

First Safety Meeting Effective

*Police Commissioner Enright
Told 12,000 New York Officers:*

"Remember this--Courtesy is our greatest asset. It lightens our hardest and most trying tasks. It gains us the goodwill of the public whom we serve. It enhances our standing in department. It stamps us as worthy of our position. It marks us as gentlemen. Let's be courteous always."

T AND C LINES CHANGE NOV. 18

The change in service on lines "T" and "C" will be made November 18. As the safety cars on line "C" will be replaced by four-motor cars, and Temple street service between the Post Office and Belmont will be handled by safety cars, a line shake-up of men now on "T" line and a general choice on the entire safety car list will be necessary. The date of the choice of runs will be announced in next **Two Bells**. The change will decrease the number of regular runs on the safety car list.

Under the new arrangement, service between Temple and Belmont, and Fountain and Edgemont now given by line "T" cars will be taken over by the Angeleno and Crown Hill line. A curve has been installed at Temple and Belmont.

New Track Grinder Grinding Out Work

The engineering department has purchased a new reciprocating track grinder, which, "Bud" Eaton, engineer of way and structures learnedly explains "is a track grinder that reciprocates." No argument.

The machine is used for manicuring rail joints and slides back and forth over the rail, and in this way is different from the circular grinder. The reciprocating grinder assures an even surface at rail joints and eliminates the jolt that comes from one piece of rail being higher than the next.

OFFICIALS BACK FROM CONVENTION

R. O. Crowe, auditor, and George Baker Anderson, manager of transportation, have returned from the East, where they attended the convention of the American Electric Railway Association and visited some of the leading street railways.

Mr. Anderson read a paper and led the discussion on traffic regulation in the Transportation section. Mr. Crowe took an active part in the proceedings of the Accountants' section.

Instructors Make Names Suit Work

There may be nothing in a name but it is serious when you ask the bank teller how your account stands and he tells you there is nothing in your name. Nevertheless Motorman Knight has been assigned to the instruction department as a night instructor and Motorman Russel has been assigned to rustle around in general and make himself useful.

Motorman Jack Knight hails from Division Three and Motorman A. E. Russel comes from the same place, although he learned some of the fine points at Division Two. Motorman J. J. Morgan's name would fit best in the auditing department but the long arm of the "Teach 'Em How" department reached downstairs and grabbed Morgan from Division Four.

The three men were selected for temporary instruction work, preparatory to the holiday season rush, because of the interest they displayed in their work while acting as line instructors.

Foundation For Big Joint Bus Garage Started

Foundation forms for the garage of the Los Angeles Motorbus Company, which is jointly owned and operated by the Los Angeles and Pacific Electric railways, have been laid at Virgil and Santa Monica boulevard. The building will include storage room for the buses, repair shops and administration offices.

Trusses are being set in place for the garage building near Sixteenth and San Pedro streets which will be used by Los Angeles Railway buses. It is expected that the building will be roofed over within four weeks.

Transformers For Substations Here

Material for two transformers to be used in the new automatic substation at Fifty-fourth street and Second Avenue and the second unit of the Melrose substation has been received. The building on the Fifty-fourth street property will be ready for the installation of the electrical equipment soon.

To handle equipment for the substations, the electrical department has been provided with a new five ton truck with a 10-ton trailer. The machine is especially equipped for handling the electrical machinery and supplies.

Just Imagine Saturday Night!

A woman who arrived at the Southern Pacific Depot with a few hours to spend between trains, boarded a "D" car and gave Conductor Frank Smallidge, of Division One, the requisite nickel.

"I am leaving on the 11:15 train this morning so please call out the points of interest," she asked.

Frank did a splendid job up Fifth street, pointing out the fire station, Wall street, the home of big business (especially second hand clothing) and the Biltmore Hotel. "This hotel," he explained, "has 1000 rooms and 1000 baths."

"A thousand baths," exclaimed the tourist, "my, they must be expecting a dirty bunch!"

Country Judge—"How long have you owned a car?"

Motorist (charged with speeding)—"One week, your honor."

Judge—"Um—then you can still afford to pay a fine. Twenty dollars."
—Boston Transcript.

KEEN INTEREST SHOWN IN NEW WAR TO CUT ACCIDENTS

Accident claims in 1923 will cost approximately one-third of a million dollars. What must be done to stop this waste was the subject of the first division safety meetings held at Division Two last Thursday at 10 A. M., 1 P. M., and 8 P. M. R. B. Hill, superintendent of operation was introduced by Superintendent I. Y. Dickey, and presided over the meetings. He introduced C. M. McRoberts, general claim agent, R. R. Smith, assistant superintendent of operation, and John C. Collins, supervisor of safety.

The three meetings were well attended by trainmen interested in learning the newest features of safety work. Cards were distributed for the signature of those attending, and although attendance is entirely on a voluntary basis, records will be kept of the men showing sufficient interest in their work to be present. The meetings gave definite indications of effective value in new interest in safety work.

Mr. McRoberts was the first speaker, and said that a realization of the extent of accidents was necessary to emphasize the great need for safety. He quoted figures for September showing that there were 2342 accidents reported at a rate of about 85 per day. Of the 2342 accidents, 1756 or about 75 per cent involved automobiles. Settlement of 48 cases out of the 1756 at a cost of \$3400 was necessary. While this indicates a low percentage of responsibility upon trainmen, it still shows that carelessness costs a considerable amount in the one classification.

Sixty-three pedestrians were hit by cars during September, and settlements have been made in five cases.

"It is when you least expect them that accidents come," Mr. McRoberts said, "the motorman is apt to feel like the pitcher for a baseball team which is a few runs to the good. He eases up and a ball is hit out into the bleachers. Being constantly on the job brings safety.

"Hitting standing autos in a traffic blockade has become a common source of claims," Mr. McRoberts said, and he placed responsibility on the desire of the motorman to take a slight

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

2500 Men United For Courtesy and Safety

NEWS events of the week have a significance which warrants editorial comment.

The outstanding feature of the week is the launching of a series of division safety meetings and the good response they have received. It is a mighty good indication when a man is willing to give a little of his own time now and then to learn how to handle his job with a little more efficiency and particularly when the efficiency is in the line of safety and involves saving lives and limbs.

R. B. Hill, superintendent of operation, told trainmen at Division Two that his recent trip through the east showed him the Los Angeles Railway trainmen are the equal of any group of trainmen to be found in the country. That means exactly what it says because "Bob" is not given to "bull." He spent too many years as a trainman himself in the days of open cars and "go-get-'ems" to use "bull."

But the average rider knows little about trainmen of other cities or is not interested. Our principal interest is maintaining a reputation among Los Angeles car riders for courtesy and general efficiency.

Consistent courtesy, day in and day out with harness on the smart "come back" one is tempted to spring on a grouchy passenger is the thing that builds up a reputation for the organization as well as the individual.

Speak Up If You Would Earn Money Instructing

BY DANIEL HEALY

WITH the approach of the holidays it has again become necessary to put on a large number of trainmen. This, of course, will mean that line instructors will be kept busy, and also we will have to call on other men who have not as yet qualified to break in students. Therefore, we would be pleased to hear from motormen, conductors, and safety operators who believe they can do this work, swing runs preferred.

Somehow the idea has spread that if a man does not want students he does not have to take them. This is wrong, as any man remaining in the service is required to take and instruct students.

Give Student a Chance

We often receive complaints from a student motorman that the line instructor would not let him run the car. A check on this shows it to be true. I believe this is done because the motorman expects too much of the student. Our check shows that the student will run the car for ten or fifteen minutes, and at every stop and start he will lose time. The motorman, instead of showing him what is wrong, will take the car, and when the two or three days are up, will O. K. the card.

He Learns By Doing

The next man does the same, with the result that when the new motorman goes out on his first run he is unable to maintain schedule, simply from lack of practice. If the motorman will show a little pep and *really* instruct the student, I feel sure that the unsatisfactory condition that now exists will cease. It is hardly expected that a student on his first line will be able to operate all the time, owing to fatigue, but I see no reason why on his second line, he should not operate all of the time, as he has had at least six or seven days' practice by that time, if properly instructed.

Take Necessary Time

It is well known that all students

are not alike, therefore, when we sign out a man for three or more days, if he is not as fast as he should be, keep him a few days longer, as the time taken at first can be shortened on other lines.

In the future when traveling instructor boards car to observe the work of student, he will request that student operate the car if he is not already doing so, and will take the car and demonstrate what is wanted if necessary. Until such time as all line instructors can be brought together, these men will answer all questions, and will take up any matter you may have to adjust.

Introducing New Men

The following men have been assigned to their divisions during the week ending October 27, 1923:

DIVISION NO. 1

Motormen—J. V. Rielly, L. M. Johnston, G. E. Rose, E. S. Day, R. Q. Miller, F. G. Fisher, D. Gohl.

Conductors—L. H. Pitts, P. H. Cross, C. L. Hutchison, W. L. Bright, W. J. B. Northrup, G. W. Underwood.

G. G. Melick, B. O. Gause, L. Miles, E. Harp, C. E. Latson, L. Klaris, W. A. Cobb, J. L. Shea, C. Gutnecht, C. V. McKinney, H. Heaney, J. C. Otterbein.

DIVISION NO. 2

Motormen—F. Wagner, M. M. Keathley, H. E. Neal, R. F. Robinson.

Conductors—C. A. Shaw, H. W. Coody, R. Norton.

DIVISION NO. 3

Motormen—G. R. Kramer, C. S. Dakin.

Conductor J. B. Dunn.

DIVISION NO. 4

Motormen G. H. French.

Conductors—M. G. Law, G. F. Engeler, J. H. Schmitt, F. Weir, P. L. Adams, E. S. Shively, E. O. Davidson.

BULLETINS

Issued November 5, 1923

BULLETIN NO. 183 Notice to Trainmen

Complaint is made that trainmen are committing nuisance in the vicinity of West 48th Street and 2nd Avenue. This must be discontinued at once. Toilet facilities are provided for at 4800 South Western Avenue, and any further complaint of a similar nature will result in severe discipline being administered.

BULLETIN NO. 184 Notice to Trainmen

Some trainmen in directing passengers are confusing the location of the Automobile Club of Southern California, which is at Adams and Figueroa, with that of the State Motor Vehicle Department, which is located at 1630 South Flower St. Trainmen will please be careful and give the correct information in the future.

BULLETIN NO. 185 Notice to Motormen

When northbound at 47th Place and Central Avenue, make stop and pick up mail carriers when they are carrying load only. This on account of Branch Post Office located at 4701 Central Avenue.

BULLETIN NO. 186 Notice to Conductors

The following passes are reported lost: No. 2358, issued to D. H. Harroun, Assistant Engineer of Railroad Commission. No. 7404, issued to G. L. Kramer, Conductor, Division No. 5. No. 1150, issued to J. Gomez, laborer, Engineering Department.

If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 187 Notice to Conductors

The following Firemen's Pass Books are reported lost:

No. 7364, issued to J. L. Kelly.

No. 13892, issued to T. L. L. Mytton.

If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 188 Notice to Conductors

Mr. W. G. Miller, of the Instruction Department is paying special attention to line "E" as regards the handling of hat checks, exchange checks, commutation tickets, and duplex tickets. His instructions must be followed by conductors without question.

BULLETIN NO. 189 Notice to Trainmen

Crew must pay more careful attention to the display of the proper color of letter light, especially in cases where relays have been made, as it is necessary that the proper color be shown in all cases.

R. B. Hill
Supt. of Operation.

Fares Taken From Box Recovered and Rung Thru Again!

The other day Motorman R. P. Messersmith of Division 5 kindly condescended to chaperone the fare box while his conductor (R. M. Clarke) went in search of a lonesome cup of coffee. Not being as vigilant as a man trained to handle real money, a couple of small boys, slipped in while his back was turned and proceeded to grind the money out of the fare box. But luck was with him for he managed to turn around in time to grab a small boy and the money, so when Clarke came back he explained as follows:

"Some daw-gone kid around all the money out of the box and run, but don't worry, I caught him and threw it all back in the top again."

The amount involved was eight nickels and it didn't take Clarke long to "calculate that he was still forty cents out."

CHRISTENSEN NEW DIV. 2 FOREMAN

C. L. Christensen, who started as a conductor at Division Two, April 26,



C. L. Christensen

1911, has been appointed division foreman succeeding T. Y. Dickey, who was recently made division superintendent. "Cris" is popularly known to all Division Two trainmen and receives the congratulations of the bunch. He was made an extra transfer clerk July 13, 1918, and was appointed regular clerk February 3, 1919.

In addition to his busy duties behind the counter at Division Two, Mr. Christensen shows his interest in his division and in the company as a whole, by turning in an interesting string of new items each week for *Two Bells*. He has been division scribe for nearly three years.

SAFETY MEETINGS AROUSE INTEREST

(Continued from Page 1, Col. 4)

chance rather than play absolutely safe, and be sure of stopping back of the auto.

Accidents caused by excessive speed on hills, which puts the car beyond control, and stopping at points where passengers cannot land safely, particularly in the suburbs, were mentioned as other causes needing attention. Emphasis was laid on accident prevention as well as accident prevention by procuring as many witnesses as possible, using courtesy and a business-like manner. Many a dollar is paid to persons who make claims when the company is in the right just because witnesses were not procured to prove that the company was right.

John Collins spoke about his recent trip to the East and the fact that Los Angeles is leading the country in traffic accidents. He said, "80,000 people are killed every year in accidents, and for every one killed, 120 are injured."

In concluding the first meeting, Mr. Hill said that, based on observations he made on his recent trip to the East, the trainmen of the Los Angeles Railway are of as high a standard as can be found in the United States, and that he was confident they have the ability to extend accident prevention work despite the highly unfavorable conditions of traffic in general.

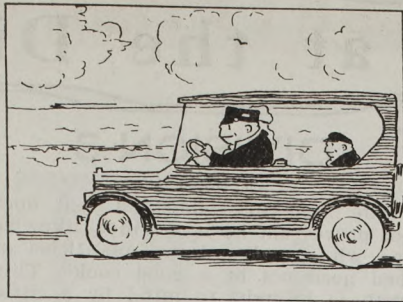
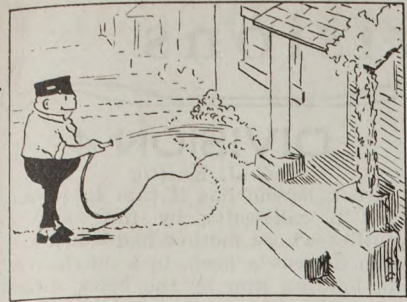
Meetings at Div. 3 Next Thursday

The second division safety meetings will be held at Division Three next Thursday at 10 A.M., 1 P.M. and 8 P.M.

The same officials who participated in the Division Two meetings will speak and George Baker Anderson, manager of transportation, will be present. Mr. Anderson was unable to attend the daylight meetings at Division Two last Thursday owing to urgent business which he had to tackle upon his return from the east but he attended the evening gathering.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

For. Mtr. L. E. Wall, Div. No. 4 Los Angeles Railway, Gentlemen: I take pleasure to drop you a line as to one of your motormen. I do not know his name, but I ride on his car every morning about 7:45, going to town. This morning we were crossing 1st and Glendale, an auto cut him off—he made a wonderful stop. At Douglas, a lady running to catch the car, fell down in front of the car. How he stopped, I do not know, but he did. Such good judgment, I never saw before. He is always willing to wait for anyone to get on his car. And has always a pleasant smile and good word for everyone. Such men should be promoted, as they are very scarce. Very truly yours, MRS. R. NEW, 1579 Rockwood St., City.

For Condr. F. R. Holmquist, Div. No. 1 Los Angeles Railway, Gentlemen: Possibly you are now expecting a complaint but quite to the contrary. I wish to draw your attention to conductor No. 1218. Having spent a year in Los Angeles and having ridden a million cars, more or less, Conductor No. 1218 has made the best impression upon me of any. He is always in the best of humor and handles his traffic always with a smile. Let's see more like him. Respectfully, C. M. THOMPSON, 727 1/2 East 23rd St., Los Angeles, Cal.

For Condr. F. Slattery, Div. No. 1 Los Angeles Railway, Gentlemen: I, a constant traveller on the West 9th street line wish to inform you of the good conduct of Conductor No. 856. Judging from his pleasant countenance his motto is, "Service with a smile." Mr. Graham, myself and others have often spoken of his cheerful smile as he comes in contact with each. I have ridden his car at the same hour for the past three years and 856 has proved "Johnny on the spot" as far as punctuality goes. Since he has been on this line his car has never been so much as one-half minute late. Respectfully yours, B. H. ROGERS, 962 Dewey Ave., City.

For Mtr. W. H. Hollenbeck, Div. No. 3 Los Angeles Railway, Gentlemen: Motorman No. 2397, line "A", is due for long credit marks. He is able to answer a question without making a person wish he hadn't asked said question. He is also very capable in handling a car under difficulties. E. C. BAXTER, 1311 Neola St.

For Condr. H. F. Smith, Div. No. 3 Los Angeles Railway, Gentlemen: This morning I rode north on Hill St. from 7th to 1st on one of your cars. The conductor in charge was No. 1806. I was impressed by the splendid degree of courtesy exhibited to passengers during the short ride. He helped old men and women on and off the car; was clear distinct and pleasant in his answers to all questions, and in every way so conducted himself that he impressed me as being a perfect type of employe. I assure you that it is a pleasure to be able to write this letter. Yours very truly, ROY SANDERSON, 425 Marsh-Strong Bldg.

Trainman's Reports Push His Merit Record To 244

Table with columns: NAME, DIVISION NO., DATE, DISCIPLINED FOR, BY, Credits Debits Per Ct. Includes entries for Fiscal Year 12-1-22 to 12-1-23.

On The Back End (Contributed)

Motorman G. R. Chapman, who left on a two-months auto tour which included Vancouver, B. C., is back on the job. G. R. reports having a splendid trip with lovely weather excepting in Canada where it was very moist. He brought back quite a lot of vegetables and fruit but denied having any medicine in his car.

Glenn can be heard, any night, out in the back yard singing: "God Save The King." He musta had a good time, huh?

C. P. Macqualter, night mechanic at 7th and Broadway reports that as night started to cast its blanket o'er the city of angels last Monday evening, a conductor on a Heliotrope Drive car called him over to fix the lights. It developed, the con was left-handed and had been turning the switch button the wrong way.

Motorman R. W. Gresham who resigned a few months ago to return to his old home in Elgin, Illinois, has returned to his old job. This is his third attempt and he intends to stay this time.

Tuesday night the garage mechanics were disturbed by a commotion at the bus division office and on investigation found that Joe Rutland, receiving clerk, had devoured the night watchman's small lunch, which consisted of the following: 3 hard boiled eggs, 2 roast beef sandwiches, 2 ham sandwiches, 3 ears of corn, 1 head of lettuce, 1 bunch of celery, 3 tomatoes, potato salad, stuffed olives, limburger cheese sandwich, peach cobbler, 1 dish of prunes, 1 baked apple, 1 pint of coffee. The garage force and the night watchman found Joe sprawled out on one of the office tables suffering from a severe attack of colic. Even the sack which contained the lunch could not be found. Joe's only excuse was that his wife is away on a vacation and he was almost starved, being unable to eat his own cooking. Since Tues. nite the night watchman has put his lunch in the money vault.

In a small town on the northeast coast of Scotland stands a monument, which the people of the village take great pride in showing visitors. The principal inscription on the monument reads:

"Dedicated to the memory of the fourteen brave men who lost their lives in the wreck of the schooner Nancy Lee, off this coast, November 14, 1874."

At the bottom of the tablet is this inscriptions

"This monument erected with part of the money found in the pockets of the brave men who perished."

mission as assistant to the general manager, was made by G. J. Kuhrts, general manager, last Wednesday.

In his work with the Railroad Commission, Mr. Weeks has studied closely transportation service in relation to various traffic conditions and his affiliation with the Los Angeles Railway is considered as an important move in maintaining the best possible street railway service in Los Angeles.

IN THE last issue of Two Bells, typical records of two classes were shown. They were the cards of a trainman who gradually slipped down toward the point of automatic dismissal by piling up demerits with very few credits, and a trainman who just keeps his head above the 100 mark with credits enough to offset his demerits.

The card shown above tells its own story and is typical of many others. The first thing that strikes the reader's eye is that the trainman has a record of more than 200 per cent efficiency, and it is not until a second glance is given to the card that it is seen that the demerit column is free from marks. This seems to put the cart before the horse, as a card free from demerits should be the objective of every trainman, because if he keeps the demerit column clear, the credit column will build up itself month after month through the marks given for courtesy and safety.

Fenders Cashed In A motorman of Division Three has the record shown above, although the name is not given, since it is the purpose of this series to show cards of individuals, and not the record of individuals. Fifty-three of the cases for which credits were given are based on miscellaneous reports submitted by the trainman himself. Fourteen of these cases involve bringing B. O. fenders to the car house. Numerous other

items show that steps, goose-necks and other equipment brought to the division.

Willingness Commendable The willingness to bring equipment to the division is commendable. It no doubt saves the company money and property, but many trainmen would consider such acts definitely in the line of duty, and not causes for credits and this gives rise to the question of whether the man with an efficiency rating of 200 per cent or better is really more efficient on the job than the man who keeps his record free from demerits, brings in fenders as part of the day's work, and builds up his record by the automatic addition of regular monthly courtesy and safety records. It involves some interesting points of discussion.

Suffice to say, the record above is typical of a class of men much more efficient than was shown last week.

D. H. Weeks Is Made Asst. to Mr. Kuhrts

Announcement of the appointment of D. H. Weeks, former transportation engineer of the State Railroad Com-

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

Foreman J. B. Lair is confined to his home this week on account of sickness. The latest reports were that he was improving and expected to be back on the job the first part of the week.

Extra clerk R. A. James is the proud possessor of a brand new Ford touring car. Fords seem to be quite the rage these days as several of the boys have purchased them lately.

Well we are just about settled in our new office and except for the installation of heaters and lights, we are about set.

Harry Tuttle of the schedule Department was a visitor here last week, having come down to fix up our schedule board and do a little visiting on the side.

Owing to an unusual rush of business this week, the Two Bells column of this division will be rather short and sweet but hope to make it more interesting next week. So long.

DIVISION 2

By C. L. Christensen

The wedding bells were ringing in the vicinity of Division Two, during the last week, a conductor married, a motorman married, and a stenographer going to be married in the very near future.

"Ye Scribe" living close to Figueroa Street, was rudely awakened on the night of October 26th, by a machine traveling at a high rate of speed, and a lot of tin cans tied to it. On investigating, it was found that the noisy thing was being driven by our old friend, Motorman J. B. England, who had just forsaken single bliss a few minutes before. He was married to Miss Mary Pinkington of Los Angeles and they will be at home to their many friends at 700 West 83rd Street.

Conductor W. McKernon took a few days off last week, and on his return, informed us that in the future we could count on him, as he couldn't afford to lose any more time by laying off as he was married October 27th to Miss Lena Monhan, of Los Angeles and from now on can be found at home, at 915 West 17th Street. Division Two congratulates both couples and wishes them a long, happy and prosperous life.

Motorman J. E. Miller is trying out for a position with the Los Angeles Police Department, having secured a 3 month's leave for that purpose.

C. A. Arrington, a former conductor of this Division, dropped in to see us the other day, looking better than ever. Well, why shouldn't he? He is one of Los Angeles' finest. C. A. has been on the Force for about 6 months and informed us that he intends to stay with it.

W. McKinney is back with us again, fourth time, was recently employed by the Southern Pacific but longing for home (Div. 2) he resigned his position and is now winding the controller again.

Motorman O. C. Collier was knocked down by an auto a few days ago, bruising his right hand and arm. However O. C. is back on the job, none the worse for his experience. Conductor H. C. Peck got a worse deal when he was knocked unconscious by an unmanageable machine, tearing his uniform and suffering bruises. After a few days in a local hospital H. C. was taken to his home where he is slowly improving.

Motorman A. G. Johnson, who has suffered ill health during the last six months, staged a come-back last week. But sorry to say, A. G. could not stand the work, so he found himself com-

Who's Who



As these humble words are written, it is Hallowe'en with goblins and spooks roaming at large. It calls to mind the spooky story of "Little Orphan Annie's Come to Our House to Stay." And in speaking of orphans let us consider the story of our own Johnnie Orphan, of Division One, who has been a motorman for a little over three years.

Johnnie is a western mountaineer, having been born in Denver, Colorado. He worked for various Los Angeles cafes until 1917, when he took his first try at electric cars with the Pacific Electric. In 1920 he landed up with the Los Angeles Railway, where he was able to put his mountaineering experience to good advantage on the hills of Stephenson avenue.

pelled to return to his home in Maywood.

Among the latest to be reemployed we find the well-known—not forgotten names of Conductors E. A. Houke, H. Heany and Motorman C. B. Swann. Its no use talking, they will come back.

Conductors J. E. Land and J. A. Mason are "breaking in" for supervisors. Land has been working as extra clerk in the division office for some time.

The division office force has undergone a thorough "shake-up" during the last month. C. F. Paine is regular on the late night shift. H. T. Harrison (yes that is him, the former stenographer) is working the early night shift. C. J. Clark the early morning watch, and C. L. Christensen has taken over the foreman's duties, since T. Y. Dickey was appointed superintendent. B. C. Elworthy has taken up Hansen's duty as stenographer and Conductor H. Robertson is in Elworthy's place as register clerk.

Everything fine—all set—let's go.

DIVISION 5

E. C. Tyler

Jack Holm, one of the top notch pinochle players, but not very industrious motorman of Division Five, has been working so steady lately that it has set the whole division to talking, so smelling some news Ye Scribe started to investigate. We didn't have to go any farther than Jack, himself, for he owned up that some one had bet him a whole dollar that he couldn't work thirty days without laying off and he has already got that dollar spent.

Conductor A. McCurry has resumed

DIVISION 3

R. W. Reid

The fact that one sells coal does not prove that he is a miner, likewise one who handles large quantities of food need not be a good cook. This truth is brought to mind by a little story about Myrtle, who officiates in the capacity of waitress at the Company Restaurant. After watching the cook perform and seeing how easy it was, she got ambitious and decided to surprise her husband with a nice pie. The pie being duly made, and hubby arriving home, said pie was placed on the table for his approval. Hubby gave it the once-over and said: "It look mighty nice, dear, but why is it so extremely long and narrow instead of being round like the pies at the Restaurant." She replied: "I know, dear, but the reason for its shape is because I couldn't find any shorter rhubarb in town."

"Yes, we have no rhubarb today."

Motorman F. T. Sully took a spell of homesickness and is leaving us to go back to his old home-town of Rockford, Illinois. They get over these spells very rapidly and we expect to see his smiling face back at Division Three before very long.

Mr. Joe Stork, after having a week's vacation, arrived back on the job and presented Conductor J. San Marco with a dandy eight-pound baby boy. The baby was born on October 29. Mother and babe doing fine. Congratulations.

Mrs. Critchett, wife of Motorman J. H. Critchett, arrived back in town after spending several months in Iowa. During her absence Critchett bought himself a set of store teeth which made such a pronounced change in the old boy that Conductor D. O. Kammer, who was along to drive them home, had to introduce them. She says that John Dear looks twenty years younger and is trying to convince him that all he needs to get in the movies is a permanent wave.

Motorman J. G. Brittan, who holds down a run on line W, is having a 7-day vacation.

Conductor H. W. Corneth has secured a 7-day leave and left for an unknown destination. It is rumored that during the trip he will sign the registers "Mr. and Mrs. H. W. Corneth." We expect cigars when he returns.

Conductor T. G. Moore, who has been bucking the extra list, has secured ninety days to try out the police department. Bandits will find Los Angeles unhealthy from now on.

Conductor H. G. Bride is back from a two-months trip to Fresno, and reports his trip a success in every way.

duty after enjoying a short leave of absence and claims that he feels like a new man.

John Forbes, one of the older and best liked conductors of Division Five, is resigning, having accepted a position with the Wilmington Transportation Co. We are sorry to see him go but all join in wishing him success in his new position.

A letter received from Conductor E. G. Johnson, who is spending his vacation in Frewsburg, N. Y., states that he will not be a bit sorry to get back to California. He wished to be remembered to all the boys.

Conductor W. E. Weymouth has been granted a ninety-day leave of absence to don the gold star and white cap of the Los Angeles Police. We all wish him success.

Conductor J. R. Dean, Motorman W. E. Garris and Motorman W. H. Blakeley have all returned from their vacations during the past week and all report nice trips and a general good time.

Conductor F. J. Mason is leaving on a ten-day trip to the Yosemite with

DIVISION 4

C. J. Knittle

Greek legend has it that there once lived a cake-eater by the name of Achilles whose mother had taken him, when he was a peep, to a magic river and holding him by the heels, dipped him. The H₂O which made that particular arroyo seco adaptable for fishing also made Achilles invulnerable to the stilletoes and sling-shots of enemies. Needless to say, the "sweet mammas" of his day sure thought he was the "crocodile's kimona" because he was a valiant soldier. Why shouldn't he be, with his invulnerable skin. In the finals, however, one of his opponents learning that Achilles' heels were not fool-proof like the rest of his body because his mother had not immersed them when she dipped him in the magic river, croaked our hero with a blow in the heels. (All of which takes up a lot of valuable space, but hark to the parody.) In our office force is a lad by the name of Vejar. When it comes to efficiency that fellow is perfect. Nobody ever found any mistakes in his work so it was generally believed he never made any. Last Saturday came along and found the division very short of safety operators. As a final resort Vejar, the wonder man, was asked to take out a run on Griffith. He did. And worked faithfully. And when time came to be relieved, HE PULLED IN, leaving his relief man stranded at Ninth and Spring and a double headway for his follower. (The berries were cheerfully presented.)

Foreman B. B. Boyd has left on an indefinite leave of absence.

Night clerk Roffee is on a ten day hunting trip in the western part of Nevada.

Stenographer Ellis has been appointed regular clerk on the 5:00 A.M. to 1:30 shift.

Extra clerk Joe Michels has been appointed regular stenographer.

Motorman W. H. Wisdom of Temple line has been laid up with an attack of lumbago for the past nine days but will return to work Monday.

It took "ye scribe" several hours to get over this one:

A few days ago my Temple car had just left the Post Office when the power went off. After waiting in silence for a couple of minutes, a jolly old man sitting at the end of the longitudinal seat to my left opened up with, "let's go, young fellow, crack the whip! Stir 'em up!" I had a new extra man for a motorman and he had left the controller on five points when the juice deserted us. When it suddenly came on full force there was a terrible jolt and I grabbed the jolly old man who was nearly thrown off the end of the seat. In a second he recovered. "Thanks, sonny," he smilingly returned, "you sure cracked the whip, dintcha?"

As we speeded out Temple Street a much younger man sitting at the end of a seat opposite me, motioned me to come to him. Being very busy I motioned him to come to me. He hesitated a moment, and then, to my surprise, took off his coat before rising and leaving it on the seat, came over and whispered, "You shut that exit door on my coat tail and I can't get it loose. Open it a second."

S. W. Davis, a former motorman of Division Five, who is now with the Los Angeles Police Department.

Conductor T. J. Dessert has taken fifteen days off to visit in San Diego.

Motorman N. Jamison has been granted a thirty day leave of absence to rest up.

Motorman W. E. Chilcoat has taken fifteen days off to finish up a home he is building in Hawthorne.

All honors of the first game of the Pinochle League are conceded to "R. O." Farmer and "P. S." Safford. They are extremely modest when asked for details of their victory, but we understand that some brilliant plays by "Rock-Over" and the pinch hitting of "Pea-Soup" made the victory possible. They are, however, ready to defend their title and would like to hear from some real pinochle sharks.