



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

Prize Ideas Announced June 10

RESTAURANT AT DIV. 5 FORMALLY OPENED

Giving a twenty-four-hour service, "The Blue Goose," the Los Angeles Railway Employees Restaurant at Division Five, started with a formal opening Saturday morning, May 27, following the rebuilding and renovating of the quarters.

Several hundred dollars have been spent to make the place an attractive center for trainmen and their families.

In addition to the counter, at which 20 persons can be served at a time, tables are partitioned off from the rest of the room. This feature will be appreciated by the wives of the trainmen when they dine there with the lesser half.

Skylight Installed

A skylight has been installed, an awning has been placed over the front and henceforth the windows will be curtained. The waitresses wear white uniform dress and caps.

The restaurant will continue under the supervision of E. B. Carter, who also has charge of the company restaurant at Division Three.

"Anything at any time," is Mr. Carter's slogan for the Division Five restaurant. Breakfast waffles will be available at 8 A.M., 4 P.M. or midnight to meet the varying meal hours of street railway men.

Smokes on Hand

A full line of "smokes" is on hand. In placing the restaurant at the service of trainmen, officials of the company aim to give the very best meals that the money will buy. Like the restaurant at Division Three, The Blue Goose is intended to make expenses and no more. A profit on the enterprise in dollars and cents is not intended nor wanted. Those who patronize the eating place will profit in being able to buy the best food in the generous quantities which appeal to a workingman and at reasonable prices. Operation of the company restaurants at Divisions Three and Five has raised the standard of eating service available for trainmen.

BUT DON'T SCRAP YOUR ALARM CLOCK

The mechanical awakener is unnecessary in the home of J. W. McElroy, veteran punctuality champion, even when offered by Miss Celeste Collins.



PUNCTUALITY CHAMPION STIRRS MISS-OUT STARS

AMONG the miss-out stars, considerable interest has been aroused over the exploit of J. W. McElroy, in working 29 years without missing a run and without using an alarm clock.

Mr. McElroy has had a lot of varied experience in street car work. He has worked all kinds of hours but has always remained the punctuality champion. Many years ago it was necessary for him to ride the last car in to town at night and finish his sleep at the division. This was before the days of extensive owl car service.

Now Mr. McElroy is information man at Fifth and Broadway and the possibility of his using an alarm clock to mark the sleep line terminal is more remote than ever before as he is delighted with the daylight shift. He illustrated his aversion for the peculiar brand of timepiece when offered one by Miss Celeste Collins, of the auditing department, but admitted

he had never had an offer so attractively presented.

There is a good lesson in Mr. McElroy's exploit for the miss-out stars. They are urged to follow his example of punctuality, but if it were advised that they follow his tactics and scrap the alarm clock, there would be a lot of A. M. trippers resting in the car houses, while their pilots pounded the hay.

Generator Discarded After Long Service

The electrical department is dismantling and salvaging a 600 K. W. Stanley motor generator of 1902 vintage, which has done faithful service. The machine is at the Sixteenth Street yards, but has not been in service for some time. It was last used in the University substation.

SUGGESTIONS ON SERVICE SHOW KEEN THOUGHT

Announcement of the winners of cash prizes for the best suggestions for improvement of service will be made in the June 10th issue of Two Bells, according to present plans. The cash prizes are \$7.50 for first, \$5 for second and \$2.50 for third.

About 60 service suggestions have been received so far and some very good ideas are included. In some cases the same suggestion has been sent in by two or more trainmen. In such cases of duplication, the order in which the letters were received will determine the winner of prize money, if the suggestion is among the three best for the month.

The prize winners each month will be determined by a conference of heads of departments affected. While many of the suggestions concern the operating department only, a number involve matters that will have to be passed upon by the chief engineer, the auditor or the general claim agent.

Those who have suggestions in mind are urged to send them in promptly so that they may have a chance to win prize money in the first month.

Don't simply see how you can "put in the day;" see how much you can put into the day.

Five Extra Trippers Help Moneta Service

Five additional morning and evening rush hour trippers running between Second and Spring and Fifty-third and Moneta were put in service last Monday and have helped considerably in handling the peak loads.

In the morning, two of the cars leave Division Five and three leave Division Two and run to Second and Spring, then pull into Division One. In the evening they run from Second and Spring to Fifty-third, and pull into the divisions from which they originated.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Work Calls For Men; A Quitter Can Knock

WORK is one of the biggest words in the English language. We, as human beings, seem to lose sight of this fact, and by so doing fail to appreciate all the wonderful things that are created by it. Civilization itself would not be possible, if it was not for this wonderful God-given privilege.

In this glorious country of ours, all men work, except tramps and I. W. W.'s.

There are many ways to do your work, but there is only one correct way and I will try to explain it to the best of my ability. If a man sees any one stealing anything from his employer, it would be his duty to intercept this thief. Many men think they have done their duty if they go to their employer and tell him the watchman is not attending to his business. **Anyone can criticise, but it takes a full blooded man to take off his coat and go to work.**

In our work there are so many things that can be done at trolley breaks, accidents, blockades, etc., such as notifying the emergency board, getting witnesses, protecting the wire and many other things. What I chiefly want to convey in writing this article is, if you see anything happen where you can render any assistance, for heaven's sake **DO SO**, don't pass it up and then tell the superintendent "everything is rotten." **Do what you can to assist in straightening out things**, and when you can tell him what you did to assist. Any man that will do this is earning his money.

A. K. PLUMMER,
Director of Traffic.

The Fighting Spirit

AS OFFICIAL scribe of Division Three, I have been accused of being all swelled up over the fact that Division Three boys won the pennant, but if you would accuse me of being delighted I would say, "Yea verily."

In my humble position of clerk at Division Three, it has been a part of my duties to receive and examine accident reports and when I would see a crew approaching the window with a pair of "yellow boys" in their hands I would look up at the place on the wall where the pennant used to be and where it ought to be and I would sigh.

From personal observation I came to the conclusion that 75 per cent or more of the accident reports were for accidents for which the crews were in no way responsible.

When I heard that it was the company's intention to run the recent contest strictly on responsibility I thought well, we will see just what there is to this.

I knew that the Division Three men were made of the stuff that could win a no responsibility contest. I felt it in my bones that they would win it. In fact I never lost faith in them throughout the contest.

As you know, we started out in the cellar, way down deep in the cellar. When we did get a toe hold and struck out in to our stride believe me it was just up and away we went. There was that Mr. Mann-sized Division down there at South Park, they were right with us, but with us it was do or Dye and believe me in the last three days of the contest the Division Three boys stepped right out and doo-ed for Dye, the result being the pennant.

Well, Buddy, we are going to take that pennant over to Division Three, and tack it up in all its glory in its place of honor and defend it against all comers. If you want it come after it; if you get it believe me it will not be necessary for anyone to bet you that you have been in a race, for you will know it. Absolutely!

H. A. RUSSELL, Div. Three.

SAFETY CHIEF PRAISES EMERGENCY CREWS' WORK

BY JOHN C. COLLINS
Supervisor of Safety

SPEAKING of bouquets and things, our trainmen receive once in a while, I would like to say a few words about our emergency crews.

I have seen some good men clear up derailments, auto wrecks and other situations that cause blockades, but must say that I take off my hat to the young men who operate the emergency trucks. They handle situations like born engineers, putting their hands on the right spot as though by instinct with no fuss, no false moves, but just good efficient work that would do credit to older and more experienced men.

Our work, like all other big jobs, is carried on successfully through the combined interest and resourcefulness of all concerned. A critic would have

to stretch his imagination to find fault with the way these men handle difficult blockades.

A safety man must, however, always issue a word of caution, although probably not necessary to men of good judgment, but in their anxiety to get to a blockade, instinct or pride may get the better of their judgment. All I can say is, that when making a run to a blockade, dedicate fifteen seconds of time to the cause of safety, using the road space idea of the motmen. The reason for this caution is: We were anxiously waiting for jacks once to move a car. The crew on the wrecker was just as anxious to get to the car and for that reason did not do so, but derailed their car. So the more important the case the more the necessity that you arrive.

BULLETINS

ISSUED MAY 29, 1922

BULLETIN NO. 75
Notice to Conductors

Track Badge No. M-135, issued to C. Martinez, oiler, Way and Structure Department, has been lost.
If the above are presented for transportation, take up, collect fare, and send to this office with report.

P. B. Hill
Supt. of Operation.

\$400 Lost on Car Returned to Owner Within an Hour

Efficiency in street car operation has many phases besides the actual running of cars.

A good example was furnished by the Lost and Found Bureau last Wednesday in the recovery of \$400 in Liberty Bonds and some valuable business papers.

Mrs. C. R. Baxter of 41 Chestnut street, Long Beach, boarded a car at Eagle Rock and carried the valuables in a handbag. She left the car and also left the bag.

She rushed to the Lost and Found Bureau, but naturally did not have the car number and was uncertain as to the time of the run. Fred Clothier, the presiding genius, notified the emergency board and Supervisor Ted Harrison was assigned to the job. Conductor Harry Taylor of Division Three had found the grip and turned it over to Harrison. In the meantime Mr. Clothier had gone to the Temple Block to meet the supervisor and received the bag. He brought it back to the office and it was returned to Mrs. Baxter within an hour after she reported the loss.

She left a reward of one dollar for Conductor Taylor.

FAILS TO DELIVER RAIL OVER 'PHONE

Apparently the glory won by Jim McArdle, assistant supervisor of the track department, is to be short lived. Jim broke into print because he gave 1904 as the street number to designate location of a track job when the numbers stood for the date the Huntington Park city hall was erected.

Now it has leaked out that Jake Zuber, who presides over work in the north section of the city while Jimmie looks after the south, has a boner to his credit that is just as good. While on Eagle Rock avenue, he wanted some steel delivered and jotted down the street number of a real estate office. The same fruitless hunt and delay that marked McArdle's exploit resulted and then it was discovered that Zuber had picked on the telephone number painted on the front of the realty office.

If he had ordered by telephone he might have had better luck on delivery.

Foremen of Five Divisions Meet

To discuss methods of standardizing the routine work of division offices, particularly the arrangement of the extra board, a meeting of foremen was held at Division Four last Wednesday afternoon. A. Giness, efficiency statistician, explained details of a plan covering this subject and R. R. Smith, assistant superintendent of operation, acted as umpire.

SUPERVISORS TO ATTEND SECOND SCHOOL

A new class for supervisors will be started within a week by A. K. Plummer, director of traffic. The course will take two weeks, according to present estimates with three-hour classes four days a week.

Men recently appointed to the supervisor's staff will begin in the first week and those with longer experience and who attended the first school, held recently, will follow. Mr. Plummer will ring the school bell outside the door of the instruction department lecture room.

Schedules, maintaining even service, straightening out traffic blockades and restoring service in the shortest possible time, will be some of the subjects covered. Transfer and fare rules will be up for thorough discussion.

The most recent addition to the staff is L. J. Jones, motorman of Division Three, who is making good progress in the breaking-in period.

Ed. Fite Resigns and Makes Speech

Edward Joines Fite of the auditing department, sometimes known as Ed., resigned last week after 13 years' service. He was presented with a beautiful gold pencil, a gift of his friends in the department. The presentation was made by R. O. Crowe, auditor and a reply was made by Mr. Fite in the famous "few and well chosen words."

The resigning member had charge of the labor and material distribution section of the auditing department.

Mr. Fite will enter the automobile selling game.

C. E. Lambetr Dies of Heart Trouble

C. E. Lambert, safety operator of Division Four, passed away May 22. Death was due to heart trouble.

Mr. Lambert started as a conductor at Division Two in 1917. For a time he acted as switchman at Division Two. He moved to Division Four last January. Funeral services were conducted Thursday.

Summer Job Open for A Son of Employe

The electrical department wants a boy about 18 years old for summer work as a bond tester. No experience in electrical work is required. It is proposed to give the job to a son of an employe.

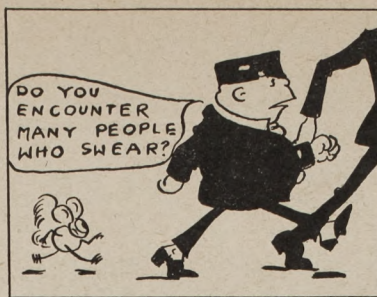
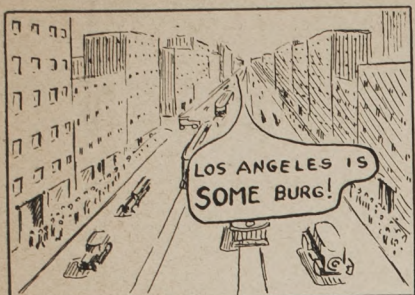
THANKS ASSOCIATION

Mrs. Bertha Kummer extends to members of the Co-operative Association her thanks for assistance rendered following the death of her husband, J. A. Kummer, who was a motorman at Division Four.

A cheerful countenance removes mountains of opposition and assures good will.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

BOUQUETS RECEIVED LAST WEEK

Condr. C. F. Abbott, Div. 3.
Condr. T. C. Riffe, Div. 4.

For Condr. C. J. McCracken, Div. 4
Los Angeles Railway.
Gentlemen:

Permit me to commend the exemplary conduct and courtesy of Conductor No. 1020, a total stranger to me.

On Saturday, May 6, accompanied by my wife, I boarded the southbound car in charge of this conductor at Avenue 60 and Monte Vista Street. Being unable to change the bill tendered by me, he tactfully and courteously proffered the correct fare as a personal loan, which was accepted by me and deposited in the coin box provided for the collection of fares.

It is undoubtedly the courtesy and consideration of its employes in the interest of patrons which contributes materially toward the efficiency and interests of any organization; therefore it affords me genuine pleasure to bring to your attention this act on the part of Conductor No. 1020.

Sincerely yours,
FRANKLIN R. TIGHE,
5925 Monte Vista St.

For Condr. M. F. Hurst, Div. 1
Los Angeles Railway.
Gentlemen:

I got on the Heliotrope car last night at 6:15 and found I had left my purse out of my handbag. Your conductor, 478, was so very kind as to pay my fare.

Will you kindly give him this note and enclosed stamps and oblige.

Yours very truly,
E. F. MORGAN,
417 North Vermont Avenue.

For Condr. D. W. Gibbs, Div. 4
Los Angeles Railway.
Gentlemen:

I, with others, wish to express our pleasure in having such a kind and courteous conductor as 2618.

We ride on the Buena Vista Terrace car. It runs on Eagle Rock Avenue, and we often go out Washington. He is so thoughtful, calls not only the street, but where one is to make their transfer. Helps elderly people off and on the car, as well as children.

We certainly appreciate these things in the rush and worry of these days. I know people are quick to complain and censure, why not be as quick to praise?

Very respectfully,
MRS. D. ALCOMBRACK,
1462 Mahontonga St., City.

For Condr. C. A. Bryant, Div. 4
Los Angeles Railway.
Gentlemen:

An returning nickel which was kindly handed me by Conductor Mr. Bryant.

Trust you will pardon delay, and "thank you."

Yours very truly,
MINNIE HENRICH.

Buck & Wing Dance Artists to Compete

Although he insists that journalistic embellishments have entered into the controversy over the best buck and wing dancer of the Los Angeles Railway, Frank Byers, switchman of Division Two, says he will be glad to meet Operator Vejar, of Div. Four. It is suggested that the hoof-shaking tilt be staged in connection with one of the monthly entertainments at Recreation Hall—fifteen rounds or a knockout.

Division Four Notables

By C. J. KNITTLE



"Duke" Lowen is a fishing fiend,
A sportsman hard to match.
He always gets a great big mess,
Then says, "Divide the catch."

And then there's G. H. Bramley,
folks,

Who thinks that work is fun.

He works a tripper, morn and eve

And a hod between his run.

And Hugh O'Neill is funny, too,
But pulled a dirty trick.

He beat me to a W. First run.

(Lay down that nasty brick.)



Tho T. H. Speed is full of pep,
He hands out too much chatter.
I think I'll take him to the "doc"
And find out what's the matter.



And then we have our P. Brown
Who's life is one long lark,
Who works a morning tripper,
Then plays golf at Griffith Park.

And "Shorty" Gingrich, I must say
He is a smart young gent,
Con, operator, motorman,
What he missed "ain't" worth a cent.

I'll end with R. E. Chandler,
friends,
Who's well-dressed form divine
Will do the final bowing
To this little bughouse rhyme.

Operator J. H. McClintock came in last Monday with a lady's hand bag which had been left on his car. It contained a very elaborate collection of cut glass diamonds, twenty-two karat brass rings, solid shell pearl necklaces, etc. On the lost article tag, Mac assessed the valuation at \$5,000,000, but Fred Clothier, the lost article king, probably changed it to two bits.

When opportunity knocks at your door, do you answer, "I haven't time?"

Scientists are beginning to believe that there is no such thing as the missing link between man and the monkey. When we see a young man trying to "cut up" before a lot of strangers in a crowded car we are inclined to believe that science is giving up too soon.

The only difference between the difficult and the impossible is that the impossible takes a little more time.



On The Back End (Contributed)

Just at the peak of the evening rush hour, a car pulled into the Temple Block with a B. O. fender. The mechanic on guard started to the emergency telephone to arrange for a change-off. From no where in particular and for no apparent cause, Harry Tupper, the busy man of Division Three, appeared and asked the engineer: "Did an automobile get in your way?"

"No," drawled the pilot, "it was coming along behind and the car turned around and snapped at it!"

The McDonald studio, across the street from Division Four, is being torn down. But what care we? The peek-hole has not been used for several days anyhow.

The Blue Goose Derby (matrimonial race) is attracting considerable attention around Division Five, especially among the boys who have the habit of eating regularly. The latest report shows Motorman 2623 in the lead with Conductor 166 a close second. Final returns are expected next week.

Cash Receiver "Bebe" Daniels believes in preparing for the future. The other evening he was heard mooching a cigarette. "Not for the present," he explained, "but for use later in the evening."

Recently at a railroad crossing, Patrick Casserly, Division Two conductor, went to flag his car across and a "gentleman" boarded the car and buried himself behind a newspaper on the front (you know how they do it.) The conductor went to him and asked him to come back and tickle the ribs of the fare box. He refused and said, "If you want this nickel take it." The conductor walked back, got the fare box and carried it to the passenger, who reluctantly dropped the jitney and then said, "Give me a transfer."

The conductor's turn had arrived. He said, "The transfers are on the back end, you will have to get one there." The obstinate passenger did as directed, much to the entertainment of the other cash customers.

Introducing New Men

The following men have been assigned to their divisions during the week ending May 20, 1922:

DIVISION NO. 1
Conductors—H. H. Wulf, E. C. Hough, E. C. Howard, J. H. Deveaux, J. A. Six, J. A. Ramie.

DIVISION NO. 2
Motormen—H. M. Williams, F. M. Wilson, W. W. Moody, B. Wolfe, F. W. Conithorn, W. A. Warner.
Conductors—W. C. Nation, J. H. York, W. McKinney, A. W. Rogers, V. Devour, J. F. Strickfaden, Jr.

DIVISION NO. 3
Motorman—C. W. Lawson.
Conductor—R. F. Ridell.

DIVISION NO. 4
Motorman—J. Brown.
Conductor—I. M. Salladay.
Safety Operator—J. R. Tate.

DIVISION NO. 5
Motorman—J. M. Knoff.
Conductors—F. O. Croff, R. M. W. Benesch.

Looking 'em Over at the Divisions

DIVISION 1

Mtr. N. W. Flynn, Batting for Carmack

A few days ago Conductor Willis and Motorman Steward grounded their car out on Stephenson Avenue where the track work is being done. Thinking the power was off, they sat down to wait for it to come on. Along came Conductor Perl and Motorman Tex Huffman, who got the car back on the track. The laugh was on Willis and Steward.

Some one said Conductor McArthur was going around very quietly of late. Some said he was saving up two dollars to buy a little slip of paper, etc., but no one can find out for sure. Probably he is having spasms for fear of losing his run on Stephenson in the shake-up. We understand there are a lot of things that interest him on that line besides the run.

Everything is set for the show, (which will be tonight) and believe me it is going to be some show. Nate Robinson is to be praised for getting up such a good one. All of Division One's stars will be seen. Did you get that, "STARS," including Motorman Coulston, who will be seen in a short act. So let's turn out in a big bunch and give them a rousing welcome.

The Division Three editor hit it about right when he told of how the postponement of the shake-up affected the boys. But they are waiting to see the thing which will be put to a vote of the men.

Our popular editor, Larry Carmack, has left us for a short time. Larry returned to work a few days ago, after an illness which affected his throat, but was compelled to quit work again, so left for a trip north. Some of the boys saw him off, and I might also mention that a very beautiful and well known Los Angeles girl also bade him goodbye. I could hardly believe my eyes, but it was a fact. He will be gone a short time.

DIVISION 5

L. V. Burwick

Conductor L. W. Howe has just started a ninety-day vacation, which he expects to spend in the East. He is leaving Los Angeles this week for Brooklyn, N. Y.

Conductor W. A. Traylor has resigned to take up carpentering work in Inglewood.

Motorman S. N. Cupp has taken a three weeks' vacation to rest up.

Conductors N. Norris and A. O'Donnell have resigned. O'Donnell is moving to his homestead in New Mexico, and Norris plans to try ranching at Camarillo, Calif.

Motorman G. L. Trask has been called back east by the illness of his daughter. He does not expect to return for sixty days.

C. M. Detrick, while lighting a cigarette last week, suffered the loss of his "Kaiser Bill" moustache, and laid off for four days before he had nerve enough to show up at the division without it.

E. L. McClain has taken a ninety-day sick leave.

Whether it is the balmy spring weather or the bulletin in regard to neat personal appearance that is causing such an improvement in the appearance of our trainmen, is unknown. But we haven't discovered any spring poets among the men yet.

The Premier Safety Pennant is all ready for delivery to Division Three Saturday night, also Supt. Morrison's eloquent address which he hopes to put forth at Recreation Hall, for the benefit of other divisions who have won and lost.

Conductor M. M. Sacks overheard

Who's Who



THE genial scout who is Foreman of the Electric Repair Shop, nestling among the general shops at 54th and South Park Avenue, is Oscar Shelling.

"Oscar," as he is generally known, commenced his employment with the Los Angeles Railway as an apprentice boy in June, 1897, in the company's shops located at that time at Sixth and Central ave. In the year 1902-1903 he was employed by the Pacific Electric Ry. in their repair shops, then located at Seventh and Alameda streets. He returned to the L. A. Ry. in June, 1903, and has been Foreman of the Electrical Repair Shop since that time, and expects to stay around until he becomes a married man. (Confidentially he tells that he will never get married. It is told that he cannot locate anyone of the fair sex quite nice enough to suit his discriminating taste in fox trots.)

Oscar is always faithfully on the job, making the old stuff work better than new. He is very ingenious and is credited with being one of the best mechanics in the community, in fact, there are special tools and machines of his own making, in shop use, to prove it.

DIVISION 2

C. L. Christensen

Motorman C. G. Lee resigned recently and is now peddling butter and eggs from his dairy ranch in Gardena.

Conductor W. M. Hill has left on a two months' vacation, to visit his mother in Houston, Texas, also Fort Worth and Kansas City to visit friends.

Motorman E. E. Greever, who was on leave of absence to visit friends in Tulare County, ran across some big bargain in the form of a combination of a chicken ranch and a fruit farm, so he sent in his resignation.

Motorman C. E. McClain is now breaking in as conductor.

Conductor E. J. Marceau says he feels like a million dollars since he became father of a lovely 7½-pound baby girl. Both mother and baby are doing fine. Congratulations.

L. G. Dahlbrink, who for thirty years has been picking nickles, as well as directing the public, when they didn't know where they were going, has accepted a position as flagman.

Motorman Robert Hickson has also taken up a flagman's job.

some of the fellows around the office talking about their war experiences, mentioning "motorcycle convoys." Sacks misunderstood the conversation and inquired in what part of the country they used "motorcycle cowboys."

DIVISION 3

H. A. Russell

Attention, Gents! Don't overlook the big doings at the Recreation Hall this Saturday evening. Division One will put on their vaudeville stunts, but the big thing of the program will be the transfer of the Premier Safety Pennant from Division Five to Division Three. Mr. Dye wants to see a large turnout of Division Three boys, for it is an event to be proud of, and when we read in the last issue of Two Bells, that our motormen and conductors held first place in efficiency, Oh, Boy! Wasn't that a grand and glorious feeling. There's nothing to it, boys, they just can't hold Division Three down.

Yes, the good old summertime has arrived. Cond. Frank Mead, the leader of fashion of this division, appeared last Sunday all dolled up in his ice cream trousers, et al.

Cond. D. W. Beatty does not boast of his big catches as most fishermen do, but I really believe he was the only one that really did catch any, as he has already donated two nice messes of fish to the office bunch, and seeing is believing.

Cond. E. L. Jandro was off several days recently with a severe attack of studentitis, the sudden stops made by front end students not being good for what ailed him. However, E. L. is now back on the job.

On single track operations on North Main, the white flag signal gives right of way to Adams cars and the green to West 11th cars, so foxy Mot. Louis Wall of Division Four, on an Adams run, wears green goggles so as to get the right of way all the time, but it doesn't work all the time, as Louis found out, when ordered to back up by an alert supervisor.

Ding-a-ling-ling, the wedding bells will soon ring out we are told and Mot. Glen Chapman, he of the eagle eye, will be the victim. Glen has just had his bachelor bungalow on Dayton Ave. all remodeled and freshly painted inside and out. He is now busily engaged breaking in a brand new Studebaker, by which the honeymoon trip will be made to the home of the bride's parents in Oregon. We will furnish the rest of the dope on important event in next issue.

As proof that his conscience is clear, and that he is a good sleeper, Mot. I. F. Phillips reports the visit of a lowdown burglar to his home while the family slept, the result being a loss of over five hundred dollars in cash, besides some jewelry, etc. This is a severe loss to I. F. and he has our sympathy.

If excuses for missouts, etc., had a cash value, Extra Cond. O. Anderson would be a multi-millionaire, and as an inventor of same, he has the mind of an Edison.

Extra Cond. J. B. Andrews is a fiend for work and the other day Dan gave him a daylight with a tripper attached thereto. Did he work it? He did not, but we understand that he put in most of the day cussing his alarm clock. Oh, well, it was a new excuse anyway.

FOR NEW SUBSTATION

Poles to carry feeder lines from the new Melrose automatic substation, which is now under construction, are being placed. The high-voltage line poles necessary for the new station are ready and awaiting delivery of the transmission wire.

DIVISION 4

C. J. Knittle

Operator O. V. Hitch, who has worked quite steadily for the past three years, suddenly decided last Tuesday to go on a sixty-day leave and has left for Texas.

Conductor Joe Federbush started in the goat milk business last Tuesday. He brought several half-pint sample bottles down and handed them out. (They were good, Joe. Bring in some more samples. We'll return the bottles.)

Ye scribe attended a delightful party last Saturday at the home of Motorman L. B. Dundas of Division Three. It was a "fare-thee-well" to Conductor E. C. Croughan, who is leaving soon on a ninety-day leave to Montana. Mr. and Mrs. L. B. proved to be clever entertainers.

Conductor T. C. Riffe has returned from Texas' hurricane district and tells some very interesting stories about the flood. Riffe was spending a ninety-day leave near El Paso, but decided he could "street car" better than he could swim.

"Pacific Mutual" Travis paid his weekly visit last Thursday. About four-thirty he got into a friendly scuffle with several trainmen and lost his shoes. After walking around in his socks for about a half hour he found them in an inconspicuous corner.

T. H. Speed, who was painfully injured by a local furniture company's truck when about to replace a dislocated trolley, is back on the job again. T. H. is suing the firm for \$10,000.

Supervisor Bill Flannery comes to light again this week. A West 11th car had had an accident and the con was reporting it to the dispatcher. "No, we won't need a car change," he announced. Just then Flannery happened along. "Just a minute, lad," he intervened, "I'd like to see that step." He gave it the once-over. Then taking hold of both handles, he jumped upon it and crash went the step and its two hundred and fifty pounds of dignity. "Oh dispatcher! dispatcher!" yelled the con, who was still at the phone, "send us that other car. Mr. Flannery and the step just had a collision with the earth."

On the Sick List

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

DIVISION NO. 1

Conductors—S. E. Edwards, 914 Valverde St.; B. D. Smith, 731 Hillvale St.; Z. S. Longuevan, 1847 E. 2nd St.

DIVISION NO. 2

Conductors—G. A. Stowell, 999 E. 34th St.; J. E. Llewellyn, 1345 E. 58th St.; F. F. McGinn, 4421 S. Stanford.

Motormen—W. W. Stewart, 1052 E. 51st St.; A. A. Rooke, 1123 W. 55th St.

DIVISION NO. 3

Conductors—E. Proctor, 2270 Edendale Place; W. M. Rogers, Burbank, R. F. D., Box 286; J. B. Lovelace, 2612 Huron St.; J. Jewitt, 744 Aragon.

Motormen—L. Rosa, 615 Cypress; C. R. Meador, 2613 Jeffries; P. M. Leatherbury, 432 E. Ave. 28; R. B. Marquez, 229 So. Ave. 17; J. C. DeDeck, 2616 Idell.

DIVISION NO. 4

Motormen—G. Jensen, 3306 Opal St.; L. V. Brown, 2750 Winter St.; H. DeJager, 1624 Grover St.

Operator—H. A. Cornwell, 352 East 84th St.

DIVISION NO. 5

Conductors—B. Gardner, 135 Goss Ave.; M. D. Smith, 4822 McKinley Ave.; H. W. Sarah, 4528 S. Van Ness; E. R. Trefren, Inglewood, Cal.

Motormen—C. A. Durrett, 256 W. 42nd St.; W. H. Murphy, 2930 W. 30th Pl.