



TWO BELLS

A Herald of Good Cheer and Cooperation Published by and for Employees of the Los Angeles Railway

Edited by J. G. JEFFERY, Director of Public Relations

Right Hand Turn Test Is Success

WATCH AUTOS BEFORE YOU JUMP OFF STEPS

By JOHN C. COLLINS
Supervisor of Safety

A conductor is required to do the ground work but a few times a day. Forty-five seconds time usually completes the move. At the time, the mind should be on the particular dangerous feature of the movements. The intent, the reason and danger should always be recognized.

A conductor should never swing out and back of his car to replace a trolley, especially in number one zone, without anticipating the consequence of his move and looking first to see if the car or auto following will stop in time to avoid a collision with his car. Should the trolley come off at night during rain or fog, the first thing he thinks of is what is likely to happen. The car is in the dark, the other fellow's car windows are covered with rain, he won't see the leader. The first conductor must warn him by flagging him down. The whole situation immediately opens itself up into a clear view of the possibilities.

If a conductor puts a trolley on the wire after night, then finds it necessary to back up a short distance, he should anticipate what might happen. Unless a man can see the trolley wheel he may not have it on the wire. In the dark he can easily see by the arc formed by contact if he looks.

A great many times the trolley is placed on the wire so it rests on the harp, at the side of the wheel. When the car starts back the wire is pinched between the side of the wheel and the harp, either breaking off the pole or the trolley. A good observer can see by watching the trolley rope if this happens or not. If caught, the rope goes up slowly; if not caught, the rope does not move.

AMBITION

Every man is said to have his peculiar ambition. Whether it be true or not, I can say, for me, that I have no other so great as that of being truly esteemed of my fellow-men, by rendering myself worthy of their esteem.

—ABRAHAM LINCOLN.

Pleasing ^T_he Public

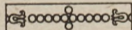
Public Relations Department,
Los Angeles Railway,
Gentlemen:

I gladly take this occasion to tell you that having travelled for practically 25 years of my life, having made a trip around the world that lasted 28 months, I never found---particularly since the conclusion of the world war---such patient and obliging and kind people as the conductors and motormen of the L.A. Railway. The exceptions to the general rule are very few and where are there rules without exceptions?

The above and the good service that you give at the cheap pre-war fare make your organization one of which the western metropolis may well be proud.

Yours sincerely,
ENRICO PIANA.

Royal Consular Agent of Italy.



The Superintendent,
Los Angeles Railway,
Dear Sir:

Upon the completion of my five thousandth round trip on the "A" cars, (West Adams Line) I take pleasure in informing you that upon all these five thousand round trips, I always found the conductors and motormen most courteous.

I never saw one case of incivility but they have on numerous occasions gone out of their way to do some small favor for a member of the travelling public.

If this West Adams is any criterion for other lines under your management, you have just cause for congratulation.

With best wishes,

Yours respectfully,
J.C.A. WIGGINS,
Stephens & Co.,
724 So. Spring St., City.

NEW METHODS TO SPEED TRAFFIC PLANNED

As a result of the success of a traffic experiment made at the junction of Ninth, Spring and Main streets last Monday, Tuesday and Wednesday, plans for facilitating movement at other congested points will be taken up by police and street railway traffic men.

A twenty-five per cent increase in efficiency in the handling of traffic at the junction resulted from the test, according to Police Traffic Officer Downan and A. K. Plummer, director of street car traffic.

Through the co-operation of the police traffic department and the Los Angeles Railway, West Ninth street cars were allowed to make the right hand turn from south to west with traffic open north and south or east and west. The regular plan is for them to turn with the traffic moving east and west to prevent trapping autos in the narrow corner, but this holds back cars on three other lines southbound at Ninth and Spring.

The traffic test was made between 4 and 6 P.M. daily and worked without confusion.

Those on duty at the corner who assisted the plan are Motorman Wm. Pierson of Division Three and Motorman J. F. McCormick of Division 1, who worked as traffic men. Extra Towerman H. H. Baxter was on duty in the crow's nest, and L. W. Sweeney, chief towerman helped actively. Credit is due to Officer Downan for his effective co-operation.

Three Babies At Division 2 Homes

Several new inhabitants have arrived recently at homes of Division Two trainmen.

Those who proudly boast of being dads are: J. C. Miller, an eleven-pound boy; R. L. Wilson, a nine-pound boy, and E. Lareau, an eleven-pound girl. All are doing fine and congratulations are in order.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Big Share of Service Is Depending on You

EVERY man who works on a car as a motorman or conductor or safety car operator has a big responsibility in maintaining the service of the system as a whole. His job is not merely handling his own passengers and getting his own car to the time points according to schedule.

If one man is out of step he spoils the service of all others. The matter of running late or sharp is one of the best ways to illustrate this. A fast car dodges its proper load and gives his follower more than a normal load. Passengers protest against the overloaded car and this reflects against the whole system.

If a traffic tie-up results from a truck breaking down on the line, the company is not to blame in one sense, but the company and certain trainmen are to blame if the condition is not reported to the emergency supervisors on the telephone promptly.

This matter has been mentioned often but last Sunday morning a serious delay occurred in the downtown district and so close to the main office that a conductor on any of the several waiting cars might have run up to the supervisors' headquarters and reported. Instead the blockade continued until a man employed at the main offices happened to pass by and noticed the blockade. He reported to the supervisors and an emergency auto hurried to the scene and cleared the blockade.

Another blockade resulted from an accident at Pico and Flower Tuesday morning. Cars piled up in four directions and it was not until the conductor on the fifth car of one of these lines telephoned to the emergency supervisors that steps could be taken to clear the situation.

In such blockades or in any unusual situation, it is the duty of every man to see that the situation is reported. It is better to have eleven crews report a blockade than to have eleven groups of passengers criticizing the service.

Playing With Millions

CAN you imagine five politicians, beyond the reach of the people yet in charge of \$500,000,000 of public money, who might hire and fire whoever they please at whatever salaries they desire?

That would be the situation under the proposed and so-called "Water and Power Act, which will be proposition number 19 on the ballot November 7th. Californians are asked to mortgage the state by voting \$500,000,000 bonds for the scheme which has been aptly termed the "California Political Power Act."

The situation would produce one of the worst political strangleholds imaginable if any board were given such drastic powers without even having to consider civil service rules. Even if the project itself had merit, such a plan would result in the hiring of men whose political influence was the determining factor instead of their engineering ability.

FINE SET OF HISTORY STORIES PUT IN LIBRARY

ONE of the finest additions to the library made in several months, is a set of fifty volumes, entitled "The Chronicles of America." The collection is now on the shelves ready for circulation.

The collection is in six divisions as follows: The Morning of America, The Winning of Independence, The Vision of the West, The Storm of Secession, The Noontide of America and Our Neighbors. A number of popular and nationally known authors have contributed to the collection.

After seeing a picture of Mother Eve we understand the meaning of the term "EVENing gown."

The truly efficient man knows what to do next, how to do it and then has enough ambition to go out and do it.
—Eclipse Rays.

Stewart Edward White has a particularly interesting volume on The Forty-Niners, and Emerson Hough writes on The Passing of the Frontier. Stories of the sea always have a great appeal, so a heavy demand for Ralph D. Paine's volume on The Old Merchant Marine, is expected.

The collection is published by the Yale University Press. Pictures add considerably to the interest and the typographical work is in keeping with the literary standard.

Junkman—"Any rags, paper, old iron to sell?"

Buch Doerer—"No, gwan away, my wife's away on a vacation."

Junkman—"Any empty bottles?"

The whale gets into trouble only when he starts to blow.

BULLETINS

Issue July 31, 1922

BULLETIN NO. 114
Notice to Conductors

The practice of rounding off the corners of mileage cards must be discontinued at once.

BULLETIN NO. 115
Notice to Conductors

The following passes are reported lost:
No. 3661—issued to C. C. Blooms, conductor, Division 2.
No. 4478—issued to P. Jaksich, motorman, Division No. 5.
No. 4783—issued to L. G. Marquette, motorman, Division No. 2.

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

R. B. Hill
Supt. of Operation.

Frances Westcott Of Safety Bureau To Marry Aug. 2

Miss Frances Westcott, one of the most popular girls of the main offices, will be married next Wednesday evening to Harry E. Roxstrum, a well known young business man of Los Angeles.

Miss Westcott is stenographer of the safety bureau and daughter of Supervisor Frank Westcott. Her sister, Miss Anna Westcott, is in the employment office.

Following the wedding, the couple will leave for a honeymoon trip to the Yosemite.

Friends of Miss Westcott at the main offices presented her with a reminder of their friendship before she put away her typewriter for the last time.

Double Track For Santa Fe Terminal

The maintenance of way department has completed construction of 195 feet of track at the Slauson terminal of the Santa Fe avenue line. There was a stretch of single track at that point which sometimes hampered the movement of cars in their right order. With double track to the end, and a convenient cross-over installed, delay at that point will be minimized.

The greatest mistake you can make in life is to be continually fearing you will make one.

Introducing New Men

The following men have been assigned to their divisions during the week ending July 22, 1922:

DIVISION NO. 1

Motorman—B. F. Hager.
Conductor—F. M. Dowdell.

DIVISION NO. 2

Motorman—A. Roche.

DIVISION NO. 3

Motormen—C. T. Morgan, J. W. Merrill, O. S. Cloward.
Conductors—D. L. Bosserman, G. Lukinac.

DIVISION NO. 4

Motorman—G. H. Hennes.
Conductor—W. Parr.
Safety Operators—W. A. Rickstein, D. B. Knight.

DIVISION NO. 5

Motormen—R. C. Young, J. B. Barton.

Keep your head, think with it yourself, be game, and your batting average is bound to rise.

FAITHFUL DOG MASCOT DIES

"Bob," the big collie mascot of Division Two, who made his home at the car house for more than five years, has passed on to the dog heaven. The dog was a friend of every man who ever worked at Fifty-fourth and South Park and was credited with knowing the time certain runs pulled out and pulled in as thoroughly as the switchmen.

In his younger days, Bob was known to everyone up and down South Park avenue. He knew where the car stops were located and would wait at the corner for a car and jump on when it stopped. Then he would ride down the street a few blocks and get off and board a car going in the opposite direction. He would keep this up a greater part of the day, visiting a few minutes with every car crew.

Bob's death is due to old age. The day before he died he was playing around the car house with trainmen and children. The death of the mascot has left a vacancy at South Park that will be hard to fill.

Little Stories OF Street Car Life

A car was going south on North Broadway with a fairly good load. Bumpty, bump, bump! It passed over an obstruction in the groove of the rail. Everybody sat up and took notice. The motorman, with cap on one ear, looked around at the passenger standing behind him and laughingly said, "Some bump, eh?"

"Yes," said the passenger, "Why don't you stop and get it out of the groove?"

"Nothing doing; haven't time; I'm due at Temple Block in three minutes."

Bang! While getting this speech off his mind and with his head turned, a Ford suddenly came out from a side street. Result: A badly twisted fender, not much damage to Ford, four minutes lost getting things into shape.

Did he arrive at Temple Block on time? He did not. His follower caught him at the place of the collision and he had stopped and taken a large bolt out of the groove in the rail, that had fallen there from some passing truck. He turned it in that night with a report. The result was some credits and at the end of the month 10 credits for a clear record.

And what did the other fellow get? He got the poor opinion of his passenger, he got to Temple Block late and he did not get a clear record for safety. This is only another demonstration of too much speed minus head work.

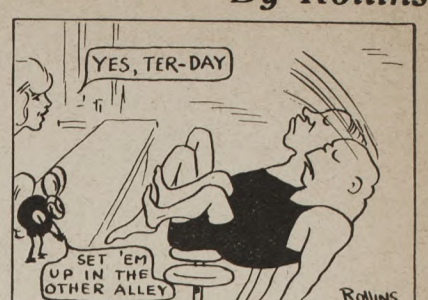
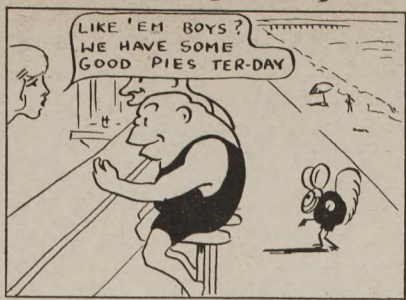
A bolt in the groove of a rail is not only dangerous, but is very hard on the equipment. The motorman on the second car showed that he was right on the job, up on his toes as it were, and was delivering the goods for which he is paid. Service and safety work together.

VISITS IN EAST

Operator J. H. McClintock is visiting his son in Philadelphia. This is the first time Mac has been east of Chicago.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

For Condr. H. C. Hales, Div. 3
Los Angeles Railway,
Gentlemen:
I wish to call your attention to Conductor No. 1040, working on car 288, inbound from 51st and Hooper Ave. I did not have the time but I think it was about 4:15 p. m. on the 12th.
I hurriedly left home, neglecting car fare. When I caught the car I gave my reason for not having car fare and he paid my fare cheerfully. He is worthy of your notice and consideration of praise.
Yours truly,
JOHN STANFORD,
1284 East 57th St.

For Condr. H. A. Peyton, Div. 5
Los Angeles Railway,
Gentlemen:
A profound bit of praise is due your Conductor No. 290, on the Grand Ave. line.
On the morning of July 12, while going north on Spring Street, between Ninth and Second Streets, an aged blind man boarded his car. Your conductor displayed a high degree of sympathy and respect in assisting this man into the car, locating a seat for him, and helping him to alight at his destination.
It only required a minute but it was an exhibition of courtesy and thoughtfulness that will not be forgotten by those who witnessed it.
Very sincerely,
MISS LILLIAN TENINTY,
16320-C Carlyle Street,
Gardena, Calif.

For Mtr. F. T. Miner, Div. 1
Los Angeles Railway,
Gentlemen:
My attention was brought yesterday to the courtesy of Motorman 2211, of line "S." He waited till a young lady, struggling with packages, safely boarded the car and then started.
Yours truly,
JOSE MARIA CAZARES,
414 E. 63rd Street.

For Condr. D. E. Croushorn, Div. 4
For Operator H. O. Nelson, Div. 4
Los Angeles Railway,
Gentlemen:
On my way to and from work I come in contact with a great many of your men. There are two men I wish to call to your attention. One is an operator on line G, run No. 17, badge No. 2519. On several occasions there would have been serious accidents by machines cutting in in front of the car, but he was always on the job and active.
The other is a conductor on line L, run No. 21, badge No. 1134. On two occasions he has helped old people off and on the car.
I hope that both of these men get all the merits that are due them from these incidents.
LOUIS N. VELZY,
Box 83, R. F. D. 9,
Los Angeles.

CHECK YOUR KNOWLEDGE ABOUT TICKET RULES

Full Information About Transportation Given In Display Cases

WE CONTINUE to receive complaints where conductors refuse to accept the small brown ticket, commonly known as the "Free" ticket, and occasionally when they are received for transportation, conductors will refuse to issue transfers on same, and when asked why they refused this privilege, they will invariably say that they are free transportation and did not think party was entitled to a transfer.

These tickets have been in use for a number of years, and up until July 17, 1916, the rules were not to issue a transfer on them, but Bulletin No. 209 of 1916 gave passengers using these tickets transfer privilege. About a year ago the ticket cases at each division were brought down to date, with all of the different forms of transportation, and a letter of instruction, giving the description and the use of each form of transportation, was placed with each case. The tickets just referred to are No. 19 in this letter of instruction.



There was a short period where these tickets were issued to students with the word "Student" stamped across the face, but that was discontinued at the time we began using the present form of student tickets.

Good for Transfer

The student tickets now in use are green and state across the front that they are good for transfers, and even with that information printed across the face of the tickets, we find occa-

sionally a conductor who will refuse to give a transfer on these tickets.

Consult Ticket Cases

If there is any doubt in your mind regarding the different forms of transportation, consult your ticket case and instructions covering same at your division, as all transportation in the ticket case is covered in the letter of instructions except the 46-ride individual school commutation tickets, and the 52-ride individual monthly commutation tickets. These books are not numbered, and instructions are not contained in the original letter of instructions.

The question has come up a number of times recently as to whether trainmen using passes may board the front end of a car where rear of car is loaded. Bulletin No. 15, 1922, reads that, "Hereafter, trainmen, police officers, and mail carriers, when in full uniform only, will be permitted to enter P. A. Y. E. cars at the front exit gate. Trainmen not in full uniform must make no attempt to enter front exit gate, except at point where a loader is in charge."

The Man I Like

I haven't much faith in the man who complains
Of the work he has chosen to do.
He's lazy, or else he's deficient in brains,
And maybe, a hypocrite too.
He's likely to cheat and he's likely to rob;
Away with the man who finds fault with his job.
But give me the man with the sun in his face,
And the shadows all dancing behind,
Who can meet his reverses with calmness and grace,
And never forget to be kind.
For whatever he's wielding, a scepter or swab,
I have faith in the man who's in love with his job.

For Condr. J. A. Morris, Div. 3
For Condr. E. C. Tyler, Div. 5
For Condr. W. H. Morgan, Div. 5
Los Angeles Railway,
Gentlemen:

Find enclosed three numbers, two on B line, one on E line. Said numbers represent three conductors on said lines who have shown themselves to the public that they are true and loyal to their trust.

I, Charles H. Johnson, the colored cripple man, at various times noticed and have seen the care and pains they take upon themselves to make it pleasant and comfortable for your patrons, not for me alone but for others as

well, and I feel proud that you have such gentlemen in your service.
In their capacity the system is well represented to the good.
B line—594 and 592; E line—1800.
C. H. JOHNSON,
1132 East 11th Street.

Have faith in yourself, your employer and the business you are in and work hard and your faith will be justified in all three. The business will show the effect of your labor, your employer will recognize you as a valuable employee and you will be a better man yourself.

The secret of success is service.

On The Back End (Contributed)

Bring on the archaeologists! Conductor D. L. Gragg found a rare specimen of a pre-Volstead flask on his car last week and turned same in at the Division Five office. After a careful examination, Foreman J. W. Allen found the flask to be empty.

That tall, hungry-looking motorman of Division Two, W. L. Hoover, is taking a few days off and expects to spend some time at Catalina and to take a trip to the mountains, so W. F., you won't have much time left to play pool.

Clerk R. W. Reid of Division Three is a botanist of some pretension. The other day he discovered a very rare plant in the yard. In order to take it home, he searched an hour for a pick and shovel. But alas, the transplanted plant is now a highly scented onion. Even botanists will err.

Janitor Herb of Division Four almost disgraced the family, when he laughed at a passenger who was alibiing an ancient and dishonored transfer. The passenger told the conductor that he received the transfer from a new man who probably did not understand transfer rules. He knew he was a new man because he had the uniform cap and coat, but did not have the pants on. Horrible situation!

Conductor C. D. Milliorn, Division 1, on the Stephenson Avenue line, springs this one which is entitled, "Foolish Question No. 666."
An old farmer got on at Main Street going east and said: "Do ye all go to Santa Fe Avenue?" Conductor replied "yes" and gave him transfer. When they reached Central Avenue, the old man started to get off, when stopped by the conductor, who said: "I thought you wanted to go to Santa Fe Avenue?" The old man said, "Naw, I wanted to go to Central, but I asked you if you went to Santa Fe, because I knew if you went to Santa Fe you would be going as far as Central."

Last night they gave me Conductor D. B. Gilmore as my conductor in place of my regular conductor, Van Dyke. Anyhow here is the prize boner, a brand new one that he pulled which ought to win him by a wide margin the fur-lined cuspidor:
We had two more blocks to go to complete our trip to Third and Larchmont, a passenger told me to let him off at Irving and when I stopped, off jumped Gilmore along with the passenger and he rushed to the rear of the car and pulled down the trolley and put down the fender. The two remaining passengers set up a howl as well as myself, and by the time Gilmore had almost reached the front end, he got wise to himself. To cap the climax, down at the S. P. he got everything ready and told me to go ahead, but I had no juice. Come to find out, he had put up the fender, but forgot to put up the trolley. I asked him what ailed him and he replied, he had just got back from Long Beach, where the gentle moan of the waves and other things caused his mind to wander.

D. B. K.

There's one bigger fool than the man who "knows it all"—that's the man who argues with him.—Hardware News.

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

For the benefit of the new men who have arrived here during the last few weeks, I again call your attention to the little black mail box that reposes in the lobby near the foreman's office. This box is used for receiving literature for "Two Bells," so if you know a good joke on your fellow trainman or any news that would be of interest to the boys, just write it on a slip and drop it in the box and it will be forwarded to the editor.

New covers were laid on the pool tables last week, which will be good news for the pool sharks. The tables are now in first class condition, so treat them right, boys.

Conductor C. C. Townsend, who was called east some time ago on account of the death of his mother, has returned to duty. Part of his time was spent on his father's farm in Maryland and Townsend has acquired a little color in the form of sunburn and a few blisters on his hands from wielding the hoe. He says the old east is pretty good, but give him Los Angeles every time.

Conductor B. A. Luse is driving a new Ford coupe with all the trimmings. If very many more of the boys buy cars, we will have to enlarge the parking space, as the cars are so thick in front of the barn, that it is difficult at times to see the barn.

Special Notice: If there is anybody thinking about going deep sea fishing, I would advise you to see Conductor E. L. Tree, as he gives up all he has for that wave of the bluey deep.

Men leaving on vacation this week are: J. D. Altizer, A. F. Steiner.

L. F. Carmack, who left a few weeks ago on a thirty-day leave without informing us just what parts of the globe he intended to explore, has been discovered. He tells us that he has been down to Santa Barbara, where the cool breezes blow. He says that among the interesting things which he saw were the oil wells in full operation out in the ocean.

DIVISION 2

C. L. Christensen

How do you do? Yes, I am back on the job again, having enjoyed my vacation very much, touring Southern California, visiting Santa Barbara, Fresno and San Diego. Oh, yes, I did slip across the border to Tia Juana, but of course, that is on the Q.T. C. L. C.

Foreman T. Y. Dickey is taking his vacation now, going to try his luck fishing again. C. L. Christensen will do his best trying to keep things straight in Mr. Dickey's absence.

Conductor A. C. Walinder has returned from his two months' vacation, most of which was spent in New York City and Detroit.

Stenographer T. H. Haskell also has returned from his eastern trip, and we are glad to see them both.

Conductor E. F. Fitzgerald has returned from a fishing trip to Silver Lake, reporting a fine time.

Cond. J. W. Clark has resigned to take up other work.

Motorman P. Fitzgerald is spending a few weeks at Murietta Hot Springs to improve his health.

The following men are on leave at present: Conductors F. R. Howard, J. C. Swift, J. G. Frantz and Motormen R. Aldsworth, R. W. Gisham, and Switchman C. Haldeman.

Who's Who



JUST a young fellow trying to get along with the world fifty-fifty, but there is none more conscientious or more popular at Division Five:

Introducing Lloyd Burwick, stenographer and general pinch hitter of Division Five.

Lloyd started to work last fall and got a good grasp on his job. He was born in Kansas not so very many years ago. Before coming to Los Angeles he was employed as a bookkeeper and stenographer in Joplin, Missouri and attended the University of Missouri.

He is responsible for a lively string of news about Division Five appearing in Two Bells each week and in common with other division scribes will appreciate a little help now and then in the way of news and funny incidents.

DIVISION 4

C. J. Knittle

Hello, folks. Conductor Paul Tromblay is back from Chicago and he brought back a supply of safety razors for the office force. (We don't get the hint, Paul, but it's all right. If you had given them to us we might have been insulted.)

Conductor H. E. Ketchum reports his better fifty per cent and daughter, Margaret, have left for Santa Paula for a short vacation. He also informs us that he has bought a Chevrolet. Quite a combination of events, but we will try to be mild with our suspicions.

Good fellowship, accommodation and hard luck do not usually travel together, but last Tuesday we learned of a notable exception. Conductor W. R. Price was the good fellow. It was pay day. When they arrived at First and Cummings he ran into the bank to get his check cashed. To be accommodating he took his motorman's check, too. At the end of the line Price was about to hand him his money when he discovered that someone had picked his pocket of the motorman's roll, which amounted to \$81.00.

Motorman Bob Lindsay is on a forty-day auto trip to Frisco and Northern California. Operator J. L. Cates has gone to St. Louis on a sixty-day leave. Operator R. C. Cook is taking a ten-day rest.

We understand "Shorty" Gingrich will be back again soon. Funny how these swell jobs that entice a fellow away from the street cars always turn out to be the bunk after you've lost your seniority, but "ain't" it the truth?

Janitor Herb gets a kick out of this: A man boarded a West 11th car and handed the conductor a transfer.

DIVISION 3

H. A. Russell

Now, didn't that make you feel a little bit good when you saw in last Two Bells, that old Divis'on Three was still right where she belongs, at the head of the efficiency class? Keep up the good work, boys, you're doing fine. Give 'em something to shoot at all the time.

Cond. Frank Oliver is trying out the hero stuff on the Fire Department. There is nothing he would like to do more than bring some fairy down a scaling ladder at 2.A.M. some hot morning. Frank will try this for 60 days, and should the opportunity not arrive, we expect to see him back on the job.

When Sir Jarvis, he of the bald pate, observed a passenger bringing a dog of the St. Bernard type on to his car the other day, he remarked: "Nothing doing, old top, too much hair. Only Japanese hairless allowed on here." The passenger replied: "It is a dog-gone shame."

Cond. Wm. Bailey, now of the watchman force, is enjoying a visit of his wife's sister and her husband, Mr. Geo. Goulding of Westerley, Rhode Island. Mr. Goulding is ticket agent for the N. Y. N. H. and Hartford Ry. at that point. Asked how he liked California, he replied, the best place on earth, but had to go through hell (the desert) to get here. They will remain several weeks.

Mot. Arthur Cole, also of the bald pate club, has left with his family by auto for a two weeks' visit to San Luis Obispo, and as Arthur does not get as reckless as this very often, he no doubt will have a wonderful time.

Cond. Harry Tupper, the big boy, has taken an extended layoff of three days and will visit the various beach resorts. Now Harry, old boy, be careful. We advise eye shade and blue goggles, as you know those new one-piece bathing costumes make the girls look shorter and the boys look longer, and it is hard on the eyes, at least so they tell me.

Cond. Harry Taylor came rushing into the office the other day and said: "Say, there is a crazy colored girl out in the yard. She wanted to kiss me." We agreed with him as to her mental condition. It appears that this damsel was cuckoo all right and had boarded his car and made a round trip or two and refused to get off. When she arrived in the yard, Guard Gott escorted her to a car south bound and that ended the incident.

Cond. O. G. Thompson, whose health has not been very good lately, has a 90-day layoff and has gone to Sterling, Ky., to recuperate. Mot. Tom Fletcher has gone to Shasta County to do likewise.

Mot. J. C. Wood is now breaking in as Extra Supervisor. As J. C. is a good, clean, efficient motorman, he no doubt will make good. Good luck to you, J. C.

Cond. Harry Beals has returned from his trip to Yosemite, minus about one inch of cuticle off his nose. He reports having a glorious time. Asked how the accident happened, he replied, his wife did it, and knowing the old boy's falling, we feel he deserved all he got. In future he will keep his eyes on the road.

I am pleased to report that Extra Office Man Jimmie Brittain has recovered from his recent serious illness and is now back on the job again, a little disfigured, but still in the ring.

Red Daniels, cash receiver, is on vacation. Victrola M. Adams, "you know," is working Red's shift and Deacon Black is working Mac's. Outside of all that the cash room as per usual.

Those who use their heads with their natural ability will be sure to increase their value.

DIVISION 5

L. W. Burwick

*Blessings on thee, little dame—
Bareback girl with knees the same,
With thy rolled down silken hose
And thy short transparent clothes;
With thy red lips, reddened more,
Smear'd with lipstick from the store;
With thy make-up on thy face,
And thy bobbed hair's jaunty grace.
From my heart I give thee joy—
Glad that I was born a boy.*

An old lady asked Conductor Osborne of Division 5, why the company put the letter "R" on top of the Stephenson Ave. cars. "Oh," says Osborne, "The letter 'R' means Rough, Rocky, Road, over Ridges, Ravines, Rivers and Railroads."

News items are mighty scarce this week. I've even lined the Two Bells box with fly paper, but even that is unable to catch anything for Two Bells.

E. J. Holand, G. L. Kramer and R. L. Wilson have resigned to accept other employment.

J. A. Bontty has returned to work after a short vacation.

At last the impossible has happened. Conductor W. R. Davison has informed us that Division Five is to put on a show at Recreation Hall some time in the near future. Davison is making an earnest campaign for talent, and expects to have a lively program worked up within a week or two, and then after some very hard work, expects to be able to put on a prize-winning performance.

Just as an example to show how hard Davison is trying to prove that Division Five is not willing to sit back and let the other divisions entertain the multitude.

All plans for the entertainment will be put before men of Division Five through a series of bulletins by Davison and yours truly. Let's get behind this thing and do something. Too many starts are being made and not enough results obtained to let it drop now.

Conductor L. M. Mahaney has resigned to attend an automobile school in this city.

Since his little adventure with "hold-ups" a few weeks ago, Cash Receiver "Stonewall" Carrigan is a very profound student of "Heavy Artillery" and expects to be able to withstand the next attack even more successfully.

On the Sick List

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

DIVISION NO. 1

Conductors—F. M. Smallidge, 1203 E. 7th St.; Q. S. Hewitt, 517 E. 25th St. Motormen—T. W. Hartford, 137 S. Hicks; E. J. Bare, 446 Ditman St.; R. E. Burrow, 551 Stanford Ave.; F. F. Kirchner, 3118 Wabash.

DIVISION NO. 2

Motorman—E. B. Clark, 631 E. 46th St.

DIVISION NO. 3

Conductors—W. R. White, 1203 E. 7th St.; M. V. Howell, 1434 Naud St.; E. O. Smith, 2616 Idell St. Motormen—J. G. Brittain, 225 W. Ave. 60.; A. W. Vatcher, 1005 W. Ave. 50.; L. F. McGinty, 5153 Hayes Ave.; M. A. Snow, 2612 Idell St.

DIVISION NO. 4

Conductors—C. Wearren, 801½ West Pico St.; W. S. Shields, 1035 West 23rd St.; J. H. Milton, 1529 S. New Hampshire; G. F. Memmers, 921 S. Grand Ave.; M. A. Grigsby, 760 Ottawa St. Motormen—J. L. O'Hara, 514½ Prospect Pl.; F. A. Barnard, 202 Lakeshore Ter.; V. R. McGregor, 1516 S. Georgia St. Operator—H. A. Cornwell, 352 E. 84th St.

DIVISION NO. 5

Conductor—H. E. Chester, 218 Eucliptus. Motorman—W. S. Campbell, 4263 S. Figueroa.