

CITY DIVIDED INTO 2 MAIN SUPERVISING DISTRICTS

With the reorganization of the supervising force and establishment of the new plan whereby supervisors will take turns in working on the streets and on the emergency board, A. K. Plummer, director of traffic, has established two districts with chiefs, in place of the three districts formerly used.

The dividing line will be down Sunset boulevard and Main street, south of the junction of Sunset and Main. District No. 1 will be under the supervision of W. H. Snyder, chief district supervisor, and will include all lines east of Main street and north of Sunset boulevard. District No. 2 will be in charge of C. C. Roush, acting chief district supervisor, and includes the territory west of Main street and south of Sunset boulevard.

The lines and sections of lines according to districts are as follows:

District No. 1: Garvanza, Eagle Rock, Griffith and Griffin, Lincoln Park and North Main, Lincoln Park and North Broadway, Brooklyn, East First, East Fourth, Stephenson avenue, Santa Fe avenue, Huntington Park, Hooper, Central, San Pedro, Maple and South Main street.

District No. 2: Angeleno and Crown Hill, Temple, West First, West Sixth, University, West Seventh, Heliotrope, Western, Vernon and Vermont, West Ninth, Washington, West Eleventh, Grand and Moneta, Pico, West Adams, West Jefferson, Hoover and Dalton avenue.

J. A. Bodley will be in charge of the emergency telephone board and emergency supervisors on the streets.

Mr. Plummer is working out a schedule for supervisors showing their time to be put on the emergency board and on the street so that they will be thoroughly familiar with all branches of supervising service.

La Salle Ave. Track Is Being Removed

Tracks of the La Salle Avenue shuttle line are being removed from the junction of La Salle and Washington street south. The territory is served by the Washington line, which largely duplicated transportation, so permission to abandon the line was given by the city regulatory authorities.

TWO BELLS

SERVICE SETS STANDARD FOR U. S., SAYS W. E. DUNN

Safety Scores In New Race To Be Shown Next Week

First figures of the new safety contest will be given in next "Two Bells."

A lively rivalry has been developed between divisions following the close scores in the last race and the rearrangement of handicaps so that the fourth contest will show the actual improvement in safety work.

The contest started August 21 and will continue for 10 weeks.

The Premier Safety Division pennant has been won by Divisions Two, Three and Four. Who gets it this time?

PHONE REPORT OF ACCIDENT NEEDED

Reports of accidents must be telephoned to the emergency board by the car crew involved.

If a supervisor is on the spot or is dispatched to the scene of the trouble, conductors and safety car operators must not consider they have nothing further to do after telling him. The supervisor will do all he can to adjust the trouble as quickly as possible but the telephone report must be made by the crew, and the usual miscellaneous or accident report must be made out at the car house.

Deliberate much before saying or doing anything, for you have not the power of recalling what has been said or done.

RULE 27

Picking up Passengers

Cars will stop to discharge or take on passengers at all regular stopping places. Passengers who desire it must be taken on or discharged at track intersections or railroad crossings or spur track crossings where stops are required, and at arbitrary stop signs.

Courage is catching.

Vice-President Praises Courtesy and Urges Men To Keep Up Good Record

BY W. E. DUNN
Vice-President

NO ELEMENT of operation has filled me with such pleasure and hopeful anticipation regarding the future as the showing made by trainmen in the matter of two of the vital principles underlying the important public service we are all trying to render. These are, as you all know:

Safe Operation and Courteous Treatment of Passengers

In a recent issue of "Two Bells" I read the following sentence: "It looks like the Complaint Department is going to be out of a job pretty soon." That interested me and I kept on reading. I remembered that a few days before I had read of the lively rivalry among the divisions for first place in the safety contest, which was also an inspiration.

Things Well Done

These two pieces of information gleaned from "Two Bells" inspired me as I had not been inspired for some time, for in these little printed stories I saw the record of the splendid accomplishment of the men primarily responsible for giving safe transportation in a kind and considerate manner to a somewhat particular and exacting public.

One of the men in the Transportation Department not long since made a remark which impressed me greatly. It was to the effect that there could be no excuse for a collision between cars under normal conditions and that shortly the Transportation Department would put into force a rule that no excuse will be taken for such collisions. I took this to mean unless conditions entirely beyond the control of the motorman were shown to exist, the person responsible for the collision would be considered as no longer fit for the service.

Public Is Exacting

This may seem hard, but it looks to me like the only way to prevent recklessness in operation. The public rightfully demands the greatest possible safety. We must be equally exacting to assure the greatest possible safety for the public.

During the past summer I have been in close contact with representatives of a large number of street rail-

ways in the large Eastern cities, and I want to put myself on record as being proud to be identified with a street railway whose courteous serv-

Mr. Dunn Says:

"I don't know which is more important, safety in operation or courtesy in operation. If a car is smashed in a collision, that car can be repaired and put back into service; but if the public is hurt by a collision of ideas or a collision between the mind of the trainmen and the public mind, there ensues a damage that cannot be easily remedied.

"Public favor is sometimes a very hard thing to gain, and once gained it should be treated as a priceless jewel."

ice and safety in operation, although not 100 per cent perfect, still have been brought up to a standard so high that from both viewpoints our work attracts the attention of operators of great systems in other cities.

Be "On Your Toes"

I heard somebody say the other day that for several months past most of the men had been "up on their toes." I suppose that is slang for being alert, vigilant, and particular in the matter of performance of duty.

In these days it surely is necessary that we all be "up on our toes." The time for slackers disappeared during the recent world war. Not only was there no room for slackers during the recent crisis in the world's affairs, but there is really no room for any length of time for slackers in the fight for highest industrial efficiency that is being waged continually. The man who accomplishes those things

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Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Courtesy Is Appreciated

AMONG the bouquets in this week's "Two Bells" is a letter from a car rider commending a conductor who had refused to issue a transfer. Many commendations of trainmen are received but few come in under such circumstances.

It indicates a fair minded passenger who recognized the railway rules and the position of the conductor. The passenger was fair minded because the conductor was courteous.

It indicates that a conductor can carry out such phases of his duty without antagonizing a passenger if he is courteous. Just the tone of voice or look of the eye can mean the difference between an uncivil answer and a courteous answer.

Remember, it takes 65 muscles of the face to produce a frown and only 13 to produce a smile.

The courteous way is the easiest way.

For The Best Record

IT IS just as natural for a normal man to exert every effort to appear at his best before the world as it is for him to crave food when he is hungry. That is a human characteristic.

One reason why the Merit System has been a pronounced success is because it takes into account the human characteristics. It is not a routine process of using the rule book and bookkeeping to establish a man's efficiency rating and make his Christmas bonus check accordingly. The Merit System aims to develop a man's ability and make him more useful to himself, to the public and to the company.

When demerits are assessed against a man's record, he has the privilege of appealing to R. R. Smith, Assistant Superintendent of Operation in charge of discipline. The case is reviewed. The trainman states his side and every effort is made to reach a just decision.

But if the trainman wishes to do so, he has the right to appeal to the Superintendent of Operation and from his decision, he may appeal to the Manager of Transportation, his office is open to trainmen at all times, and if a trainman is still not satisfied with the consideration his case has received he may take it to the General Manager but not until it has been considered thoroughly in the office of the Manager of Transportation.

The man who does not make a mistake has not been found. The company will exert just as much effort to clear a man of a demerit when a mistake has been made as will the trainman himself.

DIVISION 3 WINS THE BACON; FEASTS ON WATER MELON

Some talking, much watermelon and a general good time. These were the outstanding features of the celebration held at Division Three the evening of August 20 to mark the winning of the safety pennant and the launching of a new fight to keep it at Supt. E. R. Dye's bailiwick.

The grounds were specially illuminated for the occasion. Most of the trainmen, their wives and friends, attended to help dispose of the ton and

a half of watermelon graciously provided by Instructor L. D. Starling.

Several of the folks from the main offices went to eat watermelon, but were compelled by Supt. Dye to make brief talks before they could get at the generous slices. Congratulations were as common as watermelon seeds and behind it all was a determination to put up a stiff fight in the new contest, which is the fourth series for the big flag.

More Office Folks Enjoy Vacations

A few more of the main office folks are vacationing far away from office books and typewriters.

Joe Record, cashier, rolled the safe into a corner of the room and left for Victoria, British Columbia, making the trip by boat.

Joe "Windy" Finn of the superintendent of operation office, is taking two weeks to paint the fence, dig the garden and trim the geraniums.

Miss B. M. Ruchonnet, boss stenographer of the manager of transportation office, left with a party of friends on an auto trip to San Francisco.

Edward J. Fite of the auditing department picked Catalina as a good place to get sun-burned.

Mrs. Schuster of the same department is in Stockton.

Two Bells should show a lot of improvement next week as the demon stenographer-office boy, Roy Hall, is due back from his vacation in which he has been looking after the general welfare of his side partner, Allen Richardson, of the purchasing department.

W. M. Morgan, time keeper of the office of the engineer of ways and structures, is due back from two weeks in the Owens Valley and Nevada.

Life is not so short but that there is always time for courtesy.—Emerson.

Special Warning Given Against Counterfeit Coin

A SPECIAL warning against counterfeit money issued by the superintendent of operation warrants special alertness on the part of trainmen. The government considers the counterfeiter as one of the most dangerous types of criminals.

The bulletin is as follows:

A considerable amount of counterfeit money, especially of the denomination of Silver Dollars, is in circulation at the present time. Conductors must be on the lookout for such counterfeit coins.

When counterfeit money is accepted by conductors and turned in, Cash Receivers will not return such counterfeit pieces to the conductor, but must take up and send to the office with report, this procedure being required by Government Law.

R. B. HILL,
Supt. of Operation.

The most dangerous tendency is to expect too much of government and at the same time do for it, too little.

—President Harding.

TRACK PICKED AT RANDOM FITS SPACE WITHOUT USING SAW

Once in every 777 years or so there occurs a streak of luck such as was recorded in the engineering department when new track was being placed on Main street between Eleventh and Twelfth streets.

The 72-pound rail was taken out for about 600 feet. New 116-pound girder rail was to replace it and several lengths were loaded at random on a work train and taken to the location. It is customary to lay the track as close as it will come to right length then saw off as much as is necessary.

In this case when the new track was placed on the ties it fitted in the distance exactly. When the last piece of track was put down there was not the thickness of a piece of paper between the old and new steel and it was not necessary to use a saw once in the job.

MOURN DEATH OF EPES RANDOLPH

The death of Epes Randolph, president of the Arizona Western and Southern Pacific Railroad of Mexico, and a nationally known pioneer of the railroad industry, is mourned by many of the old timers of the Los Angeles Railway. In 1901 and 1902, he was superintendent of the properties which later were united under the name of the Los Angeles Railway.

Veterans of the train service and of the office executive positions remember him as a kindly and helpful man who did much for the betterment of Los Angeles transportation facilities and for the entire west. He was in Los Angeles less than a month before his death.

The end came suddenly in Tucson last Monday.

It may be hard to convince a healthy man that health is more important than wealth, but a sick man understands it.

SAFETY FLAG SHIFTS TO NEW HOME

The monthly dance, August 27, will start almost before the ink is dry on this issue but even at this late date, you are advised to attend if you possibly can.

The big event at Recreation Hall will be the presentation of the Premier Safety Division pennant to Supt. E. R. Dye of Division Three and the relinquishing of the big flag by Supt. L. L. Wimberley of Division Four. A large number of trainmen from these two divisions will attend and all other divisions and departments are expected to have a good representation.

An entertainment act will be presented at 8:30 and the committee requests you to be there O. T.

Little Stories OF Street Car Life

By R. R. SMITH
Asst. Supt. of Operation

A case which emphasized the importance of courtesy for the benefit of a trainman personally as well as the railway as a whole came to my attention last week.

A woman left a purse containing money and jewelry worth about \$250 on one of our cars. She was greatly exercised over the loss and waited for the car to return, when she stopped it and insisted on looking the car over herself.

The conductor was very short and rude in his manner, finally telling her to get off the car as he wanted to be on his way. On the contrary the motorman was very kind to her and assisted her in searching the car for the lost purse.

The result was that although the purse was lost on the front end of the car and would probably have been seen by the motorman first, you could not have convinced the woman that the motorman could possibly have done anything other than to render all the help he could. While from the conductor's attitude and apparent desire to get away before the car could be thoroughly looked over, she and her friends may suspect the conductor of having been involved in the case. Courteous speech is expected at all times whether a car is late or not, crowded or empty.

Disregarding safety is like throwing sand in the bearings of life.

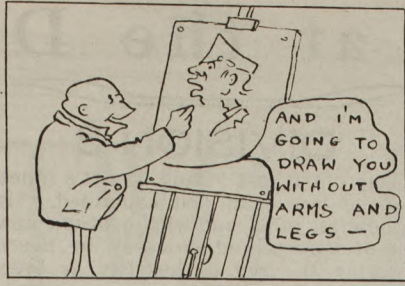
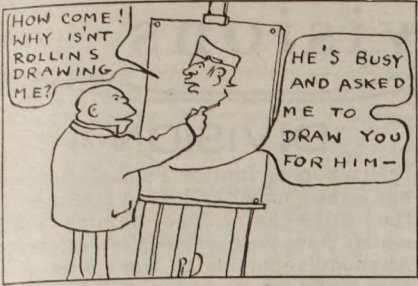
Report Damage To Glass in Fare Box

When the totalizing glass or hoppers (side walls) of a fare box are broken, note must be made on the mileage card. The emergency board should be notified also, if the break occurs while the car is in service. If a conductor finds either glass broken when he prepares to take the car out of the car house, he should notify the switchman or register man and make proper entry on mileage card.

It is necessary to keep a close check on such things as the breakage in a year may amount to a considerable sum and proper accounting must be made.

Conductor Ding and Motorman Ding Ding

By Rollins



Dear People:-
 Some wallop!
 Sorry - but the California law forbids showing bloody fight pictures.
 The Editor.

Bouquets And Things

(Hand Picked)

BOUQUETS RECEIVED LAST WEEK

- Condr. Wm. Sproule, Div. 1.
- Mtr. C. W. Jordan, Div. 1.
- Mtr. W. L. Cole, Div. 2.
- Condr. L. Sheller, Div. 2.
- Condr. D. D. Briggs, Div. 3.
- Condr. W. J. Millican, Div. 3.
- Condr. G. E. Conkle, Div. 4.
- Condr. W. B. Snavely, Div. 4.
- Condr. H. Dean, Div. 5.
- Condr. L. B. Turner, Div. 5.
- Condr. H. R. Mills, Div. 5.

For Conductor H. Colligy

Los Angeles Railway, Gentlemen:

I wish to specially commend Conductor 1332. He was obliged to refuse me a transfer when I had forgotten to ask for one as I paid my fare and he did it so courteously that I was not offended but appreciated his difficult position.

I was within a few short blocks from my destination and remained at the back of the car, and during the time I remained on the car he helped three elderly women off with their bundles.

Yours truly,

EMMA M. BARTLETT, 1649 West 35th St.

For Motorman F. H. Hoff, Div. 2.

Los Angeles Railway, Gentlemen:

There have been occasions in the past when I have had to complain concerning Los Angeles street car service, but these are past and forgotten.

It is my privilege in this letter to recommend for promotion or merit a crew on the Maple Avenue line that brought myself and my wife downtown last Tuesday. My wife and I were transferring from the Vernon Avenue car to the Maple line and were heavily loaded with suit cases and bags. The Maple car was just leaving the crossing as we alighted from the Vernon car in a tremendous hurry to make connections with a friend downtown who was leaving at noon sharp. We felt disappointed to see the Maple car just leaving, but that changed immediately to happiness when Motorman 2469 and Conductor 430 (whom we found to be known as Daddy Pierce) stopped and gave us a chance to get aboard.

Sincerely,

MR. and MRS. A. EVERETTE LEES, 322 Spreckles Bldg., San Diego.

For Conductor A. O. Underwood, Div. 5.

Los Angeles Railway, Gentlemen:

I wish to both commend and recommend Conductor 1244 on your Grand Avenue car line. I boarded a car at the corner of Grand and Adams, going north. Having a crippled knee, it is very hard for me to climb in and out. I left the car at Broadway and 4th and both in my getting in and out the conductor was most helpful, thoughtful, courteous; really doing more than I could have expected and far more than some of the conductors ever do.

MRS J. M. LEE, 234 West Adams.

Motorman John Wilson, Div. 1.

Conductor G. E. Golden, Div. 1.

Los Angeles Railway, Gentlemen:

I take this opportunity to commend and thank Conductor No. 48 and Motorman No. 1323 on the West 6th Street line, they both being very kind and accommodating to me in stopping in front of my home each night as I go home from work so late in the night.

Assuring you that I appreciate these courtesies and with best wishes for their as well as the company's success and welfare, I am

Very truly yours,

MISS FLORENCE HADLER, 554 N. Larchmont Blvd.

THE MAN FOR PROMOTION KEEPS "UP ON HIS TOES"

(Continued from Page 1, Col. 4)

which result in favorable commendation and ultimate promotion is the man who is "up on his toes"—in other words, the man who is never a slacker in the face of imperative duty.

Friendship Is Valuable

Slackness in matters of safe operation may result in loss or damage to property and the loss of human life. Slackness in the matter of courteous and considerate attention to the needs of patrons may result in the loss of the friendship of the public.

I don't know which is the more important, safety in operation or courtesy in operation. If a car is smashed in a collision, that car can be repaired and put back into service; but if the public is hurt by a collision of ideas or a collision between the mind of the trainman and the public mind, there ensues a damage that cannot be easily remedied.

Public favor is sometimes a very hard thing to gain, and once gained it should be treated as a priceless jewel.

It is just as necessary for trainmen to be popular with their patrons, if they expect to succeed in their work, as it is for the clerk in the grocery or department store to be courteous and friendly and thereby gain popularity with the patrons of that store.

Kindly Words Appreciated

Human nature is much the same wherever you find it. It is the kindly word and considerate action and the friendly spirit exhibited by the motorman or conductor that wins for him, as well as for the company, commendation and a return of courtesy and considerate treatment on the part of the patron.

I have no doubt that the body of trainmen now in service on the Los Angeles Railway is by far the closest to 100 per cent efficient that we have ever had. What I have said to you about the opinion of the management of other big street railway systems would indicate that I am not alone in holding that view. That of course is no reason why any of us should relax our efforts.

THAT SAFETY PENNANT

By H. E. MEASON, Division one

It's a very strange thing, but it's sad and it's true
 That whatever we say or whatever we do,
 Though we try like the devil, and all hit the ball,
 We can't get that pennant stuck up on the wall.

The other divisions are starting to brag,
 That at some time or other they're all had the flag
 And although it seems tough, it's a pretty safe bet,
 Division One ain't seen the old pennant yet.

Sometimes it's collisions, sometimes too much pep,
 And sometimes it's nudging machines with the step
 But regardless of who is the man who's to blame,
 We make the old "Yellow boy" out just the same.

If we cut out the speed, and remember the air,
 And don't try to miss a machine by a hair,
 And rattle the gong, and watch where we go
 It's possible then that we might have a show.

If we think of the mirror and watch as we load,
 We can't spill old ladies all over the road
 For it's such things as these, that we do every day,
 That's pushing the old pennant farther away.

When you've nothing to do, while you hang round the barn,
 Just think of the days of '18 at the Marne
 We'd never have got what we wanted to gain,
 If we hadn't kept trying and trying again.

It's the same with the pennant, it's got to be won,
 So WE might as well do it, it's got to be done,
 Let other divisions sit back and hold tight
 We'll go out and get it, and go get it right.

On the Sick List

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

DIVISION No. 1.

- Conductors—C. W. Austin, 1157 Delhi St.; L. N. Diaz, 5334 So. Park Ave.
- Motormen—E. Seybold, 649 Gladys Ave.; F. E. Ulmer, 616 Imogen St.

DIVISION No. 2.

- Conductors—W. H. Laing, 154 E. 53rd St.; E. F. Loyd, 1241 W. 91st St.; F. Newell, 2001 Audrey St.
- Motormen—C. G. Lee, 1702 E. 65th St.; F. Gookins, 200 E. 47th St.

DIVISION No. 3.

- Conductor A. P. Keran, 3400 Elthea St.

DIVISION No. 4.

- Motorman W. J. Anson, 239 N. Soto St.

DIVISION No. 5.

- Conductor H. Dean, 160 E. 67th St.

FROM A HOUSEHOLD MAGAZINE

Under the headline, "The Baby's Feeding Bottle," these directions occur:

"When the baby is done feeding its top should be unscrewed and laid away in a cool place. If the baby does not thrive on fresh milk it should be boiled."

On The Back End

(Contributed)

A Division Four safety car operator, who formerly worked for the P. E. as a conductor, was in the habit of calling "Highball" to his motorman when flagging crossings or throwing switches. One day a woman passenger became quite curious and wanted to know what "highball" meant in the signal code. After some hedging the conductor told her it was his way of saying to the motorman "Go ahead you blockhead". She thanked him and soon got off at the Watts station. As she stepped to the ground she called to the conductor "Highball."

* * *

Division Five has received a card from Supt. Morrison, who is due back shortly from vacation. Mr. Morrison is having a fine time he says and is adding to his accomplishments, a knowledge of the Yiddish language. The stenographer may have to do some studying too, in order to interpret his dictation.

* * *

Motorman A. B. Cooper of Division Three has just had a magnificent tonneau erected over his White steamer. He reported it was imported from Caseville but we strongly suspect that he got it along Broadway as it is marked "Use No Hooks."

* * *

"Why keep that school girl complexion?" said the young hopeful as he brushed off his lapel.

* * *

Mr. Harry Huber took a trip to the beach the other day (and he whispered) "to look 'em over." He says the big noise about the bathing suits is all the bunk as the one-piece suits are just the thing.

* * *

Operator J. F. McGinty of Division Four is on a twenty-one day trip to Yosemite to see what is on the other side of the mountain.

* * *

When you have made your first home brew, pour a little in the kitchen sink. If it takes the enamel off it is ready to drink.

These are the sentiments of the Division Three boys on the night of the watermelon feast, as expressed by the wife of Conductor O. G. Thompson.

"THE WATERMELON FEAST."

How happy I am this moon-light night
 That I work at Division "Three,"
 As I gaze above me at celestial lights,
 While the melons smile at me.

Yes, watermelons sweet and red,
 All that my "tummy" can hold
 I sing or laugh or smile as I'm fed,
 It surely rejoices my soul.

'Tis really great to work at "Three"
 'Cause we are careful, you're told,
 We heed the word of Safety,
 And now THE PENNANT do hold.

So let's all work with all our might
 To hold that pennant tight
 For to miss this feast on safety night
 Would surely be a fright.

Looking 'em Over at the Divisions

DIVISION 1

This week we find, upon searching our mail boxes, a pathetic little note informing us that the writer believes that we discriminate too much between the departments of the division, when writing our weekly column, especially our "Boners pulled." Now, as you all must know, we are forced by circumstances to manicure a controller handle several hours a day in order to buy the baby a pair of shoes, and ourselves an occasional pound of steak, therefore we have to get our weekly column written up in between times, which frequently amounts to as much as ten minutes, which of course does not allow us to hunt up news without some assistance from somebody. For the benefit of those who do not know we wish to say that there is a little black box nailed on the wall near the bulletin board, for news items that you may know of, including boners pulled. If you have not the time to give us the whole story, just briefly outline it, drop it in the box, and we will endeavor to do the rest. H. E. MEASON.

And still they come. Motorman L. Burnett reports the safe arrival of an exceedingly handsome 8 pound son. Noticing that the usual symptoms of the proud pop were not in evidence, we naturally inquired the reason and Mr. Burnett informed us, with a deep sigh of resignation that this is the fourth one. Oh! Boy.

Mr. Daniel Hanley, foreman of Division 3, apparently cannot stay away from Division 1, as the first day of his vacation was spent among us. We were all tickled to see him, and to show our appreciation of his visit, we even listened to some of his war stories without flinching, until he got to the one where he killed five Filipinos, then we gently led him out, kissed him goodbye and put him on a Garvanza car.

We have, in our time, listened to some weird and wonderful alibis and miss-out excuses, but Mr. Morton reports the following as the queen of them all. Conductor C. C. Townsend was supposed to pull out 7:14 in the morning, but failed to show up. About 9:30 he drifted in and when asked for his reason for missing out, told Morton that he overslept, and guess he would have been asleep yet, only he heard a Supervisor asking for his cap number, and woke up. Must be something in mental suggestion after all.

DIVISION 5

Conductor P. N. Bailly, the handsome chap, is now taking a 30 days' leave of absence, just what for we cannot say, but we have our suspicions. Somewhere along the line we are of the opinion that there is a lady mixed up in it?

Motorman E. U. Butcher, is taking 10 days off. He has taken his family and some of his relatives to the beach and various places in and around Los Angeles.

Conductor P. F. Flynn, the good-looking young unsophisticated gentleman, we understand will set sail on the sea of matrimony about September 12 or shortly thereafter. Here's hoping that the sailing will be smooth and the journey a happy and prosperous one.

Our genial Car-House Foreman, Mr. Carl Gordon, embarks, tomorrow on one of his annual hunts in the mountains in and around Mt. Whitney. From his remarks we gather that he will at least bring back a bear or two, and some venison. Mr. Clay Hayward is filling his post while he is away.

Who's Who



DIGNIFYING badge number 1274 is Conductor Charles Fisher of Division Two who began street car service here May 25, 1910. He has made hundreds of friends and when off duty is usually the center of a conversation of some kind.

Conductor Fisher has a dandy efficiency card which shows a present rating of 140 per cent. Demerit marks are pretty scarce on his sheet.

Prior to taking up the street railway game, he was in the grocery business and for a time worked as a painter. He likes the work on the cars and is liked by his passengers.

DIVISION 2

The office at Division Two has just been given a new coat of paint and none too soon, say we, as it was getting quite rusty. We can now resume the entertainment of visitors during our "spare" time.

T. J. Haskell is the new stenographer at this division and we are glad to have him with us, as he is a very pleasant, and capable chap. We understand somebody is trying to take him away from us. Keep away boy, keep away.

Here's a new one at Division Two. A new conductor was marked up to a run that pulled out in the afternoon. He failed to show up, and another man was sent out. Shortly afterward the new conductor came tearing up to the office, and said, "I've looked all over that car and there ain't a — transfer on it." The news was broken to him quietly that another conductor had gone out with the transfers and why.

Conductor J. Kohen, who has been away for about 75 days is back on the job. He spent most of his time at San Jose.

Supervisor W. R. Pierce, who has been on a two weeks' vacation, has returned from a visit to San Diego and is now back to work.

Motorman A. L. Murray has just returned after being away for about 90 days. He has visited Kansas City, St. Louis, Chicago, Bois D'Arc, Missouri and back through the wheat fields of Kansas where he stopped for two or three weeks and assisted in the harvest and threshing of wheat.

Conductor J. Turvey has returned from a ten days' vacation.

Switchman O. S. Trabue, who has been away on a ten days leave of absence, returned to his duties a day or two ago and is now busy spotting the cars for the boys.

Motorman C. L. Fridd, who has been away on a 90 days' leave of absence, returned and reported that he had one great time. He left here and traveled north to Carson City, and

DIVISION 3

Our old friend "Dad" Truitt's quietness of late is at last explained. He is now all fitted out with a brand new set of molars and now can be heard chewing the rag as heartily as ever.

Mr. Munger of the Edison Company was with us for a few days boosting Edison stock. Quite a few of the boys saw the good thing that it is and bought. This is one of the best investments that you could possibly go into and it is a first-class way to put away a few dollars for a rainy day, so if you have not already bought, think it over!

"Hurrah," "Hurrah!" Motorman Hollander the Dutch and Motorman Critchelt have at last grabbed a run having bid on every run so far advertised but I am touching wood as there will be other runs open.

Conductor A. R. Miller is breaking in as night Register man to succeed to our old friend Wykee who will return to train service September 5.

Supervisor Tom Maitland one of our old conductors but now of Division Five, was over to see us the other day. Come again Tommy, glad to see you.

Conductor Kirchner, you may notice, has a peculiar light in his eye these days, and speaking from the deduction I should deduce that the wedding bells will ring out in the near future and that Kirch will be very much interested in same and he will be in line for a hero medal as it takes nerve to do it in these strenuous times.

One of our conductors has lately been dropped from the rolls, for among other faults, had a habit of reporting sick when circumstances did not bear it out. Now if this should hurt the conscience of the reader, take the hint, as that kind of stuff is going to be cut out. So prepare to play the game square.

Conductor J. E. Hoff will henceforth be known as extremely generous and anytime you would like to get five dollars change for a two dollar bill, just call on him as a female passenger recently pulled the stunt on him.

Conductor W. W. Wright met with what might have been a serious accident on Tuesday afternoon. It seems that the trolley had come off and W. W. had replaced it on wire and was about to board the car when an auto ran him down, running over him and badly hurting his arm and back. We hope that he will soon be back on the job again.

The old bird stork has been getting busy again after the vacation. He having paid a visit to the home of Conductor W. W. Kidd and left a lovely little baby girl. This is the first in this family, and of course W. W. is all puffed up over the event and after making this family happy the old bird dropped into the home of Conductor J. W. Neal and increased that family from two to three girls, making a nice little family and J. W. celebrated the event by bringing a box of cigars around that we all might smoke to the health of the new arrival. Conductor G. L. Cairns came running in all out of air and said "I've just got to be off, as I have just received word that I've got a — well I don't know if it's a boy or a girl." He was excused and we will give you the balance of the dope next issue.

thence back to Santa Barbara, where he camped for quite a while. The trip was made in an automobile, fully equipped with modern camping outfit. He says he lived in the open, and has gained about 10 or 20 pounds. He fully recommends this trip to anyone who feels run down.

DIVISION 4

His honor, Janitor Samuel Johnson, has asked us to call your attention to the three-chair shoe shining outfit which now reposes in the rest room. Anybody reporting to work with dirty shoes and no ambition will be given a first-class shine for the tenth part of a dollar.

Say fellows, get that degree team together, we have another new benedict. Motorman J. L. O'Hara was married last Monday and is now on a fourteen-day leave to honeymoon in San Diego. J. L. formerly worked on the San Diego cars and on applying for his leave he begged that he be allowed to keep his pass so that he could prove to the boys down there that he is now working for a good company.

The following boys are on vacation:

Conductor D. J. Vanderlinden, eight-day rest.

Motorman C. F. Kirkland, fourteen-day auto trip to Frisco.

Conductor F. Tejada, fourteen days to remodel home.

Motorman F. P. Hommel, eleven-day rest.

Motorman C. Hendricks, twelve-day rest.

In the days of '49 men left their homes and families to come west to look for gold. If they found it they gathered up a fortune and retired. Then came the oil prospectors with the same idea in mind.

Other people come here to find health and happiness. Now in the present day there is only one thing for us to look for and like all these other things it is necessary to do some prospecting, but here is the story of a man who found it by mere luck.

A Jap got on Conductor J. G. Schroeder's car and he carried a paper shopping bag in which was a watermelon. It was an East First car and the Jap boarded it at 3rd and Broadway. As they went east on First J. G. noticed that water was soaking thru the bottom of the Jap's shopping bag and surmised that the watermelon must have got cracked. At Central Avenue the Jap was alighting when the bottom of the bag gave way and the watermelon dropped through. It struck the pavement and broke open and to the surprise of J. G. it contained two quarts of Old Taylor. We must cut this story short, fellows, but we might ad that J. G. came home that night with a smile.

Clerk Ellis has arrived back from his regular fourteen-day vacation and is looking "all rested up."

The cash receiver's room is being remodelled and when done will extend seven feet farther forward. This will make things considerably more convenient for Cash Receiver R. Smith who will have that much more room to store his goat milk, real estate charts and stock of rubber stamps, and will also save Mr. Wimberly's Brussels rug, for Smithy will then enter his place of business via Walter Hansen's office.

Mtr. Mullins of Div. 5 is Married

Motorman J. I. Mullins, one of the popular men of Division Five has taken a life run on the matrimony line. The ceremony was conducted Wednesday and Mr. and Mrs. Mullins are believed to have gone to San Diego for a short honeymoon. Division Five boys extend their wishes for the best of luck.