

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

# Survey Made of Merit Records



By L. J. Turley, Electrical Engineer

## ARTICLE II

**T**HE importance of a reasonable uniform voltage at the car and proper adherence to a relatively fast schedule, is well recognized by every one familiar with the essential factors for rendering good service. Especially is this true on those systems where a large number of lines in non-congested districts have headway of one or two minutes during rush hours. There are too many factors out of the control of the car man, such as traffic congestion, unusual passenger loads, blockades, railroad crossings, etc., to permit "weak" power to be a prevailing cause of complaint for distorted headways or inability to make up lost time. Such a condition usually develops into a demand for longer running time, which of itself is expensive.

All other things remaining the same, increased voltage means a proportional increase in car speed. Thus, a shortening of running time, resulting in a less number of cars for the same headway. With every schedule, the condition of voltage along the line has indirectly determined the possible schedule speed. The importance of a high uniform voltage is not usually calculated in working up a schedule, unless one is familiar with this relation. Low voltage is usually due to either insufficient substation capacity for the given load, or to very high resistance in the feeder circuits.

### Increased Voltage Should Reduce Bill

With a given feeder system, fast schedule, line characteristics, an increased voltage at the car should result in a decrease of energy consumption, due to reduction in feeder power losses. However, it so happens that the motorman runs at a higher speed usually to obtain longer lay-overs, where time points on out-bound travel from congested districts are eliminated—and with this condition, energy is sacrificed to gain time. This brings no

actual revenue to the company, but actually shows an increase to the power bill. However, the total economy or the benefits accruing from such an increase of speed and energy costs may be of more value to the company than a district of dissatisfied patrons.

### Cooperation In All Work Vital

There is a certain economical point to obtain a balance and in this endeavor lies the result of proper cooperation between the transportation and the engineering departments. By shortening running time, with consistent limits of the various line characteristics, by allowing reasonable lay-overs and balancing each day or month by an operation of increased car miles with the same car hours and same given passenger loads, it is evident that the electric railway system, which utilizes good voltage condition at the car to obtain the above advantages, has likewise obtained the most economical operation. This attainment of course, is limited by certain franchise rights, the hampering power invested in some city authorities and the critical attitude of the public to the well-meaning utility striving to make both ends meet.

(To be concluded next week)

Don't expect poor work to lead to brilliant work hereafter.—Forbes.

### Bill Hart Working For Claim Dept.

Bill Hart has gone to work for the claim department, but it is not the Bill Hart of two-gun movie fame. He is William H. Hart, formerly in the claim department of the Pennsylvania railroad and now working with J. M. Shrader in the litigated claims division of the claim department.

A grain of forethought is worth a ton of afterthought.

## New Series Of Meetings Will Begin Wednesday

The first of the new series of division meetings, which will be in the form of smokers, will start at Division One next Wednesday when R. R. Smith discusses features of the Merit and Bonus system, and explains why demerits are given, where credits come from, and how they determine the size of the Christmas bonus check.

The company will distribute cigars at the three meetings scheduled for 10 A. M., 1 P. M. and 8 P. M.

R. B. Hill, superintendent of operation, is expected to be chairman, C. M. McRoberts, general claim agent, and John C. Collins, supervisor of safety, intend to come to the meetings to get a cigar each, although they do not expect to talk.

## Night "O" Cars To Glendale Jct. Cut

On account of lack of patronage of the line "O" cars from the downtown district to Glendale junction, (South Verdugo road), this service will be discontinued after 6:50 P. M. This was made effective March 14. The additional service to Glendale junction was provided by some of the "O" line cars when the Glendale and Montrose railway started operation of the line which connects with the yellow car system at Glendale junction. The day service will be continued but after 6:50 P. M. service to Glendale boulevard will be provided by line "E" cars only.

## Supt. C. A. Morrison Of Div. 5 In Hospital

Superintendent C. A. Morrison of Division Five, who has been ill for some time, was removed to the Golden State Hospital last Monday, where he is reported to be making good headway. A number of the Division Five men have called upon him to assure him that they are keeping the cars running.

## 3 New Wash Racks Built At Garage

Three new wash racks are being built at the garage, 16th street and San Pedro. They will have cement flooring and large drains. There will be roofing overhead.

## ONLY 273 MEN HAVE CARDS BELOW 100

Of 2598 trainmen on the merit system record, only 273 have records of less than 100 per cent, according to a survey of the cards recently completed.

At all divisions, omissions on the motorman's report card is the chief offense which brings demerits. During December, January and February this ranged from 282 cases at Division Two to none at Division Five.

### Misouts Numerous

Misouts caused the second greatest number of demerits and in the first three months, 486 cases had been handled. Although Division Two had the greatest number of cases involving omission on report cards, superintendent Dickey's men have made the best record for punctuality this year, as only 13 misout cases have been handled. Division Three apparently has more trouble with its alarm clocks than other divisions as it is responsible for 252 of the 486 cases in this classification, the report shows.

### 17 Automatically Removed

During the first three months 17 trainmen have automatically dismissed themselves from service by letting their efficiency records drop below 75 per cent. Division Two has not lost any men for this cause. Division Three has lost 11 and the others have lost two each.

Conductors have been responsible for 136 cases of omission on the mileage card gracing the records. Division Four is lowest with 11 and Division Three is highest with 70.

### Division Three Shines

In errors on cards and trip sheets, Division Three has the best record, as only three cases out of a total of 117 in this class are charged against Superintendent Dye's men while Division One has 68.

On the credit side of the record, Division Three has the greatest number of good marks entered. Division Two is second, Division Five third, Division One fourth and Division Four fifth. These figures do not necessarily indicate the relative efficiency of the men of the divisions as the different number of men under each superintendent must be taken into consideration.

Bringing B. O. fenders to the car houses has resulted in 214 cases of credit awards. The second highest class is courtesy shown to patrons. The fact that courtesy stands so high on the credit records is a good indication.



## Editorial Comment

Two Bells is The Official Paper of The Los Angeles Railway

### Parts Must Work Together

INDICATING the many and varied features entering into street railway service, it is interesting to note that the electrical department has started a very extensive test of motor brushes. Although electricity is the force that runs the street cars and makes the whole system possible, the handling of power is in the hands of a comparatively few men. If these men should fail to function some fine morning, street railway service would be at a standstill, despite the dispatchers, auditors, draftsmen, track builders and all others who back up the actual operation of cars by motormen and conductors.

Many of the readers of "Two Bells" may be asking themselves at this point, "What is a motor brush, anyway? It must be pretty important, but I've never heard of it before."

Motor brushes are important, but they are only a part of the electric railway system. There might be motor brushes galore, but without controller handles to operate the electrical equipment of a car, the motor brushes would be of little use—and yet the electrical department is going to take a lot of time to test and study different types of motor brushes, with a view to developing that feature of electrical railway service to the point of greatest efficiency.

The entire organization is made up of departments and men. There must be the closest co-operation between departments and between men if the big boss—the public—is to have satisfactory street railway service. There is a tremendous duty resting with every man of every department to do his utmost to put his work on the highest scale of efficiency.

### The Patron Comes First

AN EAST FIRST car was waiting at Spring for the "go" signal. The first bell rang and the motorman gave his gong two taps. Just then three women passed the front end of his car, hurrying to the rear step to board. The next instant the "go" dropped and the car sped across the intersection, leaving the three women waiting.

When this incident happened there were only a few passengers on the car. The motorman had his leader in sight, less than two blocks ahead. The women had to wait five minutes for the next car.

Perhaps this motorman had some particular reason for "beating it" the way he did. Every trainman is supposed to judge the conditions that confront him. That is his job.

The convenience of three women was the big factor that should have governed that motorman's action. True, he had the sign to go but the first purpose of street cars is to serve the public as well as can be done with safety and without unreasonable delay.

When you have to make decisions remember that the convenience of patrons is the big factor to consider.

### Things Work Out

By EDGAR A. GUEST

*Because it rains when we wish it wouldn't,  
Because men do what they often shouldn't,  
Because crops fail, and plans go wrong—  
Some of us grumble all day long.  
But somehow in spite of the care and doubt,  
It seems at the last that things work out.*

*Because we lose where we hoped to gain,  
Because we suffer a little pain,  
Because we must work when we'd like to play—  
Some of us whimper along life's way.  
But somehow, as day always follows the night,  
Most of our troubles work out all right.*

*Because we cannot forever smile,  
Because we must trudge in the dust awhile,  
Because we think that the way is long—  
Some of us whimper that life's all wrong.  
But somehow we live and our sky grows bright,  
And everything seems to work out all right.*

*So bend to your trouble and meet your care,  
For the clouds must break, and the sky grow fair.  
Let the rain come down, as it must and will,  
But keep on working and hoping still.  
For in spite of the grumblers who stand about,  
Somehow, it seems, all things work out.*

## BULLETINS

Issued March 17, 1924

BULLETIN NO. 47  
Notice to Motormen

All southbound traffic in Inglewood is diverted to the east side of our tracks at Arbor Vitae.

Motormen operating on line "E" will use special caution in crossing Arbor Vitae to avoid accidents.

BULLETIN NO. 48  
Notice to Motormen

The last two paragraphs of Rule No. 59, on page 19 of the Operating Rules, states that cars must stay at least 150 feet apart when crossing Macy Street, East First, East Fourth or Bimini Bridges, and must not be operated exceeding half speed while crossing these bridges.

This rule is hereby changed, and effective at once a distance of 200 feet must be maintained between all cars crossing these bridges and at no time must half speed be exceeded.

BULLETIN NO. 49  
Notice to Conductors

The following passes are reported lost:  
3423—issued to Mrs. Lola Perkins, wife of E. M. Perkins, Mileage Dept.  
4432—issued to S. K. Owen, Conductor, Division No. 1.

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

BULLETIN NO. 50  
Notice to Conductors

Some conductors on line "E," when in charge of cars pulling out of Division No. 1 via 2nd and Broadway, are accepting Commutation tickets from passengers who board the car at 2nd and Main, 2nd and Spring, or at point east of Main Street.

Commutation tickets are not good unless presented on Broadway on these cars, and conductors will be governed accordingly.

BULLETIN NO. 51  
Notice to Conductors

In some cases conductors have been found to be throwing away or destroying coupons of transfers, which coupons have been detached and honored for transportation.

These coupons must be turned in with the transfers collected just as carefully as though the whole transfer was taken up at one time, as each coupon accounts for one ride made by the passenger.

*P. B. Hill*  
Supt. of Operation.

Don't hold down your job—hold it up.

### Wrecked Shanty Of Flagman Says "Don't Jay Walk"

Once upon a time there was a little two by four house standing at the intersection of Seventh street and the U. P. tracks, and was occupied by Sam Edwards, the flagman at that point. The little house is not standing there any more. It is reclining on its side, and Sam is sitting in the sunshine, with a puzzled look on his face. Sam is a little reticent, but the following facts have been gleaned:

It seems that a woman, driving a machine, bearing a "Don't Jay Walk" placard suspended on the front of her car, was passing, and it is not known positively whether or not it was a result of carelessness, in that she had her eyes riveted on some good looking man on the premises, and was doing a little jay walking of her own, or whether it was an unavoidable accident. At any rate the machine came in contact with the little house and tossed it over on its side and on its side it remains, with a placard displaying the warning, "Don't Jay Walk," dangling on its side.

You will never find much cause for gratitude unless you make some.

## FIRST STREET TO BE CUT 13 FEET

The city has started lowering the grade of First street between Glendale boulevard and Rampart. As there are car tracks on First street from Belmont to Bonnie Brae, it will be necessary to lower the rail to conform with the new street grade. In some places this will mean a cut of 13 feet.

Belmont street and Loma drive will have to be lowered at the approach to First street and this will necessitate additional track work. Owing to the depth of the cut, it will probably be necessary to discontinue service over a part of the First street line or else lower one track at a time.

## CENTRAL AVE. LINE EXTENSION DONE

Extension of the Central avenue line from the present terminal at the Good-year plant to 77th street on the county side, was completed last Thursday. This is one of the important double track extensions scheduled for the year and will serve a rapidly developing territory south of the Goodyear plant.

Some work remains to be done in giving an oil surface to the new strip before operation starts.

No matter how small your task, give the greatest service you can.

## "S" Line Running Time Increased

Effective Saturday, March 15, all line "S" cars will leave Santa Monica boulevard and Western avenue one minute earlier than the scheduled time between 6:29 A. M. and 6:45 P. M. This affects running time classifications, numbers 1, 2, 3 and 4. The Sunday schedule, is not subject to the change.

The earlier leaving time is authorized to provide one minute additional running time between Sixth and Vermont and Seventh and Alvarado, as a recent check showed the extra time was needed.

Don't take a long chance. It might be your last.

## Introducing New Men

The following men have been assigned to their divisions during the week ending March 8, 1924:

### DIVISION 1

Motormen—J. W. Faught, A. L. Barrows, H. M. West, T. W. Ryan, G. H. Hilstrom.  
Conductor—E. Marshall.

### DIVISION 2

Motormen—O. M. Gurley, E. A. Hilty.  
Conductors—J. T. Bradley, L. E. Hutchins, A. A. Harris.

### DIVISION 3

Conductor—R. Craig.

### DIVISION 4

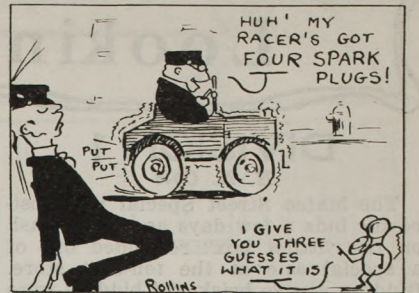
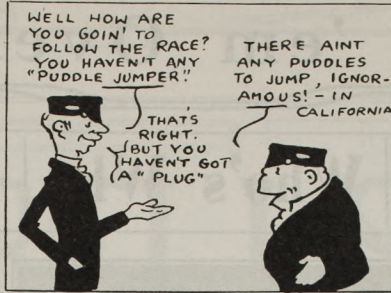
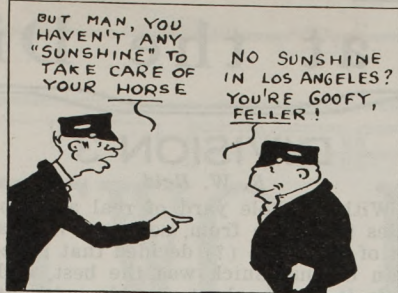
Motormen—R. A. Harris, C. Green, S. D. McKinney.  
Safety Operators—W. J. Larsen, G. W. Burns, J. T. Tucker.

Your tailor isn't the only one who takes your measure.—George Johnson.



# Conductor Ding and Motorman Ding Ding

By Rollins



## Bouquets And Things (Hand Picked)

For Mtr. W. E. Hancock, Div. 2  
Los Angeles Railway.  
Gentlemen:

I hereby express my appreciation of the courtesy of Motorman No. 9 of the Heliotrope line car No. 532 in aiding me to board the car under difficult circumstances about 10:15 o'clock this morning.

In the trying conditions of the congested traffic your trainmen maintain a high degree of patience, and a uniform spirit of courtesy to the patrons of the cars.

I believe that the public, as a rule, observe and appreciate these fine qualities.

The educative effect of the little leaflet, AZURIDE, is undoubtedly for good, and very materially assists the public in comprehending the difficulties encountered and overcome by the management of the "Yellow" car line.

With all good wishes, I am,  
Yours very truly,

JOHN L. MAILE,  
601 N. Kenmore Ave.

□ □ □

For Cond. M. H. Grant, Div. 4  
Los Angeles Railway.  
Gentlemen:

On boarding the car at The Little Sisters' home on east 1st Street last Sunday, I found one of your men everything that could be desired—in politeness and courtesy.

I aimed to send this letter before, but I have been ill and unable to write.

I hope that you will see that his kindness receives recognition, for he is most obliging to cripples and those who cannot help themselves, and is always polite in answering questions. His number is 3182, name M. H. Grant.

Very respectfully,

MRS. C. H. TAYLOR,  
6522 South Hoover.

□ □ □

For Cond. G. M. Olney, Div. 3  
Los Angeles Railway.  
Gentlemen:

I wish to commend Conductor No. 1294, on "A" car, for his firm, energetic efforts in making the people move forward. He was not impolite, but he accomplished results in keeping the rear aisle as free as possible. Wish the other conductors would pattern after him.

LILLIE C. B. BAIER,  
114 N. San Antonio,  
South Gate, California.

□ □ □

For Cond. A. D. Morse, Div. 1  
Los Angeles Railway.  
Gentlemen:

I am very much impressed by the courtesy shown the public by your conductor, No. 10.

If they were all like this man riding the cars would be much more pleasant.

Yours truly,

J. E. BRYANT  
The Murray Apts.,  
1026 Orange St.

□ □ □

For Cond. G. F. Williams, Div. 5  
Los Angeles Railway.  
Gentlemen:

In riding on an Eagle Rock car today I was so attracted by Conductor 1696 in his happy manner in handling crowds that, I feel that it is due him and you to have this word of commendation.

Faithfully,

H. C. HUNT,  
Bible Institute.



### EDITOR'S NOTE

Recently the engineering department sent a crew of men with materials to Manchester and Moneta to build a shelter station which had been requested. Two factions waged a lusty fight as to where it should be built and prevented the workmen from starting. The neighborhood argument was still raging when the rains came and inspired the following poem by one of the regular customers of the Homeward Avenue flyer.

#### BY JOHN POTTINGER

I thank you for the A-Z-U-R-I-D-E  
That you have mailed to me,  
You outlined certain vital points  
There I can plainly see.

You did some criticising there  
About what some will do,  
But what about yourselves I pray  
Are there no faults with you?

The rainy season now is here,  
Will we a shelter get  
That when it rains at Manchester  
We'll not be getting wet?

While waiting for the shuttle car,  
There's naught on which to sit.  
To keep us from the elements  
You've nothing there that's fit.

With rain or sun it's all the same,  
We simply have to stand,  
But I suppose we should be glad  
You leave for us the land.

Now I have sent to you reports  
As what you ought to give.  
We want them not when we are dead,  
We want them while we live.

There's ladies with their little ones  
In arms, now let me say,  
For them and others who are old,  
Grant what I ask, I pray.

## PLAN TO ECONOMIZE IN USE OF OVERHEAD SIGNS

In Bulletin Number 46, published in Two Bells of March 16, explanation was made of the fact that hereafter arbitrary stop signs must be considered also as passenger stop signs. This plan will permit a considerable economy in the placing of the metal signs

on the overhead as at practically all intersections both arbitrary and passenger stop signs are displayed. The new plan will be followed in the proposed rearrangement of part of the signs on line "E."

### Change of Stops On Line "E" Proposed

The company has petitioned the Board of Public Utilities for a rearrangement of the stop signs between Dalton avenue and Hawthorne on the southwest end of line "E" and between Glendale junction and Townsend avenue on the Eagle Rock end. The change is intended to give a more even spacing than now exists.

Better results will be obtained by talking to one another than about one another.

### 54 & Mesa Crossing Is Being Lowered

The track department is lowering the grade of the special work at 54th street and Mesa drive to conform with the new grade at 54th street which is being paved and improved. The intersection will be paved with the rest of the street.

#### SUBSTATION REPAIRS

The electrical department is rewinding the stator of one of the Huron substation generators which has been out of service for three weeks. The work is being rushed as rapidly as possible.

## On The Back End (Contributed)

Conductor K. F. Wright of Division Three was asked:  
"Is this Adams street car?"  
"Yes."  
"Has Eve got a street car too?"

An organ grinder boarded a car and sat down by a man in the center of the car. The man didn't like it because the monkey was too playful. He arose and asked the conductor: "Do you allow monkeys on the car?" The conductor said: "Oh well, sit down there in the corner and no one will notice you."

It is reported that during the recent rains, Instructor Grant Clear was observed trying to pry over the switch frog at Temple and Hill. Although the water was flowing ankle deep, Mr. Clear braved the H2O without a murmur. In fact he even smiled when after poking around for some time he discovered the switch frog was not on that particular rail.

(On Line "W.")  
Passenger: "Conductor, call Washington."  
Another: "S'no use, Ma'am. He's been dead a long time."

The stork make a visit to the home of Conductor C. Welsh and left a dandy 6½-pound baby boy, on Tuesday, the 4th. Mother and babe doing fine, father doing as well as could be expected under the circumstances, and is expected to recover. Congratulations.

Clerk at the Motor Vehicle Dept. to a sweet young thing who is applying for an operator's license:  
"What vehicles always have the right of way?"  
S. Y. T. (after thoughtful consideration): "Baby carriages."  
No. 543, Div. No. 5.

"Hey, you Real Estate man, do you remember that lot you sold me? You said it was within sight of the car line."  
"Yes."  
"Well you failed to tell me I would have to furnish my own binoculars."

Motorman Dixon, of "C" line, was observed wearing a cap with even numbered badges one night, recently. His conductor was working bareheaded. The next trip, the "con" had a cap but Dixon's dome was uncovered. We can't understand it. O'course we're not high efficiency men like Dixon was in 1922.

Safety is a habit—get the habit.

Temporary roofing has been built at Slauson substation to repair the damage done by the electrical storm of March 4. A permanent roof will be built when the risk of rainy weather has disappeared.



# Looking 'em Over at the Divisions

## DIVISION 1

H. N. Cole

The Mateo Street Special was posted for bids a few days ago. The rush on the "ballot box" reminded one of a special sale at the ten-cent store. Bidding was so brisk and bidders were so full of action, and the box was so full of cards, that it took Foreman Lair 35 minutes to reach the name of the successful bidder. Motorman Bob Frazier, the veteran, who has never been known to sit down while operating a car, was the lucky man. It is reported that he took a day off in order to copy the schedule, and he was also seen riding up and down the line on his saddle horse, supposedly to familiarize himself with the line and the surroundings. The names in the box ran the gamut of the seniority list, and so sure were some of the older men of getting it, that they copied the time, which, by the way, is no small job.

Motorman Keller is the proud father of a new ten and a quarter-pound baby boy. It arrived on March 5 and both mother and child are doing fine.

Motorman G. Hilstrom, while he was yet a student, asked for a day off last Monday, to get married. His bride was Miss Dora Foster, and both hail from Quincey, Mass. They reside at 6213 Miramonte blvd. We wish the bride and groom much happiness.

One of the Board of Utility inspectors was assisting a woman to fill out her card, and when he asked her if she made the trip ever day, she replied, "Yes, every day, some times." This same inspector handed a Jew a card, and he said something like this: "I dropped a neekel der fare box in and the conductor giff me a transfere, now you giff me this, do I heve to pay anodder neekel? I get me off the next stop und walk."

Conductor Slattery of the "N" line, says he has not lost all confidence in the ladies on his line, in fact it was very much strengthened one day last week. It seems that Mr. Slattery paid a woman's fare for her on December 23 and gave her an envelope with his name and badge number, requesting her to hand it to the first conductor she happened to see. On March 7 he received the envelope with a nickel in it. She must have fallen heir to an estate.

## DIVISION 2

By C. L. Christensen

Motorman C. C. Claus has returned to work, after an absence of about four months, most of which was spent at a local hospital, as the result of a fractured limb.

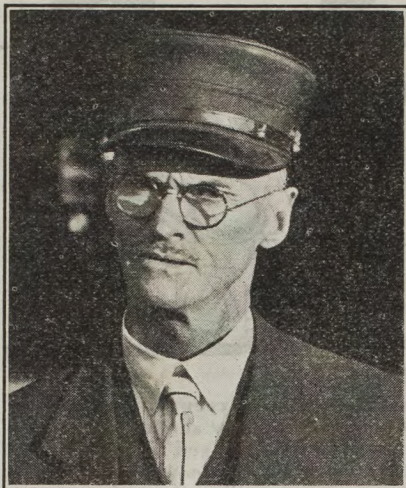
By an error, we reported last week, that *Flagman* G. W. Clark had suffered a broken leg recently, and we could hardly believe our own eyes when we saw G. W. at his usual post, flagging the cars across the railroad, and showing no sign whatever of fractured bones. It is *Watchman* G. W. Clark, also an old-timer at Division Two, who suffered the broken leg and is confined at the Golden State Hospital.

Conductor F. J. Ninz is back on the job, after a few days' absence, nursing scratches and bruises which he suffered when he was run down by an automobile, while in the act of switching cars at the terminal at Santa Monica and Western.

Motorman J. A. Bell spent several weeks under the doctor's care, as the result of being run down by an automobile at 52nd and South Park avenue, while he was crossing the street on the way home from work. J. A. had a few ribs broken, otherwise no damage, and he is back working his run again.

Motorman G. L. Vaughn has secured

## Who's Who



CONDUCTOR J. C. WELLS of Division Two, has learned that it takes more than fares to run a street car, as he spent some time as a substation operator handling electricity for the cars.

It was in October, 1913, that Wells started as a conductor at Division Four, after arriving in Los Angeles from Kansas. He continued in train service until the summer of 1919, when he went to work as a substation operator for a few months, but returned to the cars in the following November. He is one of the old line dependables of Division Two and well known to a large number of trainmen.

a three months' leave of absence for the purpose of "breaking in" as city fireman. We wish you success, G. L.

Conductor G. E. Smith has taken some time off, intending to go into business for himself.

Conductor T. L. Morresey is breaking in as supervisor. T. L. says he will try anything once.

The old bird, Stork, had, until three weeks ago, not been heard of for a long time, but it seems after Johnny began to make his rounds, he is unable to stop. This week he selected the home of Conductor and Mrs. F. W. Godel, and as in previous cases during the last few weeks, it was announced "It is a boy." Thanks for the cigars. Congratulations.

Motorman B. T. Glennin, who resigned some few months ago and took a trip to Chicago, is back on his old job again. B. T. liked Chicago very much, but while he was in Los Angeles, he became acquainted with a certain Miss Christine Wagner of Everett, Wash., and we are of the opinion, that the lady was the real cause of B. T. returning to California. The young couple are to be married March 17th. Congratulations.

## DIVISION 5

E. C. Tyler

The main item of news of Division Five this week, is the account of the fishing party that left the division last Tuesday A. M. bound for Redondo and the briny deep. The party was composed of Switchmen Bill Stoll and Jake Sawyer, Motormen H. (Commodore) Conklin, T. A. (Tony) Golish, R. O. Farmer, A. L. Murray and W. Atchison; Conductors Freddie Mason, Tom Maitland, Frank Adams and Frank Clavin.

Motorman R. O. Farmer claims he felt so sorry for the fish, that all he did was feed them, and that the bunch only took him along for ballast any-

## DIVISION 3

R. W. Reid

With a whole yard of real automobiles to choose from, someone with a lot of judgment (?) decided that Foreman Owens' Buick was the best, and took it for a short joyride without the owner's permission. It was finally located on Idell St. the following morning where the kind gentleman left it.

This practice of monkeying with someone else's car, is going to get someone in serious trouble sooner or later.

Conductor G. W. Chapman, who works the Adams Owl, was hit by an auto maniac while pulling the switch at 5th and Olive, Sunday, the 9th. G. W. was seriously injured and was removed to the Golden State Hospital. His many friends wish for his speedy recovery.

Motorman J. J. West, after giving the flagging job a tryout, has quit the cars for good and is now a regular flagman.

Conductor G. R. Wilbur has also joined the flagmen's forces and has received a permanent appointment.

Conductor M. O. Brown has taken a three months' leave of absence and intends to visit the East.

Frank Travers, son of Harry (Pacific Mutual) Travers, was hit by a machine at Santa Monica on Tuesday, the 4th, and received such serious injuries that he may be crippled for life. The machine which hit him failed to stop and render assistance and managed to get away before being identified. The boy was removed to the hospital and later to his home, where he is now resting fairly comfortably.

Harry has the deepest sympathy of all the boys.

Motorman H. O. Boutwell has secured a two months' leave of absence and will spend it taking in the sights of New York City.

way. According to reports, Motorman Murray thought he was taking a rest cure and retired to the cabin, only coming up once in awhile to remark, "How rough it is today." Freddie Mason claims the largest fish and Frank Adams had one big one, come up, take one look at him and start for the deepest hole in the Pacific.

But all in all, the boys enjoyed a day of good sport and a good catch of rock cod and mackerel.

One of our eastern cities fairly radiates inter-urban lines that tap the farming districts in every direction. The motormen and conductors on these lines, are mostly products of the farms, who have graduated to one of the much desired positions on the cars, so that everybody along the line knows them by their first names and very often are kinfolk.

The "Limited" had cleared the city limits and was running fancy free through the corn fields and green meadows. The conductor, busy collecting fares, for once in his life had very little to say and that little was said with chin raised and lips partly open.

"Why don't you spit, Jess?" asked one of his farm boy acquaintances, who himself had similar experience with the sweetened weed.

Jess leveled his head and explained in a cautious voice: "I ort to have spit at Zionsville, but some wimmen gettin' on jimmied my chances and now I've got to wait until we get to Lebanon." —(Exchange.)

A letter, received last week from Motorman M. E. Phalen, who is on indefinite sick leave, states that he is not much better and is unable to say when he will be able to return to duty.

He asked to be remembered to all

## DIVISION 4

C. J. Knittle

"Supt. Wimberly has gone to Portland, Foreman Boyd is taking his place, but he has gone home." That was Clerk Michels' explanation when "ye scribe" entered the superintendent's private sanctum for news last Tuesday afternoon and found the powers-that-be absent. It is presumed the boss will have returned by the time this issue comes out. As for news, well it all happens on the cars, anyhow, and the "Two Bells" news box yielded its usual mass of notes. The "C" line trainmen have been handing in lots of news lately. "Ye scribe" would like to hear more from the lads on the "P" and "F" lines, so the subscribers will know you are still with us.

Clerk Joe Michels says he is through with the Ascot races because Haugdahl hogged all the big money.

We can't get over the way Motorman L. B. Dundas is dolling up lately. He is sparking a new pair of kicks and a new rubber collar and even announces he will have a new suit sewed on his uniform buttons.

(This is no joke.)

Motorman J. W. Harney has been granted a twenty-five-day leave to visit his sick mother-in-law in San Jose.

Motorman de Jager works a Hoover car on the "C" line. Last Tuesday they were approaching that terminal and the conductor went forward to a man sitting behind the motorman. "Through car?" asked the con as he offered the passenger a transfer. "No, mister," answered de Jager without looking around, "we stop at Hoover. Take the next car."

Conductor G. W. Irvine has left for Honolulu on a sixty-day leave. We anticipate some wicked stories of wild and wooly Waikiki.

Here's another thing that makes wild men wild.

A woman, on Conductor Bill Huddy's "P" car, wanted him to let her know when they got to Harvard boulevard. At Harvard, Bill stopped his train and informed her her street had arrived.

For a few seconds she gazed intently from her seat. Then brightening, she turned to Bill, "Go ahead, conductor," she gushed, "I just wanted to see if the painters were working on my new house."

the boys and in answering his letter, we have extended to him the best wishes from all the boys of Division Five.

Conductor J. B. Barton has resigned on account of his health and the desire to try another line of work in the hope of improving.

Conductor H. A. Dutton has received permission to transfer to Division No. Three, and although we are sorry to lose you, H. A., we wish you the best of success in your new division.

Conductor F. R. Conkling, who has been working temporarily at Division No. 2, has requested that he be permanently transferred to that division as it is more convenient for him.

Boys, Charity should begin at home, and for your information I want to say that Johnnie Weir, the little crippled newsboy of Division Five tells me, "that he is not making expenses." Now your three cents will go just as far at Johnnie's as any place else, so let's all buy our papers of Johnnie and help a cripple who is trying to help himself.

HEWITT, of Div. Five.