

TWO BELLS

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

New Safety Signs to be Adopted

DIV. 3 BREAKS RECORD FOR NUMBER AT MEETING

Division Three turned out the best attendance that has marked any of the division safety meetings when on last Tuesday 412 trainmen out of a possible 600 listened to the talks made at one of the three meetings.

R. B. Hill, superintendent of operation, presided and introduced the speakers, John Collins, supervisor of safety and C. M. McRoberts, general claim agent. At the afternoon meeting, Mr. Hill had to make remarks which were not on the schedule to explain that he was a few minutes late because of a school stop which was not very prominent and a police officer who made himself quite prominent.

Wimberly a Guest

At the evening meeting, Superintendent L. L. Wimberly of Division Four was a guest and was introduced.

Mr. Collins spoke along the line of safety system in street car operation. He recited several instances illustrating the need for using one system in all combinations of danger.

How To Get Witnesses

Mr. McRoberts gave some new ideas about procuring witnesses for accidents. He emphasized the fact that some of the best witnesses may be procured in the crowd that gathers because they may have seen more of the conditions leading up to the collision than did the passengers on the car.

Div. 4 Next Tuesday

The next safety meetings will be held at Division Four at the usual hours of 10 A. M., 1 P. M. and 8 P. M.

Mr. Collins will speak at the three meetings and Mr. McRoberts will talk of the claim department's interest in procuring witnesses at the morning and evening session. At the afternoon meeting E. H. Craddock will represent the claim department. Mr. Craddock is chief investigator.

Mystery Woman Returns Purse Lost By Conductor

Conductor L. F. Van Zile, who recently was unlucky enough to lose his purse containing \$58, some checks and his pass, was more recently considered the luckiest man at Division Two.

On arriving home that evening, a woman met him on the porch and presented him with his purse, money and all intact.

She refused to give her name and refused the reward offered. Who said nobody is honest?

Radio Tests To Be Made Shortly

The installation of the radio at Division Five is being delayed due to the lack of equipment on the part of an electrical contractor who is to demonstrate his line. It is expected that demonstrations will be made within a week and a decision reached on the instruments that will be installed.

Railway Route Book Mailed To Naples

The little yellow route book, which the public relations department is distributing free to the public, has found a customer way away in Naples, Italy. A friend of an Angeleno, touring Caesar's country, requested that one be mailed as a souvenir of home.

The request has been met, but just imagine the insult to the romance of Italy if the visiting Angeleno should by accident drop a street railway route book in one of the canals of Venice.

CHANGE OF STOPS ON LINES E AND O

Effective March 1, the stops between South Verdugo Road and Pepper Street will be rearranged. This affects line "E" and "O." Cars will stop on signal at the following streets:

Southbound—South Verdugo Road, Division Street, Silver, Birnbaum, Elm, Bonita, Arvia, Alice, Roseview, Loosmore, Thorpe, Pepper.

Northbound—Pepper, Elthea, Loosmore, Alice, Granada, Chaucer, Elm, Frederick, Macon, Division, Cazador, South Verdugo Road.

Line Instruction Conductors Given Instruction Talk

The instruction of line instructors who train new conductors will be completed at a meeting Monday. The first session was held last Wednesday when 118 men heard the talk given by Dan Healy. Other meetings were held on Thursday and Friday.

The purpose of the meetings is to develop uniform system of instruction. In the talks, Mr. Healy emphasized the need for close adherence to the rules and the need for patience in training new men.

Fleetwood Buys An Alleged Auto

Austin Alpheus Fleetwood, maitre d'hotel of Vernon Yards, has taken unto himself an automobile, if you are satisfied to take the dictionary definition of an automobile. "Fleet" got the car out of escrow and out of a lot by paying off the fourth mortgage and a mechanic's lien amounting to \$10.

The vehicle was rather soiled because its previous owner had done it dirt but Fleet gave it a bath and a handkerchief. This revealed the fact that the bolts and screws were attached to the car by the use of mud and when the mud was washed away the car was almost liquidated.

By placing wire screening over the drain pipes, "Fleet" was able to save his auto on the installment plan, which was more than its previous owner had been able to do. Detectives investigating the parentage of the waif said it has some of the traits of a Complex straight Three with brakes on several wheels and squeaks in the others.

2184 Poles To Be Placed This Year

During 1924 there will be 2184 poles put in the ground by the line department. Of these 1211 are for extensions of lines and 973 are for maintenance of existing overhead. About 360,000 feet of trolley wire will be strung. It is estimated that \$87,000 will be spent on purchasing and installing new high voltage lines and feeder cable.

TO ELECTRICAL DEPT.

L. E. Dye, who has been in the drafting room of the engineering department for several years, has been transferred to the electrical department and will devote his time to the drafting of electrical work under L. J. Turley, electrical engineer. Mr. Dye has done a large part of the drawings for electrical operations in the past three years.

COLOR PLATES PROVED BY TEST ON 3 LINES

Following a test of several weeks' duration, the company has decided to substitute colored overhead signs for the present "slow" signs.

Two types of the new signs have been in use in two different parts of the city and observation has been made of the observance by motormen and the general attitude of automobile drivers.

Marks Intersection

The yellow field with the black cross has been used at intersections of the private right-of-way on lines "M," "E," "F," known as the Redondo Yards. The same sign indicating dangerous cross street has been used on line "H" on the private right-of-way between Dillon and Virgil.

The plain yellow sign indicating the need for slow operation beyond more than a single intersection has been used on line "R" grade east of Euclid Avenue, with a green sign to indicate the end of the dangerous zone.

It has long been contended by many street railway men that the "slow" sign results in automobile drivers assuming that the motorman will take all the care necessary and has placed the burden of accident prevention on the trainmen without automobile drivers taking their share.

Extra Cars to Run For Iowa Picnic

Because Bob Pierson and about 60,000 of his playmates who proved in Iowa that they were worthy of California citizenship, will picnic next Friday at Lincoln Park, additional service will be provided on line "L." Extra cars will be put in service and others will be held in readiness at the car houses for runs if supervisors at the park find that additional transportation is needed.

The annual Iowa picnic usually is the biggest state society reunion of the year. It is on this day that all the former residents of Hacklebarney and points south, rally round and swap lies about the crops they used to raise.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Learn More About Safety

THE safety meetings which have been held at the divisions have offered an opportunity for every trainman to learn more about his work. The man who says he does not need safety instructions is the most dangerous man who could be on a car.

The meetings were started on the assumption that every man is sufficiently interested in his job and interested in doing it better and with less worry, to spend at least one hour of his own time in two or three months.

The second round of safety meetings is now being made and it develops that most of the men who attended the first meetings are participating in the present series, but at each division there are a number of men who have not been present at any of the gatherings. Due to the arrangement of hours and the limiting of the meeting to 60 minutes, there are very few cases in which it is impossible for trainmen to attend. **Practically all those who have been absent have indicated that they are not sufficiently interested in their work.**

Record is being kept of those who attend and while these records will have bearing on the bonus payment, on promotion and other features that benefit trainmen, the intention to provide the public with safer service is being retarded by the absentees.

A number of street railways hold regular safety meetings and make attendance outside of working hours compulsory and a part of the job.

It is to be hoped that Los Angeles Railway trainmen are sufficiently interested in their own advancement and in the protection of the persons who ride with them that such compulsory action will not be necessary here.

BE PRUDENT

*In speaking of a person's faults,
Pray don't forget your own;
Remember those in homes of glass
Should never throw a stone.
If we have nothing else to do
But talk of those who sin,
'Tis better we commence at home,
And from that point begin.*

*We have no right to judge a man
Until he's fairly tried;
Should we not like his company,
We know the world is wide.
Some may have faults, and who have not?
The old as well as young.
Perhaps we may, for all we know,
Have fifty to their one.*

*I'll tell you of a better plan,
And find it works full well
To try our own defects to cure
Before of others tell.
And though I sometimes hope to be
Not worse than now, I know
My own short comings, bid me let
The faults of others go.*

*Then let us all, when we commence
To slander friend or foe,
Think of the harm one word may be
To those who little know.
Remember, curses frequently,
Like chickens, roost at home;
Don't speak of other's faults until
You've tried to see your own.*

E. C. TYLER.

Once a maid lost here hold on a strap,
And reclined in a bachelor's lap
"O, pardon!" she cried.
And the monster replied:
"Keep you seat—I'm a sociable chap."
—Exchange.

"Grease" had no comeback when the waiter at Kelly's Hotel handed him two eggs with a decidedly poignant odor. His order was—"I want two eggs and I want 'em bad." He got 'em —Bad.

BULLETINS

Issued February 18, 1924

BULLETIN NO. 27 Notice to Trainmen

Complaint is made that employes are committing nuisance and smoking in and around an oil derrick located at the corner of Third and La Brea. This practice must be discontinued at once.

BULLETIN NO. 28 Notice to Trainmen

Rule 24 on page 7 of the rule book state "Conductor or Motorman must engage in no unnecessary conversation while the car is in motion."

This rule is being violated to such an extent, especially as regards conversation with trainmen who are off duty, that not only will it be necessary to administer rigid discipline to both the man operating the car and the employe who is riding as a passenger, but also the Police Department is expected to make arrests when they notice violation of this rule. Trainmen will be governed accordingly.

BULLETIN NO. 29 Notice to Conductors

The following passes are reported lost: 2286—issued to I. W. Manigault, Scrubber, Paint Shop.

3080—issued to Anna M. Egan, wife of C. F. Egan, Clerk, Schedule Dept.

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

BULLETIN NO. 30 Notice to Conductors (Correcting Bulletin No. 26)

In issuing Bulletin No. 26, there was a misprint. Bulletin should have read as follows:

"Instructions to Conductors, 1924," page 5, paragraph 4, under transfer rules, "Issuing and receiving." P. M. coupons must be detached on all transfers issued up to and including 12:00 noon. All transfers punched 12:20 P. M. or later must have P. M. Coupon attached. After 12:00 midnight, punch time in circle only.

P. B. Hill
Supt. of Operation.

Little Stories OF Street Car Life

There are mighty few men in public service, whether it be motorman, conductor or railway president, who have not been on the receiving end of a nasty look at least and often much worse, because public service is a queer but interesting avocation.

On the other hand, public service offers many opportunities for kindly deeds that go unnoticed on earth, but they have a reward in the sense of satisfaction a man receives from helping his fellow man.

On Whittier Boulevard, near Orme Street, lives an old fellow who sweeps streets. His eyesight is bad. He can manage to handle his work in daylight but at night he is practically sightless. He starts out to his post on Western Avenue early in the morning, usually around 5:50 o'clock. He has been riding the early "R" cars for more than two years.

Some conductor learned of the old man's handicap and developed the habit of hopping off his car in the early morning at Orme Street and helping him from the curb. That conductor told other conductors on the early runs and for more than two years the word has been handed down so that around 5:50 A. M. you can see conductors watch at Orme Street and often jump off the car to perform the kindly act.

One good deed spreads like the ripples on a pond when a stone is thrown in the water. To the old man it has meant life itself. To scores of conductors the little good deed has brought a thrill of satisfaction.

TIPS ON HOW TO REJECT TRANSFERS

Some valuable suggestions for conductors who have to reject transfers are contained in a recent issue of "The Inside Track," the publication of the Market Street Railway of San Francisco. It must be remembered that the first remark usually determines whether the passenger is going to be reasonable or otherwise. The first words may ask for information or they may ask for a fight.

The suggestions follow:

If the transfer is presented at some place other than the proper transfer point.

"This transfer is good only at _____." (Give the proper transfer point.) If the passenger objects show him the rule on the back of the transfer.

If the transfer has expired. "Haven't you another transfer? This one is too late."

To stop a passenger from moving forward.

"Just a moment, please."

If the transfer is for another route.

"Aren't you taking the wrong car? This transfer is good on the _____ line." (give name of the line) "but not on this line."

If the transfer is good in the other direction.

"Aren't you going the wrong way? (While you are looking at the transfer.) "This transfer is good _____." (Give the proper direction.)

If the passenger places the blame on the other conductor.

"If you feel there is a mistake, please take up the matter with the company at _____ St. They will be glad to straighten out any mistake. Keep this transfer for record."

If the passenger says he will report you.

"I'm sorry that you feel it's necessary, but it's your privilege to do so."

Jewels Recovered, Woman Drops 10c Tip in Fare Box

The crowning event of the week happened on Conductor C. A. Bryant's "I" car Friday afternoon. A very excited woman boarded and asked him how long she would have to wait for the next car. "About seven minutes," answered C. A., "but what's the matter with this one?"

"I don't want to ride," she replied. "I left my hand bag containing a lot of money and valuable jewelry on the car that follows yours."

"That's too bad," sobbed C. A., "how much money was actually in it?"

"A hundred and twenty-five dollars in cash."

"Was the jewelry worth much," inquired C. A.?

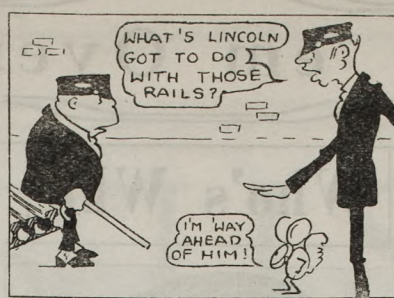
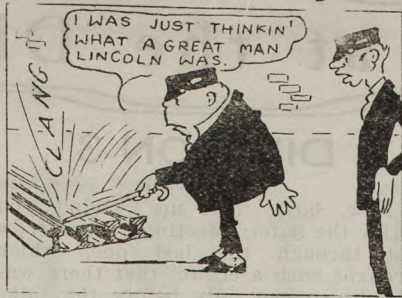
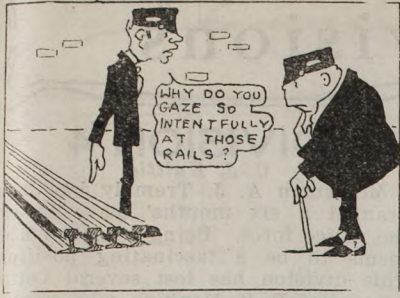
"Yes, a diamond ring and a pearl necklace," she answered, getting more nervous.

"Well, listen, madam," continued C. A., "you didn't ride that other car. You rode mine. Here is your hand bag."

"Oh! Conductor!" she exclaimed, "I'm so glad—yes so glad—God bless you!" and with oceans of gratitude, she dropped a dime in the fare box. "There," she gurgled, "Get yourself a smoke."

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things

(Hand Picked)

For Condr. W. S. Rice, Div. Three Los Angeles Railway. Gentlemen: I wish to commend Conductor 1242 on the "W" line for his numerous accommodations to me. Several times as I was almost ready to board his car, it started. He always has stopped and waited for me. He has always been courteous to all passengers. Never in my presence has he let his temper get the better hold on him and I have ridden his car nearly every morning for almost a year. He never allows his passengers to alight from his car until it has come to a stop. Yours sincerely, MISS ELSIE GRANDSTAFF, 2612 Huron St.

For Condr. W. H. C. Gibson, Div. Two Los Angeles Railway. Gentlemen: I take great pleasure in praising the thoughtfulness and general courtesy of Conductor No. 828, Division Two. I had occasion to notice him on the Vernon line about 5:30 this afternoon. Especially I wish all conductors could take the same pains to see that automobiles stop behind cars. If they did and were reported, punished when they did not, there would be fewer accidents. Employ more men like 828 and the public will rejoice. Very truly yours, MISS C. MAUDE INGERSOLL, 388 West 41st Place.

For Condr. E. A. Hunschek, Div. One Los Angeles Railway. Gentlemen: I wish to speak a good word for Conductor 1996. The night the power was off for so long, he left the car to hail passing autos, asking them to carry the ladies and the tired working men, so they could get home and have a little rest. I think that was very thoughtful of any man. Yours truly, MRS. O. B. THOMPSON, 3900 East 3rd St.

For Motr. H. T. Sanders, Div. Two Los Angeles Railway. Gentlemen: Motorman 561 is deserving praise, having waited for me, after having been cut off by an automobile. I gave up catching the car, but looking back I noticed he was waiting, so I caught the car (Maple Ave.), all through his kindness. It would be a happier world if we would all do for one another, no matter how large or small, and I'm sure Motorman 561 is always on the job to do his part. Yours truly, E. L. MONSEY, 4012 1/2 S. San Pedro.

For Condr. H. H. Hemings, Div. One Los Angeles Railway. Gentlemen: I wish to compliment you in having in your employ Conductor 2506, who proved his honesty and faithfulness to your company by returning to me my wallet containing the sum of \$79.00, that I had lost on the street car. He found me by my business cards enclosed in the wallet. With sincere thanks, I am Yours respectfully, WARREN KANE, Scott Bros., 719-721 South Hill.

Billy Snyder Is In Quarentine Hospital

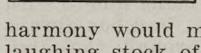
Chief District Supervisor W. H. Snyder suffered an attack of smallpox, which necessitated his removal to the quarantine hospital at 736 Bernardo. Recent reports were that his condition is not serious. Members of the supervisors department joined in sending him wishes for a speedy recovery.

Safety System Develops Harmonized Car Service

One Careless Man Upsets Lines Like One Discord in an Orchestra Program

By JOHN C. COLLINS, Supervisor of Safety

Have you ever listened to a good orchestra play, and watched the different moves of the players? Have you noticed how few musicians wear glasses, although their eyes are coached to strict attention, gazing steadily at white paper which is usually flooded with light? This is a most severe test on the eyes. All are playing the same piece, and all are in harmony. Have you ever seen such loyalty? One discord, one mistake, or a note sounded which was not in



harmony would make the director the laughing stock of the country. Have you ever seen such unity of purpose, although playing for hours, trained so that their work is a pleasure—automatically, the subconscious mind takes care of most of the moves. They read conditions and play the conditions.

Learned By Practice
When these men started to learn, they knew nothing of music. They had to learn by effort, practicing until their fingers were sore, and lips swollen. Their purpose and aim being to learn, but they practiced to perfect themselves until now they read and play the conditions accurately and without effort. It is safe to say that the average trainman puts in as much time at practice as the average musician.

Our work is somewhat similar to that of the orchestra. We draw from all walks of life. Each man is trained to read conditions and play the conditions without debate and has one channel to keep in time with safety. Perfection comes from a desire to be perfect and from repetition.

Work Made Pleasure
The musician puts his soul in his work and it becomes easy. The aver-

age trainman just works for so much a day. Uniform operation and unity of purpose are the bonds which make artists of men.

Do not consider what the other fellow does—that shows the childish mind, for with the other fellow, the other fellow is you.

Make an effort to become skilled in your line of work, no matter what the work may be. If you are a flagman, be a good one, if a conductor, let people know that you are a real conductor, if a motorman, keep practicing until you are the best, for the best men are the safest men. The musician has no more eyes, hands nor ears than you have, so learn to use them. They were given to you for a purpose. Forget petty jealousies—do not make a personal matter of a right of way between yourself and another motorman. Consider the larger responsibility which is your passengers.

Team Work for Harmony
In some of the most harmonious pieces, all instruments are not used. The men who are playing do not consider this, but attend to the work at hand, knowing the other fellow's turn will come soon.

There is no reason why we should not have a uniform system of doing our work, for we are all playing the same piece with the same kind of an instrument. It is not what this man does or the way he does it. It is what the individual does that counts, and the individual is you. When you do this, the work becomes easy, the nervous strain is not there, and the mind is concentrated on the work at hand.

This is the reason why so few musicians wear glasses, those who were not born with defective eyesight. Make this work a pleasure to you. If you have to work, why not work here, and if worth doing, do it well. There is an old Chinese proverb which goes like this: "If you bow at all—bow low"—put your heart into it.

JOINT BUS GARAGE NEAR COMPLETION

Concrete for the floor of the Los Angeles Motorbus Company garage at Santa Monica Boulevard and Virgil will be poured within a few days. Good progress is being made and this is one of the last major steps of the construction. The plumbing and the rolling steel doors have been installed.

Rumb—"At the 'Follies' the other night my eyes felt like little birds."
Dumb—"How come?"
Rumb—"Flitting from limb to limb, m-deah boy."
The man who can't do it, usually knows how it ought to be done.

COLLINS ATTENDS SAFETY SESSIONS

That safety in any occupation is not brought about by compiling new rules, but by employes observing the rules already in effect, was the outstanding thought of an interesting meeting of safety engineers of coast electrical operations, held last Wednesday at the local offices of the Southern California Edison Company. John C. Collins, supervisor of safety, represented this company. The visitors were guests of the Edison Club.

F. A. Brown, formerly a motorman of this system and brother of Walter and "Billy" Brown, executives of the engineering department, is now in charge of safety for the Edison Company and presided over the meeting.

On The Back End

(Contributed)

A woman passenger asked Conductor Frank Deuber (last Monday) why the transfers of the day had a maltese cross for a symbol. Frank said it was because the superintendent's cat had kittens.

Woman, tendering a dollar bill to Conductor: "Oh, I'm so sorry I haven't got a nickel."
Conductor: "That's alright, lady, you'll have nineteen of 'em in a minute."

It used to be when a man reached for his hip pocket it was a threat; now it's a promise.

A flower vendor was riding the front platform of an "R" car, when the motorman narrowly averted a collision with a pedestrian. The foreigner lifted his big basket of flowers and shouted: "Try it again, meester, I have de flower all ready for you."

Our candidate for the medal of bravery: The Jewish customer, who rushed up to car and said to the conductor, "Please, put my wife off at Poile avenue. She don't know nothing."
CONDR. R. F. RIDELL.

Tugoslavo, Glagon! We don't vouch for the spelling of it and we would hate to have to find it, but it is the home of Motorman Mike Wurtz, one of the most popular old-timers at Division Three, and he will be leaving for there Saturday, the 16th, on a six months' trip. Mike will have the best wishes of his many friends on his interesting journey.

The symbol on our transfers last Wednesday was the "Heart," and it caused considerable comment, being the day before Valentine's day. The suggestion was made that they should have been used on the following day, the 14th.

This is the story of Johnny McGuire, Who ran through the town with his trousers on fire. He went to the doctor's and fainted with fright. When the doctor told him that his end was in sight.

New Crossing On Hill Street Installed

A piece of new special work, consisting of a three-rail four-unit crossing, has been installed at Pico and Hill streets, by the track department. The work was done in fast time, although it is a busy intersection. The track department is also rebuilding the rail on Griffin avenue and narrowing the track centers.

Looking 'em Over at the Divisions

DIVISION 1

H. N. Cole

Cond. T. D. McLerran, of the "N" line, says that he knows all about a mule and can manage him under any and all conditions to perfection, but he has never had the proper instructions as to how to manage a flivver, consequently he will be off for a few days nursing a lame back.

Tuesday morning he was indulging in his usual exercise of trying to persuade his flivver to develop enough action to take him to Division One, something happened, he doesn't seem to know what, but when he attempted to straighten up there was a kink in his back that wouldn't come out, so Motorman Flower will have an extra conductor for a few days.

Night Switchman W. R. Houts has a new automobile. No, he didn't trade in his old one. He still has that. We understand he bought the new one for his wife, and is keeping the old one for rough work, such as hunting, etc.

We were westbound at Seventh and Broadway, grabbing transfers with both hands, when a man thrust a ten-dollar bill in my hand. I offered him the change but he refused it with a puzzled look, and of course his attitude had me guessing. While I was wondering what to do next, he suddenly tumbled to the fact that he had given me the ten-spot instead of his transfer. We made the exchange and both of us drew a sigh of relief.

Her name is Nellie, the daughter of Mr. and Mrs. L. G. Nethersole. She arrived last Sunday morning on an extended visit and weighs eight pounds. Her mission will be to create sunshine and happiness in the Nethersole household.

Motorman S. B. Prancevich of the "D" line, was married on Feb. 4. We haven't heard any particulars regarding the happy event, but we wish him and his bride, much happiness.

A bunch of the boys, about half a dozen, took a trip down just across the Mexican border last Saturday. The place is noted for its hospitality, and for numerous other commodities not easily found on this side of the border. But if all reports be true, the hospitality was sadly lacking, to the extreme discomfort of several of the boys. Particulars are meager, and difficult to ascertain, but one could safely bet that this same half-dozen fellows will go north instead of south on their next outing.

DIVISION 2

By C. L. Christensen

Conductor W. O. Nokes, who some time ago passed examination to become one of the city's fire fighters, has decided to return to his old position on the rear platform at Division Two. Welcome back, W. O.

Division Five was recently overloaded with extra men and Division Two came to the rescue, offering to borrow a few trainmen, just to keep friendly with everybody (you know, that is Division Two) so Mr. Morrison sent nine of his Sea Gulls, and what do you know? in two days' time three of them, namely, the Skinner Brothers and V. B. Johnson, decided to take up permanent work at this division. Gents, we welcome you to Division Two.

After an absence of a few months, in which time he was employed elsewhere, J. Jackson, a former motorman of this division, has returned and is now looking upwards from the bottom of the extra list. Glad to see you back, Jack.

Conductor G. G. Mellick has returned from a month's leave, which he secured following the receipt of a telegram from his home in Joplin, Mo., where his mother was very sick. G.

Who's Who



THE feature of this issue, ladies and gentlemen, is the above photo of the reason why "C" line stays on time. Supervisor W. A. Smith had been a power station operator for the Edison Company before he entered the service, December, 1914, as a conductor of Division One.

By May, 1917, the longing for the old power station had overcome Smith, so he resigned and went back, but like an alternating current, June, 1921, found him breaking in on the front end for Division Three. Eight months later, he was appointed a supervisor. In the meantime, he had learned to operate the safety cars.

So you see, Romans, Caesar knows his bananas.—C. J. K.

G. left hurriedly, but his mother passed away before he arrived. Our sincere sympathy is extended.

Motorman A. Marascal has negotiated a trade of seniority with Motorman J. B. Kaiser of Division Four, the latter, who is nearly the top man of Mr. Wimberly's clan, made the trade on account of living near this division. We welcome Mr. Kaiser and hope you will like us.

Motorman J. E. Carlson, who three months ago secured a vacation and went in search of better health, has returned much improved, and can now be seen daily on his run on the "O" line.

Motorman M. G. Zellers, who quit us a few months ago and later was employed at Division Five, has returned to his home division. We welcome you back, M. G.

Conductor H. E. Jackson reports a recent visit to his home of our old friend, Joe Stork, who left a fine blue-eyed 8-pound baby boy. Mother and baby are doing fine. Congratulations are in order.

DIVISION 5

E. C. Tyler

TALES OF DIVISION FIVE

Now Conductor John Turvey is one of the fortunate, inasmuch as he has a motorman who goes back in the yard, gets the car and all John has to do is walk out of the waiting room and step on his car and high-ball. The other morning John's motorman was laying off and he had an extra man, so to show this said, extra man that he was the right kind of a "feller," our friend, Turvey, started back in the yard to bring the car up. He put up the trolley, fixed the fenders and seats, saw that the farebox was O.K. and took his readings, then just as he was about to "roll it up," Condr. D. L. Gragg stepped on board. "Hello," said he, "what are you doing on here?" "What do you suppose?" answered John, "getting ready to pull out." "Well," grinned Gragg, after looking around, "much obliged for lining her up, but now you better go and get on your own car."

Condr. M. M. Sacks dropped in to Division Five last Monday to say "hello" to his friends. Sacks just un-

DIVISION 3

R. W. Reid

Now, boys, 'fess up. Didn't you enjoy the Safety Meetings? Ye scribe sat through the last one, which brought such a crowd, that there was standing room only before the talks started. R. B. Hill officiated as chairman and speeches were made by Mr. McRoberts, Mr. Smith, Mr. Collins, and several others, and were well delivered and very interesting. Mr. Collins' talk on safety was right to the point, while Mr. McRoberts' speech was not only very valuable, but had a broad streak of humor in it. In fact, the meetings were so successful, that we expect an even larger attendance at the next one.

It is reported that Supervisor (Red) Craig, after considerable thought, has taken a tip from Coue, so to speak, and is attempting day by day in every way to perform little acts of kindness. At any rate he was seen the other day, near the Temple Block, attempting to push a Jewish lady's machine off the car tracks and, according to Conductor Blasengame, who was standing nearby, he received his reward in the shape of a number of well chosen words accompanied with appropriate gestures.

By the way, the above mentioned Jewish lady, had just had a slight collision with a street car. For further information see Craig.

Conductor J. Van Kuren has secured a ninety-day leave of absence, with the intention of being a hero with the Fire Department. Van has always been very popular around the division, and we are very sorry to have him leave us, but at the same time we wish him the best of luck at his new occupation.

On February 6, the stork made a visit to the home of Motorman J. W. Biggers and left a lovely 8½-pound baby girl. Mother and baby doing well, father doing as well as could be expected under the circumstances.

Conductor R. H. McDaniel is taking a two weeks' vacation.

Motorman Frank Milano suffered a painful injury to his hand on Thursday, the seventh, while helping to do some work at his home. Frank was using a vice when a piece of metal flew out of it and completely severed the end of his little finger. The injury, while painful, is not serious and Frank expects soon to be back on the job.

Conductor V. A. Biggers is taking a forty-day trip to his home at Malone, Texas.

It is with deep regret that we announce the passing away of the infant son of Conductor F. S. Dan Houser at the General Hospital on Tuesday, February 5th. The death occurred after a lingering illness. The funeral was held at 10 A.M., Saturday, at the Odd Fellows' cemetery.

derwent an operation in the Casper Cohn Hospital, but is now so much improved, that he has returned to the Ex-Patients Home in Belvedere.

Motr. M. E. Bowen, who has been on the sick list for some time, was in the other day and reports that he is feeling much better and hopes to be able to return to work before long.

Motr. D. R. Patton and Motr. M. J. Manley has been granted a ninety-day leave of absence for the purpose of trying out on the L. A. police force. Motr. D. Solomon has also felt the call of the public service and is on leave of absence to try out on the fire department.

Condr. W. F. Riker, who has been at Division Five since 1919, has resigned to operate an oil station and ignition shop in Lawndale. Riker has many friends at Division Five who wish him the best of success in his new venture.

DIVISION 4

C. J. Knittle

Motorman A. J. Trembly has been granted a six months' leave to try the police force. Being a peace officer seems to be a fascinating position. This division has lost several trainmen. But R. B. Hopkins, who started on a six months' leave Nov. 1, to try the L. A. P. D., doesn't think so. He returned to the safety cars last Monday.

We have a conductor over here who is a whirlwind. Everytime a passenger drops a nickel in the box and starts to say something, he hands them a transfer, thus saving them the request. The other afternoon, when the dark clouds gathered heavily in the north, a man boarded this conductor's car. "What's—?," he started. "Yes, sir, yes sir," interrupted the whirlwind con, slipping him a transfer with considerable snap. "No, thanks," said the man, "I was asking you, 'What's it going to do—rain?'" "Oh, pardon me," begged the con, "I thought you wanted a transfer to Watts."

A lot of eloquent oratory is dispensed in our trainmen's room between extra men on show-up and regular men waiting for "pull-out" time. Problems of national and civic interest are solved, religious debates come up. Sometimes the "bull" runs wild, but last Tuesday, Cash Receiver Earl Culley silenced the assembly when he popped this question, "Real estate sells for \$100 a lot and UP—Autos sell for \$400 and UP—Shoes sell for \$3.50 and UP—Tell me, fellows, how far is UP?" No one answered. The "senators," "councilmen," "theologists" and other monologists were stuck. "Well," continued Earl, "I would say, 'UP' is just twice half way—" and he slammed the window shut for protection.

A passenger handed Conductor Adonis Schroeder of the "P" line, a crisp new dollar to change, the other day, with the joking remark, "Go paper your bungalow." "Yes," replied Schroeder and handed him back a *herd of buffaloes*, "And you go feed your chickens."

We are glad to see Motorman L. D. Champion back with us again. Two months ago L. D. missed his footing while preparing his car for the day and fell into the pit, receiving internal injuries, which laid him up for that period.

Motorman Dilts is reported to have taken a change-off car to Sixth and Olive to change with car "68" of the "C" line. Street car traffic was very heavy at that point, and he was obliged to take the crossover a good many times to keep out of the way. Finally number 68 came along and the "change-off" was made, but Dilts being a victim of habit, took the crossover a good many times after that before the conductor decided it would be alright to bring the car to the barn.

But laying jokes aside, fellows, Supt. Wimberly wants me to tell you about the coming "Safety" meeting. (Don't stop reading—I'll dry up in a second.) The attendance at the last Safety meeting was punk and the boss was disappointed. He'll be laying for me for telling that, but it's the fact. The meeting was interesting, instructive, snappy and flavored with humor. I believe every man who attended that last one will be sure to be around for the next. The names of the men attending are written down and put on record, so naturally it helps to build up an envious past. The next meetings for this division will be held Tuesday, the 19th, so if you want to get some good dope on "safety" that you haven't got, and at the same time add to your classy rep, come around for the "big show." The admission is one-half of one per cent and the shows start at 10:00 A. M., 1:00 P. M. and 8 o'clock.