

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

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

Three Bus Lines To Start In Week

INSTRUCTORS ASSIGNED TO NIGHT PATROL

A squad of traveling instructors who will ride the lines during the night hours, has been assigned by R. A. Pierson, chief instructor. The principal purpose of the night work is to help new trainmen, as a large percentage of them are on night work.

The men recently appointed instructors who will handle the night work are J. K. Hagen, formerly of the Division 1 mechanical department; Glen Musselwhite, formerly conductor at Division 2; A. C. Parker, formerly motorman at Division 3; J. H. Miller, former motorman at Division 3; W. E. Snell, former motorman at Division 5. C. S. Clover, former motorman of Division 1, has been assigned to day-light work, and will specialize in giving conductors their one day on the front end.

The men assigned to night work will "patrol" the lines and be of assistance wherever they are needed. They will also work on assignments from the instruction department to assist men who have asked for help or whose work indicates need for a little further instruction on some points.

The rough edge car will not be used in the after-dark hours.

New Schedules For Three Lines

New schedules on Line P, N and L are being prepared and will be posted at the divisions within a week. It is planned that the three be introduced on the same day. The new schedules are readjustments of service to meet traffic conditions, as shown by the continuous checks now being made by the schedule department.

SAILS FOR HOME

Conductor William Elliot of Division Three was scheduled to sail from England October 6, according to a letter received from him. He has been visiting relatives in the old country and having the time of his life. He expects to be in Los Angeles about November 1.

Dan Cupid Claims Claim Dept. Girls



Miss Nina Martin



Miss Marie Barron

TWO gone. One to go.

Sounds like the last half of the ninth inning in a tied baseball game but it is the matrimonial score of the claim department for the week.

Miss Nina Martin, one of the most popular girls of the main offices and stenographer to C. M. McRoberts, general claim agent, for the past three and a half years, was married to H. C. Rawlings September 28. Mr. Rawlings is in the furniture supply business in Los Angeles.

The second to fall for Dan Cupid's W. K. arrows is Miss Marie Barron, who is soon to marry Edward M. Wolfe, a contracting carpenter of this city.

One to go?

Sure enough. See the society section of next week's Two Bells for details.

I do not believe in neutrality between right and wrong. I believe in justice.—Theodore Roosevelt.

He who takes a chance usually takes one too many.

Div. 4 Men Give Wimberly Chair For New Office

Division Four trainmen and offices have moved to the new headquarters building at Sentous and Girard Streets and have developed that "quite at home" feeling in the first week.

The opening of the new building had a happy note amid the hustle of moving day in the presentation of an office chair to Superintendent L. L. Wimberly. The chair was bought by men of the division and was indeed welcome.

Expresses Appreciation

Superintendent Wimberly expresses his appreciation to trainmen for their present, and to the company, for the wonderful new home. He says:

"I am sure I can speak for each man at Division Four and say to the management that we all appreciate this new home and to show our appreciation, will keep it in the best of condition by taking care of it and giving our best service on the road.

"Anyone connected with the L. A. Railway is cordially invited to visit our new home at any time and share the comforts of it."

Fine Assembly Room

The employment and instruction departments are thoroughly at home on the second floor, and delighted with the improved facilities. The instruction department has a comfortable and well lighted lecture room which will accommodate more than 100 men and will make an excellent meeting place for general company gatherings.

The greatest service is that rendered where most needed.

TO REBUILD TRACK ON EAST SEVENTH

Work on reconstruction of West Forty-Eighth street track between Gramercy and Van Ness has been started. New rail and Class A pavement will be used.

One of the most important jobs of the year, which was started last week, is the reconstruction of East Seventh street track between Main and San Pedro streets. As the Pacific Electric uses this track, three rails of 127-pound type will be used. The paving will consist of a six-inch concrete base with two-inch asphalt surface.

Reconstruction of Hill street from Fourth to Eighth has been completed.

Commonwealth—the name of a Family and of a Service.

SCHOOL BUS MARKS NEW TYPE OF SERVICE

Three new bus lines will be started by the Los Angeles Railway within a week. They are the Wilshire line, the Beverly Boulevard line and a school bus service on York Boulevard for Franklin high school pupils.

The Wilshire buses will start next Wednesday with five Fageols running on a 15-minute headway. The west terminal of the line will be Wilshire Boulevard and La Brea. The buses will operate over Wilshire, Seventh and Eighth streets with a loop around Grand Avenue, Fifth, Olive and Eighth streets.

Fare Ten Cents

The fare on the Wilshire buses will be 10 cents, with transfers issued to yellow cars. Street car passengers desiring to transfer to Wilshire bus will present a street car transfer and an additional five-cent fare to the bus operator. The machines will operate independent of the green buses of the Los Angeles Motor Bus Company now running on Western Avenue.

Starts October 15

The Beverly Boulevard bus line will start October 15 with three machines, providing a 10-minute headway. The buses will run over Beverly Boulevard from Rossmore, the location of the Wilshire Country Club, to Heliotrope Drive and return. A five-cent fare will be charged and transfers will be issued to and from street cars. The bus will cross line "R" at Larchmont, line "S" at Western, and line "H" at Heliotrope Drive.

Begin School Bus

A school bus will be started October 8, to run on York Boulevard between Avenue 54 and Glassell Road. The bus will make three round trips in the morning to carry pupils to the school, and another three-round trips in the afternoon after school. It will benefit particularly students living in the territory between the terminal of York Boulevard line and the Eagle Rock line on Glassell Road. A single bus, seating 25 passengers will be used. It will operate on the five school days of the week. A straight five-cent fare

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Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Keep In Step; Step Ahead

ABOUT 4000 people are engaged in some part of local street railway work in Los Angeles. They are the employes of the Los Angeles Railway and the majority are in train service, actually selling transportation to the public.

Street railway work differs from many other occupations. At certain times exceptionally high wages paid in some particular craft attract a lot of attention. A man visualizes a day's pay at the high schedule and figures how quickly he could be driving a Pierce Arrow automobile.

Like many other sensational things, sensational pay rates lose some of the glamour when one looks beneath the surface. Weather and business conditions are often the factors that determine how long a man can remain on one of these apparently high priced jobs. His own desire to work and his efficiency often have no bearing on the case.

WILLINGNESS AND EFFICIENCY RULE

In the street railway business, street cars run regardless of general business conditions. Rain does not bar a trainman from earning a day's pay as it does a cement worker. Willingness and efficiency are the chief factors which determine how many pay hours a trainman makes.

As Los Angeles has developed, the need for transportation has developed, despite business prosperity or lulls. With the development of the city have come many developments in street railway work.

Years ago the public considered the average street railway service as something operated on the "come and get it" basis. Today, more than ever, the street railway industry exerts every effort to carry transportation service to the patrons.

Smooth roadbed, clean cars and frequency of service in the face of difficult congestion problems, are some of the physical features of providing transportation that will attract patrons.

FRIENDS ARE THE GREATEST ASSET

The most important factor in selling transportation is personal contact. If the general manager could meet every one of the hundreds of thousands of passengers once a week individually and chat in a friendly way with them about transportation problems, the ultimate in friendly relations and transportation salesmanship would be possible.

The personal contact is possible, but it must be done through the trainmen representing the management. It is well known that the opinion the average passenger has of the street railway is based on his opinion of an individual trainmen he meets.

The days of "come and get it" are passed. The need today is to keep step with successful business practices which are based on good will and genuine service.

The man who keeps step is the man who steps ahead.

BOOSTS AND COMPLAINTS SHOW GAIN IN SEPTEMBER

ALTHOUGH discourtesy complaints were two less than in August, and fare and transfer trouble complaints dropped 12, a gain in miscellaneous reports ran the total up to 225 in September, an increase of 23 over August. Letters of commendation increased 13 in September over August. The detailed summary is as follows:

Classification	Aug.	Sept.	Gain Loss or
Discourtesy	65	63	- 2
Fare and Transfer Trouble	52	40	-12
Starting Too Soon	18	21	+ 3
Passing up Passengers	19	27	+ 8
Carrying Passengers Past Stop	15	17	+ 2
Dangerous Operation	4	2	- 2
Short Change	5	4	- 1
Miscellaneous	24	51	27
	202	225	+23
Commendations	20	33	+13

BULLETINS

Issued October 8, 1923

BULLETIN NO. 166
Notice to Conductors

The following Firemen's Pass Books are reported lost:

- No. 12205, issued to C. B. Goss.
- No. 13473, issued to Fred Treat.

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

BULLETIN NO. 167
Notice to Conductors

U. S. Post Office Special Delivery Badges Numbers 54 and 64 are reported lost by the United States Post Office.

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

BULLETIN NO. 168
Notice to Conductors

The following passes are reported lost: No. 3233, issued to Mrs. Mary Gordon, wife of I. C. Gordon, Mechanical Department.

No. 7221, issued to S. Peyton, Motorman, Division One.

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

Pass 4878, issued to J. C. McKasson, Conductor, Division Two.

BULLETIN NO. 169
Notice to Trainmen

Mr. Frank Downs, No. 119 West Jefferson Street, has offered trainmen the privilege of using toilet in his new establishment.

This action on the part of Mr. Downs is greatly appreciated, and we sincerely hope that no trainman will be guilty of such action as would result in Mr. Downs withdrawing the privilege.

BULLETIN NO. 170
Notice to Trainmen

On Monday, Oct. 8th, 1923, a local bus service will be established between Avenue 54 and York Boulevard and Glassell Road.

This bus will make three round trips in the morning and two in the afternoon for the accommodation of children going to and from the Franklyn High School.

NO TRANSFERS WILL BE EXCHANGED BETWEEN THIS BUS AND STREET CARS.

BULLETIN NO. 171
Notice to Conductors

Letter Carrier's Badge No. 1013 is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

P. B. Hill
Supt. of Operation.

Progress Robs Hanly of Fame

Through the long night watches at Division Three, Dan Hanly meditated deeply on the waste of transfers. He turned over in his mind various ways of stopping the waste. Perhaps they might be sold as bookmarkers or perhaps the Board of Education might be interested in transfers as a means of teaching children the alphabet and local geography.

At last the light dawned. Research showed that the ink used in printing contained arsenic—a deadly poison. Dan worked feverishly and perfected a system of sprinkling cheese on the unused transfers and baking them into wafers that would be attractive to foolish mice, who would eat the confection and die of the poison.

Fame! Eureka!! Sawdust!!!

And then along comes the new type transfer to stop all the waste and the poison cheese wafer industry. Wottawoild.

Ideals of service for the common weal have made the Commonwealth.

DICKEY MADE CHIEF OF DIV. 2

With the extensions of lines and general increase of service which has brought the roll of trainmen to the high point of 2500, the work of selecting men for train service has reached the point where an additional executive is needed in the employment department. P. V. Mann, who has been superintendent of Division Two since Nov. 1, 1915 has been selected for the position, and T. Y. Dickey moves up from the rank of foreman to superintendent. During the reorganization of the Division Two office, Mr. Dickey will be in active charge of the outside office in addition to handling the duties of superintendent.

Mr. Mann will work with J. B. Hayner, superintendent of employment, and is considered well fitted for the position because of his extensive experience with street car men. Mr. Mann has been in service since September 1, 1901.

Mr. Dickey has been in street railway service here since 1905, having started as a conductor when he received his honorable discharge after six years' service in the army. He has moved up through the dispatchers office and the schedule room and the Division Two office. He was made foreman April 9, 1920.

Land Co. Will Sell House In Hawthorne

The Los Angeles Railway Land Company has a house and lot for sale, 536 Sausel Street, Hawthorne. The house is a five-room California type. For further particulars apply at room 1025 Los Angeles Railway Building.

Introducing New Men

The following men have been assigned to their divisions during the week ending Sept. 29, 1923:

DIVISION ONE

Motorman D. F. Haddix.
Conductors—M. Cottrell, F. E. Risdon, C. T. Erwin.

DIVISION TWO

Motormen—M. M. Beem, C. M. Schanz, C. E. Wilkenson.
Conductors—J. R. Miller, J. E. Roberts, R. B. Cox, J. Rose.

DIVISION THREE

Motormen—H. C. Bullion, G. A. Swenson, I. B. Keyes, W. R. Miller, J. E. Murphy.

DIVISION FOUR

Safety Operators—A. B. Hatfield, E. J. Hoey, H. Watson.
Conductor L. L. Wilson.

DIVISION FIVE

Motormen—D. R. Patton, E. L. Raymond.
Conductor E. Waterhouse.

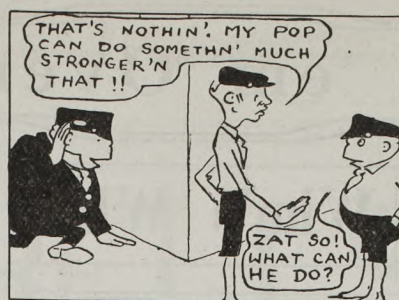
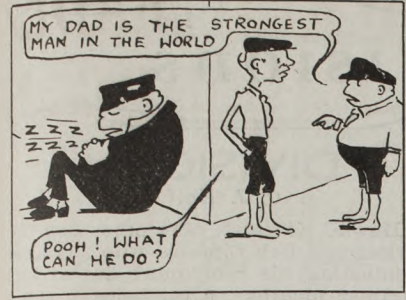
Six Watches Lost In Holdups Recovered

Through the efforts of the company's investigation department, co-operating with peace officers, six trainmen, who had watches taken from them by bandits who held them up while on duty, have had their timepieces returned to them and the guilty party has been brought to justice.

A prompt report and a thorough description of the bandit gives the officers the best chance to work effectively. The warning of the police to those who have the misfortune to be held up, is to note every detail of the bandit that is possible under the circumstances and then report immediately.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things

(Hand Picked)

For Condr. C. M. Braem, Div. 1
 Dr. Turner says he has often been on car in charge of Conductor No. 1348 and noticed he is always courteous and obliging—a credit to any organization.
 Last evening, traffic at Ninth and Figueroa was very congested. A woman with a little girl were waiting an opportunity to break through the line of automobiles. Conductor No. 1348, seeing the situation, got off car, stopped the autos, and saw that they were safely aboard.
 DR. G. W. TURNER,
 612 So. Olive St., City.

For Condr. W. Weymouth, Div. 5
 Los Angeles Railway.
 Gentlemen:
 I wish to show my appreciation and at the same time commend your employe, Warren Weymouth, who found and returned to you my purse, in which there was over \$500.00 in currency, for his honesty.
 Yours very truly,
 FRED THOMPSON,
 1515 South Hope.

- □ □
- For H. C. Lehnhart, Div. 5
- For W. H. Durham, Div. 2
- For C. F. Sapwell, Div. 3
- For C. A. Stewart, Div. 1
- For J. L. Sanders, Div. 3

Los Angeles Railway.
 Gentlemen:
 The L. A. Ry. Co. has a number of men whom I think deserve a good word spoken of them for the way they have of handling the public. I am mentioning a few of the many. These I have found to be always pleasant, good-natured and always very accommodating.
 Conductors—500, Inglewood line; 202 and 522 on the West 9th Street line; 700 on the Vernon; 1258 on the West Adams and 2700, whom I have seen on different lines.
 Yours very truly,
 A. E. MILLS,
 618 West 4th St.,
 Los Angeles,
 California.

For Mtr. G. Richter, Div. 3
 Los Angeles Railway.
 Gentlemen:
 I wish to call your attention to what I consider a very good stop made by a motorman at the Temple Block tonight, and one that I think should be told of. Just before the car stopped, a small news-boy started across the track, tripped and fell in front of the car.
 If the motorman had not been alert he would have run over the boy, but he threw on the reverse and stopped short, which is all that saved the boy's life.
 I think that all the merits that can be given should be given in this case. He was very pale and when he spoke his voice trembled. The motorman's number was 1467. He would not tell his name. The car was 248. T. R. 6. The time was 6:33 P. M.
 Respectfully,
 C. L. GIRARD,
 3051 Fairmont St.

For Condr. C. R. Clark, Div. 4
 Los Angeles Railway,
 Gentlemen:
 Will you kindly hand the enclosed fare to Conductor 792, Division Four?
 I take occasion to comment on this gentleman on the courteous manner in which he took care of me in this connection with this transaction.
 Very truly yours,
 W. J. FITZPATRICK,
 c/o A. Hamburger & Sons.

Satisfied customers and loyal employes are equally valuable assets.

YES WE LIKE OUR NEW TRANSFERS
 Miss Clarice Pearson wonders if we have any transfers with a symbol like an ice cream soda as she receives the first "gimme slip" from H. E. Rollins, the handsome conductor of Division Four.



Transfers With Mystic Symbols Lighten Worry

THE new transfer system was introduced successfully last Friday, and trainmen are taking a keen interest in the various symbols of each new day.
 Large metal plates showing the symbol for the day have been painted and supplied to the divisions. The divisions will be notified from day to day which symbol is to be used next, and display the sign similar to the transfers.
 The new system is a considerable help to trainmen, as it involves the use of two sets of transfers, namely "in" and "out" instead of four sets

as used heretofore. Use of the P. M. coupon eliminates two of the sets formerly used.
 After each character has been used for a day, trainmen may expect to receive half pads of transfers, thus putting into use the slips not used when the character was designated earlier in the month.
 No emergency transfers will be used. An adequate surplus will be supplied to every conductor, but should he run short of transfers, he will be supplied on the road with regulation transfers in use that day.

Three Bus Lines To Start In Week

(Continued from Page 1, Col. 4)
 will be charged and no transfer business will be handled.
 The school bus will leave Avenue 54 and York Boulevard at 7:55 A. M., 8:08 and 8:33; returning, leaving Glassell Road at 8:00 A. M., 8:25 and 8:43. In the afternoon the bus will leave Avenue 54 and York Boulevard at 2:45, 3:05 and 3:30, returning from Glassell Road at 2:55, 3:15 and 3:35.

MRS. ROBERTS RETURNS
 Mrs. Mabel Knight Roberts, secretary to Mr. G. J. Kuhrts, general manager, has returned from an extended visit to Mt. Vernon, Ohio and Minneapolis. Mr. and Mrs. Roberts report a delightful trip in which they met many old friends and saw a great deal of interesting scenery.

Ex-Scrapper of Div. 4 Sends Love

A letter received from Otto Papke, former motorman of Division Four, and now in street car service at Sacramento, expresses greetings to all his old friends.
 He mentions with feeling the failure to complete negotiations with Cond. D. W. Tinsley of Division One for a boxing bout which some of the mit enthusiasts tried to arrange.
 Otto is a brother of Billy Papke, who attained fame throughout the country as a middle-weight fighter in the days of Stanley Ketchel.
 Don't close your eyes tonight until you can call to mind some good you have done today.—Coleman Cox
 It is only "I" that can change "untied" to "united".

On The Back End

(Contributed)

We have always heard that the Scottish nation is very thrifty, but our faith has been somewhat shattered since learning that Register Clerk A. R. Miller, who says "doon" instead of "down", layed off one whole shift and took his family to see "The Covered Wagon." Mac says he enjoyed himself, but can you imagine a Scotchman enjoying himself while spending so much money. We hae oor doots.

Conductor Schroeder pulled the prize boner when he came to the new Div. 4 building for the first time. He thought the fire hose holes in the floor, with the brass covers, were the latest thing in cuspidors—and he expectorated in one—and almost drowned a fellow down in the transfer bureau room.

ENOUGH
 Our cub reporter
 Was out strolling
 With his girl the
 Other day, and when
 Things got cloudy
 She said, "Oh,
 Dear, it's beginning
 To come down," meaning
 The rain, doncherknow,
 And Bill sez, "Would
 A safety-pin help any?"
 And now he's wearing
 A frown and a black eye!
 —Whirlwind.

We will not say for sure, but we heard a report on the South Main Bus Line that G. L. Rosen should be passing out the cigars. There have been strange actions on his part for some time, but stranger still, since September 29. We do not know who the lucky one is, but hope to have full particulars by next Two Bells. Now, G. L., confess. We want to smoke.

WELL, WHAT ELSE CAN A SWITCH ENGINE DO?
 A sufferer who lives close to a railway yard, says the Boston Globe, wrote this letter of complaint to the company.

Gentlemen. Why is it that your switch engine has to ding and dong and fizz and spit and clang and bang and hiss and bell and wail and pant and rant and howl and yowl and grate and grind and puff and bump and click and clank and chug and moan and hoot and toot and crash and grunt and gasp and groan and whistle and wheeze and squak and blow and jar and jerk and rasp and jingle and twang and clack and rumble and jangle and ring and clatter and yelp and howl and hum and snarl and puff and growl and thump and boom and clash and jolt and jostle and shake and screech and snort and snarl the slam and throb and crink and quiver and rumble and roar and rattle and yell and smoke and sputter with all its might—and shriek like bedlam all the night?

The young man (on being introduced to the sweet girl's mother): "Have we not met before? Your face seems strangely familiar."
 The lady (coldly): "We have. You were seated and I was standing for half an hour in a trolley car yesterday."
 Lady Passenger—"Do you stop at Burlington Street, young man?"
 Conductor—"You got me wrong this time, madam. I live over in Boyle Heights."
 You cannot hate and reason at the same time.—Sherman Rogers

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

Did you hear about the furniture truck being over-turned by a street car at 6th and Mariposa? Yes, we did, but who was the motorman—?

Clerk Roy Swartz went duck hunting Sunday and bagged about six big ones, mostly of the teal variety.

The new building is rapidly nearing completion and soon the pool sharks will get out the old cues that have had such a good rest, and the games will start in earnest.

Janitor A. Rafferty walks around these days like he is looking for something. He's not looking for something to do but is trying to find a place to start in and does not know just where it is. Rafferty will have an easy job when the building is all complete, nothing to do but sweep out about 1,000,000 cubic feet of floor space every day, and after that he is all through.

Motorman W. F. Boehme came in the other morning just a'puffin' and said he was held by a switch engine about an hour more or less and wanted his run right away,—he got it. Better think up another good one for the next time you miss out, Boehme.

Motorman J. Hoke is back again after spending some time in the hospital on account of falling through the pits. He is a little pale and doesn't say much, but just wait until he gets his wind back again; oh, boy!

Two colored boys were in a heated debate. One was very inquisitive and the other finally addressed him thus: "Sambo! That is none of your business and if you weren't such a special friend of mine I wouldn't give you that much information."

DIVISION 2

C. L. Christensen

My, how sunburned you are. Gee, you are getting fat. By golly, you must have spent your vacation on the desert. How was fishing, heard you were on a fishing trip up the Kern River? These and about a hundred more exclamations and questions were shot at me, the first morning when entering the office, after a well-spent two weeks' vacation. Well, boys, I didn't go fishing, and didn't spend much of my time on the desert, but I did go to the country, and spent a glorious vacation, picking and eating grapes, at the vineyards in Fresno county, also visiting all cities of interest, such as Visalia, the oldest city in San Joaquin Valley; Porterville, well known for its surrounding raisin country, and finally wound up at Santa Barbara, possessing the finest bathing beach on the entire coast, also one of the oldest missions in California. Well, it is all over now, and am now ready for another year of hard work.

Conductor C. E. Freeman, who was called east on account of the serious illness of his mother, has returned again, and reports his mother rapidly recovering.

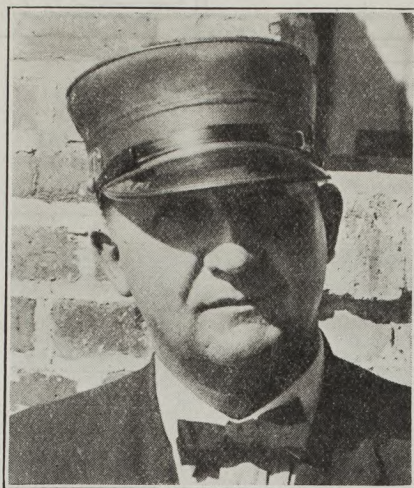
J. A. Madigan, clerk and all-round pinch-hitter at Division Two, is at the present on his vacation, enjoying it immensely, especially Tuesday nights, when he can always be found at Jack Doyle's arena, at Vernon.

Conductor T. C. Chase is instructing conductors on the new transfers. You tell 'em T. C., you have got the nerve.

Mr. P. V. Mann took a trip in his high-powered car last Sunday to Yucaipa Valley, visiting Motorman J. G. Adair, who is spending his vacation looking out for business, or rather picking apples off the trees. J. G. has got 14 acres, and reports a fine crop this year.

Motorman B. Rodefer and H. S. Best

Who's Who



SIX years in the mechanical department and six years on the road should give a motorman a pretty good line on street car work, but Motorman F. F. Long of Division One admits he sees something new every day by watching women's fashions as revealed in the step mirror.

Before coming to Los Angeles in 1911, Motorman Long worked as brakeman, flagman and fireman in steam line service with the Pittsburg and Lake Erie Railroad and the Philadelphia and Reading system.

Starting in the division mechanical department in 1911, Francis Frederick knew a thing or two about running street cars when he went to the instruction department in 1917 to qualify as a motorman in Division One train service.

On the Sick List

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

DIVISION ONE

Conductor A. B. Morse, 3807 Brunswick Street.

Motormen—A. E. Gardner, 3709 Michigan Avenue; F. M. Vaughan, 1116 E. 8th Street; G. F. Cubberly, 319 N. Rowan Street; J. M. Walker, 717 Kohler Street; R. F. Frazier, 528 Gladys Avenue; G. L. Thompson, 1319 Maple Avenue.

DIVISION TWO

Conductors—C. E. Hill, 331 W. 60th Street; W. W. Reutter, 135 S. Mount View; H. E. Schultz, 816 Cedar Street; Hawthorne; S. E. Merriweather, 213 W. 55th Street.

Motormen—M. L. Larson, 143 E. 53rd Street; C. E. Greenlea, 137 E. 59th Street; F. W. Bishop, 303 E. 52nd Street; A. T. Munn, 303 E. 52nd Street.

DIVISION THREE

Conductors—J. T. Nickels, 202½ S. Broadway; F. S. Danhouser, 2066½ Dayton Avenue; C. J. Scofield, 135½ N. Avenue 21.

Motormen—J. D. Craig, 3307 Gassen Place; T. J. O'Connor, 1425 Isabel Street.

DIVISION FOUR

Conductor C. D. Cessna, 1409 S. Flower Street.

Motormen—J. McGregor, 510½ E. 5th Street; G. H. Shaw, 1815 Berendo Street.

Operator C. N. Howes, 516 Bixel Street.

DIVISION FIVE

Conductors—R. G. Moore, 1530 Wright Street; L. W. Gage, 1477 W. 48th Street; F. Adams, 4931 Cimarron Street; A. W. Hall, 830 W. 61st Street; J. A. Johnson, 319 W. 56th Street; J. Robinson, 126 E. Hampshire Street, Hawthorne; A. J. Montverde, 3425 Third Avenue; W. B. Moser, 480 W. Vernon Avenue; P. N. Baily, 3747 S. Van Ness Avenue.

took a trip to the harbor last Sunday to inspect the great fleet, having spent most of the day there. Rodefer had a time to get Best to return with him, as H. S. insisted on staying, but finally after much persuasion, Best said he would put it off to some other time, but he sure is going to join the Marines.

DIVISION 3

R. W. Reid

Last Monday morning Supt. Dye arrived on the job all tanned up after spending a pleasant two weeks in the mountains. Lots of work ahead but that doesn't worry the chief any, he just eats it alive. In fact, his friends believe that the only reason he takes a vacation is for the thrill it gives him to get back on the job, so let's back him up in his fight to make this division the best of the bunch.

Conductor R. L. McIntosh has been giving an exhibition of a pouter-pigeon these last few days, chest all struck out n'everything. The reason for this being the arrival of the stork, who left at his home a nine-and-a-half-pound baby boy. Congratulations, R. L., the most of them only weigh seven.

Motorman A. B. Parker has been transferred to the instruction department. A. B. has had a lot of experience as Line Instructor so should make good in his new work.

Conductor J. Van Keuren, who rides a mean motorcycle to and from work had the misfortune to leave his keys in the register while working his run a few days ago. The result was that when he got off duty he was observed in the garage with a hammer and chisel cutting the lock off his machine. This led to a discussion as to why he kept the darn thing locked anyway, but the question was left unsolved. As Van is a nice fellow and fifty cents is fifty cents, we are in hopes that, as the lock is gone, some one will be fool enough to steal it.

Conductor M. Shipman and Motorman D. D. Draper, having a day off, decided to take a couple of beautiful blondes to the sea shore. After taking in all the sights, Draper decided to splurge, and on the way home they dropped in at one of the high-class roadhouses for supper. According to Shipman, Draper did not seem to feel at home, and when his turn came to order he got a touch of stage fright and said ham and eggs. Nor was this all. When the waiter brought the bill, D. D., without looking at it, threw a ten-dollar bill on the tray with a great flourish. Imagine his surprise when he was brought back a solitary nickel for change. Draper picked up the nickel and headed for home while the going was good. Never again!

Conductor N. W. Simmons has secured a week's leave of absence. He will spend it looking them over at the beach.

Conductor R. Hardy, who has not been enjoying the best of health lately, secured a two months' leave which he will spend in El Paso recuperating.

DIVISION 5

E. C. Tuler

Condr. W. H. Morgan is in receipt of the following note which is self-explanatory and of which he is more proud than the two-dollar bill it contained.

"Dear Mr. Morgan:

"This morning I called at the office and received my grip, and I want to thank you most kindly for looking after it for me. I greatly appreciate it and trust you will accept the small offering enclosed herewith for your trouble.

"Respectfully,

"MRS. F. M. JOHNSON."

Motr. I. D. Brown has returned from a vacation spent in Wavland, Mich. I. D. states, however, that he cut his visit short, as they put him to work in the hay field and he found that there was quite a bit of difference be-

DIVISION 4

C. J. Knittle

Hawaii, folkses? The other day the writer met Bob Lindsey, who has been conducting his "colyumn" during the summer months. After being greeted with a "Now-I-gotcha" smile, the scribe presented Yours Trolley with a nice long yellow pencil and bade him go to it. So here goes.

Many thanks are duly extended to Lindsey. His line was really entertaining. He tells us he is about to become a bus operator. Dawg gone it!

Much publicity has been given the new home of this division. But not too much. The trainmen are mighty proud of their new quarters and are doing their utmost to keep things looking new. Mr. Wimberly invites the trainmen from other divisions to come and look us over. (Careful you don't fall on the slippery-elm floor).

When Cash Receiver Smith entered the building for the first time last Saturday he gazed thoughtfully at the metal waste paper receptacles, then asked Cash Receiver Culley why the company had installed "fodder cans." (We knew the goat business would get him sooner or later.)

I'd like to get four hundred men To use their brain, and ink, and pen, And write a little piece or poem 'Bout what happens as you roam O'er Broadway, Main or Spring or Hill, And other streets upon your bill. And when your motorman or con Get sick, or on a leave he's gone, Or when he pulls he pulls a stupid stunt.

Then let us help you grin and grunt, Just write it on a paper slip And give "Two Bell's" the little tip So we can tell three thousand more What happens at Division Four.

tween pitching hay and winding a controller.

Condr. M. D. Smith who has been on leave of absence for the past five months has returned to duty.

Condr. J. B. Barton and Condr. A. B. Conway have also returned to duty during the past week.

Motr. M. I. Mohr has resigned to go into business for himself, and Division Five certainly wishes him success.

Motr. J. F. Davidson has taken a thirty-day leave of absence and will take a trip to Seattle to break in his new Chevrolet coupe.

Condr. Frank Nelson has returned from his well-earned vacation trip to Unionville, Mo.

Condr. E. G. Johnson left last week for a visit to his old home in Frewsburg, N. Y., and expects to be gone for about thirty days.

Motr. A. C. Borden and Motr. W. H. Blakely have both been granted short leaves of absence during the past week for the purpose of resting up.

It is with extreme regret that we learn of the passing away on September 30th, of the wife of Motorman F. J. Miller, one of the oldest and best liked trainmen of Division Five, and the boys of the division wish to take this opportunity to express their heartfelt sympathy. Mrs. Miller was a member of the Co-operative Association.

Condr. W. A. Bird has been appointed temporary Register Clerk of Division Five to succeed J. W. Morgan, who has resigned. We wish you success, W. A.

Condr. W. H. Morgan is trying out as Supervisor, and Condr. E. J. Hutchison is holding down a corner on the traffic squad. We feel sure that both will make good in their new positions.