

Big Order of Motors is Started

HEALY TELLS CHIEF WAYS TO SAVE POWER

BY DAN HEALY
 Chief Instructor

The interest shown by a large percentage of motormen regarding the saving of power through proper operation is commendable. It is hoped this form of operation will continue,



for it is the correct way to operate. Since practically all of the schedules have been made over, it is now possible to coast a great deal more than formerly. I have heard the remark that "the power is there in the wire, why not use it?" As a matter of fact, if current is wasted on the cars, it means that the sub-stations will have to put more in the feeders. Possibly you have been watering your lawn of an evening when your neighbors were doing the same thing, and you have noticed how the pressure had dropped because they were all trying to get water at the same time. You will admit if fifty per cent of them had stopped using it your pressure would have increased fifty per cent. The same holds good on the cars.

On ways of saving power, I would like to call your attention to the following examples: Coast when possible, but do not let the car slow down too much or run late. Do not run on resistance notches, throw off quickly. This will save burning the controller fingers and save putting the current back through the resistance. Do not run on five points when it is possible to feed up to nine points and coast. When feeding controller hit each notch, don't spin the wheels or blow the overhead.

When using air, be as economical as possible, as it takes current to run the pump motor. The more it runs the more power is wasted. All leaks in tanks or piping should be reported. If the condition of the grade will permit it in service, don't leave the air in emergency while waiting for the

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

Conductor Finds Diamond Brooch; Receives Reward

VIRTUE has its own reward, but it brought \$20 as well, to R. M. H. Remington, conductor of Division Three, who promptly turned in a diamond brooch, valued at more than \$500, which was left on an "A" line car by a city school teacher. The valuable piece of jewelry was made up of 60 small diamonds, and 17 blue sapphires.

The loser was not sure that the brooch had been left on a street car, but it was returned to her shortly after it was received.

New Substation To Use Clean Air

When the sixth automatic substation is built at Sixth street and Central avenue, the equipment will include an air cleanser. The electrical machines of the automatic substations are air-cooled, and as the new station will be located in an industrial and railroad district, it will be necessary to keep the air as free as possible from dust which would damage the equipment. As the cooling system pumps 20,000 cubic feet of air a minute, the dust could soon damage the sensitive machines.

P. B. Harris, chief engineer, and L. J. Turley, electrical engineer made a trip to San Diego, Monday, to inspect an air cleanser used by the San Diego Gas and Electric Company.

Electric Switch At 7th & Maple

An electric Cheatem switch is being installed at Seventh Street and Maple Avenue to replace the hand operated switch in use at present. Although a switchman has been stationed at this curve, part of the time, the electrical switch will save considerable time and effort for trainmen.

F. E. EDWARDS IN HOSPITAL
 F. E. Edwards, who was a conductor at Division Four, and has been a dispatcher and supervisor, is confined to the General Hospital. He will appreciate a visit from any of the Division men.

The American pass words are Enterprise and Energy.

Auto Hits Same Standing Car Twice In a Day

Here's the kind of things that makes the safety bureau men try to blow gold dust off the moon and do other nutty stunts:

At 9:30 A. M. Tuesday, Motorman B. Briggs and Conductor J. J. Collins were with their standing car of line "U" at the Slauson and Central terminal. Along came an automobile misguided by a pilot somewhat under the influence and whamed into the rear end, doing slight damage to the car fender.

At 11:50 A. M. the same street car and the same crew were standing at the Slauson and Central terminal. In the mean time the automobile had been repaired and started out again with another driver and dag nab it if it didn't plump into the car in exactly the same manner as it had done two hours before.

WIDE PUBLICITY FOR 2-DECK BUS

When delegates from the Advertising Club of Los Angeles leave next month for London, England, to attend the convention of the Associated Advertising Clubs of the World, they will show the world that Los Angeles has the very best thing in double-deck busses and that California turns out a product that beats the solid rubber tire vehicles of Chicago, New York and old Lunnun' herself.

As a publicity stunt for Los Angeles, the London delegates were photographed Thursday picking the famous California oranges at a grove near the city. The double-deck Fageol bus transported the party and occupied a prominent place in the pictures. The illustrations will be used in newspapers throughout the United States as well as being taken to London.

Drill Presses In New Shop Space

The drill presses of the machine shop at South Park are being moved into the room formerly occupied by the tin shop as a part of the re-arrangement plan which began with the moving of the blacksmith shop into new quarters. The third steam hammer in the blacksmith shop has been put in use, and work of overhauling the fourth hammer is in progress.

ELECTRICAL DEPT. WORK SHOWS BIG GROWTH

With the first shipment of an order of approximately 800 motors for use in new cars and in the program for converting a large number of two-motor cars into four-motor equipment, steps are well under way for important improvements to the system which center in the electrical department.

When the big job is completed, there will be 426 cars equipped with four motors. A good part of this section of the program has been carried out with the "H" and "K" type cars. Fifty center-entrance cars are to be equipped with four-motors, and 80 P. A. Y. E. cars will be similarly equipped.

Shipment of three, 1500 K. W. converters for substations will begin shortly. One of these units will be used in a new automatic substation on which work will start soon at Sixth street and Central avenue. The other units will be installed in the Slauson and the Sentous substations.

More than 200,000 pounds of feeder cable to be used in conjunction with the extension of substation facilities will start from the East next month.

The work of the engineering department and particularly the electrical section reflects the big extension of service in general being made by the company to keep pace with the development of Los Angeles.

Motorman Ezra Day Of Division 2 Dies

Ezra Day, motorman of Division Two, passed away May 11. Mr. Day was in a serious accident several months ago, and never recovered his former health, although his death was somewhat of a surprise to his many friends. He was formerly at Division Four, and had been in company service four years.

A beautiful floral wreath was sent by the Co-operative Association to the funeral, which was conducted at 1 P. M. Wednesday and was followed by burial in Glendale cemetery.

A job is like a storage battery. You get out what you put in.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Riders Ready To Help

THE fact that the vast majority of passengers are willing to help a trainman and to conform with company regulations, is shown in an incident of the past week, and the importance of conductors and motormen carrying out their part of the cooperative effort is generally recognized. The incident of the past week resulted in unfriendly relations being established because a passenger seeking to do the right thing received wrong information from a trainman.

A passenger seeking to use the walkover privilege from line "C" to First and Vermont, complied with the transfer requirements. The passenger was right, but the conductor refused to receive the transfer, because he did not know the regulations.

The next time that the passenger wanted to use the walk-over privilege he asked the conductor on the "C" car what point to use, and was told Monroe street. Anxious to do the right thing, the passenger made the walk-over to Monroe street, but the conductor had given him the wrong information and the "V" line conductor refused the transfer.

Under such conditions as this a passenger cannot be blamed for developing a considerable grievance against the company.

When it is considered that approximately one-third of the passengers ride on transfers, it is easily seen that this feature of service must have the accurate attention of conductors.

Every opportunity is given conductors to have the right information, and it is highly important that every man know that he is right.

Courtesy

Courtesy is the one medium of exchange that is always accepted at par by the people of every country on the globe. Courtesy radiates a spirit of good feeling and suggests that we are not working entirely for the material returns of work but for the pleasure of friendly human association as well. Life is not too short and we are never too busy to be courteous.

Courtesy is the outward expression of an inward consideration for others, and is always an effective lubricant that smooths business and social relationships, eliminating friction.

THE OUTLOOK.

Healy Tells Chief Ways To Save Power on Cars

(Continued from Page 1, Col. 1)

signals and then give the controller two to three points before the brakes release. However, this does not change the rule in regard to leaving air in emergency at terminals. It is the waste caused by fanning the air I have reference to. Usually ten to thirty pounds will be enough while waiting for bells. Tight brakes should be reported as they drag and overheat the motors. Watch the hand brakes to see that boys don't set them.

The armature or moving part of the motor is turning whether power is be-

ing used or not, as it is geared to the wheels. Therefore, when coasting, this armature cools the motor, because it turns about four times to one turn of the wheels, and the cooler the motor the faster it runs and takes less power. Using too many points on controller and taking power too far back from electric switches is another waste. Carrying power down grade is wrong, as is the unnecessary burning of lights. I hope the trainmen will see the wisdom of saving power and save themselves from demerits.

Electrical Dept. Finishes Station

The new electrical switching and transfer station at the South Park Shops which has been built to meet the electrical needs of new equipment in the shops, has been completed, and was scheduled to be energized Saturday. The removal of the temporary electrical equipment will follow.

Bodies Built For Nine New Flat Cars

Nine bodies of new flat cars for use in track work have been completed in the mill of the main shops. New bodies are to be built for ten flat cars, which have been in service. New trucks will be placed under all these cars.

BULLETINS

Issued May 19, 1924

BULLETIN NO. 90
Notice to Trainmen

Effective Sunday, May 18th, all cars operating on line "W" will display Green letter signs for Annandale Boulevard Branch, and Red letter signs for York Boulevard Branch.

These cars are all equipped with switch for the changing of the color of the letter, and there will be no excuse for the crews not seeing that the proper color is displayed.

BULLETIN NO. 91
Notice to Conductors
PASS FOUND

Pass No. 6893, issued to C. Clark, Conductor Division No. 5, reported as lost in Bulletin No. 19, has been recovered.

BULLETIN NO. 92
Notice to Conductors
Passes Lost

The following passes are reported lost: No. 1045, issued to F. H. Jones, Draftsman, Engineering Department.

No. 1798, issued to A. Salazar, Helper, Garage Department.

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

BULLETIN NO. 93
Notice To Trainmen

At a number of terminals and especially at 51st and Ascot, certain children engaged in selling newspapers, particularly between the hours of 4 and 6 P. M. frequently jump on the cars when arriving at the terminal and ride from the crossover down over the switch to the terminal, running back and catching additional cars, thus establishing a very dangerous practice.

This must not be allowed in any case, and crews will be held responsible for permitting such occurrences in the future.

BULLETIN NO. 94
Notice To Conductors

Effective Monday, May 19, 1924, transfer privilege is extended to passengers boarding cars on line "W" at Buena Vista Terrace or South.

This extension of the transfer privilege automatically cancels the SECOND reason given on Page No. 6 of the 1924 "Instructions to Conductors," for which STOP transfers are issued.

R. B. Hill
Supt. of Operation.

BUS DIVISION LOS ANGELES RAILWAY BUS DIVISION

Bulletin No. 96
May 8th, 1924

Bus Operators:

Bus operators must bring every bus to a full stop when leaving 16th street garage yards, before crossing the sidewalk on 16th street.

F. VAN VRANKEN, Manager.

"Salesmanship" Can Stop Demerits

If all trainmen will read carefully and put into practice the teachings and suggestions laid down by Mr. Anderson in his address, and the little booklet entitled "Salesmanship," the assessment of demerits will be almost eliminated.

In this little booklet, Mr. Anderson asks nothing impossible, and it behooves all trainmen to put forth every effort to comply with his request if he expects to attain the highest degree of salesmanship.

A. L. LAYTON,
Division Four.

*Ben Higgins never would be passed,
He bragged his car's endurance.
He passed six cars with backward
glance—
His wife has his insurance.*

SATURDAY OWL ADDED TO 'H' AND 'S'

An additional "Owl" car on line "S" and line "H" has been added to the Saturday night service. The "H" car will leave Seventh and Broadway at 1 A. M., and follow the regular "H" line route to Melrose and Normandie.

The "S" car will leave Seventh and Broadway at 1 A. M., and run via Seventh Street, Alvarado, Sixth, Vermont, Third, and Western Avenue to Santa Monica Boulevard.

Returning, the "S" car will leave Santa Monica Boulevard at 1:36, and transfer passengers to the down town districts at Sixth and Vermont, then run to Division Two, via Vermont, Vernon and Wall.

The "H" car will leave on the return trip from Melrose and Normandie at 1:39, connecting at Sixth and Vermont with the "S" line car at 1:48 A. M.

POPULAR GIRL OF OFFICES MARRIES

Miss Esther Yahraus, stenographer of the safety bureau, and with the company for three years, was married Saturday night, May 17, at her home, 319½ E. 36th St., to W. G. Ebermayer, salesman for a local paint firm. The newlyweds motored to Big Bear Lake and Lake Arrowhead for their vacation.

Indicating the popularity of the bride, she was presented by members of the transportation department, with a beautiful floor lamp. The presentation was made by R. R. Smith, assistant superintendent of operation, at a meeting of as many of the department as could crowd into his office to extend their best wishes for happiness to Esther.

She has penned the following letter of appreciation:

Dear Friends and Co-workers:

It would take a great deal of time to thank each one of you personally, so will do it in this way.

I wish to express my sincere thanks and grateful appreciation to each and every one of you who were so kind and thoughtful as to present such a beautiful lamp to me as a wedding gift. Nothing could have been better selected or better judgment used, and I assure you it was a delightful surprise.

Again thanking each one of you dear friends, in all departments, assuring you of my truest heartfelt appreciation, and be it known that my love and interest for the company and its employees will never cease, I remain,

Sincerely yours,
ESTHER B. YAHRAUS.

Appreciation

Members of the Co-operative Association Society,

Los Angeles Railway,

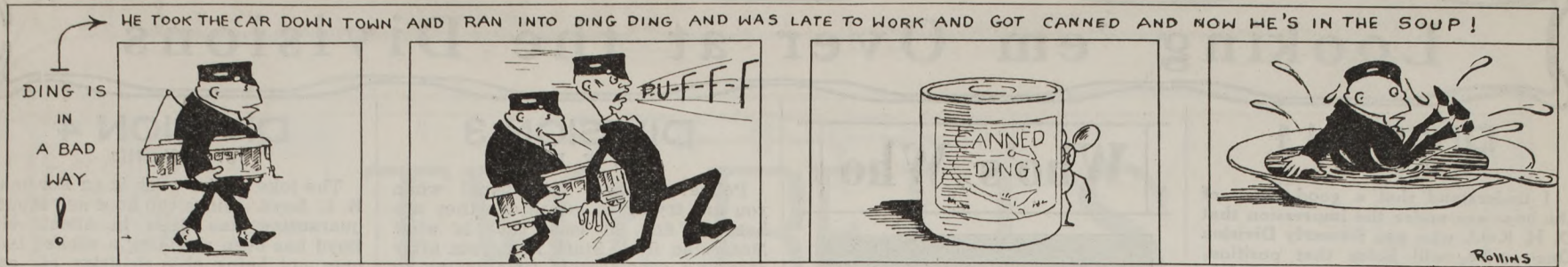
I really can't find words in which to thank you sufficiently for sympathy and kindness to me in my recent bereavement. Your wreath was beautiful indeed, and your money is very, very useful.

As it would be impossible for me to thank each one individually, I ask that this note may be published in "Two Bells" so all may see that I surely appreciate this goodness.

Very sincerely yours,
MRS. NORA FANNING,
1410 Oak St.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

For Condr. G. B. Boatman, Div. 4

Los Angeles Railway.

Gentlemen:

I want to commend a little act of courtesy shown me by Conductor 890 on the "M" car.

I felt so grateful that I could not help but mention it to you.

Sincerely yours,
GUS STRUYK,
3810 Zamora St.

□ □ □

For Mtr. O. W. Lambertson, Div. 1

Los Angeles Railway.

Gentlemen:

I wish to commend Motorman 1569 as being a very courteous and careful motorman. I ride quite often on his cars and have always found him so.

Yours sincerely,
S. L. A. POPKIN,
721 South Hill St.

□ □ □

For Condr. C. A. Bryant, Div. 4

Los Angeles Railway.

Gentlemen:

I make a daily trip to and from my office at 121 Temple street over the "I" line, and this morning I asked the conductor on my car for his name and number, as I intended to report him to the company. He seemed a bit surprised at my request and wanted to know the trouble.

I travel a great deal in a month with this conductor and have noticed how courteous he always is and this week with an unusually loaded car of women and children going west—the ladies with all kinds of packages and babies galore, our conductor was for a bit one of the busiest men in town. It was done so cheerfully and with such a smile and a kind word for everyone that, had he been sole owner of the corporation, he could not have improved upon it.

Most respectfully,
GEORGE B. DeSELLEM,
County Bee Inspector
121 Temple Street

□ □ □

For Condr. F. Jones, Div. 2

Los Angeles Railway.

Gentlemen:

I beg to commend Conductor 222, a rather short, heavy man, very blonde. On the "S" line.

This afternoon two sneak thieves were on his car, and one pushed the other over against a passenger and attempted to steal his stick pin. The passenger broke the glass on the door in the melee. When the car stopped at Grand Avenue, a hubbub ensued, and passengers complained. The thieves ran, and the conductor after one of them. He caught him in the middle of the back, and dragged him back to his car. Instantly the thief begged to be let off, but the conductor held him, until finally the passenger said, he looked like a sick man and to let him go, and that he would not enter complaint.

I thought your conductor showed a very fine spirit, and real citizenship of high order, both to your company and to the public in general, in doing as he did. A much better citizenship than the mollycoddle who let him go, to steal from other people.

Very truly,
ISAAC PELTON,
506 Story Bldg.

□ □ □

For Condr. J. Viellenave, Div. 4

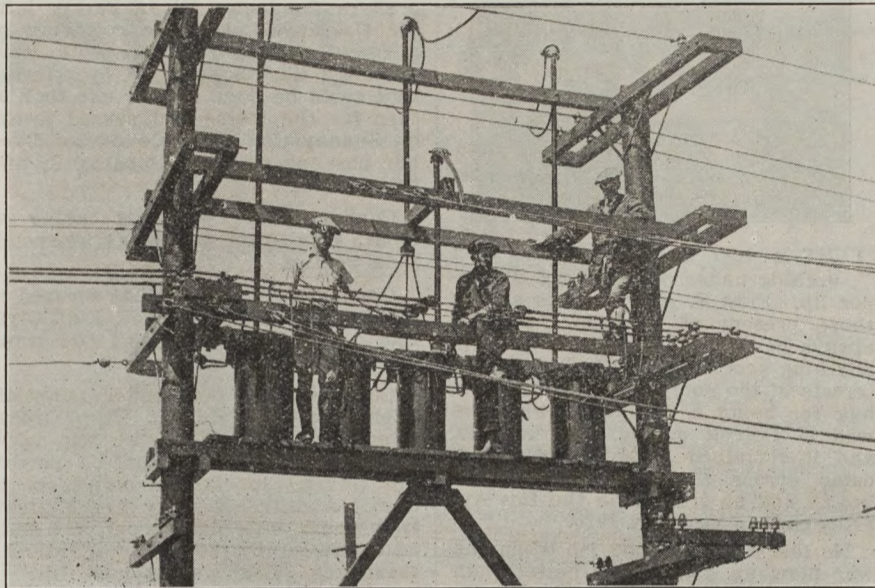
Los Angeles Railway.

Gentlemen:

I want to report your operator on the Griffin Avenue car for unnecessary courtesy. The number on his cap was 3040. It certainly is a pleasure to find a considerate man these days. I am not a chicken either, but a middle-aged woman.

Yours sincerely,
F. ROGERS,
2820 Montecito St.

Strong Construction Used In Transformer Racks



THE picture above gives a good idea of the strong type of construction being used in the installation of outdoor transformer racks by Lloyd B. Yeager, superintendent of lines, at the five divisions and the Sixteenth street garage for the different light and power circuits. Mr. Yeager is credited with having been one of the first to use transformer racks extensively in

Los Angeles and to get away from the old style of draping three or four of the big boxes to a single pole.

The rack shown above is in the Sixteenth street yard. Those on board are, left to right: A. B. Coen (pronounced like Abe Cohen but he is Scotch), Charlie Kirkpatrick and H. D. Runyon, who is usually found on the hurry wagon, Number 32.

Lost and Found Dept. Clew Stops Notorious Pickpocket

That every department has an abundant opportunity for making friends for the company is shown by an incident that transpired in the Lost and Found Department a few days ago.

Police detectives had been trailing a well known pickpocket, and they saw him get off a street car, remove \$55 from a pocketbook, and throw the case away. The officers arrested him on suspicion, and put him in jail, but they did not have any complaining witnesses, as they did not know the man from whom the pickpocket took the \$55.

The detectives conferred with the company, and inquiry was made in the Lost and Found Department to determine whether anyone had reported the loss of this sum. It developed that a report had been received two days after the money had been taken, while

the detectives were fearful that they would have to release the man, although he was a known pickpocket.

Fred Clothier, in charge of the Lost and Found Department had made a special effort to get details regarding time and place of the loss when it was reported. This information matched closely with that procured by the police, and as a result, the lasting friendship of the man who was robbed, has been made the company; the general public has been benefited by the removal of a dangerous criminal, and the effective co-operation between the company and police officers has been strengthened.

Even among the lost and found umbrellas, lunch-boxes, and books, there is plenty opportunity for "Selling Self and Service."

Two-Color Light Switches On Line "W"

All cars on line "W" have been equipped with a two-color light system and switch for the roof letter sign. Cars running on the Anandale branch will use the green light, and cars on York Boulevard will use the red light. Men on these runs will be expected to give close attention to the use of the proper lights.

Cars on line "F" are the next ones scheduled to be equipped with the double light switches, which eliminate the necessity of a trainman climbing to the roof of a car when a change is necessary.

Holding its ground is what made the acorn an oak.

On The Back End (Contributed)

All day long he sat and stared into the mirror without seeing his mis-placed tie. He was a motorman.—(Exchange.)

* * *

Now that the baseball season is on, we wonder whose grandmother will die first.

* * *

A number of the boys have commented on the fact that Manager Carter, of the Company Restaurant, has lost some of his front teeth, and several of them even went so far as to ask him if it had been the result of an argument. But Carter declined to make any statement. The explanation is quite simple, and logical, and was furnished by Conductor C. R. Certain, who claims that Carter lost his teeth while attempting to eat a piece of his famous apple pie. (Such nasty cracks sound like an unpaid meal ticket.)

* * *

Motorman H. E. Rouw claims to have the safest conductor out of Division Five. Says he persists in running ahead and flagging him across streets where there isn't even a sign of railroad tracks.

* * *

On the Pico line a rather stout woman was standing on the ground looking at both doors, apparently uncertain which one to use. The conductor offered to help and said "which end do you want on, madam?"

"You fresh young thing. I want both ends on," she snapped.

* * *

Conductor C. L. Morrison takes the sweet macaroni biscuit of Division Two this week. The other night he telephoned the dispatcher and called for a relief on account of being too sleepy to work. Better watch that beauty sleep, kid, the girls like to go home early once in a while.

* * *

Wife—"Gee, I didn't know Lon Chaney was a football player!"
Hubby—"Isie?"
Wife—"Yep, he's the hunchback of Notre Dame."

* * *

Conductor Ed Link was overheard to make the remark that, "to eliminate all mistakes, transfers, hat checks, etc. should be checked out to the motorman." We believe this suggestion was occasioned by the fact that Ed forgot his transfers one morning last week and then on the following morning forgot his hat checks.

"Be mine and I shall be the happiest of mortals."

"No, I'll remain as I am. I also want to be happy."—Karikaturen (Christiania).

Looking 'em Over at the Divisions

DIVISION 1

H. N. Cole

I understand that a good many of the boys are under the impression that D. H. Kohl, who was formerly Division One scribe, still holds that position, and consequently no help is needed in the conducting of this column. If this were true, I would agree with them, because I well know he is capable of playing a lone hand, but the present incumbent certainly needs and will greatly appreciate a helping hand. So if you know any jokes on some other fellow, just address it to "Old King Cole" and turn it in at the office, and I will thank you.

Motorman H. Hansen is leaving Saturday for a thirty days' vacation, which will be spent in his little mountain cabin, away back in the woods.

Motorman C. C. Ward is still confined to his home on account of illness, but is reported as improving.

Motorman E. I. Fox is trying out a job on the work train.

No doubt you have heard the story of the man who saw a bull in an adjoining field, with his head down, pawing the ground furiously. The man thought how funny it would be if he were to sneak up and push the bull's nose down in the dust. The more he thought of it the funnier it seemed, so he laughed long and vigorously, and then proceeded to put his little joke into practice. When he recovered himself about a hundred feet away, he remarked: "Faith, and a good thing it is that I had me laugh first."

Traffic man D. P. Burke says he was reminded of this little story (or words to that effect) last Saturday. It seems that C. N. McMullen invited Burke to lunch. He was a little surprised at Mac's generosity, but accepted with thanks, and ordered a swell feed and finished up with ice cream and everything, and he enjoyed it immensely, and why shouldn't he? Wasn't Mac paying for it? Certainly. He was Mac's guest. Finally the meal was finished, and two checks decorated the table. Mac took one and left one for Burke, and each paid for his own meal. So Burke says, if you are invited out to lunch, be sure to have your laugh first.

DIVISION 2

By R. C. Hoyle

Well, I have to report this week another visit from old Capt. Stork. Motorman C. Branson rushed up to the window on May 10th and announced, with a broad grin, that it was an 8½-pound boy. Mother and baby both doing fine. Yes, we smoked.

Motorman S. D. McKinney has transferred here from Div. 4. S. D. claims the relationship of brother to Fat McKinney, one of Division Two's well known pinochle hounds.

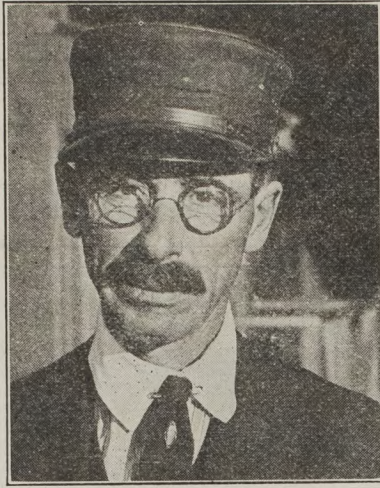
Motorman G. W. Sharp has secured a 90-day leave for the purpose of taking a trip to Missouri.

Well, at the time of writing the carpenters have just finished putting a new hardwood floor in the office. The office is well pleased with the work, and are waiting 'till some kind person will supply roller skates so that they can speed things up considerably.

Motorman O. Daniels has been granted a 30-day leave to rest up.

If George Washington was such an honest man, why did they get the habit of closing the banks on his birthday?—Colorado Dodo.

Who's Who



JUST a real good motorman with nothing under cover except his upper lip. Fred S. Ainsworth is among those present at Division Two and always heard from whenever there is anything special to be done in the interests of the company. Fred got the bug for being a motorman when he was in Detroit during 1919 and '20, and it remained with him when he came across the continent for his health and he started on the Los Angeles cars in October, 1920.

He lost a pretty good job when the war blew up and it was better than the \$30 a month employment even though it was not as easy to promote a crap game on pay day. Fred was a machinist for a concern in Detroit manufacturing munitions and a good many shells went over the Fritz with Fred's fingerprints and compliments.

Introducing New Men

The following men have been assigned to their divisions during the week ending May 10th, 1924:

DIVISION NO. 1

Motorman—C. L. Knarreborg.
Conductors—H. C. Chatron, H. Watson, M. Howell, R. J. Sturgeon, H. B. Sullivan, G. B. Lester.

DIVISION NO. 2

Motormen—A. R. Garrett, M. C. Parker, E. E. Smith, C. D. Preskitt.
Conductors—F. L. Carnine, R. S. Young, M. L. Carroll, M. E. Iffland.

DIVISION NO. 3

Motormen—J. E. McManus, J. L. Smith.
Conductors—J. W. Budge, W. W. Tutor, K. M. Waterman, C. E. Mowrey, A. C. Adams, W. I. Stine, D. G. Taylor, C. E. Hays.

DIVISION NO. 4

Motormen—M. F. Gillis.
Safety Operators—E. J. Bloodworth, M. J. Richardson, D. T. Duncan.
Conductor—E. L. Hudson.

DIVISION NO. 5

Conductors—K. E. Atkinson, T. E. Stuart, C. P. Pedersen, W. A. Walsh, W. I. Thorpe.

For Condr. A. R. Graves, Div. 5
For Mtr. W. M. Marion, Div. 5

Los Angeles Railway.
Gentlemen:

In riding on your car line daily to and from my work, I generally catch the car in charge of Conductor 790, Motorman 281.

Through their courteous acts and consideration of their passengers they are doing much to create a good feeling toward your company, and I am sure that through such service your company gains many friends and undoes much of the ill feeling caused through the acts of other of your employees.

Yours very truly,
H. E. BRANDT,
1804 West 46th St.

Carelessness and failure are twins.

DIVISION 3

R. W. Reid

Police! Police! As usual when you are trying to locate one they are hard to find, at least that is what Motorman R. J. Stark found out after spending considerable time trying to find the cop who had tagged his Rolls Ruff, his idea being to square it with the officer. It leaked out after awhile, however, that the tag was a fake and had been attached to the car by Conductor L. L. Sweet and Motorman O. M. Hayward. Both these men now duck around a corner when they see Stark coming.

Extra Conductor W. L. Barker left for Oakland, Cal., after receiving a message stating that his wife was seriously ill. In spite of everything that could be done for her she took a turn for the worse and passed away on Sunday the 11th. Conductor Barker has our sincere sympathy in his bereavement.

Conductor F. Cronin is taking a month's vacation and plans to spend it in Seattle.

Conductor W. O. Butt has secured a month's leave of absence. Butt says that he is going to spend the time improving his property.

Conductor Ira Gott and a party of friends spent a day at Deep Creek after trout and report the trip very successful. Ira claims that he caught 110 (maybe so, but we didn't see a one). At any rate they had a great time and a little excitement was added to the trip by the killing of two rattlesnakes. Real snakes, says Ira.

DIVISION 5

E. C. Tyler

The customary welcome to returning Gulls is hereby extended to Conductor J. H. Maxwell and Motorman L. K. Herman who returned to the Roost the past week.

Also, while we are at it, would also like to mention that Conductor George Washington McDonald rejoined the rest of the family last week. When we say family, we mean it, for Mc. already has three brothers working out of the Sea Gulls Nest all on the back end.

Motorman C. H. Conrad has been appointed temporary switchman to succeed Motorman O. Schoff, who is returning to train service. Motorman E. Kasal is also "breaking in" as extra switchman.

The following little incident, which happened last Sunday, only emphasizes the co-operation and spirit of friendliness that exists in the organization at Division Five.

One of our motormen was late on his relief and was impatiently waiting for a car at 54th and Moneta Ave., when another motorman (an extra man) came along in his machine. When he learned what the trouble was he promptly picked this motorman up and took him to the relief point, but as his car had already passed, he started out after it, overtaking it at 9th and Main Streets. The motorman relieved was an extra man, and he had a relief to make on another run at 54th and Mesa Drive and hardly time to make it. So our friend with the auto picked him up and delivered him to 54th and Mesa Drive in plenty of time to make his relief.

Extra motorman E. A. Hilty tells this one on himself. It seems that the other morning E. A. had an early show-up, and when the alarm went off, he piled out, cranked his trusty "fiver" and started out for Division Five with one eye shut and the other eye only half open. Hilty said he thought

DIVISION 4

C. J. Knittle

The joke of the week is on Foreman B. B. Boyd. Since the hoof and mouth quarantine has been in effect, Mr. Boyd has been shedding a wicked tear over not being able to drive his gas wagon over the county line. "What could be worse?" he asked. The answer came last Wednesday morning when leaving his apartment house he was informed by a doctor (accompanied by two police) that a tenant had developed smallpox and he could not leave the building unless he submitted to a vaccination. He did.

Conductor B. S. Beaver has been granted a sixty-day leave on account of his grandfather's death in Fortescue, Missouri.

We haven't heard Division Five scribe tell about Geo. Ferguson's new Chevy. How about it, Tyler?

That reminds us,—Operator C. B. Crome's new Overland sedan was damaged considerably last Tuesday evening when an autoist coming towards him broke his steering knuckle and met Crome head on.

Conductor B. H. Miller has received a thirty-day leave to take his wife, who is ill, to Pleasant Grove, Utah.

It was on Mother's Day. A centimental cuss got up and offered his seat to a matronly old matron. Then he took a position near the conductor and with an expression that was genuinely tragic, he explained:

I rose and gave her my seat; I could not let her stand— She made me think of mother, with That strap held in her hand.

Supervisor Earl is looking a bit untidy on the face these days, because he can't shave his entire beard. "It's barber itch," says Earl.

Operator S. W. Jeremiah, who has been trying out the position of mail clerk, returned to the safety cars May 13.

Bert Fink reports that a passenger dropped a five dollar gold piece in his fare box last Tuesday night for a nickel. It has not been claimed yet. Mine! Mine! Mine! Mine!

Our agile stenographer, E. G. Benedict, reminds us that the Main Street cars are F-O-B but if you think that means "free on board," try it. We'll hold your hat.

Motorman P. C. Riggs has gone east to take treatments for his health.

the road was mighty rough and then it dawned on him he might have a flat tire and just about the time he had decided to pull over to one side of the road and find out, a big machine raced up along side of him, cutting him into the curb, and Hilty claims the first thing he saw, was two large sized pieces of artillery before he noticed there were two police officers behind them.

"Well, where did you get this car?" spoke up one of the "cops."

"Bought it," stammered Hilty, "been drivin' it four years."

"Yeh," said the law, "thought maybe someone made you a present of it. But while you are so accommodating, would you mind telling me why you are driving it around with that theft lock on it?"

Conductor O. C. Haynie of Division Five kept it to himself for quite a while, but an event of the following nature is always news. Yes, a ten pound boy, born May 1st and mother and boy both doing fine, and, yes, by the way, O. C., cigars are still in order.