat, and he said he might bring home a deer, but that remains to be seen.

Our very efficient janitor, Sam, wishes to thank the boys for their patronage which he appreciates very much and says he can still take care of a few more customers at his shine stand.

Those who are wondering where L. V. Brown is keeping himself will probably be interested in knowing that he has purchased a farm near Chatanooga, Tenn.

M. Tessore has returned from a four months' visit to France and Germany where he went to settle an estate. He reports that he had a fine voyage and that he enjoyed the trip very much, but all the same he is glad to be back in dear old L. A.

Hansen, Div. 4,
Batting for Knittle.

Introducing: New Men of The Week

The following men were assigned to their divisions during the week ending September 3, 1921:

Division No. 2
Motormen: G. R. Furnish.
Division No. 3
Conductors: V. G. Smith and C. F. Abbott.
Division No. 4
Safety Operators: O. Pauls.

the family our sincere sympathies in their great bereavement.

Conductor W. T. Russell has bought himself some lemon land in the Sunland district, so if he should hand you a lemon anytime, you will know the origin of the same. He looks forward to some day being a lemon baron.