

New Offices for L. A. Railway

CAR WITH BIG LOAD NEEDS BRAKING SOONER

HANDSOME NEW HEADQUARTERS SOON READY
 A granite base supports the two lower stories of terra cotta and the six-story shaft of brick exterior extending to the ninth floor. The two top stories have a terra cotta finish with decorative figureheads at the four corners.

BUILDING AT BROADWAY & ELEVENTH STREET

By JOHN C. COLLINS
 Traveling Supervisor of Safety

If you are running with an empty car or hauling just an ordinary light load of passengers you can stop the car in a certain distance. Suppose you have made several stops at about the same speed and distance as you are picking up passengers nearing the up-town section where there are more track crossings and congestion. With the light load you had a certain speed and could stop the car in a certain distance with the breaking pressure. You now have about ten tons more weight on the car, at the same speed, and the same air pressure, but on account of the extra weight you need more braking pressure.



Begin Stop Earlier

The only way you can get more braking pressure is to begin to stop farther away. The weight on the car springs put the brake shoes lower on the wheels which gives you less holding power, also your stops may be all right when your air is up to high pressure. The time you run a little too close to a curve or track crossing, making a short stop necessary will be the time your air is at low pressure. Your pump about ready to cut in, you will be fooled in the distance. You cannot stop a car as soon when the air is low as you can when it is high.

So to protect your passengers you must always figure you have low pressure when approaching dangerous places.

The over-confident man should study coasting. When you have the maximum speed or the desired momentum, throw the controller to the off position. The stored energy will carry your car a certain number of feet with no decrease in the speed. The over-confident man always relies on the brakes too much in making short stops, when he should cultivate the habit of using the controller as a brake, judging speed, grade, and distance, making the same time with less strain on the brake rigging. He has the habit of carrying power too long, making a short stop to



The Los Angeles Railway offices are being moved from the Pacific Electric building to the new Los Angeles Railway ten-story building at Eleventh and Broadway. Some of the offices have moved and others will occupy the new quarters this week.

The company will use the sixth to tenth floors entirely and a few offices on the lower floors and storage room in the basement. The main floor will be devoted to stores and the second to fifth floors will be used for general offices.

In Prominent Place

The building occupies a commanding position being of flatiron type and facing on both Eleventh Street and Broadway. Looking south on Broadway from the downtown district, the center of the building appears to be in the center of the street, due to the jog at Tenth and Broadway.

Moving the office equipment is a night job. The engineering department is using some of its own equipment for the work.

The general move from the present quarters to the new building is scheduled to start next Friday night.

Following is a directory of the new building:

- Second Floor: 222, Lost Articles; 225, Uniform Department.
- Fifth Floor: 520, Surgeon's office.
- Sixth Floor: 601, Traffic Manager, Public Relations department, Cooperative Association Secretary; 604, Library; 605, Safety Bureau; 608, General Claim Agent.
- Seventh Floor: 706, Superintendent of Operation and Assistant Superintendent of Operation; 710, Manager of Transportation, Information, Complaints; 721, Lecture Room; 722, Instruction Department; 725, Superintendent of Employment.
- Eighth Floor: 806, Drafting room; 807, Chief Engineer; 820, Engineer of Way and Structures, Engineer of Electric Power, time keeper.
- Ninth Floor: 901, store room; 903, Purchasing Agent; 905, Cashier and Paymaster; 906, Comptroller;

Div. 5 Pressing Safety Leaders

A spurt by Division Five that pulled Supt. Morrison's clan into second place and within three points of the leaders was the feature of the week in the safety contest which is now in its final stages. Division Four holds the lead with 846 and Division Five has 843.

Division Two has been nosed out of second place and now takes third rank with 839. Division Three is in fourth place with 824 and Division One has 816. Step accidents and collisions set Division Two back.

Anniversary of Trolley Noted

The thirty-third anniversary of the successful operation of the first large overhead trolley system in America was observed last Tuesday when R. B. Hill, superintendent of operation, sent to trainmen of all divisions an expression of appreciation for their good work in the Los Angeles Railway, one of the best electric car systems in the country.

The first electric car system was operated in Richmond, Va. Since that time it has developed to the point of carrying 14,000,000,000 passengers a year on 80,000 cars.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Proving Courtesy Pays

A STREET car man's experiences with the public would fill a big book, but Earl C. McCain undertakes in the May issue of the American magazine to present in a concise article some of the impressions he gained in seven years' street car service in Pueblo. There is mighty good material in his story for trainmen and the public. Here is one of his sayings:

"I have studied my passengers and have found that the average person who rides the car is willing to meet a conductor more than half way in the matter of friendliness. But it is remarkable how much your treatment of *others* can sometimes have on a man, toward winning either his friendship or his ill will."

The writer tells a little story of an elderly motorman who was particularly accommodating to a regular passenger. Sickness and death in the family left the motorman in financial difficulties. He happened to mention to the passenger that things were going rather hard. Then it developed that the passenger was a bank cashier and as a result he arranged a convenient loan for the accommodating trainman.

That little incident shows that courtesy is worth while, but he tells an even better one. The conductor held his car a second or two one morning for a girl who was a regular passenger. She thanked him, and now they are discussing what kind of a bungalow and everything they are going to have.

Loyalty Is Always Awake

LOYALTY to your job and your employer does not merely consist of working your best in the hours prescribed for you on a car, a lathe or at a desk. Real loyalty is awake to the best interests of the employer at all times.

With Los Angeles Railway employes, loyalty to the company can be demonstrated almost every day by helping the trainmen on duty. A trainman has to issue witness cards when an accident happens whether the crew is responsible or not.

Prompt willingness to sign a witness card is an example often needed to make the others willing to fill in a card. But if the first one refuses it others are apt to do the same. If a passenger of rather hostile nature attempts to criticise the crew for an accident others may follow this lead. A good word by a trainman can turn the sentiment of a loaded car.

Bear this in mind and bring it to the attention of your relatives.

HARRY TUTTLE IS GETTING FAMOUS

Harry Tuttle of the schedule department could probably return to Syracuse, N. Y., and be made general manager of the street car system there on the strength of publicity he has received in a Syracuse paper.

Fourteen years ago Harry left street car service in the eastern city and came to Los Angeles. He has been with the Los Angeles Railway ever since. Recently a family reunion was held here and Harry was one of the four generations represented. The event was recorded and illustrated in a Los Angeles paper and the item eventually found its way into the Syracuse paper with complimentary comment.

Incidentally Harry has a newspaper picture of his brother-in-law, Michael Manahan (good Swedish name) at the front of a safety car. This type has been successfully introduced in Syracuse and Harry's relative operated the first one out.

First Boiler Maker—I refused a drink of good whiskey last night. What would you have done?

Second Boiler Maker—I would have done what you did, but I wouldn't lie about it.

PRIZES SET FOR KIDDIES' SAYINGS

"My baby said—" And with that the average fond father can start a conversation for the rest of the evening.

Now we want all those funny sayings of employes' children for the birthday edition of Two Bells next month and the clever sayings will win cash prizes, as was announced in Two Bells last week. Write to Two Bells the funniest thing your kiddie ever said and tell it in 100 words. The contest ends May 25, so get busy.

Class A is for children up to four years old. Class B is for children who have passed the fourth birthday and have not reached the seventh. In each class prizes will be awarded as follows: First, \$5; second, \$3; third, \$2; and fourth, \$1.

DAUGHTER DIES SUDDENLY

The sympathy of scores of friends of Edmund "Si" Perkins of the mileage department was extended following the sudden death of Mr. Perkins' daughter, Eileen. She was twelve years old and fell a victim to diphtheria. Funeral services were conducted Thursday at the chapel of Cunningham and O'Connor.

Puts Cigars In A-Z-U-R-I-D-E Box; Patrons "Take One"

CONDUCTOR G. Swartzmiller was very provoked the other evening. A sporty old gentleman who appreciates good service gave him three cigars.

"Swartz" did not know where to put them so they would not get broken, but finally decided to drop them in the A-Z-U-R-I-D-E box.

A couple of hours later he went for them and to his dismay he discovered that someone had not only taken one but taken them all.

Somebody must think the company furnishes better than Pullman service on the street cars.

Child Joins Cats and Roosters On Lost-Found Lis.

Pet rattle snakes, chickens and poodles are not uncommon in the lost and found bureau, but the list of unusuals was extended last week to include a three-year-old youngster.

Boarding a University car at Slauson and Santa Fe Avenues, a couple and a child took seats in the car. Somewhere the parents got off and apparently forgot the child. At any rate the kiddie was happily enjoying the scenery when the car reached the Ninth Avenue terminal.

The crew reported to the dispatcher the commodity left on the car. The dispatcher told the lost and found bureau and arrangements were made with the University police station to get the child and make arrangements for returning it to its parents.

OFFICES READY IN NEW BUILDING

(Continued from Page 1, Col. 4)

Secretary, 920; Auditor and Assistant Auditor; 921, Trainmen's Time Keeper.

Tenth Floor: 1001, Huntington Land Company Tax Agent and Engineer; 1002, rentals; 1004, Secretary; 1006, General Manager; 1010, Los Angeles Railway President, Vice-President and General Manager; 1023, Assistant to General Manager, Executive Engineer; 1025, Los Angeles Railway Land Company Vice-President and Manager, office of the building.



Following is a list of men who have gone on sick leave in the past three weeks:

- DIVISION No. 1
Motorman E. E. Brink, 1026 E. 23d St.
- DIVISION No. 2
Motorman T. A. Bell, 244 E. 56th St.; C. H. Ertling; C. Pipes, 211 W. 52d Pl.; E. J. Eden, to mountains—sick leave.
- DIVISION No. 3
Conductors—C. H. McElfresh, 2612 Idell St.; W. E. Smith, 2612 Idell St.; Harry Tupper, 2620 Ganahl St.; H. A. Strawn, 161 South Ave. 21.
Motorman—H. L. Mull, 2060 Dayton Ave.
- DIVISION No. 4
Motorman—O. L. Sanford.
- DIVISION No. 5
Motormen—E. A. Lambert, 2406 W. 54th St.; E. F. Gammell, 50 W. 35th Place.

CAMPING LIFE TALKS TO BE GIVEN FOR EMPLOYEES

Three interesting talks on camp life, methods of resuscitating people apparently drowned, first aid work and general subjects of interest to a lover of the out-of-doors have been arranged for employes of the Los Angeles Railway and will be given next Wednesday and Thursday in Recreation Hall, near Division Four.

The speaker will be Fred H. Killick, who is an expert in this particular line and has learned from the best exponents in America and Europe. His talk will be made still more interesting by demonstration of how to make a hammock-tent, a bed or a litter with little material.

His talks and demonstrations will be of particular interest in view of the coming season with its opportunities for camping in the open. His suggestions are calculated to help one make the best of vacation time whether it be a day or a month and to be prepared for emergencies in everyday life.

The talk and demonstration next Wednesday will be at one o'clock p.m. and on Thursday at 10 a.m. and 7 p.m.

MORE BRAKING ON HEAVY LOAD CAR

(Continued from Page 1, Col. 1)

keep from hitting something, when he has plenty of time and distance to make a long or coasting stop.

New Men Usually Safe

The young men on the front end are more subject to over-confidence than the older ones. It usually takes from six weeks to one year for a man to reach the over-confident state. Most of the accidents happen to men who have been in the service about one year. One would naturally think they would happen to the new man, but they do not. He is operating for the first few weeks as careful as he can. Although he lacks experience and judgment, he is more cautious, which evens it up. As he gradually loses his caution, confidence is bolstered up to such a point that he has too much of it. If he could keep his caution and develop judgment he would never have any trouble.

Beware of Carelessness

Nine men out of every ten are better motormen the first six months than they are the next six months. After that they usually settle down to a one-way system and get along all right, seldom slipping over the traces.

When you find you are over-running your stops, just a little disturbed whether you will be able to stop for that track crossing or come near colliding with something ahead of you, examine yourself and see if you are not getting just a little bit over-confident, then guard against it. You don't need anyone to come out and tell you this. Tell it to yourself and try to do it right the next time. Soon you will develop into a good careful operator, and will welcome the most critical man in the service to ride with you for you know you know the game.

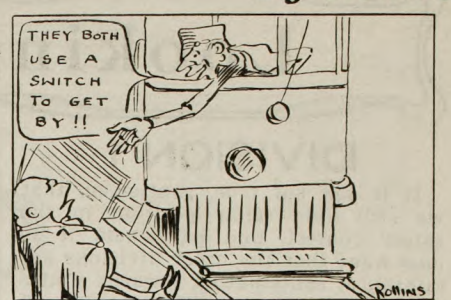
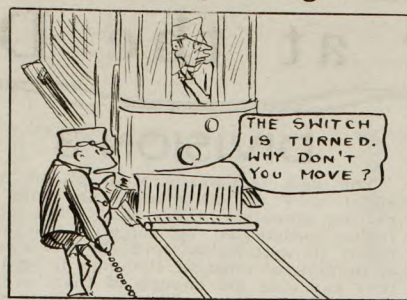
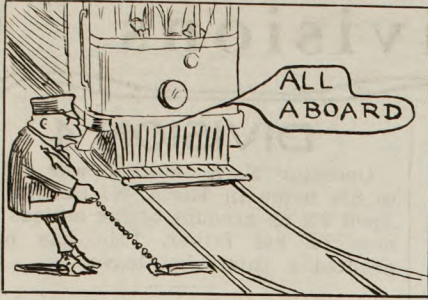
BULLETIN

There seems to be some misunderstanding about issuing transfers on Pull-Out and Pull-In trips. For your information, when cars are pulling out or in car house, where cars are operated off regular route, conductors when leaving terminal or car house, will punch all transfers turned back and diverted.

Chief Instructor.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things

(Hand Picked)

Bouquets Received Last Week

- Conductor F. H. E. Pierce, Div. 2.
- Conductor O. G. McDermith, Div. 3.
- Conductor J. C. Vave, Div. 4.
- Motorman A. E. Severs, Div. 4.
- Conductor M. M. Sacks, Div. 5.
- Conductor G. J. Armstrong, Div. 5.
- Motorman A. A. Blauch, Div. 5.

For Conductor H. W. Corneth, Div. 3

Los Angeles Railway.

Gentlemen:
I wish to express a word of appreciation for an act of courtesy extended to me a couple of nights ago by a conductor on the Garvanza line.
It was about five o'clock, the crowded time of night, and I managed to get on board with a heavy baby in my arms, and the car was too crowded to set her down. This conductor seeing my predicament, took his stool and put it over in a corner a little out of the way so that I could sit down. The conductor's number was 2522.

Sincerely,
MRS. LOIS Z. GARRISON.

For Conductor J. E. Lewellen, Div. 2

Los Angeles Railway.

Gentlemen:
I wish to tell you of a most extraordinary courtesy on the part of Conductor No. 678. I dropped a card case containing some valuable papers and a check for \$1,000. This very kind man realizing what my anxiety would be, telephoned the Lost and Found Bureau so they could tell me in case I should enquire. Later delivered it to the Bureau, and then called me to tell me of its safety. In addition offered to escort me to this place which I gladly permitted him to do at eleven o'clock in the morning, and this man had been working since four o'clock and without breakfast.
Yours very truly,
MRS. ANNIE B. TENNESON,
2108 West Blvd.,
Los Angeles, Cal.

For W. A. Pilcher, Div. 2

Los Angeles Railway.

Gentlemen:
If one of your employes breaks a regulation, the public is quick to enter complaint. I observed a courtesy yesterday I wish to report:
Boarding a crowded Bimini Springs or Vernon car going west and north at Central Avenue, I took the first rear seat into which I could squeeze. I was smoking and thinking very seriously of a business deal. Unconsciously I was blowing clouds of smoke everywhere. Under ordinary conditions I would have been "barbed" out much to my chagrin. But in this case, the conductor, No. 1314, I think, on the car (Number 428, as I recall) quietly came to my side, stooped over and in a gentlemanly way and tone said: "Please smoke in the front section of the car," smiled and was back on his job.
Respectfully yours,
J. CARL SHINDLER,
316 Story Bldg.

For Motorman A. W. Wright, Div. 3

Los Angeles Railway.

Gentlemen:
I wish to bring to your attention the courteous service of Mr. A. W. Wright of Division Three, operating on the Griffin Avenue car line.
I have been a resident of this city twenty years and have ridden with many employes, but Mr. Wright's excellent service should receive special consideration.
Yours truly,
R. F. HERON,
517 East Ave. 39.

ONE-SIXTH OF TRAINMEN IN SERVICE OVER 5 YEARS

Majority of 2194 Motormen and Conductors Have Between One and Two Years' Standing

THE majority of trainmen of the Los Angeles Railway have been in service between one and two years and a good percentage have been on the cars for more than ten years. These are some of the high spots of an interesting schedule of periods of service recently compiled.

On the motormen's side, the second largest group is composed of men who have been in service more than ten years, this total being 164. Exactly 379 have between one and two years' standing. The next largest period is between three and six months with a total of 153.

On the conductors' side of the list it is seen that the second largest classification is between three and six months, while the third is over ten years with a total of 284.

The figures show that slightly more than four hundred of the 2194 trainmen of the Los Angeles Railway, or

better than one-sixth of the total, have been in service more than five years which indicates that they consider train service a good thing.

Here is the schedule of length of service:

MOTORMEN	
Under three months.....	42
Three to six months.....	153
Six to nine months.....	111
Nine months to one year.....	126
One year to two.....	379
Two years to five.....	96
Five years to ten.....	57
Over ten years.....	164
Total.....	1128
CONDUCTORS	
Under three months.....	70
Three to six months.....	160
Six to nine months.....	130
Nine months to one year.....	143
One to two years.....	281
Two to five years.....	101
Five to ten years.....	61
Over ten years.....	120
Total.....	1066

COMPLAINT RECORD SHOWS EQUAL MARCH & APRIL SCORE

NEITHER gain nor loss is reported in the summary of complaints for March and April made in the office of George Baker Anderson, manager of transportation.

A total of 132 complaints for various causes was received in March and by a coincidence the number for Ap-

ril was exactly the same. Transfer and fare trouble led in April, with a total of 48, just 13 less than in March. Miscellaneous complaints dropped seven.

Twenty-nine commendations were received in April and 33 in March.

Here is the record in detail:

	March	April	Gain or Loss
Discourtesy.....	34	44	+10
Fare and Transfer trouble.....	61	48	-13
Starting too soon.....	4	7	+3
Carrying passengers past stop.....	7	13	+6
Passing up passengers.....	7	2	-5
Dangerous operation.....	1	3	+2
Short change.....	1	5	+4
Failing to call streets.....	1	1	—
Miscellaneous.....	16	9	-7
	132	132	
COMMENDATIONS.....	33	29	-4

There were 162 complaints made in January, and 94 in February, which was a short month.

Fight Fans Eager To See Big Scrap

Several trainmen have entered the contest with offers of a free trip to New York and ringside seats for the Dempsey-Carpentier fight. Among those who dropped into the Public Relations Department office to state they are out for the prizes are Motorman C. J. Wycoff of Division Three, Conductor F. E. Beverly of Division Five, Conductor E. B. Valentine and Conductor Vincent Sambus of Division Four.

Others running are: "Daddy" Pierce, Div. 2; Conductor Frank Mead, Div. 3; and Conductor J. Kohen, Div. 5.

Praise Given for Special Service

Praise for Motorman R. B. Davenport and Conductor R. C. McGinn of Division Two is expressed by Mrs. H. M. Ellsworth, Box 742A, Inglewood, for the efficiency the two trainmen showed in getting the number of an automobile that almost struck her as she was alighting from a street car.

A second creditable act is recorded for Conductor E. B. Valentine of Division Four for his courteous way of handling a disgruntled passenger in connection. The praise came from R. A. Weiss of Wilmington.

On The Back End

(Contributed)

Conductor M. A. Brothers of Division Three has given up the lofty idea of being a "vet," the auto having put the horse surgeon to the bad. In the meantime he has bought an extra lot in Eagle Rock and is raising pumpkins and on his face is attempting to raise a moustache, but we fear he is wasting time.

There is a contest on Temple Street line between Conductors Bunde and J. J. Burke to win the prettiest girl. By the record of last week it was not a contest; it was a walk-away because Bunde instead of getting one pretty girl got about a half dozen to Burke's three. Conductor Bunde is working seven days a week in order to take them all out to supper and cabarets.

No doubt that living model display in a well known Spring Street window was the cause of Division 2 weakening in the safety contest, suggests Motorman Gunner.

Upon having been made acquainted of the fact that the boys at Division 1 are finding great delight, and are taking so much trouble to explaining to the boys of Division 4, why I am not working the Front End any more, and why I am at Div. 4 instead of Div. 1. For the benefit of all concerned I wish to make the following announcement. Am not working the Front End any more because I was not fit to be a motorman, and so am trying to make a conductor. The reason why I am at Div. 4 is entirely my own affair. I thank you.

CHARLIE A. FLORIO,
(2576) Conductor, Div. 4.

Foreman J. B. Lair, of Division 1, we believe, is a man who wouldn't bat an eye if the city was blown up. He can be seen most any old day in the office standing around, staid and majestic in all his glory, with an expression such as Nero must have worn when Rome burned. But if you want to see a quick change, come around when his little boy pays him an informal visit, and watch J. B. amusing him by swinging on the electric light cord by his teeth, and peddling transfers with his feet. He sure is the proud Pop.

One morning when nearing 6th and Olive Streets on the in trip, a lady came forward and said to me, "Motorman, I supposed you are pretty well acquainted in the city, and as I am a stranger I am going to ask you some information." I assured the lady I would gladly give her any information which I could. She continued, "Well, if you are a married man you know that a woman to look well when she is dressed must have a good corset; I mean a corset made especially for her figure. Now I need a new corset and I want you to tell me if you know of a first class corset shop in the city." I told the lady that strange as her request was yet I could do as she asked, accordingly I directed her to _____ shop, South Broadway.

N.B.—I was not asked how I happened to be able to recommend this place.
Motorman 133, Div. 5.

REAL HUMOR

"I'm putting on a show for the boys from France and I want something funny. What do you suggest?"

"Show them some battle scenes from the war movies produced while they were away."—Life.

Looking 'em Over at the Divisions

DIVISION 1

It is sad but true, gentlemen, that we still hold cellar position in the safety contest, and have held it so long now, that the other divisions are talking of contributing towards a nice wreath for us with "Rest in Peace" done in violets on it. Now, Gents, got to quit bumping flivvers in the rear and knocking old ladies off the street, and even if we don't get the pennant, we can quit hogging the hole and give some other division a chance at it.

"Now, fellers, quit kidding Katzenberger about being a dog-catcher in his youth. Katsy says it isn't as easy as it looks, and besides he might bribe the Editor into digging into the pasts of some of you jokers, and you would be up against it. That's solid wisdom."

As far as is known, the new transfers were shoved out Sunday morning and everything was lovely. There were no conductors killed or injured, but Conductor Tommy Brewster grew several gray hairs trying to explain them to a gent from Italy who was stone deaf and was unable to read a word of English.

Now that the hot spell is here, Conductor Gerald J. Stoddart has had a lot of baby blue ribbon worked in rosettes through his underwear. He says it shows right through his blue shirt. Ohfergawdsakes!

We have got our pool tables all fixed again, just as good as new, for which we give thanks, and now it's up to us to show our appreciation by quitting sleeping on them.

By the way, have you noticed how classy West 7th Street is getting lately? Its got a dance hall and a chop suey joint now, and rumor has it that there will soon be erected a nice comfortable shed in which to park the patrol wagon when business is dull.

Have any of you noticed Motorman Steelow's outfit out on the road? It is a sort of tool-chest and walking lunch counter combined, besides which he has a leather cover that fits over the controller handle, another that covers the air valve handle, and an apparatus that rings the gong when he wiggles his toes. 'Tis said he is now working on a collapsible fender that automatically folds itself up when he whistles at it.

Someone said the reason we were having so many accidents was that the men were acting nervous trying not to have them, so we will not say a word about it this time, but do the best you can. You know.

Introducing: New Men of The Week

The following men have been assigned to divisions during the week ending April 30:

DIVISION 1

Motormen—F. R. Plaxco, H. Harris, D. Fairbanks, G. W. Holton, F. M. Vaughan, W. W. Hays.

Conductor—J. E. Cullen.

DIVISION 2

Conductors—A. H. Hoyt, K. S. Baker.

DIVISION 4

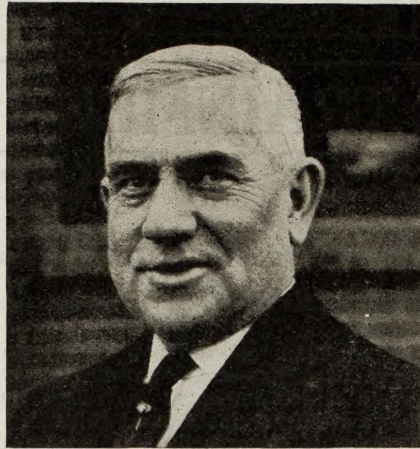
Motormen—E. B. Cake, R. J. Steele, D. S. Simmons.

Conductor—F. E. McKurth.

DIVISION 5

Conductors—J. M. Kane, S. W. Davis, H. R. Johnson.

Who's Who



ONE or two years ago, S. H. Christy was quite a wrestler and perhaps that accounts for his being a transfer clerk at Division Three. But whatever the reason of it all may be, Division Three is mighty happy to have Christy on hand as a smile producer and general good scout.

He is quite an old-timer, having been with the street car here since 1906. In his former days he held forth at Seventh and Grand when that was a busy headquarters for the cable cars. Then after the electric cars gained sway he went to Division One but finally landed up at Division Three.

Before going into the office, Christy was a conductor and line instructor.

DIVISION 2

The old bird Story has again been visiting around Div. 2, according to Conductor W. H. Shirley, who recently walked into the waiting room with a big smile and announced "it is a boy." Congratulations!

A short time later in the day, Motorman W. D. McCollum came in with a big box of cigars and informed us that he was the father of a 10-pound girl, and both mother and baby doing fine. Congratulations, W. D.

Conductor K. S. Baker, who resigned about a month ago, has returned and is now close to the bottom of the extra list. K. S. says, like all the rest of them, that he is going to stay this time.

Conductor C. R. Preston is taking a 10-day leave of absence for the purpose of improving his health at Murietta Hot Springs. We think it will be rather quiet while Mr. Preston is away, as he is best known around Div. 2 as "Noisy."

Motorman O. W. Shoop, who has been off on account of sickness for about two months, will be back in his San Pedro run again in a few days.

Conductor W. S. Culver is now handling the Register Cards at Div. 2. W. S. says he likes it fine.

Motorman C. Pipes can tell anyone what they want to know about mumps, as he has had quite a time of it. However, we learn that he is improving at his home, and expects to be with us again soon.

L. G. Ackerman just returned to work after a short vacation, mostly spent at home.

Conductor H. A. Hansen is on 30-day leave visiting his ranch in San Diego mountains.

DIVISION 3

The new transfer system glided into effect very smoothly and the going is getting smoother every day. The confusion anticipated by some of the men failed to materialize and the consensus of opinion of most of the men is that if they can only get enough of them everything will be jake. That part of it will be staigthened out as rapidly as possible. In the old order of things it was usual to send out with every run about one hundred more transfers than were usually actually used, whereas in the new system, where the transfers are split up into A.M.'s, P.M.'s, In's and Out's, the 100 extra only means 25 extra to each individual kind, and as some of the conductors are of a nervous temperament they become nervous when they get down to about 25 transfers and begin frantically calling for more. That has been the cause of so many complaints of running out of transfers. In a number of cases where extra transfers have been sent out it has been found that the conductor still had some on hand but was afraid that he would run out, but having been there myself cannot blame them very much, but feel that as they become used to getting down closer to the end, they will overcome the aforesaid nervousness and as I said before everything will be jake.

Switchman H. W. Twombly has switched back on to his old job again and is now winding it up on the front end.

Motorman J. A. McKnight is now working under the Auditing Department looking after the Register Cards thereby taking a whole lot of worry off our slim friend, Geo. Woolley.

You've all heard of a decorated circus wagon. Well, they haven't got a thing on extra Conductor F. Gosselin who showed up the other morning in ice cream trousers, a green knock-em-dead shirt, green tie and green nips and Eau de Cologne till you couldn't rest. Oh, you gosling!

If Frank King was with us yet we feel sure he would turn green with envy to see the way the boys are working overtime on the shoe-shine stands. Everybody's doing it, and it certainly has added to the appearance of the boys. A good shine not only does that, but it makes a fellow feel better and puts him in trim to meet the people and starts him out in the a.m. feeling right.

Conductor H. A. Strawn, who has lately undergone an operation at the Methodist Hospital, is getting along very nicely and expects to be able to leave that institution shortly.

Supervisor C. Wike thinks he has had a sufficiency of that branch of the service and is now back on the front end.

We understand that our portly mechanical genius, Lee Lewis, did not waste his time that he spent learning the art of armature winding, as it came in very useful with the aid of the First Aid Kit the other day when one of the dusky car cleaners had the misfortune to fall in the pit and badly damage a limb. A Carnegie medal for Lee, by Heck!

Yardmaster Arthur Walker and Motorman Glen Chapman spent the first two days of the month on the streams of the Great Bear district after the elusive trout. Arthur tells us they easily got the limit of 50 pounds and one fish. We didn't even see the one fish, but will take his word for it.

We seem to be running in hard luck in the safety contest, but there's time yet to get to the front, so keep everlastingly on the alert and some of the leaders may fall down and who knows but we might win out yet.

The old bird Stork is back on the job again, having brought a bunch of loveliness to the home of Motorman Tom Canning in the shape of a beautiful baby girl weighing 10 pounds. This event occurred on Tuesday last. This increases Tom's family to four,

DIVISION 4

Operator N. A. Mather was called to his home in Hecla, N. Dakota, on April 29, on account of the serious illness of his father. He has been granted a thirty-day leave.

Several of the boys here have become interested in the contest, the prize of which is a round trip ticket to New York (all expenses paid). The candidates are doing some real electioneering, even passing out cigars.

Say boys, please send in some of those jokes and stories you tell around the barn to "Two Bells." They are all good ones. If they were not we would not have laughed. But why just tell them to a few? Why not write it on a slip of paper and drop it in the "Two Bells" box so that we can tell those three thousand other employes of the company about it? Come on, fellows, help us put a "kick" in the column. We thank you.

Conductor Van Keuren evidently got tired of telling absent-minded people that they should have got their transfer when they paid their fare, because we noticed him going east on Pico with this sign tied to the upright brace: "Get your transfer now or keep silent forever." (If they didn't get their transfer then they would not dare talk for the rest of their lives.)

DIVISION 5

Conductor A. A. Gregor has just taken a fourteen-day lay-off. He intends to visit his relatives at Anaheim.

Motorman G. H. McKibbin and Conductor L. L. Boatman are taking ten days off, taking in the sights at San Diego and the border.

Conductors T. W. Bennett, formerly switching, and C. E. Cline, formerly of the office here, have both returned to train service.

Motorman J. H. Atkinson has taken a 30-day leave of absence, visiting relatives and friends at Cleveland, Ohio.

Foreman J. Robinson is anticipating with pleasure a three months' leave of absence, which time he intends to spend in England visiting with his mother and father and three brothers. He says it has been 16 years since he left England or has seen his mother, father and brothers. All three brothers went through the European War and two of them are crippled for life, so it is with a great deal of anxiety that he is looking forward to the day of departure and arrival.

Motorman J. W. Morgan has been temporarily appointed to look after the register cards for the Auditing Department at this Division.

three girls and a boy. We are pleased to report mother and baby doing well.

Our genial stenog, Andy Anderson, is leaving us for a few days' vacation. We will miss Andy all okeh. Just where he is going and what he is going to do we have been unable to find out, as Andy did not consider it was the psychological time to inform us, but we hope he will enjoy his vacation. Mr. Ted Haskell will officiate in his absence.

A Deep Joke.

First Conductor—What line are you working on now?

Second Conductor—East Fourth and Hoover.

First Conductor—Gee, what's the idea? Did your landlord raise your room rent? —Div. 4.