

TWO BELLS

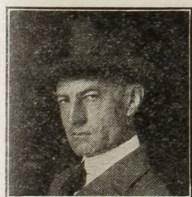
GIVE SLIPPERY RAILS PLENTY OF SAND

THROW POWER OFF AT SAFE DISTANCE

By JOHN C. COLLINS
Traveling Supervisor of Safety

We had a very bad rain on the day before Christmas; also three read-end collisions, each car going north. No collisions southbound, where the hazard was the greatest, which shows the men recognized the danger and used greater caution.

The collisions northbound were caused by motormen running up too close to the car ahead before beginning to stop. In each case the motorman thought he was beginning to stop far enough away. Had these men timed themselves to arrive at the intersection as the other car was leaving, by throwing power off fifty or a hundred feet further away, the momentum would have died down so the car would have stopped at that point with practically no air and accident would have been avoided.



Reverse Is Dangerous

When wheels lock you will travel a certain distance before you can get them to turn again. This distance depends on the speed you were traveling when the wheels started to skid. The slower the man is in releasing air the greater the distance traveled. If he allowed his car to get too close to some object before starting to slow down, he is sure to reverse, because by this time he knows a collision cannot be avoided. The reverse will do more harm than good, nine times out of ten, on this kind of a rail.

The proper thing for conductors and motormen to do in zone Number One, when rails are slippery, and they have a car equipped with sand, is to use a little sand when the car is slowing down for each stop, intersections or curves. It does not take much. If each man would do this the track will be sanded for every other man, after one trip over them, and there will be no slippery tracks at dangerous places.

(Continued on Page 3, Cols. 2-3)

Accident Query—"Was Headlight Burning?"



Joe Stork Has to Travel; That's why He Favors Carmen

No rest for Old John Stork.

This time he hovered around Division Two and as a result Conductor K. E. Sloan passed around the cigars with the announcement that "it's a nine-pound girl." Mother and daughter are doing very nicely.

Then, just to show how impartial he is, the purveyor of progeny brought joy to the home of a "front end" man and left a fine baby girl at the home of Motorman H. E. Mohler.

Congratulations all around.

Division Three has located the stork again. The old bird paid a visit to the home of Conductor R. L. Smith January 21 and left therein as a reminder a wee bit of humanity in the shape of a lovely baby girl. All this accounts for the chesty appearance of R. L. these days. We are pleased to report mother and baby both doing well.

W. O. FISKE RESIGNS

W. O. Fiske, chief investigator of the claims department, has resigned to enter another field. Mr. Fiske has been with the Los Angeles Railway nearly 15 years. He began as a conductor and spent four years in the train service.

WITNESS DRAWS ACCIDENT STORY

Giving a report of his impression of how an accident happened by illustrating it with a comic cartoon is the unique method employed by E. H. Klum of 3906 Homer Street. Mr. Klum witnessed a minor accident downtown in which the victim was apparently inspired by liquor that had come into being without having a birth certificate registered with the revenue officers. The happy individual was doing a highland fling, or some such, off and on the car tracks to show that he was fond of Scotch even if he had only a poor substitute.

Mr. Klum stated that the motorman was in no way to blame and sketched off the amusing cartoon reproduced above, indicating that a large part of the interest was not whether the man was injured, but where he got it.

Wedding Bells Ring for Condr. Habbick

"No, I haven't got a new home brew recipe. I got married."

In this manner Conductor F. Habbick of Division Four accounted for his happy smile when he returned from a brief lay-off. Conductor was married January 28 to Miss Thelma Lewis. Any of the boys will be glad to exchange a cigar for a round of congratulations.

NO CHANGE IN PERSONNEL MADE BY SHIFT

Following the appointment of Mr. George Baker Anderson, former manager of service, to the position of manager of transportation of the Los Angeles Railway, changes of organization are announced by Mr. G. J. Kuhrts, general manager. Mr. Anderson will have charge of the entire operating department, general service, employment and instruction. No changes of personnel are involved.

Mr. F. Van Vranken, who has been general superintendent, becomes assistant to the general manager.

R. R. Smith Promoted

Mr. R. R. Smith is made assistant superintendent of operations. Mr. Smith began as a motorman in 1904, entered the instruction department in 1907, and was appointed chief instructor January 1, 1919. The position of chief instructor now rests with Mr. R. A. Pierson, who has been with the Los Angeles Railway 17 years. Starting as a motorman, he was soon made a dispatcher, and for the last seven years has been in the instruction department. Dan Healy is made assistant chief instructor. He has been in street car service here 16 years.

Mr. R. B. Hill is superintendent of operations, having been appointed to that position October 1, 1919. He has been given charge of discipline under the Merit System.

Change of Supervisors

Mr. Guy D. Wheelock, chief dispatcher, is appointed superintendent of schedules.

Mr. A. K. Plummer continues as traffic director. A change will be made in the work of supervisors by dividing the city in three districts, with a supervisor in charge of each district and certain men assigned regularly to each zone. The three district superintendents are J. G. Owen, J. A. Bodley and W. H. Snyder.

Mr. W. J. Van Valkenburg, who has been in Mr. Anderson's office for several months, is appointed efficiency statistician.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Show The Passengers How

ONE of the best ways to let the thousands of car riders know what we would like them to do on the cars to promote efficiency and make the work pleasant is to set a right example ourselves. We all know the fellow who gets on a car in the morning after finding his breakfast coffee half cold and his "ham and" half done, and seeks to take revenge upon the car conductor. The conductor doesn't have the monopoly by any means, as Mr. A. Grouch still seeks revenge from other folks in the office or shop.

Of course the conductor who will come back with a discourteous answer immediately demonstrates that he is no better than the noisy Mr. A. Grouch, and then the passengers draw their own conclusions. But the man we like to see and hear is the one who can answer with a smile and make that smile spread.

That is where the power of example helps the conductor, as he immediately wins the good will of passengers around him.

Now the same thing applies to the front end of the car, but in a somewhat different way. Signs in all cars state that it is against company rules and a city ordinance to engage the motorman in unnecessary conversation. But reports have been received that some trainmen while off duty ride at the front end of the car and talk to the motorman. The example of moving forward in the car is fine, but talking to the motorman is bad.

Conversation naturally detracts the motorman's attention from his duties, as he must concentrate his entire energies on safe operation of his car.

The danger is so great that hereafter trainmen who engage the motorman in conversation will be held accountable for an accident if it is shown that their conversation was responsible for the motorman relaxing his full energy from safe operation.

Economy or More Taxes

TRYING to increase taxes and make the people like it by lambasting the corporations with glittering oratory is the task undertaken by Governor Stephens of this state. Due to the conditions involved, the governor's efforts to raise additional millions for his administration to spend have a particular interest to employes of the Los Angeles Railway and other public utility corporations.

The King tax bill was defeated at Sacramento and now the governor is stumping the state in favor of it. The bill proposes to increase the tax on public utilities, banks and insurance companies. It sounds beautiful to the individual taxpayer, but under the policy of the Railroad Commission of establishing rates to give a fair return on the investment, the increased taxes will simply mean increased carfares, gas rates, phone bills and so on down the line. Or else impaired service, less employment and lower pay rolls.

The general demand through the state is economy and not increased taxes of any kind. The governor is severely criticized on every hand for failing to present any definite program for reducing the ever-increasing expense of state government.

It is high time he realized the people are in dead earnest in demanding real economy.

"Three New Kids---That Makes 27"

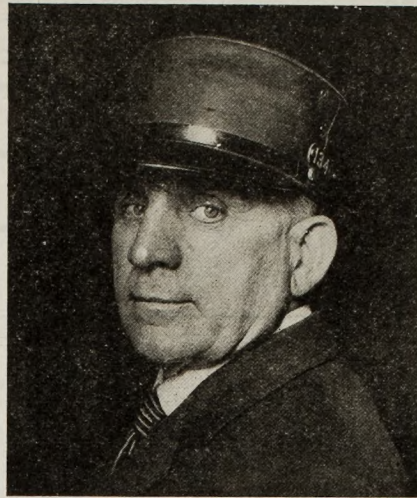
"Three new kids at our house today," announced A. A. Cash, dispatcher, with a loud smile.

The mad scramble for cigars and congratulations was stopped short when he continued:

"Yes, that's about 27 now. These today were two billys and a nannie."

If that doesn't get your goat you win the chiffon draped ice pick.

Long Service Ended



Condr. Spear Makes Last Pull-In Trip

CONDUCTOR W. H. SPEAR, who had been sick for the last two months, died January 27 at the Clara Barton Hospital, where he some time ago underwent an operation for stomach trouble. Mr. Spear was well known among his fellow-trainmen, having been in the service since June, 1897. He was a member of the Co-operative Association.

Funeral services were conducted by W. A. Brown January 29. To the bereaved wife, the boys extend their sympathy.

Trainman on Visit Finds Safety Cars Used Extensively

Division Three is in receipt of a letter from Conductor C. H. McElfresh, who is at El Paso on account of his asthma trouble, and he reports that the climate is suiting him.

He also states that nearly all the city cars are of the Birney safety type, the larger cars being used on the suburban lines and that the people appear to be well satisfied with them.

NEW "HELLO" HEARD ON SWITCHBOARD

Those who have occasion to use the telephone at the main offices have detected a difference in the "hello." Then let it be explained that Mrs. C. G. Shand, who was on the 'phone exchange for some time, is at present in Portland with her husband, who is an expert telephone man. He was called from Los Angeles to help direct a change of system in the north.

Miss Regina Turngate is the switchboard operator at present.

Praises L. A. Cars After Seeing S. F.

Motorman J. Casselle of Division Five, and Mrs. Casselle recently returned from a pleasant 20-day trip in which they visited Santa Barbara, San Jose and San Francisco. They both agree that the service given by the Los Angeles Railway is far superior to any that they saw in the north in safety, courtesy and general efficiency. "I'm glad to get back and ride on a yellow car," was Mrs. Casselle's comment when they reached the S. P. depot.

JAN. MILEAGE IS 25 TIMES AROUND WORLD

One hundred times around the world in January!

That would be some traveling, but it is practically the equivalent of the January street car mileage, which totals 2,585,499 miles.

The Grand and Moneta line leads with a mileage record of 290,338. This line stands out ahead of all others by virtue of the heavy travel, which necessitates a maximum of 91 cars in service during the rush hours.

Washington and Garvanza is next with 205,862 miles recorded. Then comes University and Central with 188,694. West Pico and East First runs up 164,596 miles, but the West Jefferson and Huntington Park line is close behind with 163,145 miles. Sixth honors go to West Adams and Lincoln Park with 141,578 miles, and San Pedro and Western is seventh with 140,424.

Rowdy School Boys Will Be Reportee

In all cases where school children are in any way interfering with the operation of the car, such as fooling with the air, setting the hand-brake, pulling the bell, or acting in any way detrimental to the service, or guilty of rowdiness on the cars, you are to make a special effort to obtain their names and addresses, if possible, or the name or address of any one who might give information as to their identity, and send Miscellaneous Report to this office.

R. B. HILL,
Supt. of Operation.

Bouquet for Conductor William F. Metzger of Division Two, who spreads a good bit of cheer through life in his work on the cars. More power to "Bill."

*Los Angeles Railway.
Gentlemen:*

Feeling, as I do, that the public is generally given to complaining, and not to praising, where your service is concerned, I am taking much pleasure in calling attention to one of your men who has impressed me as being without a single exception the best type of a conductor that you have in your employ—that I have seen. I believe it is a duty that citizens owe you and men of this particular type to commend where commendation appears to be due. Hence this note.

I do not know the man, or even his name, but he is a conductor on the Grand Avenue line during the rush hours of the evening, and wears badge No. 2512 on his cap. I have noticed him lately when I have taken his car, and desire to call your attention to him. If others would pattern by his handling of the public and at the same time his attention to the obligations he owes his company we would all feel better and life would be a lot smoother sailing.

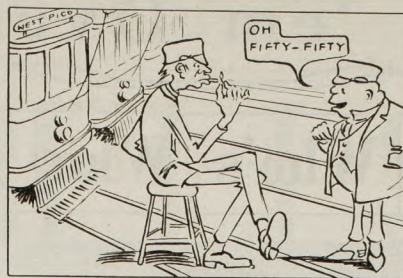
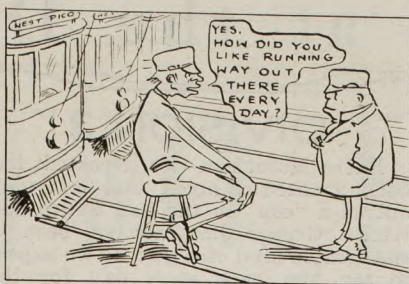
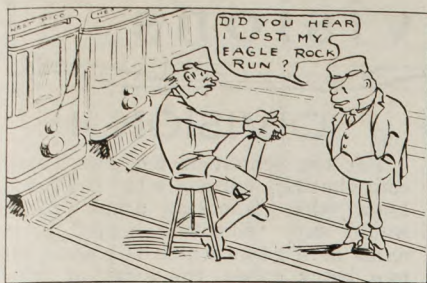
Very respectfully,
J. W. F. DISS,
211-16 I. W. Hollingsworth Building.

1921 Success!

It is not enough to try to be somebody. You must try to be somebody with all the force of your talents, with all the force of your enthusiasm, your grit, your pep, your determination. This is the only thing that is worthy of your life's sentiments.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

Avoiding accidents seems to be a pet hobby of Motorman J. L. Penny of Division One, according to the following bouquet:

Los Angeles Railway.
Gentlemen:
Riding west on Seventh Street, I saw your motorman, No. 849, do a nice, kindly act. He had just started across Hope Street when a couple of old ladies became confused and found themselves between the track with an eastbound car approaching. They did not know what to do, but No. 849 brought his car to a standstill and motioned for them to cross in front of his car.

You have some real men on the Western Avenue cars.

R. D. SMITH,
643 South Olive Street.

□ □ □

The writer of this bouquet says that his last letter was one of complaint. Now we have one commending a number of trainmen of four divisions. It is a good indication that good service is appreciated by the general public. The trainmen mentioned in the following bouquets are: 135, D. G. Boyer, Division Two; 773, G. H. McKibbin, Division Five; 1967, W. Moore, Division Five; 413, H. B. Chaffee, Division Two; 613, C. H. Robinson, Division One; 1013, H. V. J. Swain, Division Five; 1308, R. J. Feldman, Division Five; 1668, J. C. Clark, Division Five; 766, A. P. Keran, Division Three.

Los Angeles Railway.
Gentlemen:

Some time ago I had occasion to criticize your transfer connection system in general and conditions at First and Vermont in particular. At that time you explained the difficulties involved and suggested that I report numbers of men in case of future complaint. Since that time I have been accumulating these numbers and now wish to report the following men in this connection:

Conductors: 1308, 1668 or 1688, 766.
Motormen: 773, 1967, 413, 613, 1013, 135.

I believe Conductor No. 766 is the one who first started me thinking that if all your men treated the public as he did, you would be welcome to a one cent increase in the fare. He showed that he felt a personal responsibility for each passenger reaching his destination in safety, whether it was on his line or not.

The other men mentioned have been "guilty" of extreme politeness and consideration for the passengers.

Very truly yours,
MARKHAM FIELD MacLIN,
1402 1-2 Bond St.

□ □ □

Here is a bouquet writer who says names could be given of "mean" trainmen as well as good ones. One of the aims of the Merit System is to bring up the good trainmen and the bad ones will eliminate themselves. The trainmen who are praised are:

No. 678, Conductor J. E. Lewellen, Division Two; 1970, Conductor S. C. Webster, Division Two; 22, Conductor P. J. Boyer, Division Two; 2339, Motorman W. G. Hancock, Division Two; 1763, Motorman H. H. Fairman, Division Two.

Los Angeles Railway.
Gentlemen:

I'm sending you a few numbers of conductors and motormen whom I consider are deserving of the very highest credits for their efficiency in their work and their unflinching kindly courtesy under all circumstances toward the public.

I could add more to this list, also I could tell you of several who are mean. I would like to help you weed out the bad ones and give the good men the credit they deserve.

Yours very truly,
(Name Confidential.)

NEW SLIPS TO REPORT CREDITS AND DEMERITS

NEW form for notifying trainmen of credits, demerits or cancellation of demerits which will show the efficiency standing to date will be used in place of the monthly slips showing efficiency standing. The new system will be put into effect this week.

A salmon colored slip will notify a trainman that he has received credits. It will show the cause for which the credits were given and the point to which the award has brought his efficiency record.

A green colored slip will announce the demerits, and the statement that "the assessment of these demerits places your efficiency record at — per cent."

A manila colored slip will be used to notify trainmen of cancellation of demerits.

Trainmen have the privilege of asking about their efficiency standing at any time at the divisions or at the main offices.

BEGIN STOP FURTHER BACK ON SLICK RAILS

(Continued from Page 1, Col. 1)

There is no sand on some of the cars, and others may, on account of the moisture, have the sand hose blocked. But it is safe to say that three out of every five cars could get sand on the rails if the men made an effort to put it on.

Don't Wait for Skid

Don't wait to be told to do it. Don't wait until the wheels start to skid before using sand. You can see if the rail is bad or not before you start to stop. Use the sand before your air. Travel slow while sanding the rails, so the sand won't blow away.

If you are following a string of cars down Broadway or any other uptown street, you don't need to feed up to more than half speed after crossing an intersection. As soon as you get the speed of five points throw off and coast, starting quite a distance away for a long slow-down stop.

To sum up operation on slippery rails where there is danger:

Learn to utilize the stored-up energy in your car by coasting. Start farther away to make the slow-down, using less air, making the safety stop farther away. Near the end of your stop on a slippery, or a dry rail, for that matter, is the place you are most likely to lock your wheels. Especially if brake shoes are not held up to their proper position.

Brake Shoes May Climb

When you release the air the rear

brake shoes have a tendency to climb the wheels, locking them. It is just up to the men to use greater foresight and caution, not allowing themselves to get into a position where a short stop is necessary. You may hit some autos because they did not give you sufficient time to get your car under control, but there is no excuse for hitting a car, running a curve or an intersection.

If you were showing another man how to keep from hitting a car ahead of you on slippery rails, you could do it.

Foresight to Prevent Smashes

If I had fifty dollars bet with every motorman on the system that he could not run his car from the Plaza to Pico Street without air, and keep from having an accident on any kind of a rail, the first man to try it would "bust" me. I would not win a single bet. Because the man, realizing he had no brakes, would use such foresight and judgment of speed and distance that he would not allow his car to get near enough to anything to be even called close.

This same kind of judgment is needed on slippery rails, only it is much easier when you have air to stop with.

All you have to supply is good common sense and slow speed.

Trainmen Will Enter Room 711

TRAINMEN who have occasion to visit the main offices in the Pacific Electric Building for any matter pertaining to the Operating Department will hereafter report to Room 711.

Remember the number, seven eleven. It's a beautiful combination when you come to think of it.

Helps Your Worry Over Incoms Tax

To Motormen and Conductors of the Los Angeles Railway Co.: You are hereby notified that for your convenience, commencing February 23, 1921, and until March 15, 1921, inclusive, there will be a Notary in the office of Mr. George A. Prichard, 933 and 935 Citizens Nat. Bank Bldg., from 9:00 A.M. until 7:30 P.M. of each day, for the purpose of making Income Tax Returns. Returns will be made for all street car men at a nominal sum.

R. B. HILL,
Supt. of Operation.

On The Back End (Contributed)

Conductor F. A. Bryant of Division Four, known as "our little midget," was very angry last Tuesday. He was marked up for a run on East Fourth and the car was a "go get 'em." He attacked Mr. Boyd with these words: "Now you know, Mr. Boyd, that I'm too small to work those cars. The other time you sent me out on one I had to ask the people to lift me up so I could ring up their fares. What do you suppose I'm going to do now? Stand on their laps?"

Night Clerk J. L. Williams of Division 2 has joined Sweeny's lodge of the Ladies' Aid. J. L. helps 'em on the cars every night at Seventh and Spring. Watch your step, ladies. We know Jack.

Sure we are all one family in the L. A. Railway, but it makes a difference who is holding the nickel. To explain, we'll let Conductor Crawford tell his story of a portly damsel who entered a car after paying a curb loaded on Seventh Street. She claimed she was short-changed a nickel and demanded it of the conductor. Failing in this, she went to the front end of the car and demanded that the motorman give her a jitney.

C. C. Campbell: "Yes, I had a little balance in the bank, but I got engaged two months ago, and now—"

Owl Cole: "Ah, love makes the world go 'round.'"

C. C. C.: "Yes, but I didn't think it would go 'round fast enough to make me lose my balance.'"

Motorman Emile (Chief) Meyers of Division Three met with a painful injury the other day. He was pulling down a curtain, evidently in a hurry—where and why, ask him—he stuck his hand on the well—he says, the gate. Maybe so. But anyway he broke a bone in his hand and will be unable to wind up his car for at least three weeks. Sunday morning he came over to the office to get someone to put his collar on for him, for unfortunately, he is a bachelor and so lonesome. Matrimonial papers please copy.

Persons persistently boarding moving cars, taking chances of breaking their necks, should remind one of the familiar saying: "If at first you don't succeed try, try again."
CONDR. R. W. SAMPSON.

I got on a Moneta avenue car one day with my little girl who had not seen the fare boxes before. She saw nickels dropped in and saw the conductor reach in the bottom of the fare box and take something out. She said to me, "Papa, what does the conductor do with all the chewing gum?"

ATTENTION, DIVISION ONE!
Sickness or accident benefits are paid only to employes who have signed membership cards. It is very important to sign up as soon as assigned to a division. All Division One trainmen who have not signed cards may do so Thursday, February 10. I will be at the division all day to explain the association and to take memberships.
L. E. ADKINS,
Secy. Div. 1.

Looking 'em Over at the Divisions

DIVISION 1

Motorman Harry Lozier will not need a gong on his car for a few days to come, as Harry visited a Main St. fire sale where he got some new shirts with loud colors which can be seen for several blocks.

Our good-looking assistant foreman, Dan Handley, take notice of the above.

Conductor McBain, who has been off sick for several weeks, is up and around now. He informs us that he will soon assume his duties again.

Conductor Jarvis is now living high since he started to operate the tower at Second and Spring Streets.

Overheard on a crowded car one evening:

One passenger said to the other: "I thought you owned an automobile."

"I do, but I taught my wife to drive it, and now I'm back to the street-cars."

DIVISION 2

Conductor L. G. Ackerman went through a very sad experience recently, being accused of being a hold-up man, and "identified" as such. We are glad to note that L. G. did not have any trouble in clearing his good reputation. We learn that the accuser himself now is under arrest for staging a fake hold-up.

Motorman E. E. Greaver just returned from a 60-day vacation, which was enjoyed visiting relatives and friends in Hildsburg, Cal.

Conductor R. Wilkin just returned to work, after a sick leave of three weeks. Glad to have you with us again, Ralph.

Motorman A. B. Williams resigned last week to go into the "Ford" business near Forty-second and Moneta. Good luck, A. B.

Our sick list for this week is: D. D. Cellers, A. M. Grunwald, W. F. Metzger. They would appreciate a visit from any of the boys.

Motorman A. C. Campbell, who had two months' leave of absence, says there is no place like Los Angeles when it comes to street car service. In several cities visited by him in the Middle West street car fare was all the way from 7 to 10 cents per ride, besides, in the middle of the day, from 10 to 15 minute service. A. C. says Los Angeles for mine.

Motorman A. M. Jones, who has had serious trouble with his teeth, is working his West Jefferson run again, after being off about two months. Glad to see you back, A. M.

Talking about getting new members for the Co-operative Association, in one day C. L. Christensen secured 34 applications, and more will follow, says C. L.

According to last week's TWO BELLS Mot Gunner would like to know who Lloyd George's double is. We can inform him that the gentleman's name is Dr. A. J. Holcombe.

A man boarded an eastbound Central Avenue car at Fifth and San Pedro, operated by J. P. Hayes and R. Long, presented a transfer from Brooklyn Avenue car, was informed not good at this point; passenger said, "Well, I walked down here, and I can walk the rest of the way to the station and beat you at that." He left the car and ran all the way, and did beat the car to the station. Some speed. What about that, Roy?

Who's Who



BEHIND the recent lay-off taken by Motorman William Doovas of Division Four is a mighty good human interest story involving two wars and miles of diplomatic red tape between nations.

It was to welcome his wife that Motorman Doovas took the lay-off, but the story begins in his childhood days in Greece, his native land. As a young man in 1908, he came to America and established a business in Colorado Springs. Three years later he returned to Greece for a visit and married his sweetheart of childhood. Again he sailed to America, but his wife had to remain at home to nurse her sick mother. In 1912, Doovas again went to Greece, this time to fight in the Greek army against the Turks in the Balkan war. Upon his return to America he re-established his business and prepared a home for his wife, he found the business gone to pieces.

Somewhat discouraged he came to Los Angeles and became a motorman. He saved his money until he was able to finance transportation for his wife and their son. But the war caused restriction of passports. Finally the red tape has been cleared, and the family are together at 743 East Seventeenth Street.

Introducing: New Men of The Week

The following men have been assigned to divisions during the week ending January 29, 1921:

DIVISION ONE

Conductors: J. W. Crute, J. F. Murphy.

DIVISION TWO

Motorman: W. J. Hart.
Conductor: W. N. Castevens.

DIVISION THREE

Motorman: M. L. Edes.
Conductor: H. R. Langdale.

DIVISION FOUR

Motormen: F. B. Chisholm, J. C. Edwards.
Conductors: F. C. Reis, H. A. Davis, C. L. Penberthy, B. H. Suter.

DIVISION FIVE

Motormen: D. C. Loomis, B. F. Yoast, T. B. Wilson, C. A. Olden.
Conductors: E. J. W. Brown, J. P. Kreeger, E. J. Holland, W. B. Freeland, G. R. Franks.

DIVISION 3

Extra Motorman Geo. Neustedt has been granted a layoff and is trying out as a "cop" in the San Pedro district. George has always been a changeable kind of a guy, so we expect to see him back some day for the fourth time.

Motorman J. Schlageter, who has been on the sick list for the past 30 days, has returned to duty and is now feeling fine and fit.

Motorman Oscar Dunman, after fourteen years in slumberland, has just woke up to the fact that it is necessary for a motorman to procure a report card before going to work and thereby insure his relief man having one when he gets relieved and to avoid getting Brownies.

Extra Conductor E. P. Johnson, whose wife is in poor health, has been granted a 30-day layoff and will take his family to the home of his wife's mother at San Luis Obispo, Cal.

Motorman J. O. Franklin has 30 days' leave of absence to go east to dispose of some property, as he says, so that he can buy a home here.

Extra Motorman H. N. Buck has been granted a 30 days' leave of absence on account of poor health. We hope a rest will benefit him and that he will soon be back on the job.

Conductor P. H. Powers is getting to be quite an adept at writing miscellaneous reports. He averages two a day and all containing that heart-rending subject, "Tell Tale Out."

Conductors W. O. Bailey and C. E. Vassar, who are both slightly under the weather, are keeping themselves busy while resting checking for the schedule department in various parts of the city.

For the all-firedest "gimme" place on earth, the window of the division foreman's office takes the cake. If it isn't "Gimme this" or "Gimme that," it's "When are we going to have a shakeup?" Search me!

Our coal is running low, but why should we worry as long as Motorman Jake Hellman comes around quite often and spreads that famous brand of hot air of his—for it is sure a hot line.

Conductor W. J. Millican has left for Newman, Cal., to visit his uncle. W. J. has 30 days off and expects to enjoy every minute of it.

One of the hardest things to keep on hand in the office is indelible pencils to write accident reports. Of course, we know you are all honest, but we have learned that at times you are very absentminded. We have loaned out about five hundred—that means one for each of you—so now our troubles should be over. Nuf sed.

Conductor Frank Leon, between working his run and studying law, is breaking in as extra night switchman, and when he gets all the details absorbed he thinks he will be able to say, "and nothing to do till tomorrow."

KEEP ENTRANCE CLEAR

When waiting at crossover at end of Western Ave. line, cars must not be stopped so that any part of car blocks Sierra Vista street. Keep entrance to this street clear at all times.

IN PURCHASING DEPARTMENT

P. T. Powers is now chief clerk of the Purchasing Department. Miss Blanche Melbourne has transferred from the Purchasing Department to the office of C. V. Means, Traffic Manager.

DIVISION 4

For the benefit of Division Three's contributing editor, who desires to know what "shooting craps" means, would say: "Shooting craps" is the name of a game which is played with two ivory cubes, the sides of which are numbered one to six. The game was only popular with persons of the lower class, but during the late war the soldiers found great pleasure in "shooting craps." Officers of high rank got to playing it in their leisure moments. Today it is a high society fad.

I beg your pardon, brother, for submitting the article, which apparently was beyond you. Might see you in church.

Conductor Otto Leisy has been granted a fourteen days' leave to rest up and visit relatives in Paso Robles, Calif.

Our foreman, Mr. "Bebe" Boyd, was in a reminiscent mood the other day. His thoughts went back to the days when he was a trainman. He came back to earth with these jokes:

Lady: "Do you think I'll get a seat if I wait for a car a little longer?"

Conductor: "No, ma'am; all these cars are the same length on this line."

We are very glad to state that Motorman R. L. Luce, who was seriously injured some time ago, has been discharged from the Golden State Hospital and is coming around quite nicely at his home.

Conductor C. W. Davis has been granted a fourteen days' leave and is going to take a vacation trip to Frisco.

Conductor C. E. Elston is on a seven days' leave to transact some business here.

The following boys are on sick leave. We hope to see them up and doing soon: Conductors W. B. Reddington, D. W. Gibbs, B. L. Porter, F. Chappus and Motormen F. P. Hommel, A. L. Luce and K. A. Lick.

Conductor R. A. Smith will soon be putting in his application for a home under the housing plan. We understand he has lately acquired a large family. How about it, R. A.?

DIVISION 5

Conductor N. S. Sarah is taking a 60-day leave of absence to rest up.

Our foreman, John Robinson, is soon to be released from quarantine and will be back on the job.

Using familiar terms, the name "Shorty" includes Supt. Morrison and Mr. John Robinson. We will be glad to see the "Shorty" of the second part back on the job again.

Working a Moneta avenue car the other day, a Chinaman got on and asked for a transfer. Conductor R. W. Sampson asked him which direction and after considerable thinking and trying to explain, he burst out, "Chinatown." The conductor immediately gave him a transfer north and the celestial took it good naturedly.

Very odd how some men get so flustered when a nice looking girl comes around the office to inquire about some lost article. A girl appeared the other day asking about a traveling bag she had left on a car and "Baldy" DeMuth phoned Division Two and described the bag as "black, tan, brown." Who ever heard of such a color?