

Three and Five Lead Over Four

Whoopie!

Just look what that sprint did for Divisions Three and Five in the race for witnesses per accident for the month of September: Division Three took first place with 7.98, just a cat's whisker below 8, and Division Five, second place, with 7.64.

Division Four, who has held first place for many months, fell back to third position.

Ferguson's Division is to pull up the cobblestones in Idell Street and give a street dance.

Division One came in fourth position and gave the cellar position to Division Two.

This is how they line up for the month of September:

	Witnesses Per Accident
Division Three	7.98
Division Five	7.64
Division Four	7.38
Division One	6.75
Division Two	6.62

With all the tumbling and changing of positions, the divisions are to be commended on the manner in which they are holding up high averages. It will be noticed that the first three divisions again went over the seven witnesses mark—the same as in August of this year.

Increased Service to Meet Travel

To meet the travel demands, increased service has been provided on Lines "2" and "3" from Glen Airy during the A. M. rush period. This change was effective on October 6th.

On Line "J" the service has been increased on West Jefferson Street during the morning rush. The change was made October 3rd.

On Vacation

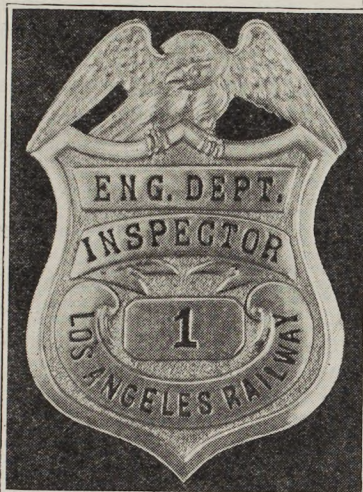
L. A. Recappe, Superintendent of Schedules, is spending his vacation between Santa Barbara and San Diego—possibly points south of San Diego.

Seven Months More

Daniel Healy, Chief Instructor and Lion Tamer, announces that all the men of his department who were on vacation have returned and everyone is on the job to continue the work of the examinations started some time ago.

According to Healy, it will take about seven more months to complete this work.

Bill Cavett and New Badge



Engineering Department Adopts New Badge For Inspectors

Trainmen, particularly old-timers, need no introduction to the picture of the gentleman holding up one of the new inspector's badges on his coat.

Inspector W. R. Cavett is seen displaying one of the new badges which will be worn by all Mechanical Street Inspectors commencing Tuesday, October 11th.

This badge is far more attractive than the old type and will be worn by the "trouble shooters" in the position as shown in the picture, while they are on duty. This is the ruling and is covered by Bulletin No. 145, which informs motormen to admit these inspectors in the front exit door if there is any mechanical defect to the car. These badges are numbered from one to twenty-five, inclusive.

W. R. Cavett wears Badge No. 1. "Bill," as he is affectionately known, manages to keep that "school-girl complexion" in spite of the fact that he is now serving his thirty-fourth year with the Company.

He is in charge of all mechanical equipment on the road; is responsible for the trouble shooters and looks after all reports of mechanical trouble to cars while in service. These reports are sent in daily to William Brown, General Foreman of Car Houses, and are so segregated that the types of mechanical defect and the divisions out of which the cars operate are carefully detailed and recorded.

Bill started with the Company in September, 1894, and has been with the street car industry since its infancy. He has seen numerous changes since that time and believes that the

street railway equipment of today has reached a high stage of efficiency.

Bill, along with his corps of trouble shooters, knows where and how to shoot trouble and always aims to kill it.

Somewhat Better

According to the records for the month of September, trainmen were more courteous than during August.

Each classification for complaint was slightly reduced during September, with the exception of "Fare and Transfer Trouble." This item showed an increase of 11.

Dangerous operation was reduced to zero during September.

The total number of complaints for August was 143 and for September, 139, a decrease of four.

Commendations were two less than in August. September was 38 and August 40.

New Track Work

The Engineering Department is working on renewal of crossing at Macy and Alameda.

Work is also under way on complete reconstruction of track with 116-pound girder rail on Pasadena Avenue, between Avenue 18 and San Fernando Road.

Personal Mention

After all the trouble for a great reception in honor of the return of T. G. Duvall of the Treasury Department, he returns—brideless. The shoes have been returned to the owners.

Radio Mystery Solved

In the quest of news the Perambulating Editor happened in one of the Divisions last Thursday afternoon. The usual hubbub was strangely missing, save a lone voice coming from the radio. Men were listening intently. It was too late in the afternoon for the World Series—why the attraction?

"... I have never met a driver of an automobile who held a poor opinion of his own driving ability," said the familiar voice.

The Perambulating Editor thought it best not to disturb them to ask who it was and what it was all about. "... all of us have the God-given faculties for self-protection, if we use them," the voice continued. "The most important are the eyes and ears—sight and hearing. The eyes are endowed with the faculty of photography—the ears, thousands of different sounds from as many directions may be carried to you."

The Editor seated himself in a chair nearby while the voice continued: "... our safety depends so much upon our power of observation and the season is fast approaching when the minds of people are occupied with other things. The Indian is taught to be a natural observer, because his very existence in the past depended upon this faculty, and it is the thing out of the ordinary that attracts his attention, just the same as things out of the ordinary in the streets attract our attentions today.

"Automobiles passing standing street cars cause about thirty people to be injured each month—women alighting from moving street cars create accidents daily—people covering their heads during a rainstorm and dashing across the street—the jaywalker crossing at any point in the street other than the proper place—the driver of an auto crossing intersections at about 30 or 40 miles an hour—all these, and more, are contributing to the terrific toll of human life.

"During 1925 and 1926 more than a millions persons—men, women and children—were killed or disabled by automobiles in the United States. The total number of Americans killed or wounded in the World War was 242,000. That makes warfare look like a Sunday afternoon picnic when it comes to killing them off."

Well, the Editor stayed until the last of the talk, when KFWB announced that John Collins, Supervisor of Safety of the Los Angeles Railway, had been giving one of his safety talks.

"So," as Mory Leaf of radio fame would say, "we found out gredully who it was spikking."

~ TWO BELLS ~

Published by and for the Employes of the Los Angeles Railway

A Herald of Good Cheer and Cooperation

Janett Converse Publicity Manager
W. T. Shelford Editor

Why The Supervisor

No business, no matter how loyal or efficient its personnel may be, can be fully successful without proper supervision.

Two men assigned to the performance of similar duties may be equally loyal and efficient and yet may have wholly different ideas as to just how those duties should be performed, but as it is necessary that some system be followed in order that uniform results be obtained, rules governing the performance of these duties must be made. When such rules are made, supervision becomes necessary in order to see that they are followed out, otherwise the rule is useless.

In our business, even when a conscientious attempt is made to follow such rules, circumstances beyond control will frequently cause breakdowns or failures in the machinery of the service. These must be corrected as soon as possible and our duties to the public performed to the best of our ability, hence a supervisor.

The supervisor is expected first of all to keep the service on his line operating as nearly on scheduled headway as is possible with due regard to safety.

In order to do this he must be promptly informed of delays, and in order to properly account for his own work he must know fully the cause for such delay. He must take immediate steps to correct the results of the delay, and he must use such train runs or such men as are the most convenient for the correction of the delay and the re-establishing of headways regardless of the personal interest of the trainmen involved.

The supervisor must keep himself posted regarding conditions on his line which might eventually result in disruption to the service, or might eventually be the cause of an accident. In order to do this he must have prompt and cheerful co-operation from the men operating on his line.

Discovery Day

After sixty days of sailing amid anguish, ridicule, misery and sickness, land was sighted by Columbus on the memorable day of October 12, 1492, and a salute fired from the good ship "Pinta" of the caravel of cockle-shell craft, announced the discovery. Thus marked to go down in the annals of history, the indomitable courage of the man, who in the spirit of fearless enterprise, set out to find a passage to the Indies through uncharted and unknown western waters.

He didn't find a passage to the Indies, but instead found a greater thing; an entirely new hemisphere, previously unknown to the civilized world. The marvelous undertaking, carried through with intrepid heroism and adventurous spirit, paved the way for other explorers to open a new and tremendously important chapter in human history.

Had it been a present-day discovery, movie contracts, yes, hundreds of contracts, would have been offered him that would have made him a millionaire, and although towns, counties, states and countries have been named after him, with all his heroism, he received no material reward, not even a pension, and finally died in poverty. Even today there is contention about the exact location of his remains.

But he set his sails by the stars and by following them found a new firmament and a new world. His fame still shines as brightly as those stars which guided him on his perilous voyage.

Rescue Of Wild Life

Louisiana—though one of the first territories settled by white people in this country—is today the chief fur-producing state of the Nation. Within its borders more pelts of fur animals are produced yearly than in all Canada.

When the Mississippi recently went on a rampage and devastated vast areas it was freely predicted that wild life would be exterminated in the flooded sections. Due, however, to the able efforts of the conservation agents, thousands of animals were saved so that they may reproduce their kind in their favorite woodland haunts when the waters have drained off and the great river is again harnessed.

If the saving of human beings was spectacular, the salvaging of great deer herds and fur animals and the wild life was even more so. When the first waters rushing through the shattered levees crossed the Louisiana line and began filling the low wooded areas, the frenzied rush of denizens of the wild began.

It was sink or swim for the deer. Fawns unable to make the journey were transported across the yellow waters by motor craft and row boat, while on Macon Ridge and Sicily Island, the two Louisiana points sufficiently elevated above the flood crests,

was gathered the most remarkable collection of children of the wilds ever brought together since Noah. Beasts of prey and those upon whom they preyed lay down together like the Biblical lion and lamb.

A region which last year produced more than \$4,000,000 worth of muskrat furs, was flooded when the levee was dynamited to save New Orleans. "Life rafts" for muskrats were floated on the flood waters. No animal, large or small, is more shy than the muskrat. But with the coming of the flood its fear of man disappeared. Thousands of them were rescued from the flotsam on which they had taken refuge. The building of rafts by the conservation agents was inspired by watching muskrats escape from their homes. When the flood waters rose over their homes, they constructed rafts out of grass stalks. This display of natural instinct gave the conservation agents their idea.

Many deer and bear were trapped by the muddy waters.

There is no doubt that, if carefully protected, the wild life of the Mississippi Valley will replenish its kind, but a recurrence of such a tragedy as the recent flood may drown the remnants of the South's wild life.



LARY LAFFS



AIN'T IT GREAT?

Ain't it great to be an editor
And sit up late at night,
And scratch your wool
And shoot your bull,
And write, and write, and write?
And it doesn't matter how we
Scrape our fingers to the core,
Some poor benighted boob will
pipe,
I've heard that joke before. —Ex.

Son: "Our garage man's got a better radio set than ours, mama."

Mother: "What makes you think that, dear?"

Son: "He said he knew he'd get hell when he went home tonight."

A salesman, bringing his bride south on their honeymoon, visited a hotel where he boasted of the fine honey.

"Sambo," he asked the colored waiter, "Where's my honey?"

"Ah don't know, boss," replied Sambo, eyeing the lady cautiously, "She don't wuk here no mo."

"Where is the manager office?"

"Follow the passage until you come to the sign reading, 'No Admittance.' Go upstairs till you see the sign, 'Keep Out.' Follow the corridor till you see the sign, 'Silence,' then yell for him."

The foreman of a gang of railway men had more than his share of Irish wit.

One day he was walking along his section of the line when he found one of his laborers fast asleep in the shade of a tree.

Eyeing the man with a smile, he said:

"Slape on, ye idle spalpeen, slape on. So long as ye slape ye've got a job, but when ye wake up ye're out of wurrk!"

A Jew and a Scotchman were arrested for being drunk and disorderly.

When they were brought into court the judge asked the officer where the other man was.

"Your honor, there was no other man."

"There must have been, who bought the booze?"

"I suppose you carry a memento of some sort in that locket of yours?"

"Yes, it is a lock of my husband's hair."

"But your husband is still alive."

"Yes, but his hair is gone."

Rufe Johnson's pet hound disappeared.

Rufe put the following ad in the paper:

"Lost or Run Away—One liver-colored bird dog called Jim. Will show signs of hydrofobby in about three days."

The dog came home the following day.

The parson met a parishioner of disolute habits. "I was surprised, but very much pleased," said he, "to see you at the prayer meeting last night."

"So that's where I was!" replied the man.

Teacher: "Robert, here is an example in subtraction. Seven boys went down to the creek to bathe, but two of them had been told not to go in the water. Now, can you inform me how many went in?"

Robert: "Yes'm; seven."

Benny (having difficulty in teaching little sister to whistle): "Aw, just make a hole in your face and push."

"My razor doesn't cut at all."
"Why, Henry, you don't mean to tell me that your beard is tougher than the oilcloth!"

Bulletins

ISSUED OCTOBER 10, 1927

Street Car

NO. 143—NOTICE TO CONDUCTORS

Fireman's Pass Book No. 37048, issued to Engineer Howard T. James, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

NO. 144—NOTICE TO CONDUCTORS

Pass No. 2734, issued to Aldelean Neal, Car Cleaner, Mechanical Department, reported as lost in Bulletin No. 119, has been recovered.

NO. 145—NOTICE TO CONDUCTORS

The following Firemen's Pass Books are reported lost:

No. 17566, issued to Fireman John A. Cross.

No. 35505, issued to Fireman George Chaffin.

No. 37831, issued to Fireman S. Madrid. If presented for transportation, take up, collect fare and send to this office with report.

NO. 146—NOTICE TO TRAINMEN

Effective October 11th, 1927, use of the old style car inspectors' badges will be discontinued, and a new badge, the same size, shape and style of United States Special Delivery Badges, reading on same being "Engineering Department, Los Angeles Railway, Inspector," and numbered from 1 to 25, inclusive, will be substituted.

When these badges are properly displayed on the outside of coat, inspectors may be admitted to the front end of cars by the motorman the same as uniformed Police Officers or Mail Carriers.

R. B. Hill

Division Assignments

The following men have been sent to their various divisions during the week ending Wednesday, October 5:

To Division Two: Motormen W. Ruckman, E. Dolan, I. J. Jordan, G. W. Saltz, H. C. Fricke, W. H. Cress, L. D. Clark, C. V. Barnett, A. S. Mason, L. J. Hoff, Conductor C. M. Wells. To Division Four: Motormen C. L. Ferris, H. R. Van Dyke.



The two cute little nippers in the driver's seat, from left to right, are Garvin and Marvin Hills, twins, age seventeen months, with their little sister, Gwendolyn, age three and one-half years, children of Conductor D. C. Hills of Division 5.

Vacationing

Williams Olds of the Drafting Room is visiting relatives in New York City.

M. D. Perrin of the Safety Bureau is vacationing in Seattle, Wash.

Miss E. Christenson of the Purchasing Department is vacationing in Florida.

Bouquets



Left to right: G. R. Whitney, L. Jurick, H. W. Gustafson, J. W. Biggers, V. A. Biggers, R. Lightfoot, A. M. Wood.



Left to right: H. W. Frazier, J. W. Head, W. H. Wisdom, G. H. Slatford, L. C. Price, S. Scheinert, O. E. Goodwin

For Conductor L. C. Haynes of Division One from R. M. Thomson for his kindness in getting off the car to help a woman and her baby to alight.

For Conductor G. R. Whitney of Division Three from Miss Aileen Douglass for his courtesy in assisting an elderly woman to board his car and helping her to the safety zone when she alighted. Miss Douglass writes: "I have noticed him several times and he always appears pleasant and has a courteous answer to the most trying questions."

For Conductor L. Jurick of Division Three from Victor Dollar for his courtesy in paying his fare when he found he had left his purse at home.

For Conductor H. W. Gustafson of Division Three from Miss Ida P. Purdue, who says: "I wish to express my appreciation of the courteous treatment shown by Conductor 1410, on the "L" car, to my aged mother and to other passengers."

For Motorman J. W. Biggers of Division Three from W. Boyce Lee for his unfailing smile and efficient and courteous service.

For Conductor V. A. Biggers of Division Three from Mrs. Silvermail for his kindness in lending her car fare when she found she had no purse.

For Conductor R. Lightfoot of Division Two from L. R. White for his kindly courtesy in directing him to his destination when he arrived in the city late at night.

For Conductor A. M. Wood of Division Two from C. A. Newton for his pleasant and efficient care of passengers.

For Conductor H. W. Frazier of Division Four from Ishmael Pierre Flory in admiration for his smiling and gentlemanly handling of patrons, especially in waiting for an old lady after the "Go" signal had rung.

For Conductor J. W. Head of Division One from Mrs. H. E. Seymour for his patience in answering many questions, and kind assistance in aiding passengers.

For Motormen W. H. Wisdom and G. H. Slatford of Division Four from Marion Shanofelt for their unfailing consideration of car riders' comfort.

For Conductor L. C. Price and Motorman S. Scheinert of Division One from Mrs. R. E. Price for their "blue ribbon" conduct in helping a blind man across a traffic laden street to his destination.

For Conductor O. E. Goodwin of Division Four from E. Bradley Ward praising his willingness in giving information.

For Motorman J. A. Defty of Division Two from Miss M. M. Greene for his sympathetic consideration in giving her his stool and cushion to sit on when she was suffering from an injured knee.

Bus

Top: Conductor W. A. Ellis.

Bottom: Operator John Nickel.



Here are a couple of bouquets for men of the Bus Division:

To Conductor W. A. Ellis from Mrs. C. Barkman for his courtesy to an elderly couple in seeing that they alighted at the street they wanted, and for his wide-awake service in the interest of the Company. Mrs. Barkman says: "He is trying to do his bit by strewing flowers and sunshine (smiles) along life's pathway as we journey along."

To Operator John Nickel, from Nurse Anna M. Austin for his smooth operation in driving the bus. The writer says: "He certainly is an excellent driver and a valuable man to your service."

Legal Question Box

Q. Who may put a lien on real property? S. G.

A. Contractor, sub-contractor, material men and all persons performing manual labor.

Q. I have a note against a man who has died since signing said note. How will I establish my claim? J. N.

A. You have to secure handwriting evidence in order to show the signature is genuine. You can also put on other witnesses to show the handwriting.

Q. I leased a hotel under a written lease at \$600.00 per month. Later business gets very poor and I make an oral agreement with the landlord that I will have to pay only \$100.00 until business picks up. It picks up in about a year and I start paying \$600.00 again. Is this an executed oral agreement which will alter the written lease so the landlord cannot recover the extra \$500.00? C. L.

A. No. The tenant or you are legally bound to pay the \$600.00 all the time, as there was no consideration for knocking off \$500.00 per month.

Q. What is rule to latent and patent ambiguity? R. I.

A. The rule is that you cannot introduce parole evidence to explain either a latent or patent ambiguity unless you bring it under one of the regular exceptions of the parole evidence rules such as introducing oral evidence on grounds of mistake, fraud, etc. EXCEPTION: In case of equivocation you can introduce oral evidence to show intent of maker.

Q. Can affidavit be used as evidence in trial of a case? M. A.

A. No.

Q. Wife in divorce alleges that there is no community property and knows that there is. Can she afterwards claim interest in \$5000 community property? R. G.

A. No. She is estopped.

For Sale

Radio, neutrodyne, four-tube set. Complete equipment, loud speaker, new tubes, new batteries; \$30. B-135.

To Board

Will give good care to a child in my home, days only; two blocks from school, near Division Three. B-136.



Little Roy Griffin, son of Conductor Roy Griffin of Division Four, and Betty, four-year-old daughter of Conductor F. U. England of Division Four.



Division Five

FRED MASON

Last Tuesday, Conductor Albert Gilstrap's wife put him up a nice lunch to take to work with him. She put it up in a nice little bag and laid it on the sideboard for him and called his attention to where it was. Albert, upon leaving the house, picked up the little old bag and went to work just like good husbands do. When the time came around for his "chow" trip, just before reaching the end of the line, he fished out his lunch bag and was sorely disappointed to find that he had picked up the wrong bag, the one which he had being full of clothes pins.

Motorman F. J. Miller writes us from Chilton, Wis., where he says they are having lots of rain and some frost. Says he is going to Chicago shortly and on his way back to Los Angeles he will possibly stop off at Denver and Salt Lake.

Another one of the late vacationists, Motorman Jack Nester, writes from Niagara Falls, where he says he and his wife are having an excellent time.

As we remarked last week, Motormen Harry Bush and L. Schoffner were going to bring home the venison, and they did. They got a three pointer and had a lot of fun besides.

Our radio is working overtime this week broadcasting the World Series, but if the boys playing pinochle don't quit banging their knuckles on the table while the game is on, there's going to be a riot. Even Jack York is hollering about it.

Motorman H. T. Hart sent in his resignation last week and is now with the Southern Pacific. He wishes to be remembered to all the boys.

Motorman R. T. Todd is off for a couple of weeks vacationing and is taking in all the trips at Catalina.

We made second place in witness average last month. How about making it first this month?



Division Two

E. A. MOXLEY

Tex Bourland is now the champion of the checker board; T. J. Murphy has traded to Division Four, and he has nothing to fear from the others.

The boys extend their heartfelt sympathies to Conductor E. F. Weaver, whose father passed away Monday night. E. F. is taking the body to Dennison, Texas, for burial.

P. J. Boyer has been home sick for several days; he had all his teeth removed and the after effects aren't so good.

Superintendent Dickey returned to the old job Thursday morning after being among the absent for nearly a month. He started on his vacation, but ended up at home very much under the weather, due to some trouble with his teeth. He is coming around fine now and patiently waiting for the deer season to open next year.

I. Kudler was in for a few days the fore part of the week from Victorville, where he has been resting up for the past month. After a visit to the doctor's office he hit out for the hills again.



Division Four

C. J. KNITTLE

Signs of prosperity are rampant around the division. Conductor Ketchum has a new Chevy and Conductor Buckman has a new Willys-Knight.

Conductor D. J. Vanderlinden returned from a four months' leave last Sunday.

Well, we landed in third place in the witness averages for the month of September, but you can make up your minds, folks, we done our dingdest.

Conductor W. D. Porter of "P" Line seems to be running a race with Conductor Farr for growing side whiskers, but half a glance tells us "Pappy" Farr is way in the lead.

The new "P" line schedule, which sends us over a good portion of the "B" line route, is tight for time, although it has done away with lots of Russian.

Motorman O. R. Adams has resigned on account of ill health. Conductor M. E. Fuller resigned to take another position. Both men were on the extra list.



Bus Division

ELMER WOOD

Operator L. L. Kidder and Conductor P. H. McKay are leaving this week for Casper, Wyo. It is rumored that Pat may lose hold of the golden chain of bachelorhood and grab hold of the strings that will tie him to matrimony. Anyway, he has received some very romantic letters and admits that he will stop off at Denver, Colo., on his way home. So you can draw your own conclusions. Now as for Kidder, he is also leaving a lot of heartbroken shebas behind while he goes to his home town to renew acquaintances. The boys will return in 30 days.

L. W. Slocum, Night Receiving Clerk, says he is glad to be back in the fold again after spending 30 days visiting friends and relatives in Knoxville, Iowa.

Operator H. F. Sawyer was granted a thirty days' leave of absence to attend a trial in Wyoming, for which he is a bonded witness.

Garage News

C. B. Lindsay, Superintendent of the Garage, will drive to Northern California, where he and the family will spend their vacation.

R. L. Crawford, E. J. Richards and R. Butler, Bus Dispatching Clerks, are very well contented in their new home, the Foreman's office. The old office in the storage garage will be removed, as the monoxide gas fumes from the buses was very disagreeable.

J. H. McCornack, Clerk in the office, had the pleasure of showing his parents and brother the town for ten days, when they drove here to visit him from Creston, Iowa. Mr. McCornack was very highly impressed with the wonderfully equipped garage we have.

S. Holz, Mechanic on the First Shift, was on the sick list last week as the result of running a nail in his foot when he accidentally stepped on a board, not seeing the nail.



Division Three

L. VOLNER

A tip from Dan: The Yankees are going to win. It is well known that Clerk Dan Hanley is the greatest baseball fan of Division Three, attending all local games, as well as keeping up on the big team dope. Dan says he missed his figures last year, but that the St. Louis winning was only an accident, but that he is giving it to you straight this time.

Strange things happen in accidents. Motorman J. G. Callio says he witnessed an accident where a woman was hit by an automobile, knocking her shoes off fifty feet.

After a week's enforced vacation, during which time he was suffering from a stiff neck, our Superintendent, Mr. Ferguson, is back in his office.

A new floor is being installed in the entrance to the Assembly Room. The drinking fountain is also being repaired.

Painters are working on the inside of the Car House, painting it white.

T. A. Ferguson, R. H. Williams, R. Barnett and H. W. Livesay have been granted one week to ten days' leave to rest up for the busy season.

Conductor H. C. Heinritz is now on the police force, being stationed at 12th and Main.

M. V. Howell has been granted 10 days, which he will spend at home.

The boys are enjoying the ball game over the radio in the trainmen's room. GET MORE WITNESSES!



Shops

JACK BAILEY

J. Holdsworth of the Upholsterer's Department is on an extended leave of absence, Chicago being the point selected for his journey.

After a week spent at leisure, Carpenter J. Petit is again manipulating the hammer at the top end bench.

Carpenter W. Veal is taking a two weeks' vacation resting up.

Say, folks, you ought to see that dandy 1923 Packard Electrician Ed Bream bought. We could not learn how much he got on his 1910 Buick.

Speaking of Packards and Studebakers, etc., Joe Frymote of the Truck Shop is taking a week off to consider a buy. George Cleland recommends he buy an Oakland.

We think we have succeeded in obtaining a competitor for Painter Bradley in his astronomical science. That person being none other than "Dr." D. C. Farris, Watchman at the top gate. He's a darb.

Two Machinists, W. F. Blackman and Stanley Knowles, have returned from their vacations. But here's where the rub comes in. Knowles spent a belated three weeks in parts of Canada and Blackman spent a week at Tia Juana, and both men vote a dry ticket? Strange, is it not?

Now, if the lights are low and you are comfortably seated in an arm chair, I will try and relate to you the story of "Two Turtles." To make the story complete we must go back some twenty years, when A. Gollmer (Electrician) came to "God's Country," and to make the story short we must say he brought with him two small turtles



Division One

H. N. COLE

We frequently express the wish that every day could be Sunday, or payday or a holiday, but we always fight shy of including Friday in our wishes. With Conductor H. J. Frey and Motorman E. S. Day on No. 279, it is "Frey-Day" every day.

Perhaps this peculiar combination of names that makes every day a possible unlucky day with them had something to do with Frey's forgetting all about his Chevrolet a few Frey-Days ago, and rode home on his pass. When he arrived home his wife reminded him of the situation and Frey walked right in and turned right 'round and walked right out again—to the car barn.

Night Clerk R. A. James, Switchman W. R. Houts and Register Clerk T. D. Noteman left last Sunday for their annual trip to Salton Sea, the habitat of the wild duck. They carried with them every modern device for the decoying, killing, capturing and even for the cooking of the delicious bird, and they expect this trip to be the best ever. Watch Two Bells for particulars on their return, two weeks hence.

Conductor T. L. Morrisey has a perfectly good set of false teeth for sale or rent, or what have you? These teeth were found on the car and are in good shape. Fit not guaranteed.

Division One may not have gone over the top last month in the matter of getting witnesses, but, oh, boy, how about last Sunday? Not an accident nor a car change. With scores of witnesses to this unusual event, our average for this month should soar away above them all.

Conductor G. J. Thronson received a letter from Flagman T. N. Short, formerly a motorman of this division, who is taking a trip through the Middle West visiting relatives. The letter was written at Mound Valley, Kan., where he is visiting his brother, whom he had not seen in many, many years. From there he will go to East St. Louis to meet another brother for the first time in forty years. Mr. Short wishes to be remembered to all the boys.

Motorman A. J. Koltzenbaugh, who has been confined to his home for over two months with an aggravated case of rheumatism, has returned to work.

Switchman Walter Flower, on going home Tuesday morning, missed connection with his car and decided to walk till a car overtook him, and while walking he picked up three one dollar bills. Flower says in the future he will walk everywhere he goes.

Night Switchman Tom Doolittle was generous in passing out cigars about a week ago on account of the arrival of a fine baby girl on September 28th.

(Shops Continued)

which he found on the desert and which he had kept up to the time of this story. As it were, time drags on, and Gollmer finds that certain needs require that he find the turtles a new home. Two friends came to Gollmer's aid, H. Heuer and R. Sloan (E. R. D.). Thus one Sunday morning, three men and two turtles Chevroleted to the great open spaces. Late Sunday night a dust covered car with three weather beaten men came slowly home. What's a few blow-outs and what if you do get stuck in the sand if you can make two little turtles live happy ever after. Thus, my friends, ends the story of "Two Turtles."