



# TWO BELLS

Vol. II

SEPTEMBER 26, 1921

No. 17

*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

## First Substation Machinery Here

### SUPERVISORS LEARN PHONE WORK AND TRAFFIC

Increased efficiency on the part of regular and extra supervisors is being developed by a plan of having these men capable of working on the emergency telephone board and on the outside.

The aim is being accomplished with satisfactory speed. Outside men are learning the inside work and vice versa on regular assignments, but particularly worthy of note is the fact that some of the men involved in the change of plans have spent some of their own time learning the new points of work.

Two men recently selected from the train service to break in as extra supervisors have worked on the emergency board are K. K. Randall, motorman, Division Three and S. T. Cooper, conductor, Division Four.

Albert Miller, formerly of the instruction department is learning the emergency board work.

J. G. Richardson, who was a regular emergency board man has been putting in some of his own time learning the outside work.

H. E. Meason, motorman and extra supervisor of Division One, has snatched a few minutes to study the telephone work, as has L. D. Gordon of the same division.

D. W. Heaton, one of the regular supervisors has been breaking in on the phone board.

The emergency board is in charge of J. A. Bodley, who has jurisdiction over the telephone work connected with the supervising department.

Doing nothing for others means the undoing of ourselves.

### 125 Cars Will Have New Motors

### DIV. 1 HOLDS LEAD IN SAFETY BY 3 POINTS

HOLDING to the lead of three points established last week in the fourth inter-division safety contest, Division One continues in the front with a score of 947. The figures mark the end of the fourth week of the race. Next week will show scores at the half way point.

Division Five has regained second place largely by cutting down the boarding and alighting accidents, and

has 944 points. Division three holds third with 942 and Division Four is in fourth place only one point behind the pennant holders.

Division Two had a number of truck accidents last week, which kept the men of that division in last place with a drop to 935 points. Division Two will need to do some careful work, for a couple of weeks to get back into good company.

### MODERN TYPE FOR CENTER DOOR CARS

Actual installation of electrical machinery in the first automatic substation, located at the Vernon yards, has been started. This marks an important point in an extensive power improvement program for the Los Angeles Railway. The complete plan, as recently announced, calls for expenditure of approximately half a million dollars in the building and equipping of automatic substations of the most modern type.

The engineering department expects to have the first substation in operation about November 1.

#### High Line Ready

The line department has completed the high voltage line from the Edison Vernon substation to the company substation which will carry power to the big transforming machinery.

Following the recent arrival of 50 new motors for street cars, it is announced that 100 more motors of similar type are due this month from the General Electric plant in the east and that orders have just been placed for another 200 motors of Westinghouse and General Electric type.

#### Center Entrance Cars First

This will give a total of 350 new motors at a cost of approximately \$350,000. They are to replace the 38B motors now in service. They are for two-motor cars so 125 cars can be equipped.

The center entrance cars on the Grand and Moneta line will be the first ones equipped with the new motors.

Every man writes his own record.— Safety First and Last!

### Honesty and Kind Act Bring Reward

Operator A. O. Swoboda, who has a safety car run on Angeleno and Crown Hill, found a fur neckpiece on his car recently and turned it in. A couple days later he received a letter from the woman who had lost it, thanking him for his trouble, commending his honesty and also his courtesy to a blind man whom he had led from his car to the sidewalk while this lady was a passenger.

She also enclosed five dollars reward.

Do honesty and courtesy pay?

### Play the game of life like a gentleman.

### New "Two Bells" Scribe for Div. 5

Harry Phillips, who was stenographer at Division Five for many months, has resigned to enter other fields and has the best wishes of all the boys. Harry was division editor for Two Bells and turned in an interesting line of news each week.

Motorman D. R. Babcock, who is at present on sick leave but keeps in close touch with the division, has taken on the title and job of division scribe and promises to keep the world informed on the doings of the clan. Division Five men are requested to give him all possible help by turning in news items and funny incidents to him personally or in the Two Bells box.

### Vacation Season Drawing To Close

Lloyd Yaeger, superintendent of lines, is vacationing in the country above Santa Barbara.

Miss Melbourne of the auditor's office has returned from two weeks in the Malibu Hills.

Eddie Loop, who handles the clerical work of the safety bureau, spent an industrious week seeing Southern California.

A. K. Plummer, director of traffic, telephoned in when he returned from the mountains, to learn that all was well and said he would be back on deck Monday morning.

#### Had a Few Words

Judge: "The police say that you and your wife had some words."

Prisoner: "I had some, but didn't get a chance to use them."

### No In or Out Punch on East Jefferson

R. A. Pierson, chief instructor, gives the reminder to safety car operators on the East Jefferson line that it is not necessary to punch "in" or "out" trip, as the transfer rules are exactly the same in both directions.

Some confusion has arisen over the appearance of the words on the transfer and in the printing of the new stock the letters will probably be eliminated.

Harness your energy with common sense.

## Editorial Comment

*Two Bells Is The Official Paper of The Los Angeles Railway*

### Credits Exceed Demerits

**T**HIS week we have a chance to indulge in a little gymnastics with arithmetic and the Merit System to see just what is happening on the records that form the basis for payment of the Christmas bonus of sixty dollars.

An average week in the latter part of August was taken and showed that 2165 demerits and 1370 credits were given. That shows there were 795 more demerits than credits. In the course of investigation and appeal, 180 demerits were cancelled, leaving the margin of demerits over credits at 615.

These credits and demerits were given in the ordinary routine of operation.

But trainmen are entitled to 10 credits a month for clear courtesy record and 10 for clear safety record. The proportion of these for one week of the month was 7500. Subtracting the 615 from the 7500, it is seen that 6885 more credits than demerits were given in this average week.

Counting down the first 25 names of men who received demerits it is shown that only four had efficiency ratings below 100.

More than 90 per cent of the trainmen have had courtesy records above 100 per cent every month, meaning that they are entitled to the full bonus each month.

## Transfer Envelopes Will Be made out for Each Car Instead of for Each Trip

**C**OINCIDENT with the appearance of this issue of Two Bells, a bulletin will be issued by R. B. Hill, superintendent of operation, facilitating the method of turning in transfers collected by conductors and safety car operators. The changes are effective immediately.

Hereafter only one transfer envelope will have to be made out for each car worked instead of an envelope for each round trip as at present. This change will be welcomed as it will give a few more moments of relaxation at terminals. The same rule will apply to the red ticket envelopes. One envelope will be made out for each car worked. In these cases when a man with a straight run works only one car he will have only one envelope of each kind to make out.

**When a man's safety work is good the boss knows it.—Safety First and Last!**

### Book on Routes of Lines Available

The booklets which were distributed on the cars when the coupon transfer was introduced May 1 are still available. They contain the routes of all lines, early and late service, owl cars, where to get cars in the downtown district and transfer rules.

Passengers who ask for such information in concise form may be asked to write the Public Relations department, room 601, and a copy will be mailed to them.

**A stopped car seldom causes accidents.—Safety First and Last!**

If there are too many transfers collected to put in one envelope, additional envelopes may be used with notation of period of time in which they were collected.

Entry must be made on trip sheets showing the number of transfers collected each half trip.

Safety car operators and conductors on West First street line need not make trip sheet entry every half trip. They will make entry for entire round trip when they reach the "In.." trip terminal. This will be easier than on the other cars which will make the half-trip entry on the sheet.

Shuttle car operators will make entry when they begin their work and when they finish, showing total only.

**Among the many kinds of exercise, recreation and entertainment, dancing ranks among the highest.**

### Library Announces Magazine Change

The Scientific American, which has been publishing a weekly, monthly and supplement, and draws a number of interested readers to the library, will be issued hereafter as a monthly. This is effective November 1.

When this change is made, it will be possible for employes to take the magazine from the library.

**See that your brakes are working.—Safety First and Last!**

**Nothing doing is the result of doing nothing.**

### Wants Lost-Found Bureau to Pay for Wife's Shopping

**O**NE of the conductors at Division Three found a handbag on his car and turned it in. It contained \$3.55.

Later a man called at the Lost and Found Bureau and said his wife had lost the bag.

To establish identification, he was asked how much money had been in the bag. He said his wife had told him she had gone shopping with about five dollars. He reflected awhile then said:

"Well if there was five dollars in it will you make it good?"

Now can you beat it.

H. A. R.

**Every accident is a notice that something is wrong with men, methods, appliances or cars. What were you doing when the crash came?—Safety First and Last!**

### Big Improvement of Washington St. Track Completed

Installation of new track, ties, ballast and pavement on the western section of Washington street is complete and the workmen are now on the Gage street shuttle line.

The Washington street job was one of the biggest handled by the engineering department for several months and has been a distinct improvement to service. The new pavement has greatly improved traffic conditions in that section.

New ties and ballast are being installed on the Gage street line to give a smooth track.

An important piece of new special work is being installed at Seventh and Main. The entire cross track and curve from east to north is being replaced with new material.

**Reading is the simplest and least expensive form of education. Reading quickens the mind, improves the speech.**

### BAGS FOUR-POINT DEER OPENING DAY

Ed. Baker, who was a motorman out of Division 2 for over sixteen years, and now employed in the shops, was one of the lucky deer hunters on the 16th, he securing a big four pointer at 8:30 A. M. opening day.

Ed. says he was the largest one he ever got, weighing a little over 200 lbs.

That he was a dandy several of the boys can vouch for, as through Ed.'s generosity good cuts of venison graced several Sunday dinners.

### NEW LIBRARY BOOKS

An interesting book entitled "Industrial Goodwill" has recently been added to the library. The author is John R. Commons. The book deals with the responsibility upon executives to provide safe and just working conditions and the responsibility of employes to give satisfactory work in return.

**She—Do you want to start the Victrola?**

**He—Why?**

**She—It's about time you started something!**

## VOID SCHOOL FARE CAUSES DEMERITS

By R. R. Smith

*Asst. Supt. of Operation*

Remarks to the effect that "demerits are piling up" have been heard here and there in the past week or so and they may give an immediate opportunity to explain what has been happening in the past few days.

It is quite true that there was a sudden increase in number of demerits although it only affected conductors.

Just before school opened bulletins were posted describing the new school tickets and reminding conductors to be on the alert. It seems a time-honored custom for school children to show their appreciation of the reduced fare by attempting to defraud the company so the matter requires particular attention of trainmen.

In the first week that school was open there were 150 cases in which old and void tickets, issued during the last school year, were accepted as fare.

The new school tickets are pink and the old ones blue. This was described in a bulletin so plainly that nothing but absolute carelessness could cause such mistakes. This was a cause for discipline and explains the comment on the increased number of demerits.

While on the subject of tickets, a reminder is given that tickets must be turned in in the red envelopes provided for them.

In connection with the turning in of cash and tickets, it is necessary now for conductors and safety car operators to turn in their cash so that it will be in the cashier's hands on the day following that on which it was collected on the cars. The vast majority of runs provide for a turn in when the run is finished but in some cases conductors are allowed to turn in next day. There have been some situations in which conductors could hold his cash three days before being suspended, but hereafter a conductor will not be allowed to take out his run on the second day if he has failed to turn in for the previous day's receipts.

"John Henry," said his wife, with strong severity, "I saw you coming out of a saloon this afternoon."

"Well, madam," replied the obdurate John, "you wouldn't have me stay in there, would you?"

### WATCH TRANSFER DATES

When transfers are presented bearing a previous date, except in cases of transfers from "Owl" cars, the conductor is justified in refusing same.

When transfers bearing a future date are presented, accept the same, and notify Dispatcher at the earliest opportunity of the facts giving name of line from which the transfers were issued.

R. B. HILL,  
Supt. of Operation.

### Veteran Foreman Is Night Watchman

Mike Moran, who is generally understood to be an Irishman, and was for a number of years a foreman in construction work, is now night watchman of the Los Angeles Railway building. Mike ranks as one of the old timers.

# Conductor Ding and Motorman Ding Ding

By Rollins



## Bouquets And Things (Hand Picked)

**BOUQUETS RECEIVED LAST WEEK**  
 Condr. E. Gray, Div. 1.  
 Mtr. M. M. Spence, Div. 1.  
 Mtr. Jim Hardin, Div. 3.  
 Condr. D. B. Dunn, Div. 3.  
 Condr. E. L. Corwin, Div. 3.

For Conductor F. J. Steiger, Div. 3  
 Los Angeles Railway,  
 Gentlemen:  
 We, the undersigned, teachers of the Bridge Street Evening Schools, desire to express our appreciation of the unflinching courtesy extended to us by Mr. Frank J. Steiger, who has conducted the car on which we have been regular passengers for several months.  
 We have noted his close attention to business and his courtesy to others.  
 Respectfully,  
 Ettie Lee Price  
 Marjorie M. Musgrave  
 Aura Maycock Zuck  
 Jennie I. Page.

For Motorman J. B. Haston  
 Los Angeles Railway,  
 Gentlemen:  
 I would like to say a good word for one of your employees, Motorman No. 2575. I was standing in the front part of his car this afternoon, and noticing that I was carrying a baby, he had the courtesy to offer me his stool.  
 It is just such little things as this that make the people respect the Los Angeles Railway and boost the City.  
 Sincerely,  
 Mrs. R. M. Welch,  
 3324 Granada St.

For Conductor F. LaRue, Div. 2  
 Los Angeles Railway,  
 Gentlemen:  
 I wish to write a few lines of appreciation for the kindness and the courtesy of Conductor 1008, on the Moneta Ave., line. I use the cars daily to and from work and have always found him a gentleman.  
 Sincerely,  
 Mrs. R. A. Smith,  
 2631 S. Vermont Ave.

For Conductor W. J. Millican, Div. 3  
 Los Angeles Railway,  
 Gentlemen:  
 Permit me to say a few words of praise in behalf of Conductor 2236, West 10th and 11th Street line.  
 He calls each and every stop in a clear and understandable voice several times, before stopping at the stop, as well as announcing all car connections to be made at each stop.  
 Several passengers besides myself have remarked how efficient this man is.  
 Very truly yours,  
 John L. Byrnes,  
 Suite 320 Western Mutual Life Bldg., 3rd and Hill Streets.

For Conductor W. H. Snow, Div. 4  
 Los Angeles Railway,  
 Gentlemen:  
 On reading your "New Transfer Rules" I was reminded of my failing to call your attention sooner the case of Conductor No. 704 (W. H. Snow) who has a run on the 9th Street line. His never-failing kindness and courtesy while on duty, are to my mind, worthy of more than these few words of commendation, although I take great pleasure in submitting them to you.  
 Yours very truly,  
 Max Bennett,  
 850 So. Bonnie.

# HORSE SENSE

**I**F YOU work for a man, in Heaven's name work for him. If he pays you wages that supply you your bread and butter, work for him, speak well of him, think well of him, stand by him, and stand by the institution he represents.

I think if I worked for a man, I would work for him. I would not work for him a part of his time, but all of his time. I would give an undivided service or none. If put to a pinch, an ounce of loyalty is worth a pound of cleverness. If you must vilify, condemn and eternally disparage, why, resign your position, and when you are outside, damn to your heart's content.

But pray you, so long as you are a part of an institution, do not condemn it. Not that you will injure the institution—not that—but when you disparage the concern of which you are a part, you disparage yourself.

And don't forget—"Forgot" won't do in business.

—Elbert Hubbard.

# FEWER ACCIDENTS NOW THAN SAME MONTH 1920

A STRIKING example of work accomplished by the Safety Bureau, with the co-operation of the trainmen, in reducing accidents is given by a comparison of records for the first half of September, 1921, and the corresponding period in 1920.

In the face of steadily increasing traffic difficulties and with the accident figures for automobiles soaring, accidents on the Los Angeles Railway showed a reduction in the 1921 period over the 1920 period.

In the first half of September, 1920, the safety bureau analysis showed trainmen primarily responsible for 12.8 or almost 13 per cent of the total accidents. In the first half of September, 1921, trainmen were primarily responsible for only 6.5 per cent of the accidents. This shows that the number of accidents for which the company was responsible has been cut in half. That is an accomplishment worth cheering about.

The total number of accidents of all

classes September 1 to 15 last year was 659 while for this year it was 571, showing a reduction of 88.

As all trainmen know, many minor accidents which an autoist or pedestrian might regard or else call a "narrow shave" are classed by the company as "accidents."

A specially encouraging showing is being made by the safety cars. Figures from July to September 15 show a steady reduction of accidents. July 1 to 15 was the first half month of safety car operation on the South Main line and the figures from that date are for total accidents on the three lines now served, Angeleno and Crown Hill, Griffith and Griffin and South Main.

The record by half months is as follows:  
 July 1-15 gave 70 accidents; July 16-31 gave 54 accidents; August 1-15 gave 50 accidents; August 16-31 gave 51 accidents; September 1-15 gave 48 accidents.

## Wife of Veteran Conductor Passes

Funeral services were conducted last Monday for the late Mrs. W. G. Miller, wife of Conductor Miller of Division, who died September 16, after a long illness. She held a membership in the wife's death benefit branch of the Co-operative Association. Burial was in Inglewood Cemetery.

Mrs. Miller was widely known, having been a school teacher in Los Angeles for many years.

Conductor Miller is one of the veteran employees, having been in street car service here since 1897.

## Uniform Dept. Aid to Neatness

The Uniform Department has taken the agency for an automatic trousers press which will help keep suits and uniforms in a neat condition. The wholesale price, seventy-five cents.

By placing trousers in the press overnight a satisfactory crease can be kept in the trousers and baggy knees can be avoided.

Always play safe and you will have no regrets.—Safety First and Last!

Don't wait for extra-ordinary opportunities; seize common ones and make them great.

## On The Back End (Contributed)

Motorman Critchett believes he has the most obliging conductor in the system. A rather stout but good looking and short-skirted girl got on his car and she noticed her shoe string was untied so she came to the conductor and said "conductor, please tie my shoe string." This the conductor did with pleasure and when she dropped a couple of tell-tale matches he stooped down for them. She didn't say "thank you," but Conductor Olexo didn't mind about that.

\* \* \*

Motorman J. W. Nestor of Division Five leaves Monday to spend 10 days at Catalina and figure out why the flying fish do not get sea sick.

\* \* \*

Red headed conductors are vindicated. A letter received recently commending a certain conductor for his courtesy, patience, etc., ended up by saying "and he was red-headed too!"

\* \* \*

Dr. Ted Clarke's First Dose of medicine for sleeping sickness failed to produce the desired effect with "Skinny" Armstrong but both mechanics are convinced that another try will do the trick.

\* \* \*

A Division Three conductor found a dozen of perfectly fresh and odorless eggs on his car sometime ago and he promptly turned them in. After a period of thirty days, he received them back from the Lost and Found Bureau, much stronger but not odorless.

\* \* \*

Sounded like a stray Arkansas cyclone at Division Three the other day but it was only Motorman Spalding effervescing on account of having missed out by a hair but there was no casualties.

\* \* \*

An elderly man was passenger on the front end of a southbound Maple Avenue car. Near Santa Barbara street he pointed ahead and asked Motorman L. H. Adams of Division Two "Does the car turn over on that street?"

"Yes, sir," replied Adams.

"Well stop the car, I want to get off before it happens," said the humorist.

\* \* \*

Motorman E. J. Knapp of Division Five got it wrong when he said that he ate antelope with a spoon. He meant canteloupe.

For Motorman F. E. Burcham, Div. 5  
 Los Angeles Railway,  
 Gentlemen:  
 I desire to suggest to your company that Motorman No. 1579 be commended for a very kind act. This motorman was in charge of a northbound Vermont Avenue car on last Friday evening, July 1st.

A little child lost a small wheel off of a toy of some sort. The motorman stopped his car and then motioned to the child to come and pick up his wheel. This the child did with seeming great joy.

Sincerely,  
 J. E. OWEN, Vice Pres.,  
 Los Angeles Business College,  
 Union League Building.

# Looking 'em Over at the Divisions

## DIVISION 2

Motorman Gunner has a man board his car almost every day who seems to be a great lover of pottery art. One day it will be satsuma ware; another day it will be Egyptian but Gunner notices that they are all of the five-gallon variety if that implies anything.

Being question and answer man certainly has its variations. Last Wednesday George Ferguson was called upon to settle a disputed point in a pinochle tilt.

Conductor F. H. E. Pierce, known at the Division as "Daddy" is exhibiting a picture of horse supposed to be the biggest on record. The horse measured ten feet from front hoofs to ear tips and was owned by Pierce many years ago. He later sold it for circus work.

Boys, we have got to step along if we want to make a showing with the winners in this safety contest. The pennant landed here first and would look mighty well on the wall again. Play absolutely safe with those autos and trucks.

An unknown author has turned in a string of excellent safety "Don'ts" which will be given in Two Bells from time to time.

## DIVISION 5

Conductor M. S. Donovan is taking a few days off to rest up.

Conductor W. Hughes leaves the twenty-sixth of the month for three months to attend law school.

Motorman E. Farrell has gone to Iowa on account of death in family.

Conductor J. B. Dunn is taking 30 days off to rest up.

Motorman J. A. Limes is taking 30 days off to attend to business.

Conductor T. H. Carey has gone to Nebraska on a business trip.

Conductor A. R. Graves is taking a week off to rest up.

Conductor F. Mennerich returned from the Instruction Department and is now taking 90 days off.

Conductor A. J. Maryhew is spending his vacation in San Diego, having a good time.

Our genial Stenographer, Harry Phillips, has resigned to take up other duties, the boys all wish him success.

Supervisor T. V. Maitland has returned to train service after having been absent for the past year.

H. H. (Red) Anno and Frank Clavin spent a day this week fishing and from the reports of the two, there can't be very many of the finny tribe left in the ocean. However, we did not even see or smell a fish, and you would think such a thing would be impossible from their remarks. Red says Frank became so excited over catching so many that he lost his balance and fell in the ocean and landed right on the back of a large yellow-tail, rendering the fish unconscious, and that he had to rescue Frank and in so doing grabbed on to the fish and hauled him in. Frank says that Red didn't catch a fish, that he was so lazy that he wouldn't even bait a hook; that all he did was to eat what little food they had and sleep and fuss if any one disturbed him; and that

## Who's Who



NO, THERE'S no cap in this week's picture because he's an inside man. Meet Dan Healy, assistant chief instructor.

Dan is not an inside man altogether because he has probably been on your car with a kindly word of advice needed or an equally kind word of praise.

He began the street railway game in Oakland as a conductor and had for his motorman none other than C. A. Morrison, now superintendent of Division Five. In January 1905 Dan came to Los Angeles and began as a conductor out of Division Four. He remained on the back end for a year and a half and then decided it was proper to move ahead and he changed to the front end as a motorman. He continued in this capacity for about four years when he was made dispatcher. He has been with the instruction department for five years and is considered an authority on street car equipment.

## Introducing: New Men of The Week

The following men were assigned to their divisions during the week ending September 17, 1921.

### DIVISION NO. 3

Motorman S. G. Styles.

### DIVISION NO. 4

Motorman J. R. Mahaffey and Motorman C. B. Hackett.

Safety Operator, V. Nelson.

### DIVISION NO. 5

Conductors D. E. McLeavy and C. L. Anthony.

"Papa, what are facts?" inquired little Johnnie.

"Oh, don't bother me," replied the father.

"Well, just tell me, do they make them in factories?"

when they were through fishing and got back to the wharf that he had to have assistance to rouse Red from his slumber and get him out of the boat. They must have had a great time?

Eddie No. 2, our speedy janitor, has been picking peaches lately, but the soil is so rich in these parts that the peach trees in our yards yield so much that even fast picking does not keep the peaches from forming so fast as to break the limbs off our trees. Eddie, we know, is a fast peach picker and when he can't pull 'em off fast enough to keep the limbs from breaking, we claim that this is some peach country.

## DIVISION 3

Well we are still in second place in the safety contest according to last week's Two Bells. That is better than being third or fourth, but we ought to be in the first place and we are going to get there. You are all doing fine. Keep up the good work, hit the ball and keep everlastingly at it, and see if we cannot report first place next week. Let's go.

The conductors of this division, whose accidents mostly occur on the trip sheets, cash, etc., are setting the motormen a good record to shoot at. Not an over or short for the 20th of this month. Now you motormen, give us a day without accident reports. Division One did it the other day, so come across.

Motorman O. E. Hood is breaking in as a conductor and says it is the only job.

Extra Motorman C. T. Swartz, who has been in poor health for sometime has resigned and will try country life for a while.

Conductor Wilson has taken 90 days off to resume his college studies. He is taking up a course to fit himself for a college professor. We wish him success.

The new phone installed by the company for the use of the men is proving a great convenience, and as it has direct connection with central it is quicker and clearer than going through the switchboard and is greatly appreciated.

Motorman C. C. Burnett found a handbag containing over \$10.00, in cash about 30 days ago, and in due time received it back, it not having been called for. He is now busy trying to locate the owner. This is the kind of work that counts.

Vacation time being just about at an end, the extra list is beginning to feel it, so any of you gents who have not already taken your vacation and feel that you could stand a few days off, don't be bashful now is your chance.

Our genial Supervisor Ted Harrison is on two weeks vacation and Motorman "Efficiency" Ried is officiating.

Conductor W. T. Russel is going into the poultry business on a large scale. He has at present a flock consisting of three roosters and one hen at the price of eggs today he no doubt will soon be wealthy.

## SUCCESS

What is the secret of success?

"Push," said the Button.

"Never be led," said the Pencil.

"Always keep cool," said the Ice.

"Be up to date," said the Calendar.

"Never lose your head," said the Barrel.

"Make light of everything," said the Fire.

"Do a driving business," said the Hammer.

"Aspire to greater things," said the Nutmeg.

"Be sharp in all your dealings," said the Knife.

"Find a good thing and stick to it," said the Glue.

"Do the work you are best suited for," said the Chimney.

And they all agreed that if you follow the advice that they have given you, it will lead you to success.

## DIVISION 4

Foreman B. B. Boyd has returned from his vacation which he spent motoring to Mt. Greenhorn, Bakersfield and Fresno.

Conductor W. G. Figg was the cause of much amusement last Sunday morning when he attempted to board the front end of an E. First car, wearing his "civies." The motorman not being acquainted with Figg told him he would have to go to the rear end. W. G. was quite offended and was about to demand the reason why, when it suddenly dawned upon him that his "glad rags" ignored him that privilege. "Oh 'ell!" he exclaimed in his English brogue, "h'i 'ahven't got me clothes h'on!"

There were many blushes among the fair sex on the front end.

Frequently cigars are passed among the boys when someone enters the matrimonial whirl or when some benedict is blessed with a little boy or girl but Conductor Paul Tromblay, who has never taken advantage of the joys of wedded bliss, passed around the ropes last Tuesday in celebration of his forty-fifth birthday. Paul is still young in spirit and always full of fun. Many happy returns Paul.

We regret to state that Operator H. W. Brockway, who was quite popular among the boys here has resigned to enter the automobile field. H. W. has been in that game before and recently received an offer which we will agree was too good to turn down. We wish him the best of luck.

The following boys are on leave: Operator A. O. Swoboda, seven day vacation; Conductor J. M. Lassar, ten days, to build home; Operator C. A. Erickson, thirty days, to remodel home; Conductor G. W. Fry, ten-day vacation; Motorman A. L. Hartman, fourteen-day vacation.

Operator R. B. Olmstead must have worked a tripper on the Boyle Heights line for we noticed he is wearing a painful expression and a bundle of gauze on the back of his neck.

## Poor Girl

My mamma told me not to smoke—

I don't.

Nor listen to a naughty joke—

I don't.

They made it clear I must not wink

At handsome men, nor even think

About intoxicating drink—

I don't.

To dance and flirt is very wrong—

I don't.

Wild girls chase men, wine, and song—

I don't.

I kiss no boys, not even one.

I do not know how it is done,

You wouldn't think I'd have much fun—

I don't.

Mother: "No, Willie, for the third time I tell you that you can't have another nickel."

Willie: "Darn it, I don't see where Pa gits the idea you're always changin' your mind."

—Judge.

## LAZINESS

If all we had to do was play  
And never had to work a day  
And never had a want or care  
To make us want to do or dare,

How drab and useless we would be,  
No good in life we'd ever see;  
It's laziness, not plow and pick,  
That makes a man go Bolshevik.

—H. C. Bradshaw.