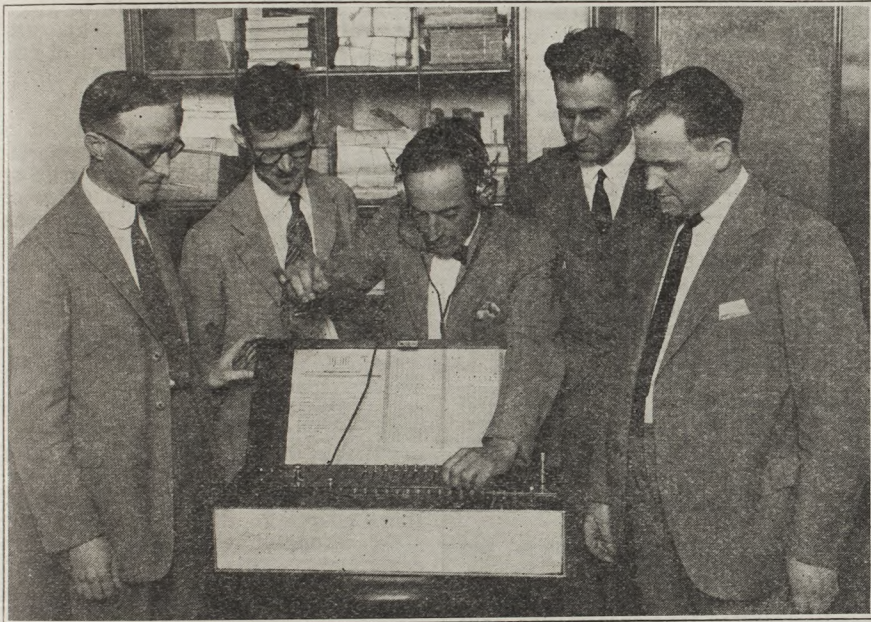


A Herald of Good Cheer and Cooperation Published by and for Employees of the Los Angeles Railway

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

STATISTICIANS DIG FOR STATIC

Auditing Department men who make up detailed figures of passenger travel, operating costs and overhead track ballast, test the possibilities of a calculating machine. Notice the position of their feet; for it is said that when a brainy man stands on one foot, it is an indication that he needs a corn plaster. From left to right they are: S. J. Nock, F. P. Snyder, A. A. Tavener, H. A. Perryman and J. J. Stirling.



"I can get a decimal reciprocal on this instrument but I can't seem to get K D K A on any wave length," remarked A. A. Tavener, one of the statisticians of the auditing department. The instrument did not seem to have any of the distinguishing lines of a radio and a little investigation revealed that it is principally useful for adding, multiplying, dividing, subtracting, and predicting earthquakes.

Being able to get so many things from the machine in the way of figures, it was natural enough that such deep thinkers should endeavor to ascertain its full possibilities and accordingly tried it with a pair of radio earmuffs. To date the experiments have not been very satisfactory, but they are confident that if they continued on the present lines they will very soon get Chicago or get fired.

Warning Given on Correct Use Of Official Uniforms

Division superintendents and other executives of the transportation department who are required to make close observation of operation conditions and practices have been notified to give particular attention to the rules governing correct uniform appearance.

Several years ago, the company adopted a blue shirt waist for the use of trainmen. The wearing of this style of shirt with the regulation coat and vest is not required. It is compulsory, however, that a trainman must wear the official blue shirt waist if he wishes to avail himself of the privilege of removing his coat and vest in hot weather. If a shirt other than the official blue chambray is worn, it is necessary that both coat and vest be worn.

Trainmen are required to wear the uniform cap at all times. The cap is made as light and as well ventilated as possible and the numbers on a cap

give the only positive means of identification.

Compared with police officers and men in other branches of uniform public service, the privileges that are allowed a trainman during the hot weather are exceedingly liberal and it is only fair that trainmen should give the proper cooperation in appreciation of these privileges. The public is quick to criticize a man whose appearance is offensive, hence the specific rules are established.

WANTED TO BE PREPARED

"Is this a fire insurance office?" asked the young man of the information clerk.

"Yes, sir; can we be of service to you?"

"Perhaps you can. You see, my employer threatens to fire me next Saturday and I'd like some protection." —Pittsburgh Chronicle Telegraph.

Photo Diagrams of Car Controllers Will Keep Instruction Before Men

TO GIVE definite instructions in the handling of the eight different types of controllers used on Los Angeles Railway cars, photographs of the interiors are to be taken and enlargements put on display at the five divisions and in the instruction department.

Motormen Asked Questions About Controller Types

The instruction department has adopted the plan of having traveling instructors question motormen regularly on the use of the different types of controllers.

The instruction car on which motormen are given the first "rough edge" work is equipped with a K-10 controller. In the general program for improving equipment, controllers of the K-35 and K-68 types are being installed on a number of cars. This necessitates line instructors giving particular care in instructing new men on the proper use of the controller, and the checking of this feature by the traveling instructors.

Loading Time On Car 2501 Checked

Time checks to show the seconds consumed by passengers boarding and alighting from car 2501, the new low floor model, are to be made and compared. This work is to be done by the schedule department and will follow up a similar check made for one day. The time consumed in loading and unloading a car is a factor that is taken into consideration in compiling schedules.

The mechanical features of the car have been under close observation for several weeks and many interesting tests have been conducted to show the efficiency of minor changes in the equipment.

The interest of the engineering department has centered to a considerable degree in the variable load brake equipment which automatically adjusts the brakes to the load that the car is carrying.

"This is the third time this week I've caught you asleep at your desk, Jones."

"I beg your pardon, sir—fact is, the baby keeps me awake at nights."

"Humph! Better bring it to the office with you!"—Passing Show (London).

Delays on the lines are caused occasionally by trainmen not knowing how to cut out motors in the controllers although thorough instruction is given before a man operates a car.

Often a motorman is not called upon to cut out a motor for years at a time, largely due to the efficient maintenance of the electrical equipment, and when an emergency arises, it is found that he has forgotten his early instruction.

Arrows will be painted in on the photographs indicating the switches to be pulled to cut out certain motors. Other features of the equipment, about which trainmen should be thoroughly informed, will be indicated.

Photographs have been used for instruction work, particularly in illustrating the different types of badges used by policemen, firemen, mailmen, track workers, etc., and it is probable that the illustrations will be applied to other features of the mechanical side of the instructions if it is warranted by the interest displayed.

Ma—"Pa, we must send Johnny some spoons for his house."

Pa—"What's the matter now?"

Ma—"Well, he writes that at their dance they had to put a stick in the punch."—Cougars' Paw.

Under Cover Work Done at Division 2

Division Two was never particularly mysterious but it will be considerably under cover as a result of the new roofing of the car house and offices.

The old roofing was removed by workmen of the way and structures department preparatory to placing the new material which will protect the woodwork and assure a water tight covering above the cars.

WIT AND HUMOR

Irate Master (to negro servant)—Rastus, I thought I told you to get a domestic turkey. This one has shot in it.

Rastus—I done got a domestic turkey, sah.

Master—Well, how did the shot get in it?

Rastus—I 'specks they was meant foh me, sah—Dartmouth Jack o' Lantern.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Know The Goods You Sell

THE plan to exhibit photographic diagrams of street car controllers at the divisions and the instruction department, which is announced in this issue of Two Bells, has considerable significance. The plan is designed primarily to prevent delays on the lines due to inability of trainmen to cut out dead motors in an emergency.

It is complimentary to the engineering department to note that some men may operate a car for two or three years without having occasion to cut out a motor, but an emergency may come only once in ten years and when it presents itself a man must be capable of meeting it and maintaining service if he is to be considered a dependable trainman.

There are many men and women driving automobiles who know where the gasoline tank is located but beyond that have little conception of the mechanical features and are helpless when trouble develops, but they have only themselves to consider.

The street car motorman has his passengers to consider. He is not running a street car around for his own transportation convenience but he is running it for the convenience of passengers. Going one step further, it is seen that a trainman's job is not merely running a street car around to pick up passengers who are waiting but it is to sell a five-cent local transportation service so that the man who rides today will feel like riding tomorrow. The necessity for selling service shows itself particularly in the short haul travel. A passenger who has gained a bad impression of the service by one trainman's ability, may decide to walk a few blocks instead of boarding a street car the next time he has occasion to make the same trip.

Knowing the goods is one of the essentials of good salesmanship. A shoe salesman is rated high if he can explain to a customer just how the leather of a certain shoe is treated and what it contributes to the appearance, life and comfort of the footwear.

A motorman does not have to explain the inside workings of a controller to a street car passenger but if he is going to sell service to the public and sell himself to the company, he must know his goods so that he can satisfy the customers. Knowledge of the equipment is one of the most valuable assets a trainman can develop.

-To The New Man-

When things are looking gloomy,
And the world is looking blue,
You're down and out and hungry,
And you know not what to do.
You want a job of some sort,
To keep you on your feet,
You want a bed to sleep content,
And somewhere to go and eat.

You think you'll try the Railway,
Tho' your chances might be slim,
But still you get a real chance,
And they start to break you in.
Now the job has some temptations,
To a very weakly mind,
But don't neglect your character,
Because work is hard to find.

You're given lots of chances,
To make good and show your grit,
And you'll always find the company,
Ever keen to do their bit.
It might be a little difficult
For you to learn the Line,
But the men at each division,
You'll find them very kind.

They are ready to help a student,
And help him all they can,
For everyone, some years ago,
Was a happy Brand New Man.
Now you have to work the Extra List
And you get some early shines,
But don't forget it's the Extra List
That brings you in the dimes.

Then when you're out upon the road,
Just try and wear a smile,
For that's the thing that helps you,
In a job that's worth your while.
You'll have a lot of little things,

To look at as a joke,
For there are always some smart fellows
Who are looking for a poke.

But keep your mind upon your job
And let them have their say,
Don't argue when you're doing work,
It doesn't really pay.
Then should you want some time off,
For somewhere you want to go,
Just put in your name at the window,
Just a day ahead or so.

You'll always find your Foreman,
A very willing sort,
He'll fix the runs and trippers,
And say "Buddy" you are off.
This is just a little warning
To the New Man of Today,
So always do your duty,
In a manly sort of way.

Maybe these hints will help you
And I hope you'll read them too,
But this is the way I got on,
So I know them to be true.
So take a tip from me New Man,
And you'll find that I am right
Stick to your job, and rest content,
And your home will keep up bright.

If you always do the right thing,
You're daily work you'll find
A real pleasure to your self,
And the folks that ride your line.
And don't forget your record,
Keep it spotless if you can
And the LOS ANGELES RAILWAY
Will always keep a MAN.

R. W. W.

BULLETINS

Issued July 27, 1925

BULLETIN NO. 120
Notice to Trainmen

The Santa Fe Railway has recently opened a new passenger station at Avenue 57 and Marmion Way in Highland Park. Trainmen will inform passengers accordingly.

BULLETIN NO. 121
Notice to Conductors

Four pads of loaders transfers numbered 1601 to 2000, inclusive, have been stolen.

Conductors will please watch out for these transfers, secure description of parties presenting same, and make report.

These transfers may possibly be presented to lines "2" and "3" at Lincoln Park.

BULLETIN NO. 122
Notice to Conductors

Pass No. 3395, issued in favor of Mrs. Lena R. Fowler, wife of Motorman Fowler of Division No. 3 and reported as lost in bulletin No. 115, has been recovered.

BULLETIN NO. 123
Notice to Conductors

Pass No. 4831, issued to S. A. Graves, Conductor, Division No. 3, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

P. B. Hill

BUS BULLETINS

LOS ANGELES RAILWAY
BUS DIVISION

BULLETIN No. 280 July 22, 1925

Badge No. 51, issued to H. E. Sweet, is reported lost. If presented for transportation, take up, collect fare, and send to the office with report.

BULLETIN No. 281 July 24, 1925

Operators or Conductors when reporting a defective bus to the garage must, in every instance, state whether the bus is entirely inoperative or not and will also give proper information as to where the bus can be found.

BULLETIN No. 282 July 24, 1925

Los Angeles Railway Bus Division, Green Pass No. 32, in favor of "One Bus Mechanic on Duty," has been lost. If pass is presented for transportation, take it up and send to this office.

BULLETIN No. 283 July 27, 1925

West bound Melrose Avenue Buses will stop to pick up and let off passengers on the North side of Melrose Avenue at a point even with the center of Larchmont Boulevard.

F. VAN VRANKEN,
Manager.

Appreciation

Los Angeles Railway
Cooperative Association.

Dear Sir:—

No doubt your agent keeps you informed concerning Mr. Moore's condition but feel that it is my duty to at least send you a personal letter occasionally to let you know how much we appreciate your kindness to Mr. Moore and how much it means to us.

Your checks have meant more than ever of late because of the fact that two months ago our son had a serious break in health which has affected the heart in a way that his physician tells him it will take months to get over.

He is an only child and of course all that we have to turn to.

Many, many thanks for your generosity to us.

Your agent called on us not long ago and his visits cheer Mr. Moore very much.

Our long hot spell was very hard on him.

With sincere gratitude,
MRS. G. E. MOORE,
6722 Seventh Ave.
Los Angeles.

FINAL PRIZES FOR SERVICE PROPOSALS GIVEN

The final cash awards for suggestions made by trainmen for improvement of service are listed herewith. Announcement was made recently that the awarding of these prizes had to be discontinued because there was not sufficient general interest. A few men at each division have been sending in suggestions regularly and the best of them have been selected and prizes awarded, but officials of the transportation department felt that the suggestions submitted did not reflect the best judgment of the entire force of trainmen, but rather represented the ideas of a dozen or so men at each division. Hereafter credits will be given for valuable suggestions. This will automatically remove the limit of recognition from three a month to as many as may be submitted.

The final awards were made at a recent conference of the transportation department heads. First prize of \$7.50 in cash was given to Operator W. J. Harris of Division Four, who suggested that the line marked on accident reports "car run number" be changed to "train run number" as quite a number of men mistake this for "work run number."

Second prize was given D. W. Beatty, conductor of Division Three, who suggested that a set of charts be prepared showing the electrical wiring of all sets of cars with explanation of where trouble is most likely to develop. He suggested the placing of these charts at all divisions and possibly extending the plan to the car controllers. This is somewhat along the line of the plan for photo-diagrams for car controllers which is being worked out at present.

Motorman M. McConnell of Division Five won the third prize by directing attention to the condition of the ground adjacent to the track on Wil-low street, on Hawthorne boulevard.

Orchestra Working On Radio Program



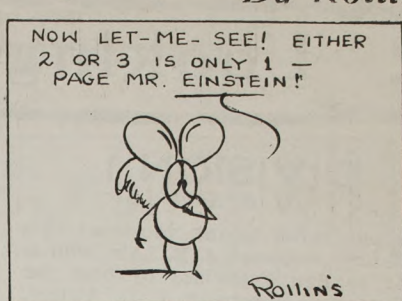
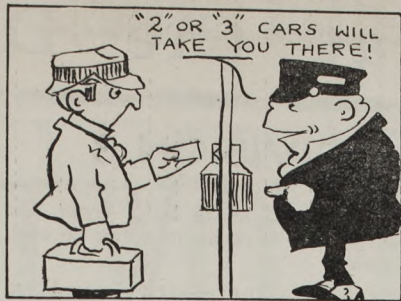
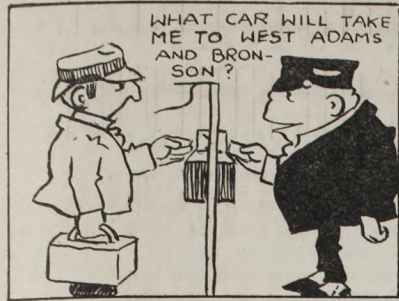
The company orchestra is devoting its time at rehearsals in the preparation for the radio program that it will present the night of August 18, from the Times station, K. H. J.

The musicians are putting in steady work and the results are highly encouraging to Motorman Harold M. Padden of Division Three, who is leader of the orchestra.

Considerable interest has developed in the various departments of the company in arrangements for the appearance of the orchestra as it will be the first appearance of the organization outside of company affairs.

The hour from 9 to 10 P. M. has been set apart for the program. Tune in and tell your friends to listen to the numbers.

Conductor Ding and Motorman Ding Ding



Bouquets And Things (Hand Picked)

For Condr. A. J. Hathwell, Div. 1 Los Angeles Railway. Gentlemen:

Just a word of praise for the splendid, efficient manner Conductor 2302 of the "R" line did his work yesterday.

He took an interest in passengers and was so kind and courteous and right on his job—alert and when questioned replied fully—the passenger being able to gain information.

This is quite unusual to have a conductor care whether you hear the streets or know where you change.

It was a pleasure to ride on a car so ably conducted and a word of praise is surely due from me. I am sure many others feel the same.

We know they have troubles of all kinds that require much patience, but compared with the majority Conductor 2302 is very superior and not merely a figurehead to make change.

Very truly,
MRS. LILLIAN B. NICKLIN
2301 Hermosita Dr., Glendale, California

For Condr. E. L. Rhodes, Div. 3 Los Angeles Railway. Gentlemen:

Just want to say a delayed word of commendation for Conductor No. 1322, who was on the "W" car during the night of the big parades in June. I also wish to state that I have met very few conductors in Los Angeles, who are not courteous and willing to assist in every way possible.

Despite the terrible crowds and commotion on the night of the parades, Conductor 1322 was courteous and careful to see that all ladies were safely on the car, and so good natured that everyone took the crowding with good humor, in fact, they took it as a good joke. A surly or sour-faced conductor could have had people fighting without saying a word. I always feel that a good deed deserves a good word, which we all need as encouragement.

Very truly yours,
G. E. FOWLER
708 1/2 North Ave. 50

For Motr. J. Corsen, Div. 3 Los Angeles Railway. Gentlemen:

I wish to say a good word for Motorman No. 21 on the "E" line. He has on several occasions done others and myself a favor.

This morning at Western and Santa Barbara he held his car long enough for several of us to cross the street and get on. And once before he flagged down a "V" car and got me to work on time.

I can't help but say that he is all a motorman should be.

Yours respectfully
ADOLF GISBRECHT
10323 Walnut St.
Lennox, Inglewood

For Condr. W. C. Sanders, Div. 5 Los Angeles Railway. Gentlemen:

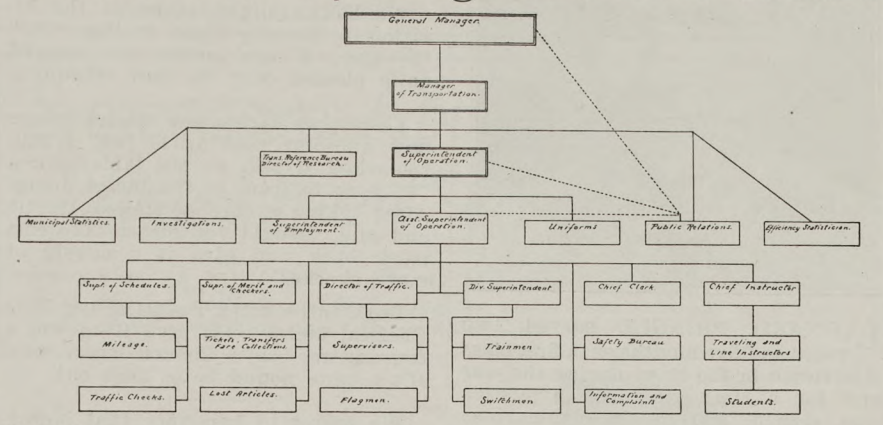
The writer of this letter has made almost constant daily use of your cars for the last five years, and I am going away for awhile and just want to say I think you have an unusually efficient service and a fine lot of men on your cars. I would like to say some very nice things about a lot of them whom I have seen under some very trying conditions.

I don't know any of them by name and only one by number—that one is Conductor 568 and have ridden many times with him on the "M" lines and have been impressed with his close attention to the details of his car and his uniform courtesy to the people.

I am a close observer of people and things and I believe there is no class of men who are placed in a more trying position than street car men.

Yours truly,
W. P. MURDOCK
4251 La Salle Avenue

Department Responsibilities Shown by Organization Chart



YEARS ago when someone asked the question, "who is boss around here" the standard answer in American business offices was "if you want to find out, just start something." Today when the same question is asked, we show the advantages of an advanced civilization by saying "just a minute and I will get you the organization chart."

With this as an introduction Two Bells presents the organization chart of the transportation department as it shows graphically the line of authority and responsibility.

Mr. Anderson at Head

The transportation department is headed by the manager of transportation, who is George Baker Anderson. He is directly responsible to the general manager for the conduct of the department.

The lines from the section marked "manager of transportation" lead to the departments which report direct to Mr. Anderson. They are: municipal statistics, investigations, transportation reference bureau, public relations and efficiency statistician. The dotted line from general manager to public relations department indicates that on some matters of publicity, advertising, etc., particularly those outside the transportation department,

the public relations department works under direct orders of the general manager. The dotted lines between superintendent of operation, assistant superintendent of operation and the public relations department indicate a similar arrangement, principally in connection with Two Bells.

The superintendent of operation exercises direct jurisdiction over uniforms, employment and the office of the assistant superintendent of operation.

It will be noted that all the offices and departments listed on the three lower lines of the chart report through the office of the assistant superintendent of operation.

Report to Superintendent

The trainmen and switchmen of each division are responsible direct to their division superintendent, as the chart shows.

The director of traffic is in charge of supervisors and flagmen. The superintendent of schedules has charge of mileage calculations and all traffic checks. The chief instructor has charge of traveling and line instructors and of students.

The chart provides a quick method of ascertaining responsibility and authority and it is well worth careful study.

Hill Line Crews Team Well Collect Fares For Each Other

THAT West First street line, with its two magnetic cars running from here to there in the midday period, has other peculiarities than the hills, and permits a fine degree of team work between the two crews.

As an indication of how this team work appeals to passengers, the following letter from B. A. Hughes, 326 Cotton Exchange Building, is presented.

"A week or so ago the eastbound car on the West First street line had made a stop at Belmont avenue, and had not got under way until the westbound car came alongside. The conductor on the westbound car asked the eastbound conductor if the latter had paid a passenger's fare an hour or so ago. On receiving an affirmative reply the westbound conductor handed

over to 'Casey', the conductor of the eastbound car, a nickle which the passenger had given him to be handed to 'Casey.' 'Casey' told me the details of the matter as we came into town. He had paid the passenger's fare to avoid handing the patron some three or four dollars in small change for a five dollar bill. The number of the conductor who paid the fare was 1392, but I failed to get the other honest conductor's number.

"I am telling you of the incident for whatever use you may wish to make of it, and I was thinking if Diogenes should come to life again, he would throw away his ancient lantern and be guided by the street car lights and be rewarded by finding three honest men."

Conductor J. L. Carnine wears badge

Bu Rollins

On The Back End (Contributed)

A man on the car was a trifle restless and talkative. In fact was under the influence of liquor. Mr. McNaughton of the public relations department, stepped up to the conductor saying, "Do you allow drunken men to ride on this car?" "No," was the answer, "but if you keep quiet maybe nobody will notice it."

Said a conductor of his student, "I've taught him everything I know and now he don't know nothing."

Rastus—"Here's dat quatah ah borrowed from yuh last year."

Sambo—"Yuh done kept it so long dat Ah don't know if it's wuff while for me to change my 'pinion of yuh jes fo' two bits."

OVERHEARD ON THE CAR

First Passenger—"Who was that guy you were talking so nice to?"

Second Passenger—"Aw, that's my old family druggist."

Fitzurse—"I say, Cedric, old bean, old top, old chap—glimey, Lor'lumme, 'ows your bally, blooming, eh what, pip-pip, cheery-frightfully-o, balmy, rip-ping, topping and all that sort of rot you know—toodle-oo what ho!"

Bowlingbroke—"Must have been two other fellows."

Rubbernecks attention.

A sign in a store across the street says, "We sell rubber collars."

THE DANGERS OF DARKNESS

Mother—"You're not afraid to go out into the dark kitchen, are you?"

Esther—"No, not now, mamma, but I was last night."

Mother—"What were you afraid of?"

Esther—"I went to get the cake left over from dinner and I was afraid I wouldn't find it."

Wife—This paper tells of a man who lives on onions alone.

Hubby—Well, anyone who lives on onions ought to live alone.

Policeman (producing note book) "Name, please."

Motorist—"Alogsiurs Alastiat Cyprian."

Policeman (putting away note book) "Well, don't let me catch you again."

A man had fallen overboard and a tragedy was at hand.

"Throw him a lifesaver!" yelled the captain.

"Oh no!" shrieked Algy. "Worst thing in the world you know, really. They take the breath away."

1392 with grace and dignity.

The incident illustrates the pleasure of service that a man can get out of his work, but we do not recommend that line "M" conductors try exchanging fares at Seventh and Broadway.

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

Among those taking vacations this week are: Foreman J. B. Lair, who is going to San Francisco by boat for two weeks. Motorman J. D. Altizer, who is leaving for Spokane, Washington, to visit relatives, and Motorman A. L. Goodrich, who is going on an auto trip to the Grand Canyon.

It has been reported that Conductor R. W. Brigham, who left some time ago on a hunting and fishing trip is on his way home. Brigham had the misfortune to lose most of his bait having left it out one night and some wild turkeys discovered it. Being without bait the fish refused to bite, so homeward bound.

Motorman Rom will be seen around the barn wearing even numbers in the near future. Rom says this change is necessary on account of shattered nerves. We have noticed for some time that Mr. Rom has been falling off in weight probably due to lost motion in grabbing for the gong cord. However, we hope that the change will be of benefit to all concerned.

In answer to numerous inquiries as to what has become of "Shorty" Cormier, will say that since Cormier has started housekeeping he is very conspicuous by his absence around the division. Shorty says that cigars, late hours and dining in the L. A. Lunch room are all past history now.

Instructor Andy Anderson, who has been on the sick list on account of an attack of ptomaine poisoning is again up and around. He has recuperated to the extent that he can now indulge in a near beer occasionally and play a mild game of pinochle.

Bughouse Fables: Conductor Curly Adams speaking—Mr. Barber, give me an Irish Bob please.

This is a little previous but we hear that Conductor Abe Light is contemplating marriage in the near future. Who's the lucky girl, Abe?

Motorman Will Matthews is riding around in a Brand New Essex, having decided to give his old Ford a rest for the summer.

DIVISION 2

H. T. Hansen

The other night a funny experience happened to H. O. Glenn. He waves a wicked flag over the "Grasshopper" on South Park while the storm drain is under construction. Glenn made a flying leap sideways barely escaping a motorist who didn't believe in red lanterns. One of the red lanterns went flat under the balloon tires of the juggernaut. The tire came off second best in the encounter with the lantern globe. This irritated the motorist quite a bit, and among other things he said the company was going to buy him a new tire or he would know the reason why.

Glenn, always willing to be of service said, "Sure, go up and tell Mr. McRoberts that I saw the red lantern jump on your tire and chew it up."

Charles Devaum, connected with the storeroom department in the South Park shops, announced the arrival of an 8-lb. baby. Mother and child are doing nicely. Congratulations and thanks for the cigars."

High up on Mt. Baldy in a camp by that name, is a picturesque little cabin built out on a rock-ledge. What's the idea of all the description? Well here is the reason. This cabin is owned by Motorman Van Soest, and

Who's Who



LEONARD PRINGLE served two years and five months as a first-class electrician in the Navy during the war and for a time after the Armistice was signed. After the submarines had left the Atlantic and the German ships had discontinued their playful pastime of leaving floating mines on the water for ally ships to strike, Pringle was on a navy mine sweeper. As if that was not enough excitement to crowd into his young life, he came to Los Angeles after completing his time, and went to work in the office of the company's garage at Sixteenth street.

The development of bus operation has made this office not only busy, but highly important in the organization. He has introduced several time saving devices that has increased the efficiency of the office and he has made himself popular with everyone who goes to the garage to get five gallons of gas and a quart of oil.

he and Conductor A. A. Shewmaker are spending their two weeks' vacation there. They are having lots of fun improving the grounds and cabin, and are taking much pride in their work.

The "Wanderlust" has overcome W. A. Pilon and G. Doerflinger. Their two weeks' vacation has been spent in a trip to Seattle, Washington, via San Francisco and the Columbia River.

Foreman J. A. Madigan is on a vacation. We expect that he will take a little trip to Tia Juana again.

Conductor M. C. Coster is now up and around after his serious accident when he fell through the exit-door with the car going at the rate of 25 miles per. The Division is glad to hear of his recovery.

BUS DIVISION

Elmer Wood

S. C. and Joe McCormick met with a terrible accident on their way to Canada, in which they and their wives were badly hurt. It happened in the northern part of California. They were going through some smoke on the road when they met with another vehicle head on, demolishing both cars.

Notice to all Operators: When getting water at the oil station at Wilshire and La Brea, pull around to the northwest corner of the station so as not to block the air hose on the other stands.

L. L. Kidder's wife arrived from Casper, Wyoming, although she has been here some time, Kidder wouldn't tell anyone. You know how these

DIVISION 3

Dan Hanley

Foreman Owens is back from his vacation and says he is going to rest up now.

If you have any relatives way back East and you have been trying to get them to come to California and they have written you that they would like to but are afraid to take a chance on the old family flivver, write them and say that we send lots of things back East in tins.

We had a slight quake at the division on Monday night on lines "W", "2" and "3" and every one seemed quite pleased over the new schedules.

Yes sir, we have a new electric range now and our cooking is just grand, remarked Myrtle, as she laid down a "T" bone in front of Conductor Jones. After taking a bite he called Myrtle and said, "Would you please take this steak back and give it a couple of more shocks."

Boys, introducing Papa Coburn from Chelsea, Mass. "I'll give it to you a few cigars," says Coburn (may be). It's a nine pound baby, Oui, oui.

We regret to announce that Motorman E. Wagner, who has been in the employ of the company about eight years passed away Monday night. Ed, as he was commonly called by the boys, was sick only a few days but recently his mother died and he took it very much to heart. His body was taken to his old home at Ida Grove, Iowa, Wednesday by his brother.

sheiks are, they don't want you to know they are married.

Be courteous.

Just a word about coming in the gate on Sixteenth street; there has been but few accidents here, but unless some of you come in a little slower there is going to be a horrible crash there, and I am sure you don't want to be the one that has it. Also, whenever possible, give trucks the right-of-way and be on the safe side.

W. A. Ellis wishes to thank the party that mailed the package to him that he lost at the Bus Division.

On vacations: J. E. Summers is taking a fifteen-day leave, and V. G. Smith a thirty-day leave. Out of the Garage, H. Hinze and Bob Crawford, are taking fifteen days in which they are driving up to Yosemite Valley in Bob's Chevrolet. Horace Franklin (the head auto washer) is in San Francisco from whence he is going to Chicago. The boy is sure traveling.

Back from their vacations: L. J. Potter (who was married) returned before his thirty days were up which brought the cigars around a little sooner. Thanks. We also thank H. E. Sweet for his cigars.

A. C. Adams is back after twenty days of illness; C. G. Day, night receiving clerk, who has also been ill for eighteen days, is back.

DIVISION 5

F. J. Mason

Motorman E. E. Gribble got all peevish last Monday. And for a good reason too. He had just got in the bath tub and found out that Father Time wouldn't permit him taking such and pulling his run too. He jumped out, threw on his negligee, etc., bolted only half of his dinner down, and breathlessly called for his run. He then chased over to track 13 and had just two minutes to get out, and Ye Gods, there stood a car in front of his. That alone is enough to make

DIVISION 4

Benedict and Vejar

Motorman F. P. Hommel sent us a folder containing a nice bunch of views of Virginia, Minn., which is said to be the center of the biggest producing iron mine in the world.

"You couldn't lend me a half dollar, could you?" "How did you guess it."

Foreman Boyd purchased a sea-going Navy hammock the other day and made plans to use it on the sleeping porch of his cabin. He took it out and stretched it up and retired in due course of time. After sleeping maybe five minutes, he had a dream of a heavy earthquake and found his blushing bald-spot caressing the floor. Not thinking anything about the incident he swung himself back in his perch like a true Evolutionist and went quietly back to sleep. His dream this time was of a heavy storm and rough seas on the ocean, probably caused by sleeping in a sailor's hammock, but just as the ship sunk, he woke up again and found his feet still in the hammock and himself sinking in reverse. Nothing daunted he tried it again but after applying arnica to his naked bean. In about five more minutes he decided that a prairie schooner would carry him henceforth whenever he felt sea-worthy. The hammock will now be auctioned off to the highest bidder.

Motorman Wisdom has joined the vacationists and Motorman Kennard is on his way to Seattle. Kennard did not play first base (bass) in the band, just the melo-phone.

"I have an awful cold in my head." "Well, that's something."

"I know a very good story—but perhaps I have told it to you before." "You certainly haven't."

Nervous Youth—Darling, you are the breath of my life.

Girl—Well, why don't you hold your breath?

We were grieved to learn of the death last Wednesday morning, July 29th, of Motorman E. F. King, one of the old timers of this Division and in the service of the company. Our sympathy is extended to his bereaved family.

any man cuss, but that's not all. He called Carl Gordon and Ed. Kasal and wanted that car moved right now as he was due out in one minute. Ed. then asked him what time he was due out and Gribble replied "3.55." "Well, brother," said Ed., "You just go and sit in the shade for an hour and watch that little hand on your watch move around some."

Fashion Notes—Heine has a new pair of white overalls striped with blue.

Harry Travis, the renowned dispenser of Pacific Mutual Policies, furnished quite an entertainment for the gang here last Friday, when he stood shoulder to shoulder with a prospect and interviewed him via long distance telephone.

If you want to know how this is done, ask Harry, for he claims it is sometimes very effective.

Jack Nester says that the next time he calls for a car change, don't send Heine out with it. Stuck him eight minutes one day last week. Of course, Jack said, Heine had a new conductor who was pulling the trolley down as fast as Heine put it up and putting the other one up as fast as Heine pulled it down. After eight minutes of foot racing around the car, Jack finally got his change off.