

New Form of Schedules Adopted

PRIZES GIVEN FOR BEST SERVICE IDEAS

First prize for suggestions to improve service has been awarded to Conductor H. Baerresen of Division Five after a thorough analysis of the ideas submitted by trainmen during April. The service suggestions are selected by the transportation department.

Conductor Baerresen suggested that some way be devised for disconnecting one end of the register on line E cars using the Ohmer register. He explained that often conductors on line E experience a shortage due to passengers at the front end ringing up fares while the conductor is at the entrance. This often happens accidentally as front-end passengers do not realize they are holding the register handle, according to Conductor Baerresen's suggestion.

Badge for Switchman

The second prize was awarded to Motorman F. C. Sommer of Division Two. He suggested that the switchman at Seventh and Maple be given a hat band reading "Switchman." This would enable trainmen to recognize the switchman as a company employe and not mistake him for someone without authority.

Motorman J. C. Acuff of Division Three won the third cash prize with a suggestion for minimizing complaints due to blowing of the overhead controller. He suggests two plans. The first plan is that the box be placed in front of the operating controller with the switch handle within convenient reach of the motorman and the equipment so that the flash would shoot down or to the side. If this is not advisable, he suggests that the box have an additional metal covering which could be opened quickly to turn the switch but would lessen complaints of injury or damage.

BETWEEN OURSELVES

Jim Tillman: I'm the boss in my house.

G. Bonaparte: I don't believe it.

Jimmy Tillman: Why not?

G. Bonaparte: Because you never have any money to loan a chap.

If you would be contented with your lot, build a house on it.

Franchise for Extension Of Eight Car Lines Asked

APPLICATIONS for franchises to extend and to connect present car lines, were filed by the Los Angeles Railway with the city council May 12.

The proposed extensions will meet the needs of outlying territory in several points, and the connections such as are proposed on Evergreen avenue and Rampart boulevard will facilitate transportation.

The action of the company is in marked contrast to the efforts made by the motorbus syndicate which was defeated at the election

May 1. The independent bus promoters did not propose any routes south of Slauson avenue, as they sought to avoid long-haul travel and stick to the cream of short-haul business by paralleling existing street railway service. Two of the lines the company proposes to build, namely South Main street and Central avenue, extend into territory south of Slauson avenue.

Franchises have been asked to permit construction of track on the following streets:

VERMONT AVENUE—from First street northerly to Monroe street, thence westerly to New Hampshire street.

EVERGREEN AVENUE—from First street to Brooklyn avenue.

RAMPART BOULEVARD—from Second street to Temple street.

MELROSE AVENUE—from Normandie avenue to Western avenue.

SOUTH MAIN STREET—from Slauson avenue to Manchester avenue.

CENTRAL AVENUE—from a point 1600 feet south of Merrill street to 77th street.

WEST EIGHTH STREET—from a point between Harvard boulevard and Hobart boulevard to Western avenue.

WEST FORTY-EIGHTH STREET—from a point east of Sixth avenue to Mesa drive.

Car Fare Loans Pay Big Interest

BEING a street car conductor is a pretty fair investment as far as percentage of return is concerned, according to Conductor J. I. Burns, of Division Five.

Several years ago in Kansas City, Burns advanced \$3.50 for fare on an interurban train to a woman who had misplaced her purse and he received \$5.00 for his kindly act. He has had several similar experiences in advancing car fare to beauty in distress on Los Angeles Railway cars. Last Thursday he received a check for 50c from a woman to whom he had loaned a needed nickel. The accompanying letter suggested that Burns burn up a few dozen cigars with the 45c balance.

Wife of Motorman Williams Passes

We regret to report the passing of Mrs. Williams, wife of Motorman Geo. Williams, of Division Three. Mrs. Williams had only been ill a few days. Her death occurred at the family residence on Moss St., Eagle Rock City, on Tuesday evening last. We tender to George and his family our sincere sympathy in their great bereavement.

Extra Owl Car For East First Sunday

A 1:30 A. M. car from 7th and Broadway for Sunday morning service only, has been added to the East First St. schedule. A one o'clock and 2:05 service is provided from 7th and Broadway regularly.

Doing good is the one certain happy action of man or woman.

"Dick" Smith Doing Well

R. R. "Dick" Smith, assistant superintendent of operation and prince of good scouts, is coming along in fine shape after his recent operation for appendicitis.

From his cot at the Golden State Hospital, Dick authorized a bulletin that he intends to be back at his desk within a few days to tear into his work with the same old spirit.

Nobody wants to rent a vacant mind.

SHEET FOR "V" LINE SHOWS SIMPLER STYLE

A new schedule on line "V," effective May 27, will be posted at the divisions May 22nd or 23rd, and will embody several new features of schedule department work.

The big sheets to be posted at the divisions showing train numbers and work runs will be blue prints instead of original copies made with a typewriter. This gives a considerable saving of time in the schedule room.

Form Changed

The second feature is that under this form, each train run will appear in only one place on the sheet. Each portion of any train run is preceded by the work run number of which this portion is a part. Trainmen by referring to the work run guide, which will appear at the right hand side of the sheet, will locate their work runs and the numbers of the train runs which go to make the work run.

Show Intermediate Point

The new form will show schedule time at an intermediate point in addition to showing the time at the two terminals.

On the new "V" line schedule, the sheet will show schedule time at Vernon and Vermont, as well as at the terminals, First and Vermont, and Vernon and Santa Fe. This plan will show conveniently the different headway on the two sections of a line where this is necessary.

A check, lasting one week, was conducted on the "V" line to provide information needed for the new schedule. The midday headway on school days is cut from seven and one-half to seven minutes, and one full run is added. On holidays the rush hour headway is cut from three to two minutes. Six cars are added to the morning rush. An extra car has been added to the Saturday and Sunday service from 3 P. M. to 8 A. M. to cover delays.

Running Time Increased

As a result of the increased travel, running time has been increased four and one-half minutes during the P. M.

(Continued on Page 2, Cols. 2-3)

Editorial Comment

Two Bells is The Official Paper of The Los Angeles Railway

Learn By Asking Questions

THE following letter has been received:

Editor,
Two Bells:

Why not reserve a column in Two Bells headed, "Knowing Why Makes Doing Easier" and invite trainmen to send in their problems regarding their work?"

MOTORMAN A. T. R.

The idea is in line with the purpose of *Two Bells*, namely to be of the greatest use to employes. Some time ago a question box was conducted and trainmen were requested to write out questions involved in their work so that they could be answered by one of the transportation department officials.

The question box plan for public discussion of working problems has a double benefit. It gives information to the man asking the question and benefits others who might not have been correctly informed on the subject.

The columns of this paper are open for the use of employes. Letters addressed to *Two Bells*, asking for specific information will be referred to the proper authorities for the correct answer and then published for the benefit of all readers.

Research and experiments may be a fine way of finding new information in chemistry or other sciences but it is dangerous to experiment along some lines of street car work when the safety and convenience of many passengers is involved.

Report Accidents Promptly

A NUMBER of men, mostly new, have failed to make out and turn in their accident reports on the day the accident occurred, but have waited until the following day, thinking it would make no difference when it was turned in. Such is not the case. When you have an accident of any kind, the following four points must be carried out, for the protection of the company as well as yourself:

First: Name and address of injured person.

Second: Obtain as many names of witnesses as possible, whether they actually saw the accident or not.

Third: Promptly notify emergency supervisor at first company telephone; if serious accident use a private phone, or pay phone, your money will be returned if you make out miscellaneous report.

Fourth: Make out report with indelible pencil and turn it in to the division office, same day the accident occurred.

SIMPLIFIED SCHEDULE FORM SHOWN ON LINE "V"

(Continued from Page 1, Col. 4)

rush period and in the midday it has been reduced two and one-half minutes.

Meets Traffic Conditions

The "V" line schedule to be posted Tuesday or Wednesday, is the first to apply the principle, to any extensive degree, of giving different running time during different periods to meet traffic congestion outside the downtown district.

Four classifications of running time in five periods of the day are used in the new schedule. Previously there were only two classifications of running time, namely the long and short.

The running time for a round trip in various periods will be as follows on the "V" line which is cited to show the principle which will be developed in schedules of all lines:

A. M. rush: 6 to 8:30 A. M., round trip 85 minutes.

Midday: 8:30 A. M. to 4 P. M., round trip 81 minutes.

P. M. rush: 4 to 6:30 P. M., round trip 89 minutes.

6:30 to 8:30 P. M., 81 minutes.

Night: 8:30 P. M. to 6 A. M., 77 minutes.

Different Classifications

The time cited above is for the school and holiday service. On Saturday and Sunday, only two classifications of headway will be used. The increased congestion Saturday noon will be met by a decrease in headway so that it will not be necessary to change running time.

By showing time at the most important intermediate point, the trainman will be helped in keeping a check on his running time where the running time is faster on one part of the line than on the other.

For example, the running time on Vernon avenue will be faster by one and one-half miles per hour, than on Vermont avenue, due to the heavier travel on the latter street.

BULLETINS

Issued May 21, 1923

BULLETIN NO. 77
Notice to Conductors

The following transportation books are reported lost:

No. 10704, issued to H. S. Merritt, a/c Fire Department.

No. 10914, issued to R. G. Shute, a/c Fire Department.

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

BULLETIN NO. 78
Notice to Conductors

Please cancel that part of Bulletin No. 67, pertaining to lost pass No. 2058, issued in favor of L. T. Travis, scrubber, paint shop, as this pass has been found.

BULLETIN NO. 79
Notice to Conductors

The following passes are reported lost: No. 1251, issued to O. Jensen, substation operator.

No. 3949, issued to J. J. Cresto, conductor, Division No. 4.

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

BULLETIN NO. 80
Notice to Motormen

In front of the Federal Building on Main Street where the tracks have been set over making a sharp curve, motormen must enter this curve at a slow rate of speed, as passengers are complaining about the high rate of speed at this point.

P. B. Hill
Supt. of Operation.

Collins Sails To S.F. then Cancels Trip To Europe

The grief of keeping street cars out of the orbit of flivvers and jay walkers, in other words directing the Safety Bureau is a mere bag of shells, compared with an ocean trip, in the opinion of John Collins. He started for San Francisco on his vacation and enjoyed himself thoroughly until the boat pulled away from its wharf at Los Angeles Harbor.

In a letter to Dick Smith, John graphically describes how the rolling of the ship caused one of his socks to land around his neck disguised as a tie instead of in the place logically intended for footwear.

After landing on terra firma, less terror and much firmer, John had acquired the habit in walking of raising one foot and then waiting for the sidewalk to come up and hit it.

All things considered, the safety shark intends to ride back by rail or walk and has completely abandoned the idea of going to Europe.

"Opportunity generally knocks during office hours."

For Cond. L. B. Fowler, Div. 5

L. A. Railway.
Gentlemen:

On the morning following the Edison plant fire, when everyone was peevish and cross, Conductor No. 70, on the East 4th car, certainly created a feeling of gratefulness among his many passengers.

I got on at the end of the line, 4th and Fresno, and during the full ride to 10th and Main, he answered as many as 50 questions of vexed passengers, always in a courteous, smiling manner, not too bored to answer them, didn't growl when asked, and more marvelous still COULD and really did give the proper information.

Four different people rode in the seat beside me at different times and they each commented on what a relief it was to find a conductor who was glad to answer the passengers as to transfers, terminals, transfer points, etc., so I was not alone in my appreciation.

Respectfully yours,

R. W. APPELBAUM,
1004 S. Grand Avenue.

FIRST OF NEW BUS LINES TO START SOON

The Lincoln Park avenue bus line operating between N. Broadway and Mercury road, and giving residents of that district direct connection with street cars at Lincoln Park, will be put in operation within 10 days, according to present plans. This is the first bus line to be established under the new program whereby motor vehicles will supplement street car service.

The schedule headway for the line is as follows: From 5:30 to 6 A. M., 15 minutes; from 6 to 7:30 A. M., 6 minutes; from 7:30 A. M. to 4 P. M., 18 minutes; from 4 P. M. to 7 P. M., 7 minutes; from 7 to midnight, 20 minutes.

Serve Outlying Districts

The second Los Angeles Railway bus line will operate on Wilshire boulevard from Keniston avenue via Alvarado and 8th streets. The other terminal is to be decided by the board of Public Utilities. The line will serve rapidly growing territory in the west Wilshire district. Heretofore there has been practically no transportation service in this outlying territory.

The Los Angeles and Pacific Electric Railways will have 109 single deck buses for the lines which will be operated by the yellow car system and for other lines to be operated jointly by the two railways under the name of the Los Angeles Motorbus Company. The double deck buses will be used on the Wilshire boulevard line and on the Sunset boulevard-Vermont line running to Laurel canyon. The latter line is to be operated by the joint company.

Thrift is saving your money when you don't need it, so that you will have it when you do.

On the Sick List

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

DIVISION NO. 1

Conductors—Greenfield, 1104 Delphi St.; C. C. Lee, 528 Wall St.

DIVISION NO. 2

Conductors—R. S. Young, 430 W. 58th St.; G. A. Frost, 1024 E. 46th St.; A. C. Haenssler, 326 E. 52nd St.

Motormen—G. Shaffer, 343 E. 53rd St.; L. A. White, 717 W. 83rd St.; C. E. Greenleaf, 137 E. 59th Pl.; G. Jensen, 3306 Opal St.; W. Meier, 603½ E. 7th St.

DIVISION NO. 3

Conductors—L. Johnson, 119 Colena Ave.; Z. S. Longuevan, 815 Vic. Sqr.; Whittier, R. W. McDonald, 3129 Church St.; G. T. Nunn, 4409 Griffin Ave.

Motormen—L. Rosa, 615 Cypress St.; J. A. MacGregor, 2616 Idell St.; A. F. Cole, 2637 Merced St. R. B. Marquez, 2295 Ave. 17; R. E. Minkler, 3435 Marmon Way; T. A. Chambers, 2429 N. Broadway.

DIVISION NO. 4

Conductor—W. R. Price, 1186 West 42nd St.

Motorman—D. F. Martin, 1596 Bond St.

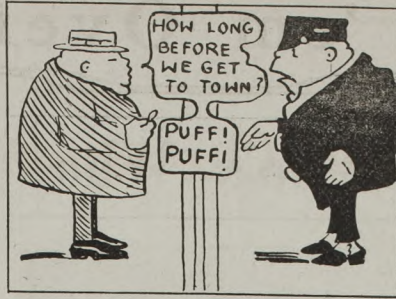
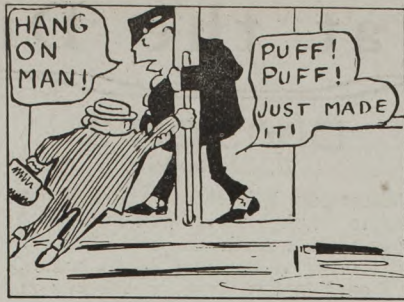
DIVISION NO. 5

Conductors—E. F. Pitlock, 1602 Toberman St.; G. J. Cowden, 2309½ West 54th St.; H. E. Chester, 1224 West 57th St.; T. T. Leech, 429 West 79th St.

The reason men are slow to give up their seat in a car to women is because they don't want them to think they are trying to flirt with them—honest to goodness it is.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

For Condr. A. Valenzano, Div. 3
 For Mtr. G. E. Plannett, Div. 3
 For Condr. M. S. Thomas, Div. 1
 For Mtr. B. C. Byrd, Div. 1

Los Angeles Railway.
 Gentlemen:
 This morning about 10:05, at the corner of Pico and Flower, a loaded truck was broken down on the intersection of the street car tracks. Washington car, T. R. 14 and Pico car T. R. 56 were delayed and both motormen and conductors of both these cars got out and by main strength, moved the obstruction off the tracks and far enough west so as not to interfere any more. On the Pico car motorman was Mr. Byrd and Conductor Thomas.

Thanking you,
 MRS. V. O. THOMAS,
 1135 Irolo, City.

For Mtr. L. E. Wall, Div. 4
 Los Angeles Railway.
 Gentlemen:

In riding your cars every morning I generally catch Motorman 683. I have taken much pleasure in watching him operate his car. I do not think I ever saw a man more careful. This morning, at the corner of 1st and Figueroa, going east, he made one of the best stops I have ever seen made, to keep from hitting an old lady.

On many occasions I have seen him start his car, and have seen someone running to catch it—he always waits. He uses great care in approaching all crossings. I do not ever remember of his having the power on as he neared a crossing. And above all—his ever polite word for every one who speaks to him.

Ever yours,
 R. N. CONNELLY,
 226 West 1st St., City.

For Condr. J. C. Rainey, Div. 5
 Los Angeles Railway.
 Gentlemen:

It seems to be human nature to be always ready to register complaints, while the little kindnesses go by unnoticed. However, I want you to know that they are sometimes appreciated.

Yesterday afternoon I boarded an "Athens" car with a sleeping baby in my arms. It was not the rush hour, but the car was rather crowded. The conductor asked me to wait a minute while he took the fares of the other incoming passengers, and then he brought out his own stool for me, and established me comfortably in a corner, where neither the baby nor I would be jostled by the crowd. Having been obliged one day last week to stand with the baby (who is quite heavy), and be pushed and bumped for about ten minutes before anyone offered me a seat, I appreciated all the more the thoughtfulness of this conductor, and am taking this means of expressing my appreciation. His cap number is 1444.

Yours truly,
 MRS. MURIEL MAGNESS,
 851 West 95th St..

For Mtr. H. G. Lee, Div. 1
 Los Angeles Railway.
 Gentlemen:

This evening, about 5 P.M., coming in-bound on car "R," Motorman No. 2095 showed a very high degree in efficiency on several occasions, especially on Boyle Ave., when a lady driving a Ford cut out of west bound line over onto the east bound tracks in the face of the street car, and only the alertness of the motorman avoided an accident.

Number 2095 is also very courteous, and handles a car very smoothly, both in starting and stopping.

I am a regular patron of both railways and generally ride in the front of the car, and know what a motorman has to contend with in traffic rush and am a close observer and believe Motorman 2095 is as good in service, and above the general average.

Yours truly,
 CHARLES S. EHRHART,
 516 S. Figueroa, City.

NEW CARS OFF WITH SMILING START

Miss Ann Murray on top step and Miss Olga Swanson are welcomed as first passengers on "Built in Los Angeles" cars by W. R. Boyd.



WORK UNDER WAY ON 55 CARS TO BE BUILT HERE

IF ALL the passengers on the type "H" cars the company is building are as charming as the first two there will be a big demand for runs.

Following the start on the program under which the company will build 55 cars in the South Park shops this year, the ceremonial honor of paying the first fares was shared by Miss Ann Murray and Miss Olga Swanson, of the auditing department with W. R. Boyd, information man at 5th and Spring, and a veteran of horse car days, acting as official greeter to the first passengers.

The greater part of the construction program will be carried out in the new mill at South Park, which is now nearing completion. A start has been made in the present mill and the first

"built by the Los Angeles Railway" car is progressing rapidly. The frame work, sides, roof and flooring are completed.

It is impossible to say how long it will take the engineering department to finish the program for new cars, as much depends on the speed with which materials are received.

Seventy-five type "H" cars are now in service as single units and in two-car trains on lines "M" and "S." Delivery of the order of 50 cars, placed at the first of the year, is scheduled to begin within a month. An additional order for 25 cars was placed this month and delivery will begin in the fall. The construction of 55 cars in the Los Angeles Railway shops will give 205 of this type in service.

On The Back End (Contributed)

ANOTHER JINGLE FROM DIV. FIVE
 There was a young man from afar,
 Who sought a Moneta car;
 He stood on his head,
 Took a "W" instead,
 Now wouldn't that give you a jar.

Conductor: "Neat paint job on that sport model across the street."
 Motorman: "The flivver or the flapper?"

A stout young woman boarded a car at First and Vermont. After riding to Vernon and Santa Fe she asked Conductor A. S. Herrick, of Division Two, if the car would soon reach the sea shore. A. S. politely informed the stranger, who had left Chicago three weeks ago, that his car did not make any connection with the Pacific ocean.

"Well," the passenger continued, "I thought I could smell the ocean a few minutes ago. Anyway, I did smell something!"

"Yes," replied the unromantic Herrick, "The slaughter houses are just a few blocks away!"

Of all the excuses there are
 By which this old world is ac-cursed,
 This "haven't got time" is by far
 The poorest, the feeblest, the worst,
 A delusion it is, and a snare;
 If the habit is yours, you should shake it,
 For if you want to do what is offered to you -
 You'll find time to do it, or make it.
 —DETROIT FREE PRESS.

Conductor Harry Beals, of Division Three, who broke his arm about Christmas time and has been recuperating in the cemetery ever since, stopped into the division office a few days ago to say that his long residence with the dead ones has made him live and snappy and he expects to be back on the job shortly. This is grave news.

"Shay, offisher, where's the corner?"
 "You're standing on it."
 "'Sno wonder I couldn't find it."
 —L. Ezell, Charlotte, N. C.

Division Five now boasts of having the fastest crew on the system. Allow us to introduce to you Motorman (E. S.) Swift and Condr. (E. E.) Quick.

ON THE MAIN LINE
 Edwards says: "It's tough to be born handsome instead of rich."
 "Mickey" says: "But win ye'er fipped out of bot' yer up against it, eh?"

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

Vacation time has started for some of the men and one of the first to take advantage of this is Conductor P. J. Gerhardt whose smiling face appeared in the Who's Who column of *Two Bells* last week. Gerhardt is taking ninety days off to go back to Seymour, Wisconsin, to visit friends and take life easy in general.

Clerk Roy Ruggles is the proud possessor of a brand new Buick four, and says he is the victim of the call of "The Open Road." Roy spends his spare time is learning how to operate said Buick.

Conductor C. Tucker is planning on taking about thirty days off to go on a little vacation.

Work on the new building has met with a hitch and the boys are now using their old parking ground again for their cars.

Extra Clerk Corson and Regular Clerk Swartz took in the ball game together last Sunday. They report a very enjoyable time spent in eating pop corn and drinking red lemonade, and rooting for the home team.

Motorman R. J. Orphan is taking a few days off to add on to his house and make other improvements.

DIVISION 2

G. L. Christensen

Conductor J. C. McKassen is back on the job again after a few weeks absence in which he erected a house in Fairview Heights. As soon as it is completed Mac will make it his home.

Conductor A. A. Shoemaker, who for the past few weeks has worked under Mr. Sweeney's supervision, has returned to train service again.

Register clerk H. T. Hansen has returned from his vacation trip to San Francisco, his former home, and is now taking up the duties of our stenographer, T. H. Haskell, who is leaving next week on a combined pleasure and business trip to the eastern states.

Motorman M. Trowbridge received a telegram last week informing him of the sudden death of his father in San Francisco. Trowbridge took a few days off to attend the funeral in the northern city.

Conductor Ed Lloyd has secured a short leave of absence to rest up.

Conductor F. W. Godel made a little mistake the other morning when he pulled his car out without reporting for his run. An extra man was called for the run and got down in the barn in time to see the tail end of his car moving out of the yard; hitting the phone, the extra conductor notified the office of the facts and was in turn ordered to go to 54th and South Park avenue to await the car on its return trip from 61st street. Twenty minutes later F. W. reported at the office, tapping his forehead, saying: "Nobody home, but I needed a little rest anyhow."

About 15 reliefs were missed during the last week because extra men to whom the runs were assigned did not read the extra board properly or were in too great a hurry to get away, copying only last half of the run, when they were marked up for the full run. Such mistakes should not have occurred, as full instructions as to the reading of the board and the sched-

Who's Who



YOU may have heard of John Doe, whose name has appeared on more legal papers than there are rattles to a fivver. Well, customers, rally round and meet John Doe's colleague, Mr. Richard Rowe (pronounced like a row of beans).

Dick started on nine points as a motorman back in 1909 at Division One, but soon learned better. He is now a line instructor, but in the course of time has moved to the back end as a cashier instead of an engineer. He worked about a year as a car repairer, learning what makes the wheel go round and why they don't stay round when the air is slapped on a little too fast. In 1911 he returned to train service and now handles the live ones on the cemetery line called "R."

A regret for the mistakes of yesterday must not blind us to the tasks of today.—Warren G. Harding.

Introducing New Men

The following men have been assigned to their divisions during the week ending May 12, 1923:

DIVISION NO. 1

Motormen—J. J. Hillis, P. O'Connor, F. A. Clawson.
Conductors—H. T. Cormier, R. P. Le-duc.

DIVISION NO. 2

Motormen—H. M. Page, A. T. Nunn.
Conductors—G. M. Brown, F. L. Giles, R. Sheppard, U. E. Conrad, E. S. Allyn, H. A. Wentz, J. L. Morefield, A. N. Austin.

DIVISION NO. 3

P. G. Roberts, F. L. Reid, F. S. Ellermeier, C. M. Evans, E. Benson.
Conductors—H. A. Perry, H. Collier.

DIVISION NO. 4

Safety Operators—F. D. Moreton, H. W. Olds, L. J. Peterson, M. P. Powell.

DIVISION NO. 5

Motormen—R. A. Martin, L. E. F. Tessmer, A. L. Felthousen, R. C. Shosted, T. C. Clarke.
Conductors—D. O. Livingston, R. E. Drew, R. Creed, G. H. Burningham, C. S. Miller, P. A. Thomas, J. E. Gee, J. C. Pearson, S. L. Limes.

ules are given all new men when they first report at the division, and in addition to that, printed instructions are posted on the extra board for the benefit of the new men. If there is something you don't understand ask some one in the office. He will put you right in a minute.

An exchange tells us of a Vermont man who grafted cat skin on his dog's back. The operation was successful but the dog chased himself to death.

P. C. BRIGGS, Div. Two.

DIVISION 3

H. A. Russell

Motorman Bill Pearson, while running to catch his car, was bumped by a jay walker with the result that he had a nasty tumble and broke some of the bones in his wrist, which has put him hors de combat for a few days.

"Slim" Batty, the elongated conductor that you see going around these days with that starey look in his optics has a reason therefore, as we hear that he has a notion to foresake the ranks of single blessedness for the yoke of matrimony, all of which goes to show that he has some nerve. This is about all this time. More next issue.

Conductor Ray Dean is again the dean of the tailenders. He, with several others, is at present enjoying the invigorating indoor sport of bucking the list, the just reward for tardiness, but Ray says never again. We've heard that before, too.

Conductor Louie Parker, better known as "Painless," who previous to becoming a conductor, used to be a barber and gave some of us a decidedly close shave, has just erected with his own hands a building on Dayton Ave. and is now prepared to give us a vulcanizing, which all goes to prove that Painless is at least ambitious and we wish him every success.

Motorman F. Stauss, our one-time fat boy, has been on a diet for sometime taking off weight to the extent of eighty-five pounds and he is still some man yet and looks fine. Would advise Fred to go into the reducing business and believe there would be a fortune in it for him.

Our genial Register Clerk, A. R. Miller, after being off on sick list for several weeks, is back on the job again and is chasing the elusive register cards and balancing the Ohmer Register sheet, etc. It is a pretty soft job. A. R. is tickled to be back again.

Motorman H. W. Twombly, after trying out a regular position as switchman for a couple of weeks, has decided that it is too soft for such an indefatigable worker and has returned to the more strenuous job of winding up the controller and dodging the erratic autos.

Motorman W. A. Lamb and E. La-reau are now breaking in as extra switchmen.

Joe Rutland, cash receiver, who left us for a tour of the universe about a year ago, has returned after having visited all the important centers of commerce, including New York, Watts and Glendale and has now settled down on the first shift, Nordyke being promoted to second shift.

Conductor Harry Taylor has resigned and is now with the P. F. E. We wish him every success but expect to see him back again before long.

Conductor P. A. Bryan, who has not bucked the list for many moons, tried it again this week for 3 days, but declares it the bunk and says never again.

DIVISION 5

E. C. Tyler

A letter received from Motorman J. I. (Jimmie) Mullins from La Mesa, Sonora, Mexico, states that he is having the time of his life, good deer hunting, etc. But almost spoils it all by saying "that it is as hot as blue h—l." Jimmie wanted to be remembered to all the boys.

Motorman L. Heinzman went fish-

DIVISION 4

E. H. Ellis

C. J. Knittle has some one holding his hand so has asked me to send in something for *Two Bells*—ELLIS.

Our midget, little Eddie Smith, was so interested playing pool the other morning that when he looked at the clock, it was two minutes past relief time. He rushed over to Mr. Boyd and said, "I have missed out." Mr. Boyd immediately called an extra man and gave him Eddie's run. Extra man copied time and walked down to Pico and Georgia, made relief going west as he should. Eddie lost a days work and got 10 marks. Go back up against a mule, Eddie.

The following men are on the sick list from Division No. 4: W. R. Price, W. S. Shields, E. W. Moore, L. W. Fry and T. C. Riffe.

M. F. Lourdou has taken 10 days off to go to Yosemite. A. W. Palmer is going East for 60 days.

If some more of you regular men would take your vacations now instead of all wanting to go at the same time, we would be able to let you all off.

If you are in need of a radio, see Mr. Roffee, our night clerk, he can supply you with any kind and price you may desire. He just finished installing one for F. L. Ervin, our extra clerk. Price \$0000000.

Dedicated to those new men breaking in and who have found that their last fifteen cents will not last more than a week:

It was the night before pay day, when all through my jeans,

I hunted in vain for the price of some beans;

Not a quarter was stirring, not even a jit,

The kale was off duty, milled edges had quit.

Foreward, turn forward, Oh time, in thy flight,

Make it tomorrow, just for tonight.

Now if you extra men will get busy while you are waiting around and write something for the *Two Bells*, it will be very acceptable.

ing last Saturday and according to his version the sport was so good and the fish bit so well that he lost all track of time. His friends thinking 'Heinie' had taken another route home stepped on the old gas wagon and left him. Heinie doesn't say how he got home but he was among the missing and unaccounted for Sunday morning so accepted three days on the big list and had plenty of time to tell his fish stories.

Motorman M. E. Tobin, who has been on the sick list for some time, was in the other day. He is much improved and expects to be back on his run next week.

Conductor L. G. Turri has taken a thirty day leave of absence to visit his wife's home in London, Texas.

Conductor A. J. Konecny has also taken a forty day leave to visit his mother in Hallettsville, Texas.

Conductor W. T. Garvin, who has been with us only a short time has been forced to take an indefinite sick leave and is going to Arizona for his health.

Motorman W. E. Shepherd who has been breaking in as extra supervisor was married last Saturday. Division Five takes this opportunity to extend its congratulations and best wishes.