



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

April Complaints Lowest for Year

NEW RULE BOOK OUT MONDAY COURTESY IS

FULL STUDY OF ORDERS NEEDED

The 1922 rule book governing operation of cars has been printed and will be distributed to trainmen Monday, May 8.

The new book is arranged similarly to the previous book, but contains some changes that will call for the careful study of all men in the operating department. A new feature of the book is the collection of special rules for safety car operators. Heretofore operators have been governed by general train rules and special bulletins.

Some rules have been consolidated in the new issue. In other cases rules have been made to cover bulletins issued during the year.

The prime importance of safety in operation is stressed in the opening pages of the book in the following terms:

The first obligation of public utilities engaged in transportation is service to the public, and the first essential of service is safety. Trainmen must exercise constant care to prevent injury to persons or property. In all cases of doubt they must take the safe course. While persons assuming positions of danger (such as boarding or leaving moving cars, walking behind a car when another car is approaching on opposite track etc.) do so at their own risk, trainmen observing such actions must call the attention of such persons to their danger.

Salvation Army To Start Drive May 7

The Salvation Army will conduct its spring drive for funds May 7 to 15. The company is glad to co-operate with this organization in calling attention of the public to the campaign.

Just as the Salvation Army workers helped the doughboys in France during the A. E. Fracas, (as the Wildcat says) just as wholeheartedly are the men and women giving their time and energy to welfare work today. They deserve the wholehearted support of the general public.

Box Score of Month's Service

HERE is the summary of complaints recorded in April:

	March	April	Gain or Loss
Discourtesy	37	38	+ 1
Fare and Transfer trouble.....	57	51	- 6
Starting too soon.....	22	14	- 8
Passing up passengers.....	19	7	-12
Carrying passengers past stop.....	13	11	- 2
Dangerous operation.....	5	4	- 1
Short-change.....	10	5	- 5
Miscellaneous.....	47	34	-13
	210	164	-46
Commendations.....	28	21	- 7

COURTESY IS AHEAD OF PRIOR YEAR

A drop of 46 complaints in April set the month as the best this year for courteous and efficient service on the cars.

The complaint department reports show 164 cases in which passengers took exception to the action of trainmen. Complaints for the previous months of 1922 are as follows: January, 177; February, 166; March, 210.

The only unfortunate feature of the April report is that despite the excellent showing in general service, 38 charges of discourtesy were made, exceeding the number in February and March by one. January showed 43 discourtesy complaints, and February and March 37 each.

Courtesy Increases

In April last year a total of 132 complaints were recorded and 44 charged discourtesy.

Starting too soon and passing up passengers are the classifications showing the most improvement in April. This indicates that motormen are working in good co-operation with conductors and is an encouraging sign.

General Improvement

All classifications except discourtesy show a decline and this can be taken care of by a little closer attention to politeness this month. Twenty-one commendations were received, some of them reporting acts of particularly commendable service. Twenty-eight were received in March.

Remember a smile is about the biggest thing on a street car. Put that smile in your words.

Remember passengers will help you more for "please" and will probably help without having to be asked next time if you show them you appreciate their help by saying "thank you."

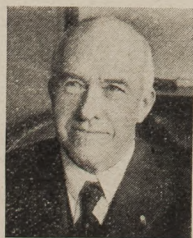
Jimmy: "Gosh, a Jane must be interested in a guy when she begins to pick threads off'n his coat."

Tommy: "Nothin' to when she begins to pick hairs off'n it!"—Cartoons Magazine.

WEARING FLOWERS ON COAT LAPEL APPROVED

BY GEORGE BAKER ANDERSON
Manager of Transportation

SOMETIME ago John Collins, supervisor of safety, referred to the chap who slaps his cap on one side of his head, sticks a flashy looking feather under his number badge and then sallies forth on a street car. Mr. Collins said that such a man bore evidence of not being able to get his mind strictly down to business.



I have no doubt he was right for I have noticed that type and many of you have observed the same thing.

I want to say that Mr. Collins had no reference to the wearing of flowers as being a sign of flighty mind, for such is not the case. I believe a few trainmen gathered a wrong impression as one or two men who are fond of flowers have told me they like to wear a neat little blossom on their coat lapel but believed it did not coincide with the wishes of company officials.

I am very fond of flowers. I take a pride in the flowers at my house and like to work with them and like to wear a flower on my coat. I like to see other men wear flowers and instead of it being a sign of flighty mind I believe it is just the opposite. The man

who likes flowers appeals to me because he notices the nice things nature has provided for us. A flower brightens up his personal appearance and makes friends for him on the cars. A flower brightens up his mind and makes him keenly awake to the demands of service made upon him and makes him able to fulfill them with efficiency.

EDITORIAL PAGE LAUDS CONDUCTOR

A pleasing commendation for good service was received by Conductor D. L. Daniels of Division Three on the editorial page of one of the Los Angeles papers April 29. The writer of the article cited a few instances of his efficiency on a West Adams run and emphasized the importance of having such courteous and efficient men in a city where thousands of strangers come monthly.

The article concludes:

"There are doubtless many scores of conductors just as accommodating as this man. They ought to be. They are paid to do it and they accept the responsibility of delivering the goods when they take the job.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

The Rule Book a Safeguard

The new rule book will be distributed to trainmen Monday, and it is the duty of every man connected with the operating department to read the book carefully and familiarize himself with the contents.

Having read the book, it is important that you UNDERSTAND the rules. There is a big difference between reading and understanding the rules. The rule book outlines certain fundamentals for street car service which must be followed.

It would be impossible to cover by rule every situation that might arise on a street car. To meet these situations a trainman must use right judgment. But the fundamentals covered in the rule book are things the company requires in fairness to the passengers it serves.

At the same time, the rule book is a trainman's safeguard. If he understands the rules and lives up to them he knows he has a firm foundation on which to stand.

A Little Help---Thank You

DISTRIBUTION of the booklet A-Z-U-R-I-D-E is one of the means employed by the railway to inform passengers of the problems of service and to point out ways for co-operation. This co-operation between patrons and the company, which comes through the trainmen, is most important. It is a big help to a trainman in his work.

Accordingly it is to the interest of trainmen to help in the proper distribution of A-Z-U-R-I-D-E. One of the ways help can be given is to see that when copies are placed in the A-Z-U-R-I-D-E boxes that they are face out, so that passengers can see the folder and recognize it.

The assistance of trainmen in this matter will be greatly appreciated by the Public Relations department.

Little Stories of Street Car Life

A YOUNGSTER six years old, crying loudly, usually attracts but passing attention from a stranger. But the cry usually means that something is wrong somewhere. It may be tummy ache or it may be a tragedy.

Probably it was "that something" in a conductor which makes him look beyond the surface of things coming to his attention that prompted Conductor J. E. Coons, of Division Five, to investigate the crying of two children, six and eight years old, whom he found at Slauson and Central Avenue, March 29.

It was more than tummy ache in this case, for the two little tots were hopelessly lost miles from their home. Sympathy and artful questioning by the conductor brought forth the information that the two children lived in the Larchmont district and should have taken a West Sixth car home. Somehow they had become confused and landed at the opposite end of the city.

Coons placed them on his University car and carried them through the downtown district. He met a West Sixth car and placed the little tots

in care of the conductor, telling him where to take them. The children landed safely home, and as far as Coons was concerned the incident was closed. He did not consider a miscellaneous report necessary. To him it was all in the day's work.

But a passenger on the University car, G. E. Menlo, of 4438 South Park Ave., witnessed the incident and wrote a pleasing letter to the company commending Coons.

The father of the two children made inquiry at the main offices and traced the good deed to Conductor Coons. He procured his address and expressed his personal thanks. More than that, he insisted upon making a more substantial expression of his thanks than he considered possible in mere words. The father is Frank M. Warren, whose business address is 849 Traction Ave.

It was one of the little incidents in street car life. Scores of other conductors would have done the same thing in the same modest way, but "so shines a good deed" that it was brought emphatically to the attention of company officials by persons not connected with the company.

St.; G. W. Fransen, 1738 Kane St.; O. R. Burnett, 3336 Maceo St.

Motormen O. A. Dunman, 747 Isabella; T. T. Fletcher, 6302 Crescent St.; C. H. Freer, 2739 Pepper Ave.; R. Romani, 440 Avoca; H. R. Buck, 2519 Pasadena Ave.; N. B. Stiles, 2213 Dayton Ave.

DIVISION NO. 4

Conductors D. L. Lowen, 1327 Wright St.; R. T. Magill, 1324 Bond St.

Operators H. A. Cornwell, 1303 Winfield; R. H. Andrews, 1151 S. Hope St.; I. R. Tilton, 935 Girard St.

DIVISION NO. 5

Conductors G. A. Baltas, 5403 6th Ave.; W. F. Webster, 5012 1st Ave.

Motormen L. L. Culp, 4816 9th Ave.

BULLETINS

ISSUED MAY 8, 1922

BULLETIN NO. 65
Notice to Trainmen.

In reference to the sounding of a gong 30 seconds before leaving terminals, the motorman will in all cases be held responsible for such sounding of the gong.

BULLETIN NO. 66
Notice to Conductors.

Transportation Book No. 2701 issued to Michael Buckley, a/c Fire Department, has been lost. If this book is presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 67
Notice to Conductors.

Please cancel that part of Bulletin No. 46 pertaining to lost pass No. 1140 belonging to Wm. J. Hunter, Lineman, Line Department, as this pass has been found.

BULLETIN NO. 68
Notice to Conductors

The following passes have been lost:
895 issued to C. M. Harwood & Men. (C. M. Harwood, Foreman Way & Structures Dept.)

1057 issued to L. Crouse, Lineman, Line Department.

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

BULLETIN NO. 69
Notice to Trainmen.

Trainmen must appear on duty in full regulation uniform unless given written permit by the Division Superintendent to vary from this rule.

A number of trainmen are appearing on duty without the required number of buttons on uniform. In such cases additional buttons must be secured from the Division Superintendent at once.

Effective Monday, May 15th, the wearing of flannel or khaki shirts with collars attached will no longer be permitted. In all cases ties and white collars must be worn. Soft collars may be worn, but must be white.

BULLETIN NO. 70
Notice to Trainmen

Referring to Bulletin No. 63, of April 24th, Warehouse Street is not a passenger stop as stated in this bulletin, but conductors in making stop at Alameda St. in either direction will call both Warehouse and Alameda Streets.

P. B. Hill
Supt. of Operation.

Cond. A. W. Hall, Champion Father, Is Now Grandpa

The champion dad of the Los Angeles Railway is now a grandpa.

Conductor F. V. Hall, of Division Five, who came to Los Angeles from the East last fall and entered the service of the company December 15, is now the father of a husky boy who weighed in at ten pounds, seven ounces.

But all the attention can not be given to the younger Hall, for dad, Conductor A. W. Hall, of the same division, is just as proud over his new title of grandpa. Hall the elder will be remembered as the father of 13 children, including two sets of twins.

Perhaps we will have three generations of the family in service before very long.

For Condr. W. E. Smith, Div. 3

Los Angeles Railway.

Gentlemen:
I wish to recommend Conductor No. 1338, car 847, reaching Second Avenue Tuesday morning, March 14, at 11:30, for your commendation, for assisting an old lady and in returning to her intact her purse containing almost \$2,000.

Very truly,
Thanking you, I am,
MRS. STEPHEN V. CHILDS,
3125 West Adams St.

First Gentleman: Did you get home last night before the storm?
Second Ditto: That's when it started.

DIV. 4 SHOW IS GREAT SUCCESS

After winning the safety pennant twice and thereby demonstrating ability to do the best of real street car work, Division Four has taken on new laurels in theatricals.

The entertainment offered by men of Division Four at the monthly dance, April 29, was a distinct success and reflects great credit upon those who participated and planned the affair. Conductor C. J. Knittle was the leading spirit and did a mighty good job.

Operator R. E. Chandler and Conductor McGill opened with a lively skit and were followed by Conductor Tait in a clever Italian act, featuring his piano accordion. Operator A. Vejar, who has been on the professional stage as "Billy Watson" did a good monologue and dance.

Miss Margaret Ketchum, talented daughter of Motorman Ketchum, and her partner, Miss Ethel Random, won the hearts of the audience for the artistic dance numbers which were enthusiastically received.

Motorman Bob Lindsey and Conductor "Shorty" Ginrich handled a collection of miscellaneous nonsense in funny style. Bob's female impersonation was a knock-out.

As any well regulated party will get rough toward the finish, Battling Bryant, the midget Temple Street terror, and Terrible Tiny, the scourge of Boyle Heights, alias Conductor Frank Deuber, furnished some great comedy in a three round bout in which the little fellow won by planting a lusty right to Deuber's chin and at the same time chewing his left ear.

The boys in charge of the show extend their heartiest thanks to Charlie Means for his assistance with the staging, also the company electricians and carpenters and the orchestra.

FOOLISH QUESTIONS

Mainly From Men

Foolish questions yanked out of the telephone receiver at the information desk originate with men in more cases than with women. The first two and the last of the following five gems came from the stern sex.

The other day the phone rang and an anxious male voice at the other end inquired, "Can you tell me where I can find my trunk and when it will be delivered? I just came in on the Yale."

Another call was like this: "Hello! Say listen. Kin you tell me when a party leaving Oregon at 1:00 P. M. would hit Los Angeles?"

Another one wanted to know if we could tell her what time the first car left for "Out of town" in the morning.

A lady with a squeaky voice made it known that she wanted to make a complaint against the two-car trains on line "M." When asked what the trouble was she said, "Well it's those high steps on the high cars. I never can get on and it is always an hour before a low car comes along."

A man wrote in and requested that all motormen be instructed to hold their arms out when going around a certain corner in Los Angeles. Safety first.

On the Sick List

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

DIVISION NO. 1

Conductors W. J. Williams, 1663 Fairmont St.; O. Arguello, 3085 San Franco St.; L. F. Montgomery, 407 S. Hope St.
Motorman W. Herrmann, Box 400, Route 9.

DIVISION NO. 2

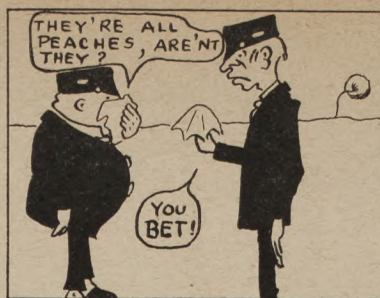
Conductors S. F. Sutherland, 833 N. Hicks St.; R. H. Chisholm, 978 E. 53rd St.; G. W. Gardner, 334 E. 54th St.

DIVISION NO. 3

Conductors A. P. Koran, 3400 Althea

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

BOUQUETS RECEIVED LAST WEEK
Condr. C. A. Bryant, Div. 4.

For Mtr. J. Corsen, Div. 3
For Condr. W. M. Rogers, Div. 3
Los Angeles Railway.
Gentlemen:

I want to commend Motorman No. 21 and Conductor No. 1414. This morning I was at 30th and South Main and started to run to catch their car and did not get near the stop, but the crew stopped for me, thus saving a wait, which was very much appreciated as I was very late getting to the office. Very truly,

E. H. MARTIN,
315 South Broadway.

For Condr. F. W. Godel, Div. 2
Los Angeles Railway.
Gentlemen:

About 7:35 a.m., April 15, I boarded Central Avenue car No. 163, moving towards Southern Pacific passenger station, at 6th and Olive Streets.

In the process of paying fare, I dropped a piece of small change to the floor of the car without knowing it, and was about to go on into the car when your conductor stopped me, picked it up and returned it to me.

It might be said that this was a small matter. However, I wish to say that my opinion is that an employe displaying the disposition this one did, must be a very valuable man to your service; therefore wish to call the incident to your attention that you might give him whatever credit you see fit.

Yours truly,
J. A. DAY,
641 North Brand Blvd., Glendale.

For Mtr. E. T. Angus, Div. 4
Los Angeles Railway.
Gentlemen:

Wish to take this opportunity to call your attention to the fact that quite a serious accident was avoided this morning, due to coolness and prompt action on the part of the motorman.

I was a passenger on car number 364 of the "F" line, motorman No. 473, going north on Main Street, passing intersection of 12th Street at or about 8 o'clock a.m.

The car had progressed over half the distance across the intersection of 12th Street and clearly the motorman had a right to feel he had right-of-way, when a large, six-cylinder auto was suddenly driven directly across the track, a very few feet in front of the car, and a collision seemed unavoidable to say the least, with attendant damages to property if not to some person, not to mention the delay.

The motorman kept his head and stopped the car short, with his control levers, and gave up his privilege of right-of-way to this careless driver of the automobile, in order to avoid accident.

Yours very truly,
M. C. SINCLAIR,
1117 West 73rd Street,
Los Angeles, Cal.

For Mtr. J. C. Burrell, Div. 3
Los Angeles Railway.
Gentlemen:

I wish to inform you that one of your motormen should be decorated for kindness. Today, near Juliette on 24th, an old man fell from some steps of a house. The passengers could do nothing, but the motorman instantly stopped his car, ran and assisted the old man. We all thought it splendid of him—Motorman No. 815.

We have met with fine treatment on this West Adams line.
Respectfully,
MRS. L. F. SCHEIB,
2550 31st Avenue.

Around the Clock with Dick Smith

R. R. Smith
Ass't Supt. of Operation

FROM PONY EXPRESS RIDER TO STREET CAR EXECUTIVE

A PONY express rider with Buffalo Bill's outfit in the early days of the west; a steam railroad engineer; a street car motorman who has worked up from the bottom to an executive position; a Sunday School teacher and an active supporter of Boy Scout work. These are some of the high spots in the life of R. R. Smith, assistant superintendent of operation in charge of discipline, who is known, liked and respected throughout the system as "Dick."

Dick doesn't talk about his early days of pioneering along the western frontier as they seem a long way away from a roll top desk, but out in the open at his cabin on Mt. Baldy when the air is crisp and the stars are bright, he can recount some stirring stories of Indian fights.

Began In 1904

He has been in continuous service of the Los Angeles Railway since March 10, 1904, when he started on the extra list as motorman at Division One. His first run was on a line which operated from Fifty-first Street and Hooper Avenue to town via 12th and Spring Streets, then down East 1st to the Mateo Street single track.

After 18 months on the cars he was made a switchman.

Like other men who have worked up in the organization, Dick had a hankering for learning all he could

about street railway work. The instruction department used a table and an apple box to do business in the Division One quarters in those days and in his spare time, Dick lent a hand there.

Helped New Men

At the end of four years as a switchman, he entered the instruction department. He worked up to the position of chief instructor and spent eleven years in the department.

A little more than a year ago, he was appointed assistant superintendent of operation. His specialty has been the Merit System. He hears a large number of the appeals made from demerits. He has helped hundreds upon hundreds of trainmen start in the right way and is still doing the same thing.

Dick puts in a busy day. There is little or no let-up for him as the clock circles from morning to night. He is usually first at the offices and finds the janitor, mop in hand, still doing his night duties. He does not eat lunch, but is content with two good meals a day. His waist line doesn't show it, but it's the truth.

He has put before trainmen many excellent service ideas by articles in Two Bells.

At 5:30 o'clock he starts home with a pocket full of pipes and cigars to plan out his work for next day.

Fond Wife: "Will, do you know you haven't kissed me for eight days?"

Absent-minded Professor: "No! Dear me, how excessively annoying! Whom have I been kissing?"

Fussy Old Lady—"I want two good seats for this afternoon in the coolest part of the house."

Ticket Seller—"All right, madam, here are two in Z row."

On The Back End (Contributed)

Two strangers in town were having a considerable discussion one night about an object in the heavens. It seemed too big for a star, yet it was not the moon. It looked to be too far away to be in any way connected with the earth.

They decided to appeal to the conductor, who was a new man.

He listened to them then said, "No, I can't help you, I'm a new man on this line."

PECULIAR VISIBILITY

First Constable—"Did yer get that feller's number?"

Second Constable—"No, he was too golderned fast fer me. That was a perty-lookin' gal in the back seat, wasn't it?"

First Constable—"She shure was!"
—Exchange.

HAD HIS COME-BACK

Mother: How many times have I got to tell you, Johnny, that you mustn't clamber over the chairs with your muddy feet?

Johnny: "Why, Ma, you didn't ing the same thing in the street car."
—E. E. R. News.

Sing a song of six gents,
Pockets full of rye
Carried safely corked in flasks,
Strictly on the sly.
When the flasks were opened
The gents began to sing,
Clear their throats, and blink their eyes,
And laugh like everything!

Kleagle Klothier, of the Forgot About and Misplaced Department, said that a gold medal was to be presented to the division that would show a clean slate on lost articles for a day, so April 30, Division Three stepped out and the trainmen inspired passengers with such efficiency that no one forgot a package. Now Division Three is waiting for the medal to add to the present large collection.

A prominent dealer advertises:
"Why Walk?—Chevrolet."

With the numerous auto maniacs loose in Los Angeles, another might answer with:

"Don't walk—Dodge."

Mtr. Howard Wolfe is a perfectly good husband and some motorman, but as a fisherman he is the bunk. We have his wife's word for this, so it must be true. The only bite Howard got was from a cootie.

Motorman H. A. Zerby was called upon one day last week to work a run as conductor, and having no change borrowed a dollar from Foreman John Robinson, saying that he would return it next morning. But the next morning Zerby again drew a run on the back end and wrote this note to the foreman: "Dear Sir: I regret very much that I was unable to return you your last dollar, but as I am conductor on Run 240 I need it for operating capital. H. A. Zerby."

Looking 'em Over at the Divisions

DIVISION 1

L. F. Carmack

Our scribe for Two Bells, L. F. Carmack, is confined at his home at the present time on account of sickness, so if the news from Division No. One is not up to par this week we hope that our readers will consider the circumstances.

Everything is moving forward in fine shape for the coming show to be put on at Recreation Hall by this division in the near future. A large number of the boys are taking part in it and there are going to be some fine stunts pulled. We hope to surpass anything that has been put on there so far.

By the way, the tickets are selling for the Harry Cord Benefit, it is sure to be a big success. Many of the boys who cannot attend the dance are buying the tickets and then giving them back to be re-sold. The boys are all responding wonderfully to this most worthy cause and it is hoped that we will have a neat little sum to present to Harry.

C. C. Townsend, one of our popular conductors, is going on a ninety-day leave. He received the sad news that his mother was near death, and is hurrying back east to be with her. He hopes that he will be able to return soon and is planning on coming back by the way of the Panama Canal.

During these nice balmy days you hear great plans among the boys as they figure how they are going to spend that coming vacation. This nice warm weather "sorta" makes one's feet itch to get out and go, and it doesn't make any difference where, just go.

DIVISION 5

L. V. Burwick

Vacation time seems to be coming a little early this season. The following men have started enjoying short leaves to rest up and attend personal affairs: Motorman G. W. Halsey, J. H. Atkinson, J. L. Jackson, and Conductors A. W. Lindahl and G. R. Stanley.

Motorman George Pape suggests the following recipe for making your own "Home Brew": Chase two bullfrogs through the woods and gather up the hops; distill, then add three grasshoppers to furnish the kick.

Conductor A. E. Kemp has perfected the latest style alibi for an oversleep. He missed out on his run and reported two hours later with the excuse that his hearing was affected and he could not hear the alarm of his clock. Everyone who heard this excuse thought it was a good joke, but nevertheless, Kemp called on an ear specialist and after having his ears examined underwent a slight operation which restored his original sense of hearing.

F. Clavin and H. H. Anno spent a pleasant day last week pursuing the elusive sea trout and its fellow sea-fish. We haven't heard Clavin's story yet, but Anno seems to be a great angler, judging from his stories. He says that Frank left imprints of his fingers on the boat where he was holding on while the boat was rolling on the water, and that when they returned to dock he fell in love with the pier ladder and gave it several good bear-hugs before someone above him pulled him up.

Motorman James Morton has returned to duty after a sixty-day leave spent in visiting relatives in New York State.

Conductor M. L. Watson has a very complicated mathematical problem which he is trying to solve. Several

Who's Who



IF YOU ever found your pack of transfers muddled, you may now spit on your hands and look a hard look at the gentleman above. He is E. J. Mueller, chief clerk of the transfer bureau.

Mistakes in the handling of transfers may be made by the printer, the delivery boy, the division clerk and several others. It has been reported that on rare occasions conductors have made mistakes with their own transfers, but of course this is a very rare occurrence.

At any rate, when anything goes wrong, Mr. Mueller is a target from all sources for the question "How come?" Then E. J. checks down the line to see what disciple of Steve Brodie is to blame.

Mr. Mueller began in the auditing department back in 1905 and worked until 1907, when he left to go east for three years. Returning in 1910, he again entered the auditing department and in May, 1921, was made chief clerk of the transfer bureau. The bureau uses one of the buildings adjoining Division One and handles all transfers.

DIVISION 2

C. L. Christensen

Motorman P. C. Pedersen is taking a 90-day leave, to work around his home.

Conductor O. A. Palmer is off for two weeks, for a real rest.

Motorman E. E. Greaver is taking two weeks off, to visit friends in Tulare and Fresno.

The Old Bird Stork is again on the job at Division Two, no doubt the big fowl considers this place his headquarters by now.

Conductor O. B. Lindstrum's home was visited April 27, and a 7-pound boy was left as heir to O. B.'s estate.

Then early Sunday morning, another visit was paid, this time to Motorman C. Haggard, by whom the announcement was made, together with cigars being passed around: "It is a boy, a nine-pound boy." Congratulations.

Then next comes Switchman E. G. Swanson, with a big smile on his face, and a box of cigars under his arm, announcing the arrival of an 8-pound baby girl at his home, mother and baby doing fine.

fellows around the barn have tried it without any results. E. E. Gillen says the answer to the problem is the key to why he failed to get a run at the last G. & M. "shakeup."

Motorman J. L. Grossnickle broke all speed records hurrying to take out his run last Saturday morning and then when he tried to find his car, discovered that he was just an hour early.

DIVISION 3

H. A. Russell

I usually commence this scribbling by informing you that there is a contest on but at present, there being no contest, it gives me great pleasure to inform you that you are running strictly to form. We are still leading with no responsibility. In fact we are the leaders in no responsibility for the whole year ending April 30—and from indications the flag will remain at this Division indefinitely.

Conductor F. L. Whitesell has resigned and is now distributing milk for the Burr Creamery.

Cond. C. A. Pence at present is not at all interested as to whether the Company supplies stools or not, as he just hates to sit down anyway, the poor boy. So far he has had only two. Just wait until he has had the usual nine; by that time he will be ready to sit down.

Scribe Knittle of Division Four congratulates us on the winning of the pennant and says that now we are in their class, having won two contests.

Thanks, old boy; very nice of you, but considering the nature of the last contest, strictly in efficiency, we consider we are in a class of our own, having a slight edge on all of 'em.

Ex-Conductor C. W. Lawson and a former office man who left us a little over a year ago, has returned and is now breaking in on the front end. They all do it.

Extra Conductor R. D. Donner, who was seriously injured several months ago by falling into the pit in the car house, will soon be ready to report for duty, and he begs to remark that the old bird Stork paid the family a visit recently and presented them with a fine, bouncing boy of the 8-pound variety. So now it becomes absolutely necessary to get back to work as these Stork visits are expensive.

Either through bum penmanship on my part or oversight by a compositor, Mot. Charlie Aldridge's twin was named Jim Williams instead of Jim Millican. My apologies to William.

We are in receipt of a letter from Mot. J. A. Rudd, who recently resigned. He is now engaged in farming at Oakley, Cal. He is raising almonds, apricots and peaches, and says everything looks fine for a good crop, and that his health is improving, so he should worry.

Mot. Horace Miller, whose health has not been of the best for some time, has bought himself a ranch at Arcadia. Some of the boys and families were out to see him last Sunday and report that he has an ideal place and is looking fine. They had a real good old fashioned picnic under the trees on the ranch.

Did you see Cond. G. W. Fransen's dinky moustache? It's a humdinger of the pink variety.

Flatbush: "You say your wife went to college before you married her?"

Bensonhurst: "Yes, she did."

Flatbush: "And she thought of taking up law, you said?"

Bensonhurst: "Yes, but now she's satisfied to lay it down."—Exchange.

Podger (to new acquaintance): "I wonder if that fat old girl is really trying to flirt with me?"

Cooler: "I can easily find out by asking her; she is my wife."—Jacksonville Times-Union.

DIVISION 4

C. J. Knittle

Conductor C. E. Robinson is on a thirty-day leave to attend to some business and Conductor R. T. Magill is on a thirty-day leave to go to Colorado and look for his health.

When Conductor "Abie" Budne resigned he said he was going into the jobbing business, specializing on dress goods. Sometime later he came around and told us how fine business was, but after discovering him heralding a "closing out sale" for another "Abie" down on Broadway, we began to think that "jobbing" has a good many meanings.

Superintendent Wimberly is in receipt of a letter from Motorman J. E. Hauff, who is on his homestead in Searchlight, Nevada. He writes that he has started digging a well and is down seventy feet but there is no sign of water yet. He ought not to worry about such a trifling matter because he can still go down twenty-five million, two hundred and ten thousand, one hundred and seventy feet without danger of coming up in some Chinaman's rice patch.

Conductor W. R. Price, who works on Pico, says he doesn't know what is going to happen, but nine colored women were riding on his car last Wednesday and none of them got off at Savannah.

Motorman "Jimmie" Ruelas and Conductor A. MacKenzie have just ended their little feud.

Some time ago Jimmie was giving Mac a ride on his motorcycle tri-car. Mac said, "Dump me off at the car barn." Jimmie unintentionally turned the corner so fast in front of the barn that the thing upset and they both went sprawling into the dust. That started the enmity. The other day Jimmie called on Mac, and after a lengthy appeal, accompanied with a good cigar and a promise that he would not exceed twelve miles an hour, Mac accepted the invitation to ride with him again and the feud ended.

This division is considering seriously the idea of chipping together and getting a radio outfit with amplifier and magnavox for the trainmen's room, providing we can get the necessary permit from headquarters.

Introducing New Men

The following men have been assigned to their divisions during the week ending April 29, 1922:

DIVISION NO. 1

Motormen E. S. Elliott, F. H. Barry. Conductors I. J. Kramer, W. D. Schaefer.

DIVISION NO. 2

Motormen L. Nowak, B. H. Kellar. Conductors G. L. Rosen, E. J. Andress.

DIVISION NO. 3

Conductor G. M. Boyd.

DIVISION NO. 4

Motormen J. Elfrink, H. L. Kever. Conductors C. A. Ermann, H. R. Lyons, L. Hutchinson. Safety Operator Charles Caper.

DIVISION NO. 5

Motorman H. T. Parks. Conductors F. R. Earl, R. L. Wilson, T. T. Leach.

Old Gentleman (to new gardener)—"Yes, I have decided to keep you, but tell me why you always pull your barrow instead of pushing it?"

Gardener—"Cause I 'ates the sight of the blooming thing."—Tatler.