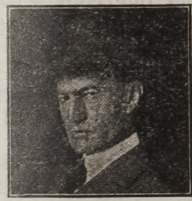


A Herald of Good Cheer and Cooperation Published by and for Employees of the Los Angeles Railway
 Edited by J. G. JEFFERY, Director of Public Relations

Garage For 120 Buses Ordered

SYSTEM FOR PROCURING WITNESSES EXPLAINED

BY JOHN C. COLLINS
Supervisor of Safety



The one thing which I wish to thoroughly impress on the minds of all trainmen is that next to prevention comes protection. Claims and lawyers do not win our court cases. They only present the evidence in the best possible light. The case is won from the evidence secured by the trainmen. You may not be in any way to blame for an accident, but can you prove it by some disinterested party?

In protection you need witnesses—all you can possibly obtain, and you need them to bring out several different points depending upon the type of accident. The highest type of diplomacy is needed, for you cannot compel people to sign the witness cards, but you can persuade them to do so. Successful persuasion is the key-note.

Make Some Friends Daily

In dealing with the public, let your actions be such that you can persuade them that you are the kind of a man they want on their line, being neat and clean, courteous and obliging. Make the friendship of some passenger each day. They may be able and willing to help you in the near future.

The regular men, both conductors and motormen, should know as many of their regular passengers as possible and where they board and alight. If you hear their name, repeat it to yourself whenever the party is seen—store it away for some future date. A friendly passenger is willing that you should know his name. There is no reason why he should not know you.

Learn His Name

It is an easy matter to learn the name of one passenger from another if they know each other and are regular riders. You often hear "Good morning, your honor." Find out who "your honor" is. Many business men

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

Cars Run In Alphabetical Order Now

ONE advantage of an education which includes thorough knowledge of the alphabet, is that you can find your street car easily, according to an interpretation of the letter system Conductor Gragg of Division Five overheard in the conversation of two women.

They were standing at Fifth and Spring, evidently waiting for a car. An "M" car pulled up and stopped and Gragg overheard one of the women say:

"No Gladys, this is not ours. It will be the next though, 'N' comes right after 'M'."

OWENS IS MADE DIV. 3 FOREMAN

J. G. Owens, formerly of the schedule department has been appointed foreman of Division Three and is now at work in his new post. Mr. Owens had several years service in division office work at Division One prior and his experience in the schedule department should qualify him well for the work with Superintendent Dye's bunch.

J. W. Allen will take the daylight office shift and H. Gilmore will be on the early night and Dan Hanley will take the all-night graveyard watch. H. A. Russell, who has been Division Three editor of Two Bells since the start of the publication, will be on the outside on the cars.

ASTRONOMY BOOKS IN HEAVY DEMAND

With interest keen in astronomy due to the eclipse of the sun next Monday, the library, in room 307 at the main offices, has had numerous calls for literature bearing on the subject.

"The Essence of Astronomy" by Price and "The Boy's Book of Astronomy" are two interesting books available for reference and the first volume of the "Outline of Science" has valuable data.

Scientists interested in the study of the coming eclipse advise the use of smoked glass or a piece of exposed photo film to observe the wonders of the heavens. They warn that ordinary automobile driving glasses are not practical.

Five Fageols Driven Here From North

C. B. Lindsey, foreman of the company garage at Sixteenth and San Pedro streets, with five assistants, made a trip to San Francisco at the first of the week and drove back five more Fageol buses to be used by the company. The party made the trip north in a touring car.

On the return trip the touring car was used as an emergency unit but no trouble was encountered on the run.

"G. B. A." Invited To Talk In East On Merit System

Indicating the interest of eastern industrial concerns in the Merit and Bonus System of the Los Angeles Railway, George Baker Anderson, manager of Transportation of the Los Angeles Railway, has been invited to speak before the Electric Railway section of the National Safety Council, which convenes in Buffalo October 1-5 on "The Award System as a Means of Preventing Accidents."

While Mr. Anderson is in the east, he will attend the annual convention of the American Electric Railway Association at Atlantic City.

L. A. BUILT CAR READY FOR LINE

Car 1501, the first of the 55 to be built in the Los Angeles Railway shops, is ready for service. The car will be inspected by the officials of the company on a test run before it is put into regular passenger service.

The completion of car 1501 marks an important point in transportation affairs of Los Angeles. Heretofore all street cars have been manufactured in the east, and although electrical and air brake equipment has been installed in the South Park shops, no car bodies have been built prior to this year.

With the 75 cars ordered in the east and the 55 to be built in the Los Angeles Railway shops, the company will have 130 more cars at the end of the year than it had on January 1.

JOINT BUS COMPANY IN CENTER OF HOLLYWOOD

Bids have been asked for the construction of a garage building at Santa Monica Boulevard and Virgil Avenue, Hollywood, to accommodate 120 buses of the Los Angeles Motorbus Company, which is jointly owned and operated by the Los Angeles and Pacific Electric Railways.

The building will measure 300 feet by 173 feet. It will be of brick and concrete construction. A part of the second floor will be devoted to the offices, and all business connected with the motorbus company will be handled there.

Pits 75 Feet Long

On the ground floor repair shop will be four pits, each 75 feet long. Numerous electrical connections will be provided in the pits for the use of trouble lights. There will be an overhead hoist above each pit for lifting motors and other machinery.

Largest Gasoline Tanks

The gasoline and oil storage department at the east end of the building will have the largest gasoline reservoirs of any garage west of Chicago, according to architects who have inspected the plans. An open space 80 by 60 feet will be devoted to gasoline and oil storage and the wash racks. Four buses will be able to fill with gasoline at a time and the wash racks will accommodate two buses.

On the second floor will be a room for battery repairs 70 by 88 feet. All the offices of the bus company will be on the second floor. Operators of buses will make their headquarters at the new building and runs will start and stop at that point.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Get Plenty of Witnesses

IN the article written by John Collins, supervisor of safety, for this issue of Two Bells, he mentions that the procuring of witnesses must be done at the time the accident happens. Once an accident has happened and the witnesses have scattered, the incident is history.

It is surprising how some apparently trivial accidents develop into important legal battles with thousands of dollars involved. The "sharper" is ever on the watch for a chance to defraud the company on a fake claim and it is the accident in which few or no witnesses are procured by the conductor that the "sharper" seizes to work his scheme.

A disinterested witness may save the company hundreds or thousands of dollars. The absence of such a witness may cost the company heavily.

Remember that after an accident has happened, it is soon history, as far as procuring witnesses is concerned. Get on the job immediately and do a thorough job.

School Days; Safety Days

SCHOOL starts next Tuesday, September 11, and brings with it an urgent need for safety. There should be no relaxing of safety effort at any time.

School children present a safety problem that demands the closest attention of trainmen. They are careful or reckless, according to their changing whims. The majority of older pupils are able to take care of themselves but the little tots must have the best care that can be given. One can not imagine a worse shock than the injury of a care free little child.

Watch the steps carefully when you have a load of school children. Operate cautiously past schools.

COMPLAINTS LESS THAN IN AUGUST LAST YEAR

ALTHOUGH the total number of complaints received last month was less than in August, 1922, the discourtesy complaints numbered 65, which is higher than the corresponding month of last year and the highest mark in the past four months.

Unfortunately, every class of complaints showed an increase of from one to nine over July, making a total of 202 complaints as against 168 in July.

The detailed summary is as follows:

Classification	July	August	Loss or Gain
Discourtesy	56	65	+ 9
Fare and Transfer Trouble	46	52	+ 6
Starting too Soon	11	18	+ 7
Passing up Passengers	11	19	+ 8
Carrying Passengers Past Stop	8	15	+ 7
Dangerous Operation	3	4	+ 1
Short Change	3	5	+ 2
Miscellaneous	30	24	- 6
	168	202	+34
COMMENDATIONS	26	20	- 6

RESOURCEFUL WOMAN

Artist—That clumsy girl has flicked a dust cloth across the fresh paint of my new picture. It is nothing but a smear.

His Wife—Never mind dear. Call it a country scene viewed from a speeding automobile.

RETIREMENT

"What is your occupation?" asked the judge, sternly.

"I haven't any," replied the man. "I just circulate around, so to speak."

"Please note," said the judge, turning to the clerk, "that this gentleman is retired from circulation for thirty days."
—Moonbeams.

GENTLE REMINDER

"The storm burst upon us so suddenly we had no warning of its approach," related the tornado victim. "In an instant the house was demolished and scattered to the four winds. How I escaped being torn to pieces I do not know—"

"Good Lord!" ejaculated little Mr. Meek. "That reminds me—I almost forgot to do an errand for my wife."
—The American Legion Weekly.

HAD HIM WORRIED

Judge: "Now, I don't expect to see you here again, Rufus."

Rufus: "Not see me here again, Mr. Judge? Why yo' all ain't goin' to resign yo' job, is you, Judge?"—Exchange

BULLETINS

Issued September 10, 1923

BULLETIN NO. 152 Notice to Conductors

Pass No. 1429, belonging to P. C. Kriewald, Clerk, Master Mechanic's office, reported lost in Bulletin No. 141, has been found.

BULLETIN NO. 153 Notice to Conductors

Public schools will reopen on Tuesday, Sept. 11th, 1923. Honor school tickets on and after that date and until further notice, between the hours of 7:00 A.M. and 6:00 P.M. on school days only.

School tickets for the ensuing school year will be pink with pink cover. See sample in ticket case at your division.

P. B. Hill
Supt. of Operation.

Pass Identifies Valuables Lost On Motor Trip

The honesty of Mr. Rogers of 1712 Trinity Street, Los Angeles, prevented a vacation trip of Los Angeles Railway folks turning into a serious loss.

R. A. Pierson, chief instructor, and his wife; O. T. Elrod, instructor and Mrs. Elrod, comprised the party motoring to northern California in Mr. Pierson's machine.

At Santa Cruz Mrs. Pierson lost her handbag containing jewelry, a sum of money, and her Los Angeles Railway pass. The bag was found by the daughter of Mr. Rogers and the gentleman brought it to the instruction department last Thursday. He was able to locate the owner through the railway pass.

Rastus Johnson: "Lawsy, boy you suttinly is ignoramus. Why, when a gal gets married two times, dat am bigotry, but when she marries de third time, dat am trigonometry."

Introducing New Men

The following men have been assigned to their divisions during the week ending September 1, 1923:

DIVISION NO. 1
Motormen—C. A. Barnes, P. R. Blanton, S. E. Taylor, O. A. Goetz.
Conductors—J. N. Merritt, C. T. Fay, P. W. Dale, L. W. Taylor, S. Patten.

DIVISION NO. 2
Motormen—W. W. Warner, H. F. Nelson, H. S. Atchison, W. Russell.
Conductors—W. R. Gilson, E. J. Monroe, J. G. Mackie, T. P. Savage, A. W. Inloes, C. F. Williams, B. Briggs, M. E. Blizzard.

DIVISION NO. 3
Motormen—C. C. Fillden, F. Hart, F. J. Gordon, H. Paul, V. A. Biggers, W. H. Wilding, R. L. Wortman, F. A. Lareau, P. L. Vanzandt.
Conductors—G. F. Usher, F. B. Jensen, A. Smith, R. C. Campbell.

DIVISION NO. 4
Motormen—W. Kelley, M. Abraham, A. J. Woodrow.
Conductor G. Pratley.
Safety Operator W. J. Brannigan.

DIVISION NO. 5
Motormen—O. Lorntzen, V. V. Viner.
Conductors—H. M. Mayo, V. Rasmussen, O. M. Gurley, E. C. Price, T. R. Brown.

FAITHFUL TO THE END

Mistress: "I saw the milkman kiss you this morning, Jane. I'll take the milk in myself after this."

Jane: "It won't do you no good, mum. He promised not to kiss nobody but me."

"Did that ad you put in the paper yesterday get quick results?"

"I should say it did. I advertised for a night watchman and last night our place was robbed."

NEW TRACK TO BE LAID ON EVERGREEN

Construction of the track on Evergreen avenue between First Street and Brooklyn was started last Thursday at the Brooklyn avenue end. This will give a cross-town service for Hollenbeck Heights.

The extension of Brooklyn Avenue into a new tract adjoining the Pacific Electric line to Covina was completed last Wednesday. Shuttle service will be operated from Wabash and Indiana.

Work on the extension of Vermont Avenue line from First to Monroe Street, to serve students of the University of California, southern branch, is progressing, but it is one of the most difficult jobs the track department has handled for several months. Clearing out the pavement for the tracks is like cleaning out a great quantity of heavy gum, as the heat makes the pavement bend instead of break, under the drills.

CAUTION LETTERS TAKE NEW FORM

The instruction department has changed the method of notifying new men on the 90-day probationary period of mistakes. The letters of caution have been discontinued and henceforth when a report is received from a supervisor or other person, it will be made in duplicate and one copy will go to the superintendent of the division at which the trainmen is located and then will be given to the trainman.

If the report involves a transfer or a ticket, the ticket or transfer will be attached to the report so that the new man can see exactly where he was wrong and profit by the correction.

On the Sick List

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

DIVISION NO. 1
Motormen—H. F. Cannon, 221 E. 12th St.; E. E. Bragg, 3464 Lee St.
Conductor B. A. Gray, 1012 S. Boyle Ave.

DIVISION NO. 2
Conductor W. K. Starkey, 3704 Crawford.

Motormen—J. M. Graves, 1029 E. 45th St.; A. M. Jones, 687 E. 54th St.; J. T. Hall, 2283 E. 53rd St.; R. L. Johnson, 326½ E. 35th St.

DIVISION NO. 3
Conductors—A. F. Eckenwiler, 2304 Granada St.; E. H. Schultz, 327½ Lincoln Ave.; A. Blish, 856 Waldron Ave.; W. W. Morneau, 121 W. 21st St.
Motormen—A. H. Wheeler, 1211 Isabel St.; C. R. Meador, 1058 E. Colorado St.; H. T. Froschauer, 3230 Post St.; J. F. Galey, 217 U. Burlington.

DIVISION NO. 4
Conductors—J. T. Wright, 1224 Georgia St.; D. W. Gibbs, 940½ W. 12th St.; F. Shuster 2709 W. Jefferson.

Motormen—R. D. Deucher, 777 E. 54th St.; G. R. Maize, 936 W. 17th St.; G. A. Allen, 2714 Ocean Front, Ocean Park; B. H. Hellman, 209 E. 23rd St.

Safety Operator H. M. Brown, Jr., 628 West 56th St.

DIVISION NO. 5
Conductors—H. Dean, 160 E. 67th St.; W. C. Sanders, 5013 Van Ness Ave.; P. N. Bailly, 3747 Van Ness Ave.

Motormen—N. Harris, 602 Euclid Ave.; J. I. Murray, 223 S. Fir St., Inglewood.

A magazine writer says the dog fills an empty place in man's life. This is especially true of the hot dog.

Conductor Ding and Motorman Ding Dina

By Rollins



Bouquets And Things

(Hand Picked)

For Condr. W. J. Head, Div. 1
Los Angeles Railway.
Gentlemen:
I enclose here stamps for the value of 5 cents.
This will cover my fare from Slawson Avenue, last Sunday, June 3rd; which was paid by Conductor 434; said Conductor not having change for a five dollar bill. Will you kindly credit 434 and thank him.

Yours truly,
W. H. HITCHMAN,
127 N. Malabar,
Huntington Park.

For Condr. J. C. McKasson, Div. 2
Los Angeles Railway,
Gentlemen:
Conductor 1554 about May 15th or 20th, gave me 5 cents from his pocket to ride on. I had but \$20—no change.
This is to repay him.
It was an accomodation.

Very respectfully,
E. R. MANNING,
232 Phelan Bldg.,
San Francisco,
Calif.

For Condr. J. H. Morefield, Div. 2
Los Angeles Railway,
Gentlemen:
Enclosed find five cents. This amount was given me yesterday by a street car conductor—cap No. 2930, Div. 2, for my fare. It was a great accomodation to me and I appreciate his kindness.

Yours truly,
IDA KIZLER,
3920 Dalton Ave.,
City.

For Mtr. G. Searl, Div. 3
Los Angeles Railway,
Gentlemen:
Just a line to commend Motorman 947 for being considerate enough to hold his car a second while I ran to catch it.

A. NEILSEN,
4822 St. Charles Place,
City.

For Condr. R. H. Chisholm, Div. 2
Los Angeles Railway,
Gentlemen:

Once more I take pleasure in calling your attention to the efficiency and courtesy of one of your conductors.
Coming home tonight I was particularly impressed with the efforts of the conductor on car No. 1214—Western Ave. car.
He was particularly efficient in causing the passengers to move forward, to make room for others, also in calling out names of streets. I think he called every one from Figueroa to Beverly Blvd.
Please accept thanks for sending me a copy of "Two Bells," which I enjoy. Hope to receive one again.

Sincerely,
F. S. BATTLE,
311 N. Kingsley, Drive,
City.

For Condr. A. McKenzie, Div. 4
Los Angeles Railway,
Gentlemen:

Through the exigencies of business one is apt to overlook the giving of tribute where it is merited and as a daily passenger on the Vermont & Athens line I am impelled through the extreme courtesy and attentiveness to the comforts of his passengers to give that tribute to Conductor 2296 and would consider him an acquisition to any company. Accept this as being entirely unsolicited, as consider it for the welfare of "Public Service."

Yours truly,
J. LYLE,
941 West 102nd St.,
City.

SUBSTATION DIGNIFIES NEIGHBORHOOD

The Melrose substation is one of three built along classical architectural lines and looks more like a library than a power plant.



MELROSE SUBSTATION POWER TO BE DOUBLED

THE capacity of the automatic substation near Melrose and Kingsley Drive, is to be doubled by the installation of an additional transformer and a rotary converter. Some of the inside wiring has been installed and the blowers for ventilation are in place.
It is expected that the new equipment will be in service before the end

of the year.
The Melrose substation is one of the three handsome buildings erected by the Engineering Department to provide for power facilities in semi-residential districts. The grounds around the substation have been planted to shrubs and grass, making the station one of the most attractive buildings of this district.

FRIENDS ARE YOUR BEST ASSETS IN ACCIDENTS

(Continued from Page 1, Col. 1)

are glad to hand their cards to a friendly trainman. You could all know many men whose word carries some weight in court, either for you or against you with very little effort and fair thought. Real estate men and salesmen are not hard to get acquainted with.
Many men know where many of their regular riders work, but in time of trouble let the fact slip their mind and will desert them. People riding on passes are know by sight. Locate these people quickly. Know detectives or police by name or number. In case of an accident, note down as many names or any other notation of people who are on your car at the time where-by you could remember them or locate them later if they are needed.

Have a Pencil Ready
In passing around witness blanks, have a pencil ready. Address the first one or two passengers as though you knew them personally. Do not stop to argue.
A man with a gold service star on his coat lapel may always be addressed

as captain; if a bronze star, address as sergeant just as though you knew him. Look him straight in the eye at the time. If wearing a Sam Browne belt, call him captain or major when you wish his signature. A man may refuse his name, but you know him by sight. It is an easy matter to find out his name later.

Develop Some Ideas
It makes no difference if the person's attitude is against you or not—get his name by diplomacy. There are many ways to secure witnesses, and if a man studies the ideas related in a previous article along with this one, you should have no trouble getting sufficient witnesses for your full protection.

If people ask why you want their name, tell them for the safety bureau, as they investigate accidents sometimes, and may have you up on the carpet if carelessness is shown.

Note Auto Numbers
From a safety point to place responsibility, if a party is injured and

On The Back End

(Contributed)

"Rich" Curtis and E. Larue of the switching shift and A. R. Miller of the register card dept., with Anderton of the mechanical and several others of Division 3 hied away last Tuesday to do things to the finny tribe at Redondo. They report having had a great time and game plentiful. Art Miller, who was taken along to feed the fish, did so to perfection, about the only thing that he could hold on to was his store teeth. These he put in his pocket. He really believed at one time that he would heave his shoes away, but he managed to hold onto them as well as his teeth, but altogether an enjoyable time was spent.

Northbound on the "M" car.
Lady passenger to conductor,
"Do you give transfers on them red cars now?"
Conductor, "No. Ma'am."
Lady, "Well, I see you carry pink transfers in your pocket."
L. V. H. Div 5

While everybody will be enjoying "Two Bells" Saturday night, our wellknown stenographer and clerk H. T. Hansen of Div. 2 will be racing towards San Francisco in his powerful "Nash." H. T., we are told, used to live in S. F. and consequently has a great number of friends in the northern city, but we are of the opinion that it is not the multitude of friends that is the cause of Mr. Hensen driving 1000 miles, a couple of times a month, but, just one—only one—who H. T. would go that far to see—well probably more information next week??

Two negroes were working in a coal bin in a Mississippi town, one down in the bin throwing out the coal and the other outside wielding a shovel. The one inside picked up a large lump and heaving it carelessly into the air, struck the other a resounding blow on the head.
As soon as the victim had recovered from his momentary daze he walked over to the edge of the bin and, peering down at his mate, said:
"Nigger, how come you don't watch where you throws dat coal? You done hit me smack on the haid."
The other one looked surprised.
"Did I hit you, nigger?"
"You sho did," came the answer.
"And I jes' wants to tell you. I've been promising the debil a man a long time, and you certainly does resemble my promise."—New York Evening Post.

taken away in an automobile, always get the number of machine and name of driver if possible. Get the numbers of all autos there at the time. Some people may have been in a position to have seen or heard something, the gong, the speed when accident happened, or where the car stopped, are all important. It is the way you go about it that counts. This is the very foundation of the case and to neglect these things at the time of the accident weakens the whole structure forever.

Looking 'em Over at the Divisions

DIVISION 1

G. E. Corson

News seems to be as scarce as hens' teeth this week and the boys here are very quiet and nothing has happened that was even funny or startling enough to hand in for the division "Two Bells" box was empty. Well, better luck next week.

Motorman Ray Moon is taking a few days off to try out the Fire Department. He ought to make a good looking fireman.

Former Motorman Geo. Cullen who is now on the police force called on us today all dolled up in his new uniform, snappy looking cop.

Motorman F. F. Kirchner resigned last week to go into business for himself. Kirchner has been an extra supervisor for the last two months.

DIVISION 2

O. L. Christensen

Conductor J. E. Land, who has been "breaking in" on the night shift under supervision of C. F. Paine, is now a fullfledged clerk.

P. V. Mann, superintendent of Division Two, is at present enjoying his well earned vacation. Mr. Dickey, who recently returned from his vacation is batting for P. V.

E. A. Moxley has returned from a pleasant trip to the Yosemite National Park, where he spent several weeks. E. A. reports a fine trip.

Motorman Chas. Pipes, who for the last six months, has worked for Mr. Pierson, of the Instruction Department, assisting in breaking in new men, has secured a month's leave of absence, and expects to have a real rest.

Conductor C. Burns left recently on a trip to the Middle West, where his family have made their home for several months. The folks are expecting him to come back there to stay, but Burns is going back there for the purpose of persuading the wife and children to return to California with him, he confided that he thought he would have a job on hand, but expected them to yield.

W. G. Ferguson, of the "U" line, is taking a week off for a real rest.

Clerk J. A. Madigan, who has averaged about 12 hours per day for the last two months, is taking a few days to rest up. You had better get out of town, Jim, as you know, we will send for you if you are needed.

For Conductor M. C. Coster, Div. 2
For Motorman L. Chaplin, Div. 2
For Conductor A. W. Gilbert, Div. 2
For Motorman P. H. Mohler, Div. 2

Los Angeles Railway.
Gentlemen:

You will surely expect a report from me after "Courtesy Week", though I will say to the credit of these courteous carmen that I do not believe that they made any special effort—but that I was fortunate enough to witness their every-day kindness and that—"Day by day in every way, they are growing kinder and kinder."

"So many men—so many creeds—
So many ways that wind and wind,
When just the art of being kind
Is all the old world needs."

I am pleased to report for commendation: Conductor 740, line U—Special courtesy to my mother, aged 86. Motorman 2841—Helpful suggestion to myself. Conductor 880 and Motorman 2221, line U—Saving several of us a long wait by stopping a few seconds after rounding the corner at 39th and Vermont.

Most cordially yours for the spread of appreciation,

Mrs. Catherine W. Van Vleet,
1622 W. 39th St.,
City.

Who's Who



A MIGHTY hard worker and a mighty fine fellow, is the verdict of Division Five upon E. C. Tyler, stenographer and general pinch hitter. He was born in Kansas, as were many other Californians, and he has been connected with various angles of the railway business for more than 10 years.

He was a clerk with the Santa Fe system back in 1909 and later moved to a better position in the Chicago offices of the Chicago, Burlington and Quincy system claim department. You wouldn't think it to look at him, but just the same he was a life insurance salesman at one stage of his career and this prepared him to stand the bumps of army life. He was in the well known A. E. F. for two years and came to California when the army ran short of work in December 1919.

He began as a conductor at Division Five and was made regular stenographer last January.

He is Two Bells editor for Division Five and is responsible for the column of sea gull news being interesting. He will appreciate your help in the way of news items and funny stories that can be printed.

DIVISION 5

E. C. Tyler

Superintendent C. A. Morrison left last Monday on his annual vacation which he expects to spend at Murietta Hot Springs. During his absence, Foreman A. F. Grant will act as superintendent and Clerk W. E. DeMuth will take over the foreman's duties.

E. Farrell dropped in the other day to say "Hello" to the boys. Motr. Farrell has had a long siege of sickness, but claims that he will be able to return to duty in a few days.

Condr. Phelps says there is one automobile tourist from Pulaski, Iowa, who evidently doesn't think much of the present political administration and their claim of "bettered conditions and economic advancement," for he penned the following on the register at a local auto camp:

"From a Republican—Missouri is Salvation—Kansas is speculation—Nebraska is starvation—Idaho is desperation—Oregon is damnation.

"The world is shot to hell under the present administration. I'm going to Seattle."

Conductor O'Hara says that many conductors might derive a lesson from a certain Chinaman who started a laundry in Mexico. Desiring to "keep in good" with all factions, he tried to keep informed ahead of time the result of each revolution, so that when the mob came in he could shout, "Vive la Huerta" or "Vive la Villa," which

DIVISION 3

H. A. Russell

Well, our old friend, Mot. D. W. Lentz, is now thoroughly convinced that procrastination is the thief of time. D. W. arrived the other morning in good time to get his run, but old "procrast" beat him to it. D. W. became involved in a heated argument, methinks it was on the virtue of the passive resistance in the Ruhr, or some such equally interesting subject, in the meantime an extra man grabbed off a perfectly good run of about 10 hours. In future D. W. will call for run and argufy later.

Cond. L. Gordon has bought himself a Chevrolet, and really believes that he will master the art of driving the pesky thing in about 6 months, that is if it holds together for that length of time. He had intended to get married, but he bought the auto and now that is all off, he calls the auto his wife, and he claims that there is not much difference anyhow, they both being a source of worry and expense.

Mot. C. J. Wycoff has taken 90 days' leave of absence and will try out on the fire department.

Cond. Archie Sears, who works the 4:10 run, has gone into the fur-raising business. He is at present raising a nice line on the upper tip of the firey hue order. We would call it red, but Archie swears it's auburn, but we will all agree that it is some mous-tache.

During this hot spell it makes one feel like vacation and any of you conductors that feel that way, just don't hesitate but step right up, as we have an abundance of perfectly good extra conductors that are full of pep and just raring to go, and the foreman will be glad to accommodate you.

Mot. J. H. Miller has returned from a 90-day visit to his old home in the East. I believe it was in Tennessee, anyway somewhere down there among the picaninies. J. H. reports he had a swell time, but ready to go to work again.

Cond. F. B. Love, who left us a short time ago, was in to see us. He tells us that he is now engaged in the photo business at 516½ South Broadway. He says that he would be pleased to mug any of you, and remember, it is half price to trainmen.

ever it might be. But one day they put one over so quick that "John" wasn't prepared, so when the mob came, he folded his arms and smiling, blandly said, "Vive la First."

Motormen S. W. Porter, N. Jamieson and H. O. Lillie and Conductors J. Robinson and V. C. Allenby have also returned from their vacations during the past week and all report a good time.

Conductors W. C. Sanders and H. J. McDonald, who have been on the sick list, have returned to duty during the past week.

Motr. W. L. Hague has taken a thirty-day leave of absence to rest up, but as "Shorty" rests most of the time, we cannot understand why an official leave was necessary.

Condr. J. C. Pearson has taken a thirty-day leave of absence in order to build a home.

Condr. H. J. Holler, who returned to platform service a short time ago from traffic work, has taken a thirty-day vacation.

Motr. S. N. Cupp left this week on a visit to Hurland, Mo., and expects to be gone thirty days.

Condr. H. P. Webb has been grant-

DIVISION 4

Bob Lindsey

Every day they are getting older (but won't admit it) and bolder, the fair sex I mean. A conductor was telling me a lady (?) boarded his car lately, bummed a cigarette, and went up to the front end and smoked it, to the amusement of the gentleman passengers, and disgust of the others. What next, I wonder?

J. C. Saunders, conductor and O. K. on the front end was working his run as motorman one day last week and suffered a slight attack of absent-mindedness while at Rowan and Brooklyn. Result was, his conductor stood on the corner and watched Saunders disappear with the car, city bound. Oh yes, he caught him, finally.

Conductor C. Shaben has taken a lay-off to step off the weary miles in the role of a mail carrier. He'll be back when he learns that chiropodists are unaware that the war is over.

Z. P. Dempsey, motorman and no relation that I know of to his majesty King of Mauls, Jack; has taken 14 days off to partake of "Vacationization Restumup," a dish we all crave, but some of us can't afford.

R. L. Dickson is off for 10 days to get back his pep.

"Nickeldemus" Sambus is off 19 days to make merry.

Conductor L. M. Chapman has gone east for 60 days, so has D. D. Thompson.

M. O. Dale has also gone east to visit his father who is ill.

Motorman C. T. Kirkland has taken 30 days off to enjoy life; while M. B. Madden has drawn 60 days and headed for the Atlantic.

One of our former controller teasers, Vernon McGregor, who is now with the Police Department, had the pleasure to be shot through the back by a negro, and live to tell us how it felt. The pleasure of course is the living part, the shooting part was not so much fun, as the bullet didn't miss Mac's spine, the vital spot, by a gnat's eyelid. We sure are glad to see Mac around again, and also glad we are not colored, and live on his beat.

The boy with the "well defined end in view," Ed. Smith, our angel pet, looked at the board last Saturday night to see if his run was marked up to an extra man. Sure thing it was Ed. thought, looking at 214 cross-eyed or something, which made it look like 124, his run to him. And so Sunday Ed. dolls up goes down town and tries to rent a Phord but none of the rental guys would rent him anything but a truck, as he decided about 1 P. M. to go over to the barn and play pinochle. Clerk Jo. Michaels landed on poor Ed. as soon as he entered headquarters. "Hey, you big drink of Fan Tan how do you get that way, due out at 11 A. M. and here you come at 1 P. M. dragging in here all dressed up like the heavy-weight shriek of Pico Street." Smith looks meekly at Joe. a moment and replies, "You have judged me wrong of timer, I am off today." Joe mentions he has lately returned from Missouri, and Ed. walks over to the board to get the man's name who was marked up for his run. He couldn't find it. "I guess I must have read that 214 for my run," was Ed's plea, but Joe had to send Ed home to don his uniform and hurry back, with the Owl open too, and no one to protect the sheet. Of course Ed. had plenty of time to cool off while resting 3 days on the rock pile.

A Mild Hint.—Maud: "Have you offered Tom any encouragement?"

Edith: "Oh, yes. When he asked me what my favorite flower was, I said: 'Brown's for pastry and Smith's for bread.'"—Boston Transcript.

ed a fifteen-day leave in order that he may visit relatives in San Jose.

Motr. F. R. Conkling left last Saturday for Madera on a hunting trip. He promised us a fine venison dinner upon his return, for we are now experiencing all the pleasures of anticipation.