

First "L. A. Built" Car Is Finished

JUNE PRIZES FOR IDEAS AWARDED

First prize for service suggestions submitted during June was awarded to Conductor W. H. Snow of Division Four, when officials of the transportation department held the monthly conference to consider ideas presented by trainmen in competition for the cash awards of \$7.50, \$5 and \$2.50.

Conductor Snow suggested that next year, passes issued to women be of different color from those issued to men. Cases have been reported where an employe has let his wife use his pass. As the only difference is the "Mr." or "Mrs." it is difficult for a conductor to detect when a pass is being used improperly.

Plates to Mark Stop

Second prize was awarded to Motorman J. E. Hauff of Division Four, who suggested that "Stop" plates be placed in the center of the track at First and Los Angeles streets, east bound, and First and Main streets, west bound. The suggestion is made to prevent interference of Los Angeles and Pacific Electric cars at these points. The stop plates will assure cars being halted at the correct place and not being left to the judgment of each motorman.

Safety Inside Car

V. M. Muckenthaler, of Division Five, won the third prize with a suggestion for safety inside the cars. He pointed out that when one section of a steel mat in the enclosed section is removed for repair, passengers are liable to trip on the remaining half. This suggestion was the result of observation on his own car. Hereafter when it is necessary to remove a mat, the second half will be rolled up and left under the seat of the car.

Carelessness is the companion of misery and regret. Safety goes hand in hand with success and happiness.

Street Opened For 7th St. Extension

Track department crews are at work opening West Seventh Street for the extension of that line from Hoover to Vermont where special work will be installed, enabling the Western Avenue cars to run west on Seventh Street and east on Vermont Avenue.

A man's best country is that which gives him bread and butter.

"SERVICE"

- S—Service
- E—Enthusiasm
- R—Reliability
- V—Versatility
- I—Initiative
- C—Courtesy
- E—Earnestness

Woody.

EXTENSION OF "B" LINE IS STARTED

Extension of the Brooklyn Avenue line was started last Thursday. The new track will extend from the present terminal at Wabash and Indiana Streets, east and north on Ramona Boulevard to connect with the old, unused part of the Gage Street line and over this track to the Pacific Electric line running to Covina and San Bernardino.

In addition to the new work, the old track will be reconstructed. The track from the present terminal of the Gage Street shuttle, near Blanchard Street to the point where connection will be established by extension of the main line, will be torn out. This is a distance of 2700 feet and has not been in use.

Third St. Extension Operation to Start

Shuttle car service will begin Monday, July 23, on the Third Street extension from Third and Larchmont to Third and La Brea. Twelve minute service will be given from 6 A. M. to 8 P. M., and 20 minute service will be maintained at night.

NEW MACHINERY MOVED INTO MILL

Work is progressing rapidly on the moving of machinery into the new mill at South Park. Among the new equipment installed is an electrical saw and planer.

In the re-arrangement of space in the old shop building, the machine shop will include space now used by the blacksmith shop, giving greater continuous floor space, and the blacksmith shop will be moved to the old carpentry mill quarters.

Lost time is never found again.

Test of Track Joints Means 384 Mile Walk

The annual test of all track joints has been started by the electrical engineer's department. Two men will be at work on this job for about three months. In this time they will walk over the entire system of 384 miles of track and test approximately 7500 rail joints.

Reports are made on the condition of the joints and where there are electrical "leaks" the joints are welded or rebonded.

Man is like a motor—there's something wrong with him when he knocks.

STATE RY. HEADS MEET AGAIN SOON

Following the meetings held in Los Angeles July 13 and 14 by operating superintendents of California electric railways, a committee was appointed to arrange a program for another meeting to be held in the near future. The place of the meeting was not definitely decided.

Officials present agreed that the electric railways must exert every effort to promote the utmost safety. With the general increase of vehicular and pedestrian traffic, new problems in safety are appearing constantly and necessitate constant vigilance of trainmen and officials.

Nothing is safe in the hands of an unsafe man.

New "M" Schedule Adds 447 Car Miles

The new "M" line schedule, which was put in service Wednesday, increases the daily car mileage considerably. A total of 9797 car miles per day is made by the new schedule, which is an increase of 447 car miles.

"I hear you and your wife had some words last night."

"We did, but I never got around to using mine."

Lady of the House—Yes, I have an old pair of my husband's trousers, but I'm afraid they're too large around the waist for you.

Hungry Higgins—Well, couldn't yer gimme a dinner dat would make 'em fit?

BODY PAINTED READY FOR EQUIPMENT

Construction of car 1501, the first "built in L. A. Railway shops" car has been completed. The car has received its last coat of paint, and is ready for the installation of electrical and air brake equipment and the trucks.

The new car is a fine looking job, and a credit to the engineering department. It is similar to the type "H" cars now in service will be equipped with multiple unit control for single unit or train operation. The car was built in the old mill.

Car 1502 will have the distinction of being the first one built in the new mill. The floor and frame work of 1502 has been built and this puts the program for construction of 55 cars in the South Park shops well under way.

22 Motors for New Cars Reach Shops

Twenty-two motors of the General Electric type 265-C have been received for the new "H" cars at the South Park shops. Additional motors manufactured by both General Electric Company and Westinghouse company are on order and the speed with which the new cars can be put in service depends entirely on delivery of equipment.

The trucks for the new cars are to be placed under the bodies at the South Park shops. Some of these trucks are on the way, and the engineering department is anxious to receive the shipments and get the cars in service as early as possible. With the material on the way, the company is assured a good supply of cars to meet the demands of increased traffic next winter, and particularly the heavy Christmas travel.

Find Safety First and then work with Safety.

"Alice used to be fond of shopping, but now she does all her buying by telephone."

"Yes; she says she can't bear to see how little she's getting for her money."—Boston Transcript.

The American passwords are Enterprise and Energy.

Listen to safety first or you may listen to the ambulance gong.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

A Word Worth Millions

TELEGRAPH companies state that between nine and ten million dollars is spent annually on the word "please" in wire messages.

American business would not make such an expenditure if it were not worth while. The word "please" addresses a message in friendly garb. It takes off the cold edge and gives a touch of personality.

On the street cars it does not cost ten million dollars a year to say "please." It does not cost one penny, but it can yield just as profitable returns to a conductor as it can to a business house.

"Please" on the cars gives a personality to an expression that can never be procured in a written message. Passengers who will not pay any attention to an order to "move forward in the car" will often heed a request to "please move forward in the car."

Fortunes have been made through courteous relations between buyer and seller. Fortunes have been spent in developing the friendly relations that come through courtesy expressed in advertisements, telegrams, letters, etc.

On the cars you have a chance to use one of the greatest factors in building good will without expending a cent.

Capitalize on the asset of courtesy which only requires a smile, a pleasant word and a willingness to be on the job.

How's Your Merit Record?

"How's your efficiency record?"

The question arouses the interest of every trainman who has been with the company long enough to participate in the Merit and Bonus System.

The efficiency record is the basis on which the Christmas bonus money is computed. In the payment of the bonus, the company settles at Christmas time for special efforts exerted by trainmen to give the best possible service.

Any matter that affects our pocketbooks is of immediate interest, but the amount of cash a trainman receives at Christmas time when the bonus checks are handed out is not the only thing connected with the Merit System.

There have been many cases in which men have argued at length and gone to great efforts to disprove a charge on which they were demerited. Many a man has spent dollars' worth of time and effort to remove demerits which might mean a few cents difference in bonus money or perhaps did not involve any loss of bonus. Keeping a record clear of demerits was a matter of pride. The men who expended this effort were anxious to have record cards with which they could point with pride, in confidence that they would indicate a high rank of efficiency.

There have been other cases in which trainmen have exerted strenuous efforts to eliminate or counteract demerits, but did not make the effort until the percentage of efficiency was under 100 per cent, and meant actual dollars and cents slipping away.

Perhaps there have been cases where demerits have been assessed improperly. There are very few, if any, systems operated by human beings which do not involve some occasional errors, but it is the intention of the men in charge of the Merit System to provide every possible means of precaution against error and to allow ample opportunity for correction of any errors that may occur.

A man's bank record is an indication of his standing in the financial world. Just so, a man's efficiency card is his record of ability in train service.

Take a pride in your efficiency record and maintain it not only as an indication of how much bonus you will receive, but as an indication of your ability.

On the Sick List

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

DIVISION NO. 1

Conductors H. N. Mullendore, 417 Crocker St.

Motormen—B. R. Parker, 3330 Stephenson Ave.; J. O. Huffman, 526 S. Indiana St.; F. H. Fox, 6108 San Pedro St.

DIVISION NO. 2

Conductor A. S. Herrick, 1914 Clippell St.

Motorman D. D. Clark, 318 E. 56th St.

DIVISION NO. 3

Conductors—W. J. Millican, 225 W. 45th St.; O. R. Burnett, 3336 Merced St.; J. W. Bennie, 2932 Ashbury St.; W. H. Liberty, 106 Chestnut St.; F. A. Kuyken-

dall, 3029 E. 4th St.; I. Gasparro, 418 Cottage Home; R. Hardy, 572 W. Ave. 28.; R. W. McDonald, 3107 Estara St.

Motormen—D. E. Baxter, 122 N. Ave 20; W. A. Hubbard, 5207 Peyton Ave.; A. Johnson, 2913 Idell St.; R. Romani, 440 Avoca St.; N. D. Daggett, 2811 Huron St., Rear; R. I. Foster, 3219 N. Griffin Ave.

DIVISION NO. 4

Conductor B. E. Murchison, 636 Tula Sosa Dr.

Motormen—M. J. Mesquit, 3236 E. 3rd St.; H. Drake, 1956 Norwood St.

Safety Operators—I. R. Tilton, 2680 Santa Aneta; H. Rendell, 5623 Lexington Ave.

DIVISION NO. 5

Conductors—G. J. Crowden, 2408 West 54th St.; A. B. Conway, 5410 Third Ave.; H. J. Osborne, 1236 West 102nd St.

Motormen—W. E. Shepherd, 1981 Bon-sallo St.; A. J. Spohn, 111 W Pimento St., Inglewood.

BULLETINS

Issued July 23, 1923

BULLETIN NO. 128
Notice to Conductors

Pass issued to A. W. King, Storekeeper, Purchasing Department, shown as lost in Bulletin No. 118, should have read No. 455, instead of 445 as reported by that department.

BULLETIN NO. 129
Notice to Conductors

Fireman's Pass Book No. 9518, issued in favor of G. M. Smith is reported lost. If presented for transportation, take up, collect fare and send to this office with report.

BULLETIN NO. 130
Notice to Conductors

The following passes are reported lost: 762, issued to Genevieve Will, clerk, Claim Department.

1223, issued to M. Ginseppe, laborer, Line Department.

5698, issued to J. F. Vincent, motorman, Division Three.

6906, issued to B. L. Porter, conductor, Division Four.

6933, issued to A. L. Chilson, motorman, Division One.

1152, issued to L. E. Laycox, lineman, Line Department.

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

P. B. Hill

Shakes Car Twice With Bell Cord to Make It Start

The other evening I was working my usual run, reinforced by the presence of my wife and two of her little girl friends. One of these girls became quite interested in the method of the conductor's work.

She watched me send two bells to the motorman each time the car stopped, with considerable perplexity. Finally overcome by curiosity she asked, as she again saw me pull the bell cord twice:

"Do you have to shake that thing every time you stop?"

N. B.—Contributor is a hick himself. Could not find Two Bells' Box, but confident of the popularity of the Run Bid Box, deposits this gem therein, trusting that Kismet will guide it safely to Ye Scribe.

Only the best blades keep their temper.

Reaches Top of List

and Quits

Returns to Work

At Bottom

Conductor R. C. Braine, who had just reached the top of the extra board at Division Two, resigned and went firing on the S. P. Since writing the above, R. C. has had all the firing he wants, and is now back again, only at the bottom of the extra board.

Conductor J. L. Smith also left us, but after a couple of days is again back punching transfers.

H. Robertson, who resigned three years ago and went to Colorado, is back at Division Two again. Welcome home.

Rabbit—"Gee, I feel funny."

Dunk—"Why?"

Rabbit—"I swallowed a frog and I believe I'll croak."

DIV. 5 LEADS WITNESS AVERAGE

Division Five made the best record in procuring accident witnesses during June, according to the claim department. The total number of accidents in June was high, 2095 being reported with 7093 witness cards turned in.

The average number of cards per accident for the five divisions is as follows:

Division Five	3.66
Division Three	3.56
Division Two	3.46
Division Four	3.24
Division One	3.03

The importance of procuring witnesses in accidents cannot be too strongly emphasized. It is the only means available to the trainmen involved and the claim department for protection against unfair charges of responsibility.

"Can't you wait on me?" asked the impatient customer. "Two pounds of liver. I'm in a hurry."

"Sorry, madam," said the butcher. "but two or three are ahead of you. You surely don't want your liver out of order."—The Progressive Grocer.

A Letter To The Editor

The Editor, Two Bells,
Dear Sir:

As this paper is for the discussion of different views, I take this privilege to bring out a small matter that I have had to contend with myself, and I suppose quite a few of the other boys have also.

When some of the boys are sick and using outside doctors, these doctors are asked to make out a statement of patient's sickness and how long treated. Very few of these doctors really understand what is wanted.

Why would it not be a good thing to have a blank form, something like an accident report with whatever questions are needed on it? It seems to me it would simplify and help the work of the co-operative associations or of any one connected with it.

G. DAVID, Div. Three.

The suggestion contained in the above letter has been taken up with the proper authorities and the blank form will be provided. Employees who need a copy of this blank should apply to the assistant superintendent of operation in person, or if requested, a copy will be mailed.—THE EDITOR.

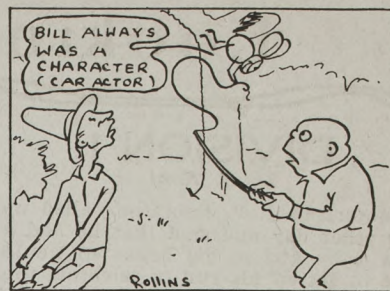
CLEARs THE ENTRANCE

Conductor H. W. Baerreson is the originator of a new scheme to clear the middle of the center entrance cars. Coming out from town the other day he accidentally dropped a half dollar, which rolled out of the door behind him, but lodged on the step. Noticing that it was safe he didn't pay any more attention to it, intending to get it at the next stop. While he was opening the inside doors to get the money at the next stop, three or four men, who had been blocking the center, got off. And as he straightened up he noticed they were walking back down the track. However, H. W. says, "If you try it be sure your 'half' stays on the step."

Whatever you do, do it in the safe way.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things

(Hand Picked)

For Motorman P. C. Smith, Div. 3
Los Angeles Railway.
Gentlemen:

April 19th, I had a slight accident with one of your 11th Street cars and the courtesy and consideration with which Motorman 1919 showed me was indeed appreciated.

I felt that I wanted you to know this kindness to me.

Very gratefully,

Miss Edith Weisman,
974 South Oxford,
Los Angeles.

□ □ □

For Conductor V. Sambus, Div. 4

Los Angeles Railway.
Gentlemen:

As I understand this is "Courtesy Week" on the cars, so I am writing in regards to the courtesy of a conductor whose number is 680. He was on a West Pico car and was sure courteous, while I was on that car from First and Spring to Twelve and Broadway, helping those off and on who were not as quick as others, and calling the streets. He was not hasty and seemed not confused by the crowds. Hoping you and this man will be glad to receive this letter.

Thanking you for your attention,

Mrs. H. M. Rees,
5116 Buchanan,
City.

□ □ □

For Conductor M. B. Stewart, Div. 3

Los Angeles Railway.
Gentlemen:

I enclose to you 25 cents, which I would like some representative of your office to present to Conductor 2438, who was on L line, car 921, this morning.

In handing the conductor a dime, through carelessness on my part, he missed it and it rolled off the car. He assumed the responsibility and would not allow me to stand the loss. I insisted that he allow me to give him the dime, but he refused, so I enclose the 25 cents to pay the 10 cents and ask him to smoke on me with the 15 cents change.

Yours very truly,

J. Eckman,
420 Story Bldg.,
City.

□ □ □

For Conductor A. P. Keran, Div. 3

For Conductor V. Impusene, Div. 1

For Conductor C. Burns, Div. 2.

For Conductor I. Gasparro, Div. 3

Los Angeles Railway.
Gentlemen:

I wish to call your attention to the great courtesy extended me and other passengers by the following men during Courtesy Week. They seemed to use much patience, courtesy and common sense, sometimes under trying conditions, and I thought a good word about it might not be amiss.

They are No. 766, No. 124, No. 1574, No. 662.

Yours truly,

Mrs. Alice Snyder,
c/o J. W. Robinson Company,
City.

□ □ □

For Conductor F. F. Fisher, Div. 5

For Conductor A. W. Gilbert, Div. 2

For Conductor R. P. Beachman, Div. 4

For Conductor T. T. Leech, Div. 5

For Conductor H. D. Webster, Div. 5

For Conductor L. H. Vought, Div. 3

For Conductor S. G. House, Div. 2

Los Angeles Railway.
Gentlemen:

Received your letter and paper. Glad for the sake of those men this public notice benefits and makes glad. I like to make people glad.

I still have a list of commendations which I will send you.

Mrs. J. A. Robertson,
934 W. 59th St.,
City.

Correspondence Course in War

Conductor--Soldier Describes Camp

BY CONDUCTOR C. J. KNITTLE

Company D, 160th Infantry, California National Guard

IN WRITING this account of the National Guard Encampment at Camp Richardson, a government reservation, six miles from Salinas, I realize that many of the readers will be World War vets, Spanish-American vets, Mexican Border vets and other ex-army men. Knowledge of the fact that these men are going to read between the lines of this account forces me to make a most distasteful confession—I am a rookie.



"THE AUTHOR-BEFORE"

On Saturday, July 7, at 9:00 a.m., the guard was ordered to the Armory at Exposition Park for encampment. At 6:30 p.m. we were taken to the S. P. Station on P. E. specials over the air line. Entrained and left L. A. at 7:20.

At 5:30 the next morning we were marched off at a little country burg and were given exercise to limber up our "train legs."

About 7:30 we arrived at Salinas. The Chamber of Commerce awaited us with sandwiches and coffee and citizens and hauling contractors met us further down the streets with autos and trucks and carried us within two miles of camp, saving us four miles walk. The balance of the day was spent carrying supplies from the "dumping-off" spot to the supply tent and toting cots to the squad tents.



"WAR AIN'T SO BAD"

The next two days military regulations were observed. (Reveille, setting up exercises, messes and retreat.) Evenings were spent in giving the "gold bricks" their "kangaroo trials" and punishment.

A "gold brick" is a man who sneaks away from work. A "kangaroo trial" is a regular trial in which one man of the company acts as judge, another as

prosecuting attorney, another as attorney for defense, twelve as jurors and the rest as witnesses. The punishment is usually harsh. Sometimes the "prisoner" is put under a cold shower, then scrubbed with strong soap, rubbed with sand and shoved under the cold shower again. Others are made to walk up and down the company street carrying full equipment (forty-five pound pack) for an hour of more. Some are made to dig a hole six feet deep and four feet square, then fill it in and dig it out again.

Wednesday we marched to the target field and received our elementary instruction on machine gunnery from regulars of the 7th Infantry from Vancouver Barracks. Thursday we went there again and finished our instruction and spent the afternoon at target practice. Friday we practiced quick mounting and dismounting of guns, and Saturday we "policed" our street, straightened up our tents and bunks and laid out all our equipment for inspection, which was made by Col. Story.

Today is Sunday. Everything is quiet. Next Sunday, July 22, we arrive back in L. A. The next six days hold much for the regiment. Machine gun competitions with the regular soldiers, sham battles, a parade for the citizens of Salinas, attendance at Salinas Rodeo, competitive drill with the 159th of Frisco, a banquet to the men who have been promoted, and the big farewell.

It is fascinating —this life at camp. "THE AUTHOR-AFTER" with its stern regulation—commanded by men who, like our L. A. Railway officials, understand men—the association with men of the clean-cut type and the "wim-wigor and witality" which results from strenuous exercise in the great outdoors.



"THE AUTHOR-AFTER"

PARADE CAUSES 184 TURNBACKS

On account of the parade last Monday evening advertising the exposition at Exposition Park, 184 cars were turned back, and schedules were disrupted for from 30 minutes to one hour on all the lines. With an average of 50 passengers per car, this means that approximately 10,000 passengers were seriously inconvenienced while thousands of others waited for cars that did not come due to the parade.

Posters placed on the ends of street cars told the public that blame for the tie-up of transportation rested with the parade and not with the street railway company.

AUTO CARAVAN OF DIV. 2 MEN HAPPY

Appetite and courage are maintaining a high average with T. Y. Dickey, foreman of Division Two, and the party of Division Two men with him on an automobile trip through the northwestern states.

A card from Portland says that T. Y. visited officials of the Portland street railway system and was cordially greeted. He was instructed to convey the regards of the Portland railway management to Messrs. Anderson, Hill, Smith and Ferguson of the Los Angeles Railway.

The party is heading for Yellowstone Park.

On The Back End

(Contributed)

Some folks can go on a vacation trip, but consider John Stork, old faithful purveyor of prodigious progeny. Conductor C. P. Petersen of Division Two, who has been working traffic, announces the arrival of a baby son on July 10. Mother and son—etc. Congratulations—etc.

* * *

Mac says at Division 1:
When you go on a fishing trip, if you can't catch any fish, you can at least feed 'em.

* * *

The girl walked briskly into the store and dropped her bag on the counter. "Give me a chicken," she said. "Do you want a pullet?" the storekeeper asked. "No," the girl replied. "I want a carry it."—Brown Bull.

* * *

It being so long ago that the writer was afflicted, if any of you Division Three fellows have a recipe to cure love sickness, for the love of mud hand it in. I want to save the life of Motorman Bidwell.—H. A. R.

* * *

The conductor examined the transfer thoughtfully and said meekly, "This here transfer expired an hour ago, lady." The lady, digging into her purse after a coin, replied, "No wonder, with not a single ventilator open in the whole car."—Exchange.

* * *

"How would you like to sign up with me for a life game?" was the way a baseball fan proposed.

"I'm agreeable," replied the girl, "where's the diamond?"

Introducing New Men

The following men have been assigned to their divisions during the week ending July 14, 1923.

DIVISION NO. 1

Motormen—G. Wilkening, S. Brukoff. Conductors—C. I. Kempton, L. J. Stephens, L. R. Delone.

DIVISION NO. 2

Motormen—W. T. Boehm, J. H. Melcher, A. D. Mathews, C. C. Claus, H. H. Miller, V. C. Beard. Conductors—H. M. Walker, J. S. Landry, A. L. Fritzler, W. B. Sharp, H. Clarfield, I. W. Ford, L. E. Dunham, C. L. Morrison, R. E. Hunn, R. H. Robertson, R. M. Falkenburg, C. M. Bartlett, L. V. Baker, J. C. Werschlin.

DIVISION NO. 3

Motormen—S. C. Smith, T. A. Bloom, H. L. Johnson. Conductors—C. G. Bessellieu, F. A. Koehne.

DIVISION NO. 4

Motormen—H. L. McKay, H. M. Campbell. Conductors—R. D. Lusk, H. E. Rollin, C. D. Cessna. Safety Operators—A. H. Eidsen, O. J. Bradley, R. P. McNeny.

DIVISION NO. 5

Motorman J. S. Jones.

Courtesy is not listed on the stock exchange, but it is a big dividend payer.

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

Motorman J. P. Robinson called up the other day and said that he had a new baby girl at his house so would like to get off his run to celebrate the occasion.

Word has been received from Motorman H. Raymond, who left a few days ago for Holland to visit his mother. Raymond is now as far as New York, and writes that he is taking in all the sights as he goes. He stopped at all the large cities on the way, including Chicago, Detroit and Salt Lake.

Conductor R. W. Brigham, who left on a fishing and hunting trip up north, writes that he is having some time. He is now as far as Spokane and still going. He says his old "flivver" is performing some wonderful deeds.

Register Clerk R. W. Swartz is back on the job again after a two weeks' vacation spent at the various beaches and Arrow Head Springs. Conductor Noteman, who was working in his place, is now back grabbing nickels on the Stephenson Avenue hooter.

Conductor E. L. Smith almost ran his tin lizzie into the brick yards the other day while trying to show Motorman Light and Conductor Beattie how much pep the old car had.

Conductor R. A. James, who has been in this division for about three years, is being shown the finer points of the extra transfer clerk's job. He is working extra during the vacation period.

DIVISION 2

O. L. Christensen

A card from Foreman Dickey reached the office late this week saying the auto caravan had reached Portland, Oregon, and that all hands were in good health and enjoying the trip immensely, but they miss their weekly Two Bells.

Quite a few of the boys are enjoying well-earned vacations. Motorman F. Jacobs and family are motoring through Yosemite Valley.

Say, fellows, have you noticed our stenographer, Mr. Hansen, acting a little peeved lately? Well you would too if you could go to 'Frisco only once a week and then have to hurry back again, leaving the dearest girl. H. T. says sunburn is the cause of that color in his face, says the sun was awful in 'Frisco last Sunday.

Motorman T. C. Strobel, who had to make a quick trip to Chicago to his wife, who was very sick, sends word that she is slowly recovering.

Conductor M. R. Gregory is enjoying a vacation at Saline, Michigan.

Motorman R. Long has returned after several weeks' of illness. Glad to see you back, Roy.

Conductor L. F. Van Zile, who left here for a trip through the northwest, suddenly became ill at Vancouver, Wash., and had to be operated on for appendicitis.

DIVISION 5

E. C. Tyler

Conductor H. A. Peyton has been granted an indefinite leave of absence, and is leaving at once for Hot Springs, Virginia, where he hopes to regain his health. Division Five trusts he will succeed and soon be able to return to duty.

Conductor A. K. Turner has taken a sixty-day, and will visit his old home in Statesville, N. C.

The line "shake ups" are over and from the general sentiment expressed everybody is pleased with the new

Who's Who



ALTHOUGH he is one of the younger fellows of Division Three, Conductor W. P. Leggett will round out five years' service with the company next month. W. P. and his dad started in the street railway business at the same time. J. L. Leggett, the elder of the combination, is a motorman at Division Three.

W. P. started on the cars soon after leaving school and has established a creditable record for efficiency and particularly for courtesy which matches his good disposition.

Recently Conductor Leggett told the minister and the rest of the world, "I do," and started the wedding march.

runs, although it is rumored that some of the "old heads" have been burning midnight oil, and collecting a few more gray hairs getting their running time straightened out.

Another thing noticable is the broad smile worn by some of the "top" extra men on the motormen's side, who see a nice full run coming their way after "bucking the board" for the last two years.

Also it is interesting to note that Conductor G. R. Boatman and Motorman H. W. Archibald and Conductor M. Casey and Motorman T. L. Stephens were denied divorces and will have to get along together for awhile longer.

According to Cash Receiver McCarthy, trip sheets are just so much paper anyway. The other night Mc had his cash up in fine shape for his relief man, but had filed his trip sheets in the waste basket, and it took the whole office force to find them next morning.

Through the kindness of K. W. Kiersey, a former conductor, Motorman H. W. Archibald, Conductor G. R. Boatman and Conductor A. W. Hall drove up to Duarte to see Conductor M. M. Sacks last Sunday. Hall says, "If you could have seen Sacks face when we drove up, you would have said that our visit did him more good than any medicine they could give him." Sacks wants to be remembered to all the boys and to urge those who have machines to drop in and see him when out that way.

Conductor J. W. Seger has decided to be a "smoke eater," and has been granted a 90-day leave to try out on the fire department. We all wish him success.

Motorman E. M. Austin, Conductor H. Tinnemeyer and Conductor F. Clavin have been granted a fifteen-day leave of absence and although they are not going together, they have all stated their intention of taking auto trips through the northern part of the state and to the Yosemite.

DIVISION 3

H. A. Russell

The new style schedule went into effect last Wednesday on the "E" Line, and with it the varigated assortment of running time. Some of the men, when they first looked 'er over, were about to throw up their hands. But after taking a second look and getting the idea gradually absorbed came to the conclusion that it is a pretty good idea after all, and no doubt will work out all okeh to the benefit of all concerned.

The other day as Conductor Harry Beals was meandering along on his car a passenger boarded and as Harry was making the change he accidentally dropped a "jit" on the floor, and, of course, as per usual, it rolled off. Harry handed the passenger another and another passenger standing on the rear end said to Harry, "Do you boys have to lose those nickels that get away like that."

Harry, with a sigh, said, "Yes sir." The passenger, after giving Harry a thorough once over, said, "Well you can't afford that and I just hate corporations anyway, and he dropped a nickel in the fare box, satisfied, but at the same time, donating a "jit" to his aforesaid imaginery enemy—and such is life.

Most of you will remember Conductor C. W. Smith, better known as Charle Chaplin, who left us about a year ago, returning to his old home in the east. Well it's funny, but a letter just received from him tells us that he is now busily engaged grabbing nickels on the back end of a car in Washington, D. C. It seems that he took a trip to Washington to his old home, and the tune of the street car game got the best of him—and he's at it again.

If you happen to see Conductor Hinson, just look the old boy over, there is something on his mind and he carries her picture around, too. Maybe he has the Bidwell trouble. I dunno. Looks like it!

Ex-Conductor Bill Bailey, now a wielder of a wicked flag at a choo choo crossing, is very lonesome these days, the reason thereof being that Mrs. Bailey and their little granddaughter are spending a month's vacation at Santa Monica, but for Mrs. Bailey we are keeping our eye on the old boy, for we know of the many pitfalls in a lonely bachelor's life.

If any of you have friends visiting the city, do not have them overlook seeing Kleagle Klothier's (of the Lost and Found Dept.), wonderful menagerie. To add to his collection of antiques, we lately sent him two beautiful one-eyed Airdale pups and a perfectly good cat that were turned in and refused to assimilate with the animals in the office at this division.

Last issue of Two Bells published the picture of our old friend Bob Lindsay, and mentioned the fact that in the good old days Bob upheld the dignity and glory of this division by winning the sprints at the old time company picnics we used to have. I remember it very well and Bob was some spunk believe me, and as a publicity man for Division Four he is showing the same kind of pep. Keep up the good work, Bob, old boy, you are doing fine.

Register Clerk A. R. Miller is now on his vacation and Conductor H. E. Wilson is officially in his place.

The telephone girls are agitating for eight hours work and eight hours sleep. For gawd's sake give it to them, but split it, and not do both during the same eight hours.

DIVISION 4

Bob Lindsey

Conductor McKenzie and his flock of fish hounds went after the wary yellowtail again last Thursday, and if they had the luck they had a week before, they had a hard time getting them home. Mc claims they caught 500 pounds. Maybe they did, but seeing is believing, and next time we want to see the fish, and taste them, too, fried.

Two of our able motormen that hail from the same town down in Texas or thereabouts, were standing over in front of the runs posted for bid, and here is the conversation:

"Say—, is you all going to bid that there run?"

The other party strokes his chin, studies a moment, and replies, "I ain't sayin' I ain't."

The other comes back at him, vainly striving for information. "I ain't askin' are you ain't, I are askin' you, 'Ain't you are'."

W. J. Harris is taking a vacation of 21 days. C. J. King is taking eight days, and W. E. Griffs is away for 15 days from the maddening crowd. Pretty soft for some people.

One conductor who wants what he wants when he wants it, cornered me the other day, and voiced himself as follows: "Ever since the first car with the fare box located in the N.E. corner came out, I have been making a kick every time I had one marked up to me. I have begged, pleaded, and cussed, but the only results gained was to get a car of that type every day. It began to look like premeditated cussedness on the part of Jack Barden the switchman, and I was seriously considering the advisability of submitting the case for arbitration to the League of Nations or some such body, or severing diplomatic relations with the switchman entirely, when a saving thought came to me, and I started knocking the 700 class instead of the 3-4 and 500 class, and believe me, boys, now I get a 700 class car every day. So you see there are more ways than one for getting what you want in this old world.

I was working a Hoover-Temple run last Sunday, and when arriving at Hoover Street one trip this is the conversation that took place between a lady passenger and myself: "Don't you go any farther, conductor?"

I replied, "No, ma'am."

She: "Well how far do you go?"

I looked her over closely this time before I replied, "Right here." Now you can believe me or not, but the answer of this lady can be verified by my motorman who was listening to us, but what the lady actually replied was, "HOW FAR IS THAT?" And she never cracked a smile. I really believe she was sincere, as she got off the car in a huff when I was so stumped I could not think what was the proper thing to reply. Note: No doubt YOU BOYS have just such foolish things happen to you once in awhile, write them down AT ONCE so you won't forget them, and then drop them in the Two Bells' box.

Got a good one on our friend Michaels, the Division Four clerk. Someone overheard Mike trying to train the parrot across the street that hangs out in the yard, to tell the crews if they should pull into the house, or in the yards, that's what I call the height of laziness. And I must mention the victory of Mike's dog, half hairdale and half Mexican flea hound, when he engaged another Girard Street snoot-hound in noisy battle in the waiting room the other morning. Mike's pup had a good grip on the other dog's chin when someone grabbed each dog by the tail and pulled them apart.