



APPLICATIONS FOR HOMES READY

CURB DANGER IN BELL SIGNALS

By George Baker Anderson
Manager of Service

IN a recent issue of Two Bells, R. B. Hill, Superintendent of Operation, spoke of the team work that is necessary between conductor and motorman to give the best service. The opposite of such team work is the ancient and famous custom of "passing the buck."

I refer particularly to the signal bells the conductor gives the motorman. The starting signal is supposed to indicate to the motorman that to the best knowledge and belief of the conductor the entrance is clear and the car is ready to proceed. The motorman's duty is to look after the front end to see that all passengers intending to alight have done so, and then to look in his mirror and see that the entrance is clear.

Difficult Situation

Before I go further, let me say that I realize the conditions conductors often face. I understand that in rush hours with a center entrance car, a conductor can not always see if the steps are clear, and that with any type of car he may give the starting bell while someone he could not see is walking along the side of the car to the entrance. But I do expect conductors to use their heads, and am confident the majority do so.

The majority of citizens are well behaved, but we have to have a police force to look after the minority.

Look Before Signal

The idea I want to get to conductors is that it is strictly against the rules to give the starting bells almost as soon as the car stops, when a number of passengers are waiting to enter.

I know the majority of trainmen are anxious to do the right thing, and a violation is not always a case of "cussedness." That has been shown in the check of motormen running ahead of time. A few reminders and explanations of the seriousness of this practice has resulted in its being reduced almost to the zero point.

Another point I want to emphasize this week is that arbitrary stops at steam railroad crossings and other places specified by the "Stop" signs must be observed. Taking chances is what keeps hospitals doing business.

Chance for Credits

Conductors on runs that handle commutation books are taking good

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Committees Urge Safety Contests for Five Divisions

A proposal for safety contests between divisions with a pennant to honor the champion in accident prevention, was presented at a joint meeting of division safety committees last week. The plan will be put before the general safety committee at the next meeting.

It is suggested that the contest be governed by periods between each general choice, or three months, and that the winner hold the pennant for three months. With every award it is suggested that a smaller streamer be given the division for permanent possession.

Under the plan suggested, marks would be levied against divisions for accidents in which the car crew was at fault, entirely or in part. To assure complete reports on all accidents, a plan was presented whereby the marks against a division would be five times as great for an unreported accident.

A fair average of risk according to the mileage and area covered would have to be worked out for each division and the safety bureau is now devising such a plan.

Ho Ye Orators! Here Is Chance To Talk

Some folks just love to talk and women do not hold a monopoly. Now there's a chance to exercise that joy, in fact it is quite essential to conductors.

Many complaints have been received about conductors failing to call streets, so the matter is called to the attention of trainmen. Rule 11 tells exactly what is expected in that respect and proper obedience is required.

Ask Information! Telephone Number To Locate House

A DEAR old grandmother got on my car the other day and told me to let her off at her daughter's house. I asked what street it was on and she replied: "Washington Street."

I told her we went along Washington for many blocks and asked her the number of the house or the intersecting street. She was lost and started to look in her old-fashioned handbag.

Then I saw a light brighten as she pulled out a card and handed it to me, saying: "Now you can find her house for me, here is her phone number."

CONDUCTOR D. W. GIBBS,
Div. 4.

QUESTION BOX TO ASSIST TRAINMEN

The Instruction Department frequently has requests from individual trainmen for information and instruction regarding certain equipment, and also regarding interpretation of certain rules.

Some of these matters would be of considerable interest to trainmen in general, and if any man desiring such information will make a note of his inquiry and drop it in the box of the division instructor at his division, the information will be furnished at once. If of general interest, the point will be made the subject of a short article in Two Bells, or if of interest to the individual only, some member of the instruction department will interview the questioner personally, and give him the desired information.

We shall be very glad to have an unlimited number of trainmen take advantage of this opportunity.

PURCHASING AGENT RESTS

Ben Shupp, the purchasing agent who buys thumb tacks, street cars and other odds and ends for the Los Angeles Railway, picked out Balboa for his vacation.

To save paper, we'll have to make our short stories shorter, such as this: "Bob, Annie, Auto, Hill, Kiss, Pole, Him, Hell, Hoofs, Annie, Angel, Asbestos. End."

FIRST FIGURES ON PURCHASE AND RENTING PLAN GIVEN

Applications for participation in the housing plan of the Los Angeles Railway have been issued for all departments and blanks may be obtained from the division and department representatives on the housing committee, whose names were announced in last week's Two Bells.

The committee also is able to give approximate figures for payment and rent of houses to be built by the Los Angeles Railway, although it is understood that these figures may be made cheaper according to the number of men participating in the housing plan.

Economical Purchasing

Buying of lumber, plumbing supplies and all other materials for house building can naturally be made more economical through large purchases than small, hence the application blanks have been issued to make a survey of the approximate number of men who plan to avail themselves of the opportunity offered.

Figures Submitted

The application blanks are not binding. Signing of the actual contract after all details have been investigated is necessary.

Approximate figures available at present set the cost of a \$2500 house and \$1000 lot at a maximum of \$46.78 per month. For the \$2000 house and \$1000 lot the proposed maximum rate is \$40.08. Rent of a \$2500 house would be \$39.86 a month and of the \$2000 house and \$1000 lot at \$34.25. The figures may fluctuate with the price of building material.

It is emphasized that these figures are not final and may be reduced according to the number participating in the plan.

Guard Employees' Rights

No payment down is required in purchasing and the monthly deductions from pay do not become effective until the trainman has assumed occupancy of the house. The maximum period for payment will be 14

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Editorial Comment

Signs Are Encouraging

SOME folks are mighty slow to realize that the ability of a street railway to help them is proportionate to the amount of help they will give the street railway. But recently there have been some unmistakable signs that the public is beginning to see the matter in the right light. Perhaps the signs are few, but they exist nevertheless.

A column of Two Bells is devoted to folks outside the street railway and each week you will find in the first column of page three a few bouquets for trainmen. Those letters indicate that the writers believe in helping themselves by helping the street railway. They are booster letters, sometimes in appreciation for a special courtesy rendered, but mostly for general courtesy and efficiency of trainmen.

One of the most pleasing signs is that the number of bouquets is increasing. For the last few weeks there have been quite a number of folks write in booster letters, and other persons have come personally to commend a trainman.

We are sure there are many conductors in service just as obliging and courteous as those for whom booster letters are received, and for that reason the increased number of bouquets reaching the offices indicates a general improvement in courtesy and efficiency. It is an encouraging sign.

KEEP IT UP.

Handle Papers Promptly

RECEIVING and delivering bundles of newspapers when properly stamped and marked is as much a part of a trainman's duty as handling passengers. This is covered by Rule 33 of the 1920 book, and it might be a good idea to read over the regulation right away. Some complaints have been received about trainmen being reticent in receiving the bundles, and failing to put them off at the corner directed. Deliberate violation of this rule reported to the manager of service will put the man responsible in line for demerits. And Christmas is getting too near to run risks with that bonus.

First Figures Given When Housing Applications Open

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years, but a man will be allowed to pay up in full and receive the deed in five years if he wishes to do so.

Precautions will be taken at every turn to maintain the homes for employes and to prevent any selfish man from using the money of the Los Angeles Railway merely for speculation and personal gain when his action would tie up money that should go exclusively to the building of homes.

First Application

In the application an employe is asked to state which branch of the housing plan is desired, buying a house built by the railway, renting one or having the railway finance the

purchase of a house selected by the employe.

Motorman W. F. Vellage of Division Two, a member of the housing committee, has the distinction of submitting the first application. Applications will be considered in order of the urgency of the case.

Submit by October 11

The committee desires to have applications in by October 11. Remember, the application does not bind you to buy or rent, but will indicate how many expect to participate in the plan. Additional plans and figures will be given through Two Bells as they are completed.

Motormen, Don't Hurt Friend's Feelings!

Quite a lot of the Los Angeles policemen are former trainmen of the Los Angeles Railway, so there is somewhat of a brotherly feeling. For this reason—and quite a few others—a bulletin has been issued that motormen taking a curve at any point where a traffic officer is stationed must exercise extreme care and be sure to see that there is no danger of hitting the officer. It might hurt his feelings, and have other bad results.

New Western Ave. Work Nearly Ready

Extension of the Western Avenue car line from Melrose Avenue to Santa Monica Boulevard is expected about October 1. The addition of a half mile of double track will furnish yellow car service to a part of Hollywood. The present schedule will probably be maintained, additional cars being added if necessary.

Conductor Elliot Uses Same Punch Through 25 Years

Conductor W. Elliot, No. 108, of Division 3, reported at the instructor's office for the purpose of exchanging a worn-out punch for a new one.

Mr. Elliot had carried this punch for over twenty-five years and stated that it was like parting with an old friend to have to give it up.

Some other conductors might well profit by the example of this man in the use of punches as the number of broken punches being turned in is very large, and in most cases the damage is due to the conductor attempting to punch too many transfers at one time.

Several cases have been noted where punches were broken by conductors trying to spread the jaws of the punch in order to make the capacity larger, and if this practice continues it will be necessary to require payment for the new punch furnished.

The practice of punching too many transfers at one time is also resulting in a considerable waste of transfers as conductors frequently find themselves with transfers punched which on account of the trip and time being wrong cannot be used on subsequent trips. This feature is being made the occasion of a special check by the Auditing Department.

BAN ON CHILDREN SHOWS NEED FOR HOUSING RELIEF

Editor Two Bells:

As the company is talking of making some provision to house the men, and I for one more than appreciate such a move, I will give my experience in hunting for a place to live since coming to Los Angeles May 25, 1920.

I went to work for the Los Angeles Railway June 2 and at once went to looking for a place to live. As I have never laid off, I put in most of my time when not on duty, but in every case was just too late OR THEY WOULDN'T RENT TO CHILDREN. I have two girls, 12 and 14 years of age.

I finally got three rooms over a grocery store at Thirty-ninth and South Park at \$25 per month. The second month they raised me \$5 and the third month raised me \$5 more and have since given me 30 days' notice to move, as the landlord says he can rent the rooms for more than I could afford to pay.

I don't know where I will go. It is more serious than some think it is and I want to say that I for one will welcome a chance to get a home.

I cannot be contented with my work when my mind is worried so much about a place to take my family. So let's give three cheers for the home building scheme.

Yours,
CONDUCTOR C. D. MILLIORN,
Division 1.

CURB DANGER IN BELL SIGNALS

(Continued from Page 1, Col. 1)

advantage of the opportunity to earn credits by taking up books when ticket fare is presented after the period in which it is valid has elapsed. Observations are being made to determine how well the rules on tickets are being followed. There is a good chance for credits in that field, but where shortcomings are discovered they will result in demerit charges. It will pay all conductors on lines on which tickets are used to watch very carefully for the N. G. tickets.

WRITTEN TEST SET FOR NEW TRAINMEN

Within the next week or ten days the Instruction Department will add to their course of instruction a preliminary school for conductors, wherein, before signing out the conductor on the line with the line instructor, he will be given a thorough drilling in the use of equipment on the car, will be required to read completely the rule books, and the leaflet, "Instructions to Conductors," will have the different classes of transportation explained to him, will be drilled in the use of registers and fare boxes, shown how all entries are made on the trip sheet, and will be required to make out written accident reports of hypothetical accidents.

This will be done in a room which is being fitted up and equipped especially for this purpose, and will correspond to the same period of instruction which the new motorman goes through on what is known as the "rough edge" car. At the same time there will be added to the examination of both conductors and motormen a written examination of twenty-five questions based more on the general knowledge of operation which the student has acquired during his instruction period than upon the strict text of any rule.

The written examination will also include making out written accident reports by both motormen and conductors. It is expected that this school and the written examinations will give the student a much better idea of his duties than is gained under the present plan.

DECENCY DEMANDED TO KEEP PRIVILEGE

By F. VAN VRANKEN
General Superintendent

The matter of securing toilet facilities at the numerous locations on our lines for use of trainmen, has entailed a great deal of effort, not only to secure the privilege, but to maintain it afterwards.

It occasionally occurs that owners of property have cancelled their contract because of the abuse of the privileges—among those abuses are the breaking of the fixtures, clogging the bowls with stub ends of transfers, large pieces of heavy paper, and rubbish of different kinds; the committing of nuisance inside and outside of toilets, and in the near vicinity, all of which causes complaint from the owners of the property and from people who live near.

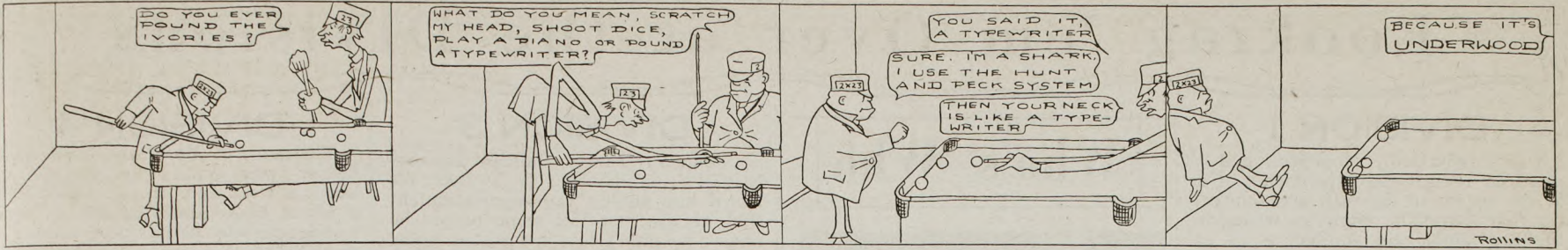
No one will deny that the guilty men are in the wrong and do not show proper co-operation or consideration for fellow employes and others. No one will deny that each man owes a duty to his fellow employe to be decent and sanitary. No one should deny that a violation of our rules for sanitary and decency should be reported in order that the proper discipline might be administered.

We cannot afford, as gentlemen who serve the public in this great transportation system, to be criticized by our patrons and people who live adjacent to our lines.

The writer feels that this word to the men will result immediately in the small percentage of our men who are guilty of negligence to acting at once to the end that no improper use of our toilet facilities will be made. Your honesty and hearty co-operation is asked for.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things

(Hand Picked)

You bet we have a merit system and it has just as many boosters as there are trainmen and then we can start and count up the wives and kiddies who are counting on the bonus money due in a lump at Christmas. Motorman J. E. Stewart, of Division 1, is recommended for credits by the writer of this letter, and his conductor shares the benefit.

Los Angeles Railway, Gentlemen:

Pardon me for starting a letter with an interrogation, but I am rather inquisitive as to whether you have a merit system or not, for if there exists such a thing in the Los Angeles Railway I wish to recommend for a merit the conductor and motorman who were on car No. 38 last evening, September 7th. The motorman on this run carried No. 775 and I am sorry that I cannot give you the conductor's number; but wish to say that for courtesy and quickness and intelligent running of their car they would, I am sure, be hard to beat. The motorman, especially showed every aptitude of being a first class man.

To go further and speak of their demeanor is no more than right, for these two I am quite positive will and do try to help the company, and they have the company's business first in their thoughts.

If there is any method by which these two men can be rewarded I am sure I will be pleased to hear of it, and please always remember me as a booster for good, clean and polite service.

Yours very truly,

EDWARD D. MILLER,
614 Laughlin Bldg.

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Two of a kind! That's the latest in bouquets and the two are for Conductor H. E. Ketchum, of Division ... who dignifies cap number 698 on the West Pico line. Here are two nice booster letters for him.

Los Angeles Railway, Gentlemen:

Your new bonus is the finest plan yet. It is one of the best of your new thoughts.

I must tell you of one conductor, No. 698. I do not know who he is, but he calls every street—tells where the cars at the crossing go and their names. Many strangers come up to the car to ask, "Can I go on this car to the Park or Postoffice?" It has been the custom to say, "No" and go on. This conductor quickly tells what to do—they are helped out—they say "what a good car service," etc. Whoever he is, I hope he will stay a long time.

Respectfully yours,

LUELLA M. McCUNE,
1336 Constance Street.

Los Angeles Railway, Gentlemen:

Wish to say a word in favor of Conductor No. 698 on the Pico line. Noticed the last few evenings that No. 698 always makes room and never crowds. He has the efficiency to get the people home and give service.

Hope we may have more like No. 698.

Yours truly,

DR. W. L. WAUMGARTEN,
1415 S. Westmoreland Ave.

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A person who will admit being a knocker is generally a booster. It's the hardest thing in the world to make a knocker believe he is a knocker. He always insists he is a booster.

Anyway here's a nice booster letter for Conductor E. C. Tyler, of Division 5.

Los Angeles Railway, Gentlemen:

Having heard that your car men receive merit marks for courtesy, etc., I should like to commend Conductor

Walter Hansen, stenographer of Division 4, who punishes the typewriter of the division office, is the boss of Ding and Ding Ding this week. That's moving things around a bit. Trainmen, office men, shop men and everybody connected with the Los Angeles Railway is invited to suggest a stunt for the comedy trainmen to put on.

SAFETY CARS PRAISED

RAILROAD COMMISSION FAVORS THEM

FARE DECISION DUE SOON

THE State Railroad Commission is expected to make a decision soon on street car fare of the Los Angeles Railway. Hearing of the application for an increase was conducted by the commission September 20. The city attorney has three weeks in which to examine the figures presented and submit his side in writing. The commission will then announce a decision.

An interesting feature of the hearing was the discussion on safety cars. The commission recommends that the Los Angeles Railway install many new safety cars and Mr. Kuhrts said that plans for 1920-21 included the purchase of 62 more "safeties" and 70 standard type cars. Mr. Richard Sachse, chief engineer of the commission, was questioned by street car riders and declared the safety car was a marked improvement over the other type and that it was safer on the streets.

Mr. G. J. Kuhrts, general manager of the Los Angeles Railway, was questioned on the increase in wages to employes, which reached \$990,000 a year. He said such an increase had been necessary in justice to the men. He also mentioned the housing plan by which the railway aims to improve conditions for employes.

CARLOAD OF FOOD HERE

THE carload of bacon, roast beef and corned beef to be sold to employes of the Los Angeles Railway at cost with a saving of \$6,000, has arrived and the goods will be delivered shortly. Employes are requested to place their orders immediately as "first come first served" will be the rule, and indications are that the carload will not be enough to supply every one desiring to make a purchase.

Trainmen should let their superintendent know their wants, mechanical department employes can order through F. A. Hamilton and Arthur Orton, and office employes can order through General Superintendent F. Van Vranken. Mr. P. B. Harris, chief engineer, has taken an active part in making the economy possible and will be in charge of distribution.

The maximum prices will be \$2.90 for 12 pounds of bacon; 25 cents per No. 1 can of corned beef, and 19 cents per pound of roast beef. The food is government inspected and in first class shape.

ALLOW SPACE FOR STOPS

"I may say that we owe this, as I think our motorman took too much of a chance."

This sentence of a letter written by the general claim agent concerning a claim for damages to the rear fender of an automobile tells the story behind a minor accident that happened at Seventh and Springs streets recently in which a safety car of the Griffith

and Griffin line was involved.

Investigation revealed that the operator did not allow himself sufficient space to stop behind the automobile, according to the safety bureau. The safety cars have many facilities better than other types, but operators must not expect too much from them and in all cases must allow themselves sufficient space for a safe stop.

592 on the Moneta-Grand Avenue line. Being a woman in business it is the usual thing to "knock," but I should like to "boost" when we see men who have so much to endure and do it as men.

Truly,
MRS. E. T. PUCKETT,
106 W. 23d Street.

IF YOU DON'T LIKE YOUR JOB—
DON'T WORRY.
THE OTHER FELLOW WILL GET IT.

I wish I was a little egg,
Away up in a tree,
A-settin' in my little nest,
As bad as bad could be;
And then I wish a little boy
Would come to look at me,
And then I'd up and bust myself
And spatter him with me.

"Where others saw a troubled cloud,
He saw the silver sheen that lined it;
Where others saw a motley crowd,
He saw the soul of men behind it;
And though he got no gold nor fame,
He won the jackpot in Life's game."

On The Back End

(Contributed)

When on his way to evening service, the new minister of the village met a rising young business man whom he was anxious to interest in the church.

"Good evening, my young friend," he said, solemnly. "Do you ever attend a place of worship?"

"Yes, indeed, sir, every Sunday night," replied the young fellow with a smile. "I am on my way to see her now."

GEO. A. BALTAS, Div. 5.

Operator J. San Marco of Division Three is so proud of his new safety car that he hates to leave it when he gets in the car house. Since being on a safety car he was heard to say: "I wouldn't work any other kind of a car now."

Why, he even wants to sleep in it when the day's work is done.

A student operating a car equipped with a Johnson fare box had two barrels of his changer and a pocket full of nickels. He was told by his instructor to work them off.

The next passenger happened to be a woman and she handed him a dollar. The student gave her 20 nickels and told her to deposit her fare in the box. She DID, but she put all 20 in!

Last week a colored woman got on my car, University and Central in-bound, and when she paid her fare said: "Mr. Conductor, will you tell me when Spring comes." Before I could answer, a colored man whom I suppose knew her, said: "It's going to be a hard winter so you mustn't expect Spring too soon."

S. G. HOUSE, Div. 2.

He who makes no mistakes does nothing.

He who makes too many loses his job.

The people of Los Angeles have taking ways. What I mean is, they sure like to take your number, but this motorman isn't going to give them the occasion if he can help it.

MOTORMAN 893, Div. 4.

Ask G. P. Atwood of Division 5 what kind of bait he uses to catch goat fish.

You can't make a Jew mad in the Jewish New Year's season, for I hit one in a Ford and knocked him into a telephone pole. When he got his head together he peered out of the cab and said: "Dat's nothing. The insurance company will fix it."

A. M. DUSTIN.

C. H. Campbell 25 Years In Service

At 6 P.M. Wednesday this week, C. H. Campbell, line inspector in charge of bills and contracts pertaining to the telephone department, is due to indulge in a well-earned yawn and a contented smile. For that hour will make the twenty-fifth anniversary of Mr. Campbell's employment with the street railway.

Starting with the old Los Angeles Traction Company in 1895, Mr. Campbell was division foreman of the building now known as Division Four. The many friends of Mr. Campbell extend their heartiest congratulations.

Looking 'em Over at the Divisions

DIVISION 1

Our yardmaster, Monahan, had a night off recently and spent part of it at the corner of Seventh and Central for fear something might go wrong in the car house and wanted to be at hand to get credit.

Motorman J. LaLanne the other day missed his conductor at the corner of Sixth and Alvarado. After looking for him a few minutes in vain, had to pull his car in, as J. L. couldn't work a one-man car. What are you going to do, J. L., when we get some of those baby cars at Division One?

A lady passenger out for a ride asked conductor No. 104 if she would put her foot on the rail would she get a shock. Conductor: "Sure, madam, if you put the other on the trolley wire."

A few nights ago Inspector Chas. Groth, while tending to pull in cars at Seventh and Central, in his haste raised a fender and pulled the trolley down, when the motorman on the car said: "Hey! I want to go south to Slauson." Charles looked up and saw it was a Central Avenue car still in service with a seated load on it.

DIVISION 5

Conductor D. Craig and family made a visit to La Brae last Sunday to attend a gathering of church people. Mr. Craig and family went via stage and he reports nothing doing again on the stage for him.

Conductor E. A. Graham is off on a month's leave of absence.

Conductor A. W. Lindahl is off for a few days, having gone to Turlock, Cal., to look after business interests.

Motorman and Extra Supervisor A. B. Hamilton is off on a few days' leave of absence.

Conductor A. B. Conway is off on sick list.

Conductor W. Davies is off on a few days' leave of absence attending to business in and around Porterville, Cal.

Conductor J. Turvey is off for a few days, vacationing.

Conductor T. H. Carey is off for a week or so, taking a little vacation.

Conductor J. L. Morgan is off for a couple of weeks, attending to business in the Imperial Valley.

Motorman A. J. Spohn is taking a month's leave of absence. Motorman Spohn says he is going up in the mountains after BIG BEAR. We wish him good luck.

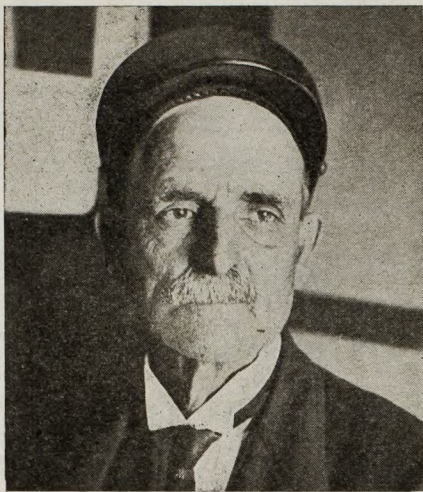
Motorman A. W. Fletcher is taking a lengthy layoff, fixing up around his house.

Motorman R. B. Cox is off on a ten days' leave of absence.

Conductor A. R. Graves, who drives an Overland auto, had a slight accident the other day at Fifty-fourth and Moneta, losing control of his car and knocking a step off of one of the street cars. Conductor Graves says driving a car is not as easy as it sometimes looks.

Dear Editor: Give us a cartoon of a conductor that refuses ten dollars as car fare and is little enough to turn the fellow in for refusing to pay the fare.

Who's Who



"Forty-eight years ago when I was driving a horse-car in Philadelphia—"

That is the way Conductor C. D. "Dad" Fisher, of Division 5, starts the story of his street car experience, and you may gather that he is no youngster at the game. He will tell you of how it was 20 years ago in Los Angeles when he was on a Temple street cable car, and when he gets through he will tell you he is good for another 20 years. "And when I started I didn't think I would stand it two days," he said with a laugh.

"Dad" Fisher has been at Division 5 since it was built and prior to that was at Division 4. He has broken in a good many students in his time, and has this advice for them:

"Play square with the company and the company will play square with you."

"Dad" has a daylight run on Grand and Moneta and makes his home at 837 West 50th Street.

ELECTRICAL DEPT.

Yes, we belong to the company, too. I guess because you haven't heard from the Sub-Station Department you think we can't. Well, if we can't, Cantu? Tomato can. Yes, you tell 'em, fiddle, you've got the guts. You tell 'em, baseball, you got hit. You tell 'em, farmer, you've got the bull.

Conductor Ding to Motorman Ding Ding: "I say, old top, a swell dame rode with me the other day." Motorman Ding Ding: "Yes! Did she have anything to say?" Conductor Ding: "Sure, she asked me if she could ride on her face." Ding Ding: "Good boy! I guess you let her?" Conductor Ding: "No. I told her there was no extra charge for the seats."

There was an old Irishman passing a Jew's store and noticed a sign which read: "Everything sold by the yard." Pat decided to have some fun, went in and said: "Please, sir, give me a yard of milk." The Jew looked at him and then turned around and stuck his finger in a bottle of milk and drew it one yard along the top of the counter and said: "Fifteen cents." Pat looked at him, almost beaten for once, and then said: "Wrap it up and Oi'll take it."

You tell 'em, clothes, you've got the line.

Ikie: "Why does your father keep that string tied around his head?"

Max: "Well, you see, he is so bald headed he has to tie that string around his head to tell how far up to wash his face."

P.S.—If you like this, we might give you some more.

DIVISION 3

Conductor Jarvis Phillips has returned from his trip to 'Frisco. We heard him telling the superintendent that he was not like some people he knew—he didn't lose his watch while away. That may be all true, but we heard he hocked it before he left.

Conductor J. A. Moreno has resigned and gone into business on the edge of the desert. He was telling us he had a general store, postoffice, garage and expected to be mayor of the town shortly.

Conductor A. Godfrey has taken a sixty-day layoff as he feels he needs a rest. He will put in the time bossing a bunch of cholos on a grading job. Some rest!

It used to be said that nobody loves a fat man, but since the event of the colored car cleaner girl, Armstrong and Giberson of the mechanical department have proved otherwise.

We noticed Conductor Pence shivering the other day as he was walking down street. He was asked if he was cold. He said, no, he had just come from a First Street theater and was thinking of that swell little shimmie dancer.

Motorman "Slim" Weaver says it pays to be on friendly terms with your neighbor, when you want to prove you are some motorman.

Conductor Eckenwiler and Motorman Wilmot are taking a ninety-day leave of absence and will leave for the northern part of the state on a hunting and trapping expedition. It is a skin game they are going into and they ought to be successful.

The writer went into the corner grocery the other day to buy a pound of butter. The grocer said: "Say, your company has some nerve to ask for a higher fare," and the son-of-a-gun turned around and charged me 80 cents for a pound of butter that we used to pay two bits for, and he never turned a hair. Can you beat it!

Instructor Harry Beals says that he believes it would be well for him to take Charlie Merrill in hand, as from the remarks Charlie made to him he is liable to fall by the wayside.

Extra Motorman D. E. Baxter is suffering from an attack of nervous prostration superinduced by his fear of catching the owl on the 10 o'clock show-up.

Introducing: New Men of The Week

The following men have been assigned to divisions for the week ending September 11.

DIVISION 1

MOTORMEN—R. J. Orphan, E. C. Winters.
CONDUCTORS—W. Williams, A. Stensky, E. P. Johnson.

DIVISION 2

MOTORMEN—E. P. Howett, H. S. Herbert, C. Braunfield, O. A. Waggoner.
CONDUCTORS—A. T. Lelarske, J. F. McCann, J. P. Hayes, A. L. Leavitt, F. C. Cassabaum.

DIVISION 3

MOTORMEN—L. Perry, J. H. Critchett, J. G. Latham, R. S. Fish, F. McCrossin, J. U. Cawley.
CONDUCTORS—F. A. Peterson, L. E. Kring.

DIVISION 4

MOTORMAN—B. F. Garner.
CONDUCTOR—F. J. Sullivan.

DIVISION 5

MOTORMEN—L. C. Harned, F. Kane, R. Shosted, L. L. Grigsby, R. L. Dingman, Wm. Wells.
CONDUCTORS—J. E. Lockwood, C. M. Schmidt.

DIVISION 4

The home of Motorman L. M. Poin-dexter was visited by John Stork about a week ago. L. M. didn't make a bit of noise about it, but we were wondering why he has been coming to work with that great big smile and then hurrying home at night. We congratulate you, L. M. Here's wishing you many happy returns of the day.

George Mosier, our ambitious switchman, is back on the job again, after a short vacation spent in trying to find the "unknown quantity," that is, the noise in a Studebaker.

The other day Supervisor Slatford said that none of us ever saw his name in "Two Bells." He probably was right, fellows, but he can't say that any more. We've got to hand it to "Slat" for the way he handles his position. He is a friendly young man, ready to do all he can to help the boys on the road, quick to notice those little acts which deserve credits and not a bit backward in calling the company's attention to them. But above all, he sets a mighty fine example for neatness in appearance and courtesy to patrons. That's why we appreciate having men like Supervisor Slatford among us.

Conductor J. F. Boles is taking a twenty-day vacation to rest up a bit. He has always been a good steady worker and we hope to find him back in due time feeling fresh and happy. Conductor Boles has been in the service over seven years.

Ed Muse, assistant mechanical foreman, drove up in a Dodge car several days ago. The faithful old Ford, which carried him over many a rough road, has been junked at last. How come, Ed?

Conductor W. H. Decker is on a thirty-day leave. He intends to spend it in having a good time, getting lots of rest and laughing at his alarm clock at 4:45 A.M. each morning.

The many friends of "Billy" Welsh, of our mechanical department, will be pleased to learn that he is doing well since his operation. He is at the Crocker Street Hospital and we are sure he would appreciate having you boys pay him a visit. Let's go down and cheer him up, fellows. Being confined in a hospital is a mighty lonesome life.

On the Sick List

With the assistance of each division superintendent Two Bells will endeavor to keep track of the boys who are on sick leave and keep their friends informed. The boys who are sick will appreciate a visit.

Division 1: Motorman J. E. Slotrem, Motorman N. G. Howard, Conductor Del Burnidge D. Fensky.

Division 2: Conductor Wm. Shack, County Farm; Conductor E. J. McElligott, 1739 E. 65th St.; Conductor F. S. Petersen, 1127 Maple Avenue.

Division 3: Conductor E. Bogard, Conductor Harry Kraft, Crocker St. Hospital; Motorman C. H. Freer, Motorman A. W. Singer.

Division 4: Conductors B. F. Butler, Hazelhurst Hotel; F. D. Ware, 1139 West 7th St.; J. C. Cave, 560 N. Hill; J. F. Bowles, 218 East Carlan; W. R. Summerhays, 250 S. Broadway, and W. J. Scanlon, 1318 West 11th St. Motormen F. M. Millovich, 234 S. Griffith Ave.; L. A. Stephens, 928 West 11th St.; J. C. Walp, 1332 Winfield; D. Greenald, 923 East 46th St., and O. D. Sutton, 1280 Exposition Boulevard.

Division 5: Conductor A. B. Conway, Conductor H. T. Smith, Motorman G. W. Rankin, Conductor A. W. Hall.