

New Div. 4 Building Ready Soon

REAL SAFETY DEPENDS ON UNIFORM SYSTEM

BY JOHN C. COLLINS
Supervisor of Safety

Frequently a motorman comes in to see me for a quiet little chat. He starts off about like this:

"In justice to us, why don't you get after the real source of accidents. You keep kicking and hammering at us all the time about safety, then give us fast schedules, cars with brakes so tight they won't run, or so slack we can not stop them in a block. There is only one mechanical man who will do anything for us when we want it done. I hear other men talking around the division about the same thing. Do you think it is justice to ask a man to run safe under such conditions? I am not kicking, all I want is justice."



Safety All the Time

That is the sum and substance of the conversation. I have asked other men whom I know to be good old reliable men if they have the same trouble. They have no complaint to make of either cars or mechanical men, so the logical conclusion is that things are not so bad after all, for a certain amount of trouble keeps us on the alert. But it is right and just to ask a man to run safe, brakes or no brakes, the poorer the brakes the more necessity for safety.

It is not just for a man to operate a car which is not all right without letting the mechanical department know about it, for a good mechanical man takes the same amount of pride in his work as any other good man takes in his. Mechanical men are usually picked men. The trouble is mental attitude, wrong view point, and being on the side opposite the majority.

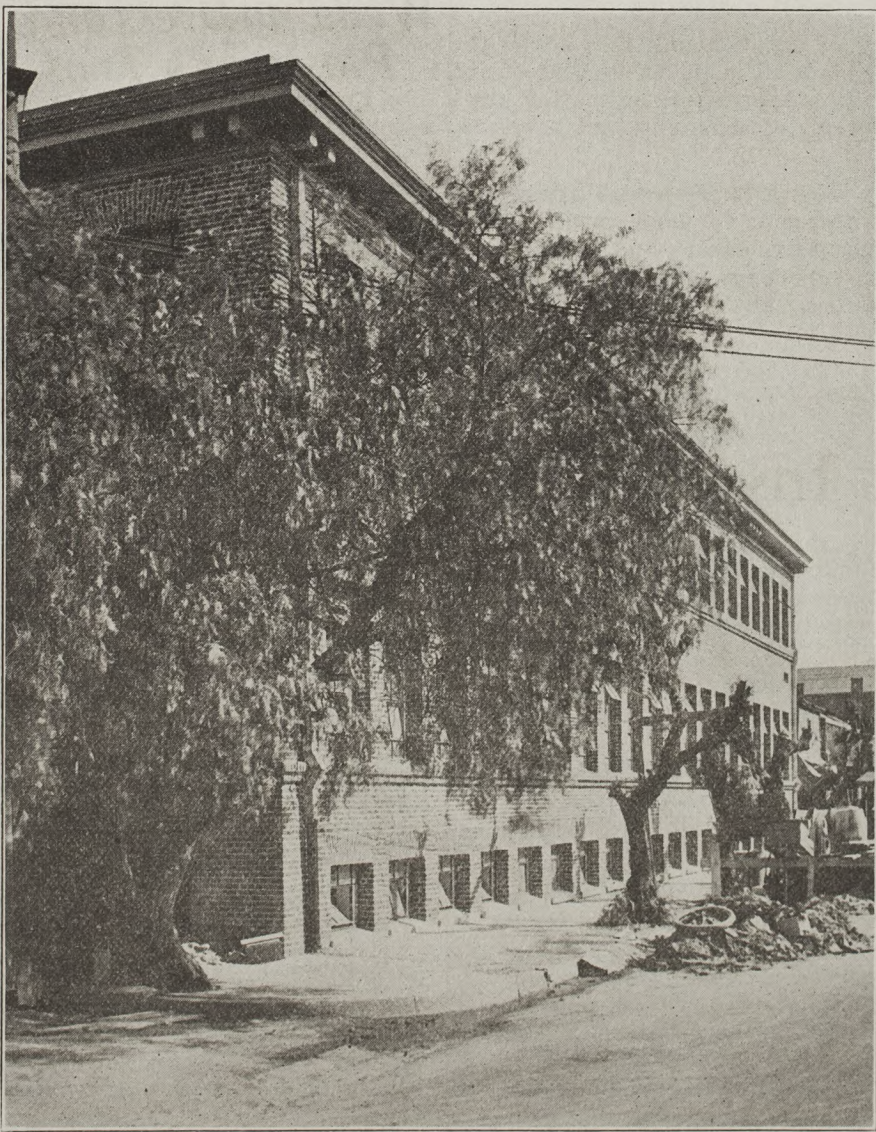
Squirrel Food

Should a doctor tell such men to eat a small hand full of nuts instead of meat at the evening meal, they would pick out doughnuts and coconuts, and

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

Administration Center

This picture, made while the building was under construction, shows the Sentous Street frontage of 125 feet. The main entrance to the building is on Girard Street, where two large pepper trees add a graceful effect.



Will House Transfer Bureau, Employment and Instruction Offices

The new building at Division Four embodying the most up-to-date features for convenience of offices and trainmen, will be opened within a month.

The building is two stories high with a basement, and with the ground, cost approximately \$90,000.

The basement will be used by the transfer bureau. The first floor will be devoted to Division Four offices and trainmen's quarters. The second floor will be used by the employment and instruction departments.

Big Transfer Bins

In the basement will be 10 rows of bins extending from the floor to the ceiling for holding transfers. These bins will be open on both sides and will give the bureau much better facilities than it has at present. Around the wall will be tables with individual lights for the sorting of transfers. An elevator will be installed to move the transfers from the basement to the exit at the ground level.

In another part of the basement, 376 steel lockers will be available for Division Four trainmen. The locker room, which is 55 feet by 49 feet, has a capacity for 800 lockers.

Trainmen's Room

On the main floor is the trainmen's room which is 53 feet wide and has a maximum length of 110 feet. The offices of the division foreman, superintendent and cashier will be on the same floor.

On the second floor there will be eight private offices used by the employment and instruction departments. In the instruction department there will be an assembly room and a separate room for instructors to write their reports.

The opening date of the new building has not been announced, but the employment and instruction departments, which are now at the main offices, will begin moving shortly. The transfer bureau now uses a part of the second floor of Number 2 car house at Division One.

Claim Agent Will Attend Convention

C. M. McRoberts, general claim agent, will leave this week for Portland, Oregon, to attend the convention of the Pacific Claim Agents Association. The last sessions were held in Los Angeles and Mr. McRoberts was elected president so he has a busy job at the coming convention.

BACK TO NATURE

Mr. James Gordon Jeffery, our esteemed bachelor editor of "Two Bells" and Director of Public Relations, et cetera, accompanied by his mother and sister in his fiery chariot of Dodge Brothers vintage, is wending his way toward Yosemite Valley where for the next two weeks he will inhale great gobs of ozone, and no doubt his quill points for the coming year will be sharper than ever

*"Cohen, I've lost my pocket-book."
"Haf you looked in all your pockets?"
"Sure, all but der left-hand hip pocket."
"Vell, vy don't you look in it?"
"Because if it ain't dere I'll drop dead."*

Editorial Comment

Two Bells is The Official Paper of The Los Angeles Railway

The Man Who Is Promoted

THE majority of officials of the transportation department began service with the Los Angeles Railway as trainmen, and gained promotion because they showed ability to handle the responsibilities of the next highest job.

A trainman is not likely to show in the first month that he has executive ability which would warrant placing him in a responsible position almost before he is familiar with all the car lines.

Some of the transportation department office men started up the line of promotion within the first year. Promotion is not essentially a reward for continuous service. Promotion comes as a result of service in which an employe learns more and more about the work he is following, and about other branches of work with which he comes in contact.

The employe who has learned details of his work which other employes have disregarded, is not in line for promotion unless he has learned how to use his knowledge for the benefit of the company that pays him.

If a trainman says "I have been with the company for seven years. Why don't they make me a supervisor?" That employe has the wrong view point of street car work. Perhaps that man has the ability to read schedules quickly and to make the mental calculations which are needed almost instantly to even up service after an accident or blockade. Even with these qualifications, the man would be unfit for a job as supervisor unless he had a right disposition.

A man with the unhappy faculty of antagonizing the men with whom he comes in contact or who loses his head in the excitement of an accident, obviously can not be useful as a supervisor, no matter how much ability he has in mental calculations of schedules and years of service on the cars.

Promotion puts a man into a job with greater responsibilities than he held previously. Promotion is not a pension for long service. The man who makes a good trainman is just as necessary and valuable as the man who makes a good supervisor—perhaps more so, because if every trainman did the right thing at the right time, there would be comparatively little need for supervisors.

Government Insurance

THE company has been asked by the United States Veterans' Bureau to advise ex-service men that they still have the privilege of reinstating their insurance carried during the World War. Two Bells is glad to print the following notice prepared by the government bureau:

WORLD WAR VETERANS

ATTENTION!

Read this extract from "The American Legion Weekly" of June 22, 1923:

"Found: A \$6,000,000,000.00 Gold Mine"

"The Government has on its shelves more than \$36,500,000,000 of unsold insurance which none but a veteran can buy. Cold figures show this insurance to be on the average about sixteen per cent cheaper than the same kind of insurance bought from privately-owned companies. Sixteen per cent of \$36,500,000,000 is \$5,840,000,000, which is the actual cash net gain to vets—if they take it. There is no catch about it. The money (insurance is money, absolutely) is there, and the astute ones will get their share. For eight-four cents they will buy as much and as good insurance as the non-vet pays a dollar for on the outside."

You can get your share by reinstating your Government Insurance. Why do you hang back?

Reinstate today!

Call or write:

U. S. VETERANS BUREAU,
420 So. San Pedro Street,
Los Angeles

BULLETINS

Issued August 13, 1923

BULLETIN NO. 136

NOTICE TO TRAINMEN

Effective Sunday, Aug. 12, 1923, line "M" on Grand Avenue side, will be routed via Pico between Grand and Broadway instead of via 11th Street as at present. Conductors in transferring passengers will give information accordingly. No change will be made in the transfer rules. The walk-over privilege at 11th Street remaining as at present.

BULLETIN NO. 137

NOTICE TO TRAINMEN

Conductors must not take train run discs from the board with the intention of delivering them to the motorman. The motorman is solely responsible for the obtaining of and returning train run discs.

BULLETIN NO. 138

NOTICE TO MOTORMEN

Motormen must note that a card is provided for each car of two-car trains, and must fill out a card for each car. Car numbers must not be abbreviated, but be entered in full on the card. Trailers coupled to single units on the road are to be provided with car card by Mechanical Department, but motormen must note upon receiving such trailer that the proper card is supplied.

BULLETIN NO. 139

NOTICE TO CONDUCTORS

Pass No. 4540, issued to L. W. Howe, conductor, Division 5, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

P. B. Hill
Supt. of Operation.

Wedding Dress and Plasterer's Togs Switched on Car

The best story of the Lost and Found Department has turned out this month concerns the wedding of a sweet young thing who had an equally sweet young bridesmaid. Flavor to taste, with sentiment and excitement usually incident to weddings and you have a suitable setting for this little yarn.

The bridesmaid lives in Riverside, and on arriving in Los Angeles boarded on "N" line car to the bride's home. Before leaving Riverside she packed her pretty dress in a suitcase and hauled it aboard the car with her. At the end of the journey she opened what she supposed was her suitcase and found—a plasterer's suit of overalls, boots and other equipment of his art.

Fortunately the young woman's suitcase was located through the Lost and Found Department, according to Fred Clothier, ruler of things misplaced and forgotten, who can give names and dates to substantiate this story to any who doubt its veracity.

Introducing New Men

The following men have been assigned to their divisions during the week ending August 4th:

DIVISION ONE

Conductors—B. R. Caldwell, C. M. Mitchell, R. C. Foote.
Motormen—L. N. Smith, R. Shepherd, N. E. Rogers, S. Peyton, E. Van Fleet, W. M. Downing, S. D. Snyder.

DIVISION TWO

Conductors—A. A. Burlingame, W. W. Freeman, B. C. Ellworthy, H. J. Bush, V. Besoyan, G. Sarkin, F. W. Graves, M. T. Tyler.
Motormen—R. L. Randall, C. A. Musser, W. A. Maxwell, E. J. Barey, B. F. Smith.

DIVISION THREE

Conductors—M. F. Osting, B. Sampley, P. Gillespie, C. W. McCain, L. L. Brown, I. Schwartz.
Motormen—R. Craig, N. R. Hampton, D. J. Walters, G. S. Wheeler, J. P. Anderson, O. G. Moore, E. B. Turner.

DIVISION FOUR

Conductors—H. M. Cochran, W. B. Schaeffer, J. L. Lyerly, J. A. Wyman, H. M. Aytes.

Motormen—O. C. Gulbrandson, V. A. Lawrence, V. C. Walton, E. T. Wolfgram.

DIVISION FIVE

Conductors—E. C. Fitts, C. A. Dean, R. J. Knudson, R. B. Trumbo, W. V. Johnson, R. C. Moore, L. C. Stammers, L. T. Staten.
Motormen—E. J. Knapp, J. E. Hoddad, J. G. Clark.

COMPANY WILL HELP TEACH TRAFFIC SIGNALS

Cooperating with the Los Angeles Traffic Commission, the Los Angeles Railway intends to help in educating autoists to use hand signals properly.

Although there are few who drive automobiles continuously or occasionally who do not know the signals for a right or left turn or a stop, an alarming number fail to use them properly.

More than 4000 serious auto accidents in 1922, making approximately 11 per cent of the total, were due to improper signals or failure to signal.

The new motor vehicle act, effective September 1, requires that hand signals or an approved automatic signal be shown continuously for a minimum of 50 feet.

A part of the next A-Z-U-R-I-D-E will be devoted to auto signals and other publicity efforts to assist the Traffic Commission are being planned.

BIG GARAGE FOR BUSES ORDERED

AS a part of the program for extensive bus service in Los Angeles, the Los Angeles Railway is to build a new garage building on company property near Sixteenth and San Pedro Streets.

The building will be of brick with a frontage of 157 feet on Sixteenth Street. It will accommodate 50 buses. There will be a clearance of 15½ feet at doors to allow for double deck busses.

Brick construction will be used with ventilated windows in steel frames. The floor and foundation will be of concrete and the roof will be galvanized iron. There will be 18 ventilators in the three ridges of the roof to take off heat and gas fumes quickly.

Machines will drive in at the west end of the building. Three large sliding doors will be used. Although the east wall of the building will be closed for the present, it will be constructed with provision for three doors at that end if it becomes necessary to expand the facilities.

The building will be placed at the east end of the property. The line department offices and storeroom, the central substation, the garage and shelter shed for automobiles and trucks are now at Sixteenth Street.

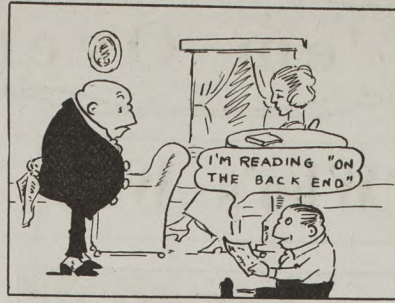
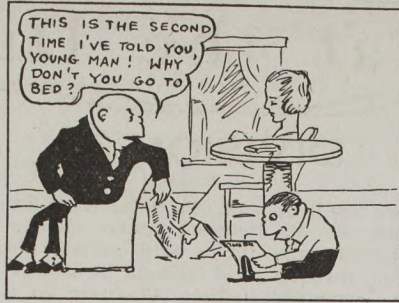
OFFICE OF JOINT BUSSYSTEM OPENED

Offices of the Los Angeles Motorbus Company, which is the joint company of the Los Angeles and Pacific Electric railways for the operation of bus lines, have been opened in rooms 395-97 Pacific Electric Building, with F. Van Vranken as superintendent. F. C. Patton, who has been a traveling passenger agent for the Pacific Electric Railway, is assistant superintendent.

For the present, matters pertaining to operation of busses by the Los Angeles Railway, separate from the joint company, will be handled at the office mentioned above.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things

(Hand Picked)

For Condr. A. W. Greengard, Div. 1
Los Angeles Railway,
Gentlemen:
I have been in Los Angeles for a short time and I want to comment on the service and the courtesy extended by your men on the street cars.
Yesterday I was especially impressed with the courtesy and the attentiveness of Conductor No. 2840. He called every street so clearly and assisted women with children on and off the car. Also he seemed to remember where everyone who questioned him wanted to get off. He surely deserves credit.
It is a pleasure to ride when a man is so desirous of conducting his passengers considerately.
Yours truly,
Miss Rose White,
610 1/2 Temple City.

For Condr. A. H. Boirm, Div. 2
Los Angeles Railway,
Gentlemen:
One of your conductors, No. 1436,, on the "S" line, very kindly paid my fare when I accidentally got on the car without my money.
I should like to have this nickel returned to him, please.
Yours truly,
Edith C. Philips,
1520 West 9th St., City

For Condr. J. C. Kitchell, Div. 3
Los Angeles Railway,
Gentlemen:
Conductor No. 2498 on the West Washington and Garvanza line, I feel, is worthy of commendation. I frequently ride on his car. He always calls the streets, helps people off the car, cheerfully answers questions, and his manner is always pleasant.
Yours truly,
John Nordean,
2551 Marmion Way, City

For Condr. H. L. Blanc, Div 2
Los Angeles Railway,
Gentlemen:
Understanding that the company is desirous of hearing from the public in regard to your employes, I heartily wish to say a word of commendation about Conductor No. 1366 on the "J" line to Walnut Park. I have made connections with this car at Florence and Pacific Boulevard for the city at 11:20 P. M. every night for more than a year and have always found this same conductor on the job, which I think is something very unusual. He is strictly business and a gentleman with it, always courteous and very considerate of the traveling public and I am sorry to see that he has been transferred to another district, but I hope to hear some day of his promotion to something better as I think he is very capable.
Yours very respectfully,
ROBERT MARTIN,
Huntington Park, California.

For Condr. W. C. Sanders, Div. 5
Los Angeles Railway,
Gentlemen:
Today an incident occurred on the yellow car line which I think should be reported.
Number 568 was the conductor, and I have never seen such a demonstration of courtesy since I have been in Los Angeles. This conductor was courteous to everyone, and especially to a woman who was very discourteous to him. In spite of this woman's ill temper, he was a gentleman and smiled.
I wish we had more conductors like 568.
Yours very truly,
CHARLOTTE B. McCOFFERY,
842 1/2 West 40th Place, City.

Following Rules Makes Work Easier, Says Urban, Twice Winner of Extra Bonus

BY COND. ED. URBAN, DIV. 1
Twice Winner of Special Bonus Prize

I HAVE been asked a great many times what I did to get the special prize both times. I never make a report for any thing I may do, I consider it all in a day's work. I try to get along the best I can with the passengers, because you don't know what minute you may need them. I haven't got a demerit since the Merit System was

started three years ago. I got a couple of green slips, but they did not belong to me, so I took them back. I don't want anything that belongs to someone else.



I find it much easier to work as near as possible to the rules, than work against them, and find if I come half way the company will come the other half.

Buckle up, as now is the time to line up for the special prize. It feels mighty nice to get two checks, a tip to the married man,—you can give your wife one and knock one down for yourself, but be careful not to take home the Two Bells that week. That's where I made a mistake as my wife got looking over it and found out that I got the special prize and when I got home that night she got after me and I had to come through with the rest of it.

ACCIDENT PREVENTION IS HUMAN ENGINEERING

(Continued from Page 1, Col. 1)

during the period of indigestion criticize the doctor for being a "nut."
The man who reads and studies the articles in Two Bells, but misinterprets the meaning each time, without a doubt understands they are to help, are not kicks, and are not harping at any one. They relate facts based on experience. Some things are bound to be wrong in this world, though most of them are right. The great trouble is that wrong is more irritating than right. The minority makes more noise than the majority. After knowing a thing the most important point is to do it.

Safety Not Dollars

We fight accidents from a humanitarian standpoint. Money saved is a mere side issue. Money spent settling claims is lost. We keep after carelessness all the time, for it produces accidents and the mystery and over development of the legal aspect have encouraged claims and made crooks.

Sixteen hundred children under 15 years of age were treated at our receiving hospital for injuries received in accidents in one year. We do not know how many were treated at other hospitals or at home. You may be assured that in each accident two or more people suffered as much as the

child itself. That should be sufficient reason for encouraging safety.

Another reason, I have talked with some of the men who were operating the car which injured a child. You do not know what this means until it is brought home to you. More than once have I heard, "Oh, if I had only followed your advice." He is thinking then of what might have been. It is a serious proposition, worthy of serious thought. The unknown is just ahead of you. Doing the right thing protects your conscience.

What a change there would be in this old world if all people who are clammering for justice got it. Justice demands that which is fair to all concerned. The hope of the right, and the dread of the wrong. Take all things into consideration, then try to be just yourself. I try to be square, trying to get you to do what down deep in your heart you know is right.

I would like to hear from some of you men. Have these talks helped you in any way; had any influence in your lives? The prevention of accidents is human engineering. Anything which affects the individual affects his accident record.

Have you started safety in your own home, the child's first power station? If not, start your family to thinking. Let them write a little letter to me on anything they may care to say, and their age, any added notation from the parents might help a little. This to keep them busy and lighten the cares. Be just—be square—a straight shooter.

AN ATTACHMENT

Agent (entering office): "I've an attachment for your typewriter, sir, which—"

Busy Man: "Well, settle it with her. Your love affairs are no concern of mine."—Exchange.

A car full o' gas.
A driver full o' licker;
Of all the ways to the morgue,
this is much quicker.

NOT FOR MEN

The minister was trying to teach the significance of white to a Sunday school class.

"Why," said he, "does a bride invariably desire to be clothed in white at her marriage?"

As no one answered, he explained. "White," he said, "stands for joy, and the wedding day is the most joyous occasion of a woman's life."

A small boy queried: "Why do the men wear black?"

On The Back End

(Contributed)

Wisdom of Daniel Healey, assistant chief of the teach 'em how department:
"We are enjoying an automobile trip through California, having a nice quiet, restful time. Yes, we drive a Ford. Yes, I said quiet and restful."

"Rich" Richardson pushed the emergency board telephone off his ear long enough to remark, "I sure hope some Uncle Tom's cabin show comes to town pretty soon. Those bloodhounds of mine are eating their heads off without earning any money."

Honest Passenger on an Eagle Rock car at 5:17 P. M.: "Has anyone dropped a roll of bills with a rubber band around them?"
Chorus: "Yes, I have."
Honest Passenger: "Well, here's the rubber band."

Ignorance is a fire that burns.

A negro was trying to saddle a mule. "Does that mule ever kick you?" asked a bystander.

"No, sar, boss, he don't nevah kick me, but he frequent kick where Ah jes' been."

USELESS PALS

"Mr. Meant-to" has a comrade, And his name is "Didn't-do;" Have you ever chanced to meet them? Did they ever call on you? These two fellows live together In the house of "Never Win," And I'm told that it is haunted By the ghosts of "Might-have-been."
—Exchange.

He was a new man who had finished learning the back-end tricks of all lines out of his division. As is the custom of the instruction department, he was assigned to one day on the head end and told what car to board at Vernon and Moneta. Perhaps he had not been on a line that passed Vernon and Moneta, but he was unwilling to show that he did not know the spot and sallied forth bravely from the instruction department office. Downstairs he was observed to scratch his head and show other signs of worry for some time and then, desperately, he got in a taxi cab and paid two precious dollars to be ferried there. Oh, the beans and coffee those two bucks would have bought!

College professor to student: "By what means is electricity transmitted?"
Student: "Why—er—"
College professor: "Correct, and how is electricity measured?"
Student: "What?"
College professor: "One hundred per cent."—Brooklyn Standard Union.

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

Tommy Doolittle is filling in on the switching job for W. R. Houts, who left last week for the east. Houts is going overland and expects to be gone about thirty days.

Superintendent Williams received a card from Motorman H. Raymond who left some time ago for Holland to visit his mother. He reports an enjoyable trip and is now in Netherland, wherever that is.

Kohl is leaving on his vacation next week and is heading for the waters of Catalina, where he expects to grab off some big ones. Will tell you all about it when I get back. So—long.

Charlie Corson will write the news for the next few weeks so if any of you boys have any good jokes or stories just slip them to him and I know he will appreciate it.

The janitor, Albert Rafferty, says he is going to leave on a two weeks' vacation starting the 15th, so gives warning to all you fellows who want to buy second-hand uniforms, changers, caps and straps, to hurry.

DIVISION 2

C. L. Christensen

Conductor C. A. Park, temporary flagman, has taken a month's vacation to go to Camp Radford near Big Bear Lake to rest up, and of course friend wife went along to see that he didn't vamp all the young ladies. He will be back welding a wicked flag on September 1.

Conductor L. W. Warfield's mind must be on some telephone operator, as a lady boarded the "V" car the other day and said please give me Central. L. W.'s mind was far away and he said, lady the line is busy.

Conductor D. M. Wood, who, with Mrs. Wood, left about two months ago for a tour of Northern California, Oregon, Washington and Yellowstone National Park, returned to the city last week without completing the trip. On account of Mrs. Wood's health, they left the caravan, consisting of T. Y. Dickey, Mrs. Dickey, Bill Harris and Ralph Wilkin, at Tacoma, Wash., reporting a fine trip for all concerned.

Motorman F. J. Jacobs has also returned from a hunting and fishing trip in the vicinity of Lake Tahoe. F. J. reports a very pleasant vacation.

DIVISION 5

E. C. Tyler

We call your attention to the fact that all you men riding to work in your limousines, Studebakers, Packards and Tin Lizzies to use the public right of way off 54th street to reach the company's parking garage in the rear of Division 5, as the temporary entrance off Van Ness ave. is closed.

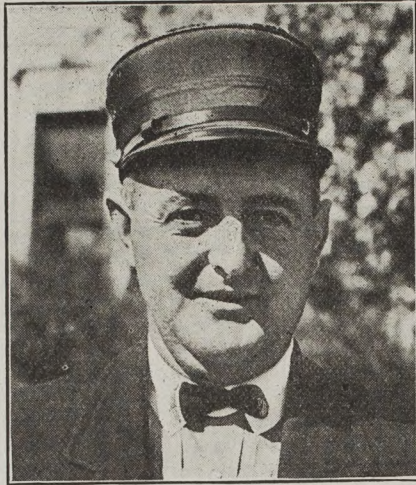
During the absence of "Ye Scribe", Sten. E. C. Tyler, who is away on his vacation on the "Open Road", our musical Cond. L. W. Gage pounds the same old typewriter in the same old way and a load of unmeasurable anxiety is lifted from our care-worn brow.

There are not very many people outside of our division who can claim the honor of knowing our extra clerk, Cond. V. M. Muckenthaler, and in consequence we believe it our solemn duty to bring him before the public eye and say that he does not leave his conscience at home.

Clerk W. E. DeMuth has returned to work after traveling all over the northern part of the state and seeing all the sights therein.

You can notify the whole world that if you should see an extra ex-switch-

Who's Who



BERT COX has made four separate starts at the street railway game here in local and interurban service, but he is here to stick now, for with each new start the work has had a new fascination for him. That sounds terribly serious for a jovial scout like Bert because he is a typical "life of the party" at Division Five, where he clambers on the front end of an "M" car daily.

Bert made his first start on the cars here in 1907. He was once a motorman on the old Los Angeles and Redondo system and at another time established a barber shop business, but sold it and returned to the cars. During the war he was in a tank corps outfit at Fort McDowell.

man picking pieces of the car fender or goose-neck out of his hair and calling for the wrecker that frisky Heinzenman is working his run on the "M" line again.

Motr. M. McConnell and Con. L. W. McCandless think they are some fishermen, they went forth recently. If anyone wants a supply of whale steak or shark chops, just see them.

Con. L. P. Johnson, while assisting in getting a wrecked auto off the track, had the misfortune to cut his hand badly and is off his run for a few days.

If you want to get a good alibi for missing out see Motr. E. J. Knapp.

While looking over the bids for open runs the other day we came across a bid by Motr. D. C. Bacon for work, run 309 was not open but belonged to D. C. Mistakes will happen.

Motr. H. L. Mast to Clerk: "I want off." "What for?" "I want to get a shave." "Does it take you a whole day to get a shave?" "Well, I have a big face."

R. B. Young is looking better. He had a smile all over his face Tuesday. It has been reported that his 1901 Maxwell has come to life. We all thought it died a month ago under the old apple tree in the rear of the car barn.

On the Sick List

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

DIVISION ONE
Motorman E. K. Latta, 4011 Naomi St.

DIVISION TWO
Conductors—J. I. Burns, 725 W. 83rd St.; J. H. Lynch, 215½ E. 53rd St.
Motorman G. H. Thompson, 1217 E. 54th St.

DIVISION THREE
Conductors—H. D. Deigh, 907 E. 7th St.; A. A. Corbett, 314 Loretta St.; R. H. McDaniel, 4509 Homer St.; C. C. Beyers, 2701 Pepper Ave.; Z. S. Longuevan, 815

DIVISION 3

H. A. Russell

We are in receipt of a letter from Ex-Cond. E. B. Peterson, who left us sometime ago for a trip to his old home, Sweden. He tells us he is having a wonderful time as guide to a bunch of tourists, but he says that old L. A. is good enough for him and that he expects to eat his Xmas dinner here and hopes to be bucking the list again at Div. 3 before New Years.

Mr. C. L. Christensen, clerk and publicity man of Div. 2, was out looking us over the other day, getting next to some of the new ideas lately introduced by Mr. Bruce Boyd. He went away fully satisfied that this was the Division. Glad to see you Chris, come again.

The old bird Stork evidently having been on vacation, arrived at the General Hospital on Wednesday night last with a fine bouncing boy of the eight pound variety to gladden the hearts of the Tanguay family, and Cond. Eva says it looks just like him. A fine looking kid. This is the first in the family and of course it is the finest that ever happened. We are pleased to report that mother and babe are doing fine.

Cond. Howe, one of our old timers, but now of Div. 5, was in to see us lately, he is at present batting for Frank Christy, chief of the flagman brigade, who is on vacation. Brother Howe is looking as young and fat as ever.

Cond. A. A. Harper and Motr. G. A. Norton were a perfectly good crew until they fell for a sandwich lately, and after thorough going over and considerable patching up they are still a perfectly good crew, but do not patronize the restaurant at Ave 50 and York. No Siree.

During the vacation of one of the trusted guards of the money car, Clerk Harry Gilmore is officiating, so for the next two weeks the dough is safe—positively Mr. Gallagher; absolutely Mr. Shein.

Motr. E. M. Meyers has left for a 60 days' visit to his mother in Illinois. E. M. makes pilgrimage every year and it goes to show that his heart is in the right place.

Motr. Oscar Dunman, who has been on sick list for several months, was in to see us and was saying that he had sold his little ranch and intended going into the banking business, and that he would have a special department for ladies, the same as all large institutions have.

Cond. Richey of the "B" line had the pleasure of receiving from the lost and found dept. two perfectly good \$10 bills that he was fortunate enough to find about 30 days ago, and we had the pleasure of smoking a couple of good cigars in celebration of the fact.

Foreman J. W. Allen is on vacation and Dan Hanly is doing the honors for him.

Horace Miller, motorman, who has been off for almost a year on account of poor health, has returned to the service and is now working a run on the "L" line. Horace is looking fine and we are all glad to see him back.

Motr. Crockett has been having a seige of boils of the rosiest variety and now he is complaining of sore feet from standing so much. Some people are hard to please.

Vic. Sqr. Whittier: E. J. Reilly, 1532 Tonawanda Ave.; E. C. Molster, 2625 Jeffries Ave.

Motormen—G. E. White, 2723½ N. Johnson; L. M. Covington, 259 S. Royal Dr.; Erc.; D. E. Schmitz, 3223 Huron St.; G. James, 226 N. Park View; W. L. Brown, 2928 Idell St.; H. O. Boutwell, 1787 Albion St.; R. Romani, 440 Avoca

DIVISION 4

Bob Lindsey

We will start the column this week with a little problem in Algebra: When does one pair of wool ice cream trousers you figured on wearing this summer, equal any number of small animals of the winged variety? Answer—When you open the box you laid them carefully away in last fall and a few fat moths fly out. Blankety-Blank-Blank.

There are two things that can't be regulated in this man's town—Love and Traffic.

It happened on one of our recent hot days. Conductor Knittle was breaking in a rookie on West Temple. Every now and then he stopped to mop his perspiring brow. A stout and dignified gentleman sitting near an exit door took keen delight in Knittle's diligent efforts. "Conductor," he remarked, when Knittle glanced his way, "I'm smiling at you." "That's nothing sir," replied Knittle, "lots of people laugh right out loud."

When "Abie Budne" left this division some time ago, Jerusalem lost its representation. Deep concentration for a touch of Yiddish brought to our midst a new delegate in the person of "Abie" Rubinstein, newly assigned conductor. Now Jerusalem smiles—and sometimes the trainmen—when "Abie" pulls this one: "For the neckel ve giffs the ride, for the smile ve giffs the troonsfair, the match, the time, the information, the stool. Always ve loose money. But look at the beczness ve do!"

Lines "F", "O" and "B" run on Main street. Yes, we have lots of freight on board on Main street.

One cold, foggy morning about 5:10 A. M., last week, I observed Conductor J. L. Schuer going across the yards to pull his car out, with a hat on of course, but such a hat—a creamy hued Panama. How far did you get with it Schuer?

We wish to suggest to Earle and Sid, our renowned "grease rats," that it is always best to tie a broken guy wire over the trolley wire, so as to not interfere with passing trolley poles. Thank you.

Our old friend Cates, ex-Burney Operator, Stupidvisor, etc., has returned to the fold as conductor. We hear he has been in the movies playing the Devil in "Hell's Hinges," and also impersonating a Mack Sennett Bathing Girl. As a sea nymph he is the turtle's whiskers. Welcome home old dear, when the calf is fat, we eat, until then? few nose.

We understand that just as soon as the jelly fish are ripe, we will move into our new division headquarters. "Hurrah", cried the populace, "then we will be safe when the earthquakes quake, no foolin'."

St.; C. E. Zimmerman, 3319 Pepper Ave.

DIVISION FOUR

Conductors—J. G. Schreeder, 1224 Sentous St.; J. P. Lavelle, 3105½ Kenwood Ave.; H. J. Burke, 901 Winfield St.; H. O'Neil, 1149 West 1st St.; J. D. Randolph, 1320 Georgia St.

Operators—H. A. Cornwell, 362 East 84th St.; C. L. Thomas, 1337 Quintero St.

DIVISION FIVE

Conductors—L. P. Johnson, 345 Kelso Ave., Inglewood; M. A. Stoltz, 5026 4th Ave.; E. F. Miller, 1914 W. 41st Place; R. B. Warner, 1320 W. 78th St.; W. S. Kennedy, 5314 Palm St., Lennox; T. A. Shackelford, 820 Gale St., Inglewood.

Motormen—H. H. Anno, 6821 Mineral Ave., H. Pk.; D. C. Ross, Ave 1, Lawn-dale; J. L. Grossnickle, 136 E. 28th St.; L. H. Campbell, 215 W. 41st St.