

Transfer System To Be Simplified

WESTERN AVE. BUSES MAY START ON AUG. 16

Every effort is being exerted to start operation of the joint bus line on Western Avenue August 16. The busses will be operated under the name of the Los Angeles Motorbus Company in which the Los Angeles Railway and Pacific Electric Railway will be equally interested. Transfers will be given to and from cars of both systems.

If present plans are carried out, 15 busses will begin service the middle of this month. The full proposed schedule calls for 28 busses on Western Avenue, giving a five-minute headway.

Mechanic Caught In Bear Trap Is Unhurt

Mechanic Earle of Division Four in his trusty Phord Spark Plug wandered up Hemet way last Sunday after rabbits. Parking Sparky alongside the road, Earle started off into the brush. "Klank," went a bear trap, with Earle's leg in the center. But you can't blame the trap, Earle must have looked wild after a long ride like that, with Sparky. Anyhow, when he got his leg free from the trap, Earle had lost his lust for rabbit, and started home disgusted. His heavy leather leggings saved him from serious injury.

Gertie's Married

She who left the auditing department a few weeks ago known as Gertrude Schoonmaker and traveled to Fresno where she announced she was to marry Dayton Sayre, Jr. in September, has been heard from by employees of the same auditing department but her letters are signed Gertrude Sayre. She expects to be back in Los Angeles this month to visit her old friend.

Sure Sign.—Moka: "Does yuh really love me or does yuh jes' think yuh do?"

Moka: "Yes, indeedy, Honey, really loves yuh; I ain't done any thinkin' yet."—Black and Blue Jay.

HERE'S A BUNCH OF ONE O'CLOCK FELLOWS

The night supervisors who work with the owls and owl cars are top row. Left to right: H. M. Farr, Frank LaRue, C. C. Bates, B. A. Luse, O. G. McDermith, W. A. Price. Bottom row, left to right: O. D. Sutton, M. W. Ramsey, A. W. Chamberlain, R. J. Leonard and M. R. Ballard.



P. M. COUPON TO REDUCE CHANCE OF ERROR

A change in transfers which will simplify the present system and make it necessary for conductors to carry only two kinds of transfers instead of four, will be introduced within the next two months.

The feature of principal interest to conductors is that the new transfers will have P. M. coupons. Transfers issued in the A. M. period will be torn off the pad so as to leave the "P. M. Coupon" on the stub. In issuing transfers in the afternoon and night, conductors will tear the transfer from the pad with the coupon attached. This will eliminate the necessity of carrying A. M. and P. M. transfers. It will eliminate one of the possible causes of confusion now prevalent, due to conductors issuing transfers from the wrong pad. The "In" and "Out" transfers will be continued.

Characters To Be Used

Another feature of the new transfer is that characters will be substituted for dates. A set of characters such as circles, triangles, etc. will be used, making the transfers look somewhat like rain checks issued in the fourth inning of a mah jongg tournament. No regular order will be followed in the use of the characters. For example: Transfers of October 3 may have a circle superimposed in place of the date. Transfers of the next day may have a triangle superimposed so that if a transfer with a circle is presented the conductor will know at once that he is being offered a transfer one day old.

To Minimize Abuse

The transfers will eliminate also the possibility of a passenger holding a transfer received on October 4, which under the present system would have a big "4" superimposed, and keeping it until the fourth of the next month and trying to use it for fare. There is no doubt some abuse of transfer privileges along this line at present as the date is printed larger than the name of the month.

The passengers will not know what character will be on the transfer to be dealt on any specific day, and so the

(Continued on Page 2, Col. 4)

Politeness At Top Point Despite Hottest Month

IN THE hottest month of the year, when more goats get away from captivity than in any other period, a record for the first seven months of the year in courtesy and general good service has been set up, according to the July complaint summary.

The "kicks" totalled 168. The near-

est to this is May, when 181 were recorded. Discourtesy complaints numbered 56, which is a tie with June and only one more than was recorded in the short month of February.

The comparative summary is as follows:

	June	July	Loss or Gain
Discourtesy	56	56	0
Fare & Transfer Trouble	44	46	+2
Starting too Soon	19	11	-8
Passing up Passengers	17	11	-6
Carrying Passengers Past Stop	15	8	-7
Dangerous Operation	7	3	-4
Short Change	11	3	-8
Miscellaneous	27	30	+3
Commendations	34	26	-8
	196	168	28

MOTORS AND TRUCKS HERE FOR TEN OF THE NEW CARS

TRUCKS and electrical equipment for 10 new cars have arrived at the South Park shops.

Preliminary arrangements to speed the work as quickly as possible have been made so that the

cars will be in service within a short time.

Delivery of the bodies of the new cars was made in advance of the trucks and motors, so that they have been waiting at the shops for the equipment.

Editorial Comment

Two Bells is The Official Paper of The Los Angeles Railway

A Thin Lie Can Never Cover Up An Accident

AN ACTUAL story of something happening in street car service will often illustrate the difference between wrong and right procedure much more effectively than reading and re-reading the rule book.

Here is a little story of an incident that happened with the past month:

A motorman who had been in service for three years and a conductor with about one year of experience, were in charge of a car when it collided with a light delivery truck, striking it with the right front step.

They got off the car and decided hastily that there had been no damage to the step. They did not procure witnesses and did not report the accident to the dispatcher.

SERIOUS ACCIDENT FOLLOWS

Later, a woman was leaving the car by the right front exit when it gave way and she sustained a nasty fall. The crew realized they were "up against it" for not having reported the previous accident, so that a mechanic might have inspected the step and either approved of it or had the car changed. This resourceful crew hatched up a story to the effect that an automobile had knocked off the step as the woman was alighting, and told this story to the emergency supervisor over the telephone and made out accident reports to fit.

A few days later the woman made a claim for damages. In view of the story told by the trainmen, the first impression was that this was a fake claim, but witnesses which the woman had procured, who were in every way reputable, substantiated her story. The trainmen were called in and finally admitted the nasty piece of work. As the company cannot afford to have this kind of carelessness on the cars, the transportation department had no course but to discharge them.

ORDINARY JUDGMENT NECESSARY

There are many incidents in a day's work on the cars which are more or less trivial and a crew may not consider a report necessary. The two trainmen are the representatives of the company on a car, and are expected to exercise their judgment. Mistakes in judgment are made by top executives as well as anyone else, so the mistake in judgment about the first accident in the story above would not necessarily have been grounds for dismissal.

If after the woman had fallen with the broken step the crew had reported what happened accurately without trying to cover with a lie their previous mistake, they probably would still be in service.

If they had admitted the actual facts, the claim department would not have been hampered in making a proper adjustment.

A downright lie to cover a mistake leads to trouble every time. A lie about an accident is a serious thing in transportation business, and this is the moral of the little story.

SIMPLE RULES CAN AVOID FARE, TRANSFER TROUBLE

By R. A. PIERSON
Chief Instructor

IN MAKING up the schedule now in effect on line "E," there are a number of cars that turn back at West View on the north end and at Arbor Vitae on the south. Some of the cars pull in to foreign divisions, and this takes them off their regular route.

There seems to be no end to the confusion and complaints brought about by conductors not following the rules regarding tickets and transfers.

We have had complaints from passengers who presented tickets to a car that was scheduled to turn back short of the destination punched on the ticket. Some of these passengers report that conductors on the short line cars refused the through tickets because they were not presented on a through car. This is entirely wrong, as a passenger is entitled to use the short terminal car. Your rules are that the passenger be given an exchange check punched to the destination shown on the ticket.

A case was reported recently in which the conductor on a West View car told the passenger who had paid through fare that their hat checks would be sufficient for them to ride on the through car to Eagle Rock City. Hat checks are not good for transportation under any circumstances, but are issued only for identification as to fare paid.

Just remember when going out of the city and passengers have paid fare beyond the five-cent limit with either cash or ticket, issue exchange checks. The same holds true when a car is coming into the city from Eagle Rock City, for instance, and pulls into Division Three. These exchange checks are not good except on cars on the issuing line.

One more thing to remember is that on your pull in trip or when you are off your regular route, any transfers you issue must be punched "turn back and diverted."

BULLETINS

Issued August 6, 1923

BULLETIN NO. 134
Notice to Conductors

Fireman's pass book No. 12075, issued to John G. Taitt, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 135
Notice to Conductors

The following passes are reported lost: 360, issued to Mary Louise Irish, tabulating clerk, Auditing Department.

905, issued to P. Castillo & Men, sub-foreman Way & Structures Department. 5677, issued to D. J. Vanderlinden, Conductor Division Four.

6598, issued to G. D. Roberts, Motorman Division Four.

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

P. B. Hill

"M" Line Cars to Be Routed Via Pico and Grand

With the new special work at Pico Street and Grand Avenue scheduled to be finished within a week, announcement is made by the transportation department that "M" line cars will soon be routed over Broadway between Eleventh and Pico Streets and over Pico to Grand. The principal turn to put the cars on Grand Avenue will be at Pico instead of Eleventh, as at present.

Winnipeg Railway Official Visits

That it is in any way possible to operate efficient street railway service under such traffic conditions and disregard for traffic regulations as he found in Los Angeles, proved a wonder to M. R. Moss, acting division superintendent of the street railway system in Winnipeg, Canada, when he visited here within the past week.

Mr. Moss met officials of the company and compared notes on features of electric railway business.

Joe R. Ong, who has been conducting an extensive traffic survey for the company, was at one time with the street railway in Winnipeg and is a close personal friend of Mr. Moss.

On the Sick List

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

DIVISION 1

Mtr. A. Hirlleman, 117 N. Utah St.

DIVISION 2

Condr. J. I. Burns, 725 W. 83rd St.; R. Bray, 4721 So. Park; J. H. Lynch, 215½ E. 53rd St. Mtr. G. H. Thompson, 1217 E. 54th St.; D. D. Clark, 318 E. 56th St.; L. A. White, 717 W. 87th St.

DIVISION 3

Condr. H. N. Richardson, 2907 W. Ave. 36, rear; F. B. Love, 5424 Monte Vista; H. D. Deigh, 907 E. 7th St.; A. A. Corbett, 314 Loretta St.; J. W. Dennie, 2932 Ashbury St.; R. H. McDaniel, 4509 Homar St.; R. A. Gwin, 1121 Cypress St.; W. W. Morneau, 121 W. 21st St.; C. N. Denton, 598 W. Ave. 26; S. A. Graves, 2911 W. Ave. 38; E. L. Bledsoe, 120 N. Hancock; Mtr. G. E. White, 2723½ N. Johnson St.; D. E. Baxter, 122 N. Ave. 20; W. A. Hubbard, 5207 Peyton St.

DIVISION 4

Condr. C. Snodgrass, 1216 S. Serrona; J. G. Schroeder, 1224 Sentous St.; P. Harmon, 1321½ Girard St.; J. P. Lavelle, 3105½ Kenwood Ave. Opr. J. H. Mc-

APPLICATIONS RECEIVED EVERY DAY

Quite a number of the men who apply to the employment department for work on the cars are introduced by trainmen already in service. This is a good indication but a slight misunderstanding brings in an extra large number of men on Tuesdays and Fridays, according to J. B. Hayner, superintendent of employment.

Classes for conductors and motormen are held on these days but as the lists for these classes must be in the hands of the instruction department before 11 A. M., there is little chance of men who make out an application on Tuesdays or Fridays finishing up the preliminary work so that they can be assigned to the class of that day.

Applications are received every day so a new man gains nothing by waiting until Tuesday or Friday to place an application and usually has to wait two or three days for the next class.

The ages for new men entering service as conductors are 23 to 40 years and for motormen the ages are 25 to 40 years.

The employment department appreciates the cooperation shown by trainmen in introducing men seeking employment.

Attendant—"Yes sir. Shall I show you around?"

Stranger—"Oh don't trouble. I used to be King here once."—The Passing Show (London).

TRANSFER SYSTEM WILL BE CHANGED

(Continued from Page 1, Col. 4)

company will be combining some poker tactics with the mah jongg features.

Can Detect Fraud

The character on transfers for the day will be displayed on a big card at the division office so that a conductor will know whether he receives the right transfers from the clerk. It will not be necessary for a conductor to remember the sign at the division office as the transfers he carries will show the character for the day.

If a passenger presents a transfer with a diamond-shaped character on a day when circles are the identifying marks, the conductor can reject the transfer gracefully and if necessary, show his own pad of transfers to prove his contention.

The passenger who tries to use an old transfer under the new system will fall in with the passenger who insists he put a quarter in the fare box.

Doing Her Best.—"Mary were you entertaining a man in the kitchen last night?"

"That's for him to say, mum. I was doing my best with the materials I could find".—Liverpool Mercury.

Knew His Way.—Stranger (at continental palace gates)—"This is visitors' day, is it not?"

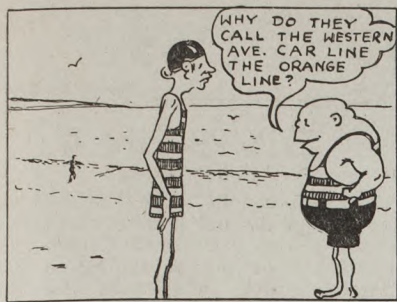
Clintock, 1343 S. Flower St.; H. A. Cornwell, 352 E. 84th St.

DIVISION 5

G. H. Burningham, 5345 1st Ave.; H. W. Baerreson, 437 W. 70th St. Mtr. G. J. Smith, 4807 3rd Ave.; M. E. Phalen, 5334 2nd Ave.; H. Gorton, 5308 4th Ave.

Conductor Ding and Motorman Ding Ding

By Rollins



Rollins

Bouquets And Things (Hand Picked)

For Condr. W. E. F. Jorgenson, Div. 3.
 Mrs. Payne says she has ridden many times on the car in charge of Conductor 928, and has always been impressed by his courtesy and efficiency. Calls streets, sees that passengers are notified of transfer points, assists those who need his help and is very efficient in handling the public.

She cited the following as an illustration: Four young people had turned one of the seats in order that they might face each other. The conductor told them in such a way that this was against the rules that no offense was taken and they readily complied with his request to turn the seat in its proper position.

For Condr. W. Vandemey, Div. 3.
 Los Angeles Railway.
 Gentlemen:
 I take great pleasure in this opportunity of expressing my appreciation of the kindness rendered by Conductor 2978 of the N. Main St. line.

Monday afternoon, July 16th, he was kind enough to pay my fare out of his changer, as he could not change the large bill I had. Please find enclosed 5 cents for him. I do not know his name or address.

Mrs. A. C. Nopher,
 712 N. Townsend St.,
 City.

For Condr. W. D. Smiley, Div. 2.
 Los Angeles Railway.
 Gentlemen:
 On Saturday evening, July 14th, while riding on one of your cars bound south on Vermont Ave., I mislaid my purse containing a number of valuable articles. I left the car and did not discover my loss until reaching home. I immediately went to the car barns and upon arrival there found that Conductor W. D. Smiley had just turned in the purse as found on his car.

I cannot speak too highly of Conductor Smiley's action in this matter and feel that it is certainly incumbent upon me to advise his employers of the sterling integrity of this employe.

Sincerely yours,
 Madge Abbott,
 2618 Ellendale Pl.

For Conductors W. Beattie, T. C. Chase, H. Timmeyer, L. C. Haynes, H. H. Hennings, B. Gardner, B. S. Moore, T. Thoreson, A. Bradley, S. T. Wride, A. S. Offill, W. S. Rice, D. R. Good, W. A. Varner, A. M. Ricks and Motorman J. M. Groves.
 Los Angeles Railway.
 Gentlemen:
 I have received a copy of your small book describing the routes, etc. of your railway in Los Angeles, also expressing a desire to have the estimate or opinion of some of the public on your conductors, and it gives me much pleasure to report from my observations of some five or six weeks in which I have been on the cars often two or three times a day as my business led me. I took the numbers off the caps on the heads of the men whose names I never learned nor did they ever learn mine.

They make very sure that the nickel goes straight into the box where it belongs for everyone who enters the car. In the next place I observed that the utmost courtesy is practiced by every one of the men, paying strict attention to the safety and comfort of each person as far as possible. In the mornings and evenings surely have a serious time in handling the "who ride in the cars. I do not think I have ever observed a more commendable lot of conductors on any other street cars in which I have traveled a good many times in other cities. Then are thoughtful and considerate of children and aged people to see that they are safely guarded on and off the cars, for the writer whose age is very close to 80 years can fully testify and having no interest in these men except to do them the justice I think they rightly are entitled to.

Yours respectfully,
 David West,
 233 W. Jefferson St.,
 City.

TAKING OUT THE PERMANENT WAVE

Dents in the heavy steel frames of street cars which looks to the outsider like a permanent injury are removed with comparative ease with this new equipment at the South Park shops.



Car Straightener Takes Kinks Out of Steel Frame

EQUIPMENT for straightening kinked steel frames of street cars that have been in smash-ups was given its first test last Wednesday and proved highly successful. The equipment makes it possible for a mechanic with three powerful jacks to bend the strong steel frame with comparative ease.

The construction was in charge of L. F. Sparks.

The metal posts and braces shown at the sides of the car are sunk in four feet of cement. There are nine of these steel posts on each side. Each post has an open slot in the center. Screws fit through these slots to brackets which can be set at any height.

The bracket is set at the height of the frame of the car to be straightened and then an "I" beam is placed on these brackets. One end of the jack

is placed against this beam and the other against the car frame.

In the picture above, the car frame was bent on the side opposite that on which Al Dillinger is shown working with a bar and jack. A jack is set on either side of the dent, on one side of the car and a third jack is set on the opposite side, just opposite the kink. This gives a three-point pressure and as the jacks are tightened, the frame bends straight again. The car flooring has to be removed during the operation.

Sufficient pressure is exerted to bend the frame at the point where it was dented beyond the true straight line. Then the jacks are removed and the car stands overnight. By morning the frame will have gone back to its true position as strong as it was before.

Foremen Meet
 A meeting of all division foremen was held at the main offices last Wednesday, presided over by R. R. Smith, assistant superintendent of operation. The chief topic was application of the new guarantee pay system which has been changed, considerably to the benefit of extra men, as explained in Two Bells July 9.

"Ha! Ha! Ha!" ranted Hi Tragedy, in the dungeon scene. I'm mad! mad! mad!"

"I'll bet," yelled a voice from the gallery. "you ain't near as mad as us fellows that paid to get in."

Guy Wheelock Back
 Guy D. Wheelock has returned to the schedule department and is actively at work on time tables. Glad to see you again, Guy.

For. Mtr. G. L. Thompson, Div. 1.
 Los Angeles Railway.
 Gentlemen:
 I wish to call your attention to the courtesy and carefulness displayed by Motorman 2629. I had a feeble old lady with me and he stopped the car very carefully while we were getting on and off the car.

I certainly wish to thank him,
 Miss Margaret Merrill,
 428 1/2 E. 16th Ave.,
 City.

On The Back End (Contributed)

"When the raisin' mash is stewing,
 And the worm is in the still;
 There's a pile of gravel waiting,
 In the graveyard on the hill."
 * * *

Even the "Mightiest" will sometimes meet their Waterloo:
 The following telegram was received from Conductor Brigham of Division One, who left on a "fishing" trip up north:
 Paymaster:
 "Broke down. Wire my dough.
 The fish are all safe."
 R. W. BRIGHAM.

Mr. B. C. Smith, Div. 4.
 Dear Sir:
 We, the passengers who ride on the front end of your car on Pico Street, take this means of requesting you to please keep your feet down off the window sill when you have the window partly open, as there is such a breeze, kind sir, such a breeze. And it moves one way—BACK.

The average woman's vocabulary contains 850 words—but think of the turnover.
 * * *

The other morning Motorman W. E. Garris, the regular pilot on the Division Five money car, wended his way down through the tracks to his car, put on the trolley and sat down to wait for the rest of the crew. After a while he awoke to the fact that the cars ahead of him were not pulling out, so he started to look for the switchman, who informed him that the cars were in their proper order. So he headed for the office and not finding any more of the money crew he asked Clerk Cline. "If the money was going this morning," and was told "that it was, but not for an hour or so yet." Garris looked at his watch said, "Thank you" (or something else) under his breath and went his way.
 * * *

"Henry, you have run over a man."
 "Don't worry—he had already been run over by the car ahead of us!"
 * * *

USELESS?
 No One is Useless
 In the World
 Who Lightens the Burden
 of it for
 Someone Else.
 * * *

As they gazed on the face of their loved one who had just passed away, they remarked how sad it was that one who had lived such a useful life should have ended his career by his last expression. "Yes, we have no bananas."
 * * *

HEREDITARY
 Music Teacher—"Your son is improving, but when he gets to the scales I have to watch him very closely."
 Mamma—"That's just like his father. He made his money in the grocery business."—New York Sun.

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

A fishing party, consisting of "Jerry" Teehan, Bill O'Hern and "Foxy" Singer, was held at Santa Monica last week. The participants report an exciting time and of having seen many fish (in the sea). Singer says his most exciting moments were spent in the back seat of the Ford (asleep). Bill says he almost caught a fish and had him by the tail when suddenly he became dizzy, his head began to move, also his stomach, he was forced to lie down with his head over the edge of the boat. You know the rest. Jerry, who proved himself the only real fisherman of the bunch, succeeded in catching a 2-oz. mackerel, which he boasts is some catch, not for the enormous size, but for the effort it took in landing it. Anyone caring to see this serpent of the sea, just call at the dispatcher's room, where you will find it carefully preserved in alcohol.

Colored Lady: "Do you done stop at the d'Ambassador Hotel?"

Conductor: "No, mam."

Colored Lady: "Why they tole me the "N" cars done stop there."

Conductor: "They do, mam."

Colored Lady: "How come, you don't then?"

Conductor: "Can't afford it, lady, on my pay. Rates are too high."

Colored Lady: "Huh, I done think you could buy that place. All the money you get every day."—T.M.M.

Conductor Kiser was overheard to remark that he would appreciate any magazines or funny books that might be awarded to him on the Third St. Shuttle. NOTE:—Do not send them between the hours of 4:01 P. M. and 4:06 P. M. as this is the rush period. Kindly address all bundles to "Shuttle Shiek," 5 Sandstorm Ave., Desert of La Brea.

To the Boys of Division One:

I wish to acknowledge with sincere thanks and appreciation your kindness and expression of sympathy extended to me during my bereavement, in the death of my wife and baby. The beautiful flowers conveyed a message of sympathy such as only true friends can give.

Sincerely yours,

F. F. KIRCHNER.

DIVISION 2

C. L. Christensen

Conductor M. Taylor, who has spent the last two months motoring through the Middle West, has returned to Los Angeles and is back at the old job feeling fine.

Conductor W. A. Hanslee and Motorman H. T. Horton have also returned to duty after a week's perfect peace away from the noise of the big city.

Motorman J. E. Lorentzon has been assigned to flagman's duty temporarily.

Motorman J. G. Leete has been assigned to the Chief Instructor's Office as temporary stenographer.

Motorman J. C. Miller, who for the past two months has worked in the Maintenance of Way Dept., has returned to train service.

Motorman K. Poppe has returned from a well spent vacation in San Francisco. He says the weather is fine in L. A. comparing with the northern city. Yes, Karl, we agree with you.

Conductors F. Fauver and H. F. Henley, are at the present time working as motormen on account of the shortage of the front end men. Frank and Hall, your favors are greatly appreciated.

Who's Who



WALTER WHITESIDE, otherwise known as "Mercury," is employed in the engineering department, each summer vacation, where he figures out why electricity is so shocking, and other deep problems which are too difficult for the rest of the gang.

His main indoor sport is wrestling with a Monroe calculator; at which he has become quite proficient, his only difficulty being that he runs it so fast it gets hot. This is bad, especially in warm weather. Walter has one great distinction, he is the smallest person employed by the Los Angeles Railway, but he claims that all good things come in small packages.

Next to learning how to run a street railway, Walter's immediate objective is a second-class scout badge. He is a member of troop 136 and has the makings of a senior patrol leader.

DIVISION 5

E. C. Tyler

Next week "Ye Scribe" will be absent for the "Open road is calling" and he is going to "step-on-it" for a few miles. The Two Bells items will be handled by our popular Foreman A. F. Grant. So remember to drop a few items in the box, boys. Adios.

It is with satisfaction that the boys who depend on machines to bring them to work, note that the paving is finally being put in on 54th Street.

For the past month or so you could experience all the thrills and jolts of a canyon road when coming through the temporary drive.

Conductor H. Tinnemeyer, Conductor L. Levinson and Conductor Frank Clavin have returned from their vacations during the past week. They all took the drive through the Yosemite and report having a fine time and no trouble of any kind encountered.

Conductor Clavin said that he came near applying for a position in one little town he passed through, for they had a one-track, one-car, one-man street railway and as that operator appeared to be pretty old, Frank said, "That he didn't think he would have had to 'buck the board' very long before he had a regular run."

Motorman E. W. Watson and Conductor E. J. Hutchison have returned from a trip to Big Bear Lake, and state that they enjoyed a good time. They didn't even have a fish story to tell.

Vacation season is still popular and the following trainmen have been granted leaves of absence during the past week.

Motorman S. W. Porter has been granted sixty days which he states will be spent working around his home

DIVISION 3

H. A. Russell

Conductor E. C. Croughan, he of mosquito build, who left us a couple of weeks ago to carry mail, has returned to us stung and minus several patches of perfectly good cuticle on various parts of his anatomy, worn off by the continuous rubbing of strap, and E. C. says that the next time he takes a notion to become a pack mule he will join the army and Conductor Sam Lockhart, who also has just returned from the mail service, says, Amen!

Motorman Fred Strauss, our one-time heavyweight motorman, holds the title no longer. Fred has been reducing and taken off 85 pounds and claims that he is feeling fine, and if he only has as good success in raising his moustache (which now is only a little dinky one) he will have one to be proud of, but we would strongly advise him to tie knots in it as we have heard of retreating hairs.

Slim Barrett, our one-time motorman but now L. A. Railway traffic officer at one of the choo-choo crossings, is still with the corporation, that is, after reducing 75 pounds he still has his own little corporation, but declares that it will go in time.

We had an uncle once with a moustache, but now our neice has one, that is, Conductor Neice is doing his durndest to raise one. At present it is the size of a half-grown eyebrow. Stay with it, kid, you're doing fine!

Motorman Schneider, who has just received a nice large compensation check from the Government, is thinking seriously of investing in a gas buggy. If any of you have one for sale, better see him, but don't all speak at once. Yes, we have no bananas.

Conductor Ira Gott, our chief fisherman, has left with his wife and patent fishing pole for two weeks' of camp life at Mammoth Lake, about 40 miles from Bishop, but only about an inch from real sport. No doubt Ira will come back sunburned and full of fish and fish stories, for when those unacquainted schools of fish hear Ira's patent bell, thinking it is recess time, will appear in swarms and all Ira will have to do is just scoop 'em in. That's all!

The other morning one of our trusted money car guards failed to show up. Clerk C. H. Dean volunteered for service. After giving the blunderbuss the once up and down, he immediately stuck the office's faithful clawhammer in his belt and sallied forth and believe me it was a good thing that no unsuspecting bandit undertook to stage a hold-up that morning, as the slaughter would have been tee-rific. Yes, we have no—doubts.

Ex-Conductor Usher the other day found a lovely handbag on his car containing over \$54.00 in cash and like a good sport turned it in, and the dame that lost it called for same and like a sport with a flourish signed on the dotted line and said, "Thanks."

Motorman Covington and his car had an argument with a milk truck the other day with the result that he is laid up with a badly damaged leg, but expects to be on the job again, shortly.

except maybe for a trip of a few days duration.

Motorman J. White has been temporarily appointed flagman, and took up his new duties August 1.

Conductor G. R. Boatman has taken ninety days and is leaving for the east to attend to some personal business.

Motorman C. A. Durrett has left on a visit to St. Louis, Mo., where he

DIVISION 4

Bob Lindsey

For the benefit of Mr. Russell and the rest of my old friends at Division Three, I wish to state that there is no possibility of my returning to your division unless you move the barn down to Dayton Avenue. I'm getting too old to hike up to Idell from Dayton, and besides I'm used to having things so handy around here I've become very lazy, sure I admit it,—it's a gift!

I forgot to mention last week that McKenzie, who led the squad on the fishing trip to Redondo, caught 27 fish, he says so himself. That's nothing, I caught 97 fish one night,—then I woke up, darn it!

It's a hair-lipped cinch that Conductor Memmers on Pico Street hasn't lost his sense of humor, if he does handle the public. I have been informed that Memmers shot over three bells to his motorman in the middle of Pico and Vermont. Said motorman slammed on the brakes and the car stopped with a jerk. Memmers swung off the back step, stepped back a few paces, picked up a funny paper, re-boarded the car, two bells, and on they went.

All the dumb-bells in this old world are not in gyms. Mechanic Furrier worked up a good sweat making up a new step to replace a broken one the other day, while just outside the door reposed about four steps ready to put on.

Rambling out East First the other night, we stopped at Methews Street, and a garbage wagon nearby could be smelt if not seen. A couple sat in the rear seat, and the lady piped shrilly, "Heavens, what a terrible odor." The man at her side thought the same, and said in a loud voice, "Yea, I guess from the neighborhood we are in, someone is frying Kavelta fish."

I take great pleasure in announcing the return of Conductor J. L. Lyerley, after an absence of five months. How did you stay so long, J. L.?

If any of you boys who contribute to the Two Bells' box don't see your stuff in print, it's because of lack of space. Do not think I do not appreciate it, this small print tells the tale. Maybe some day we'll have a paper all to ourselves. Jew Nose?

Introducing New Men

The following men have been assigned to their divisions during the week ending July 28:

DIVISION ONE

Motormen—C. W. Roberts, J. A. Jones, F. E. Vincent, L. R. Wood, J. E. Pheasant, L. B. Crovrens, E. Smith, G. W. High.

Conductors—B. F. Roysdale, J. T. Matheny, I. T. Grahn, N. P. Atwood.

DIVISION TWO

Motormen—A. A. Zumwalt, P. H. Lund. Conductors—S. L. Barrier, J. D. Robertson, R. E. Allen.

DIVISION THREE

Motormen—C. W. Morris, J. T. Edmiston, F. Bums.

Conductors—J. Becker, L. W. Gericke, C. A. Meyer, P. Foster, T. D. McKenna, H. C. Heinritz, E. C. Harmon, H. E. Heath.

DIVISION FOUR

Motormen—W. E. Hanscomb, J. N. Gustafson, D. P. Waggoner, H. W. Kelley.

Safety Operator V. E. Henn. Conductors—R. F. Ostrander, A. Rubenstein, M. Troop, W. Jolley.

DIVISION FIVE

Motormen—J. A. Simpson, R. P. Messersmith, E. F. Johnson. Conductor T. W. Roach.

formerly worked on the cars. He expects to be gone about 60 days.

Motorman F. C. Haynes has taken a thirty-day leave in order to be with his wife, who is in very poor health. Division Five expresses its sympathy and best wishes for her early recovery.

To do work around home seems to be a regular summer past-time, as Conductor J. B. Barton is another one of our men who has taken a thirty-day leave for that reason.