

8,830 Miles Without An Accident



Some of the boys who made the record. Superintendent Williams is the smiling gentleman in the center.

We have just learned a secret, and it's all about Division One, but we have not learned why they kept it a secret from the other divisions. It was just by the merest chance that we learned of the record. Don't think for one moment that Superintendent Williams was not proud of the splendid showing made by his men—but why keep it dark? The only reason we can ascribe is that the nose for news at Division One is slightly undeveloped.

On October 2nd, they established a record in not having a single accident during the entire day, not even so much as a scrape.

The other day, the Scribe, in calling on Superintendent Williams, found him in a very jovial mood, because it had been many, many moons since a record like this had been established by the men of his division.

October 2nd fell on a Sunday, and although fewer cars operate over the lines, still automobile traffic is considerably heavier. Sunday is the day the family packs the auto for a trip and several thousand additional automobiles on the streets add to the hazards.

But be that as it may, the cars of the "D," "J," "N" and "R" Lines operated over the city streets—a total of 8830 miles—"without a scratch to a carload."

Superintendent Williams is proud of his men and the record they have made, and feels confident that as they have demonstrated they can establish this record on a Sunday, that they can and will do the same on a week day, and if concentration of effort means anything, "it won't be long now."

Hallowe'en Dance

Don't forget the Company Dance to be held on Saturday, October 29th, in the Foresters Hall, 955 South Olive Street.

C. V. Means, General Chairman of the Entertainment Committee, announces that the Hallowe'en Party is to be a fancy costume affair, but no masks will be permitted.

If you have not been attending these dances given monthly, be sure and attend this one. It'll be peppy and there will be lots of fun.

Wedding Bells

The following quotation is taken from Division One news:

"Motorman A. L. Chilson was lavish in passing out a good brand of cigars last week. For the moment, Ye Scribe, while he knew it was a case coming under the head of 'Vital Statistics,' could not quite place it, but he soon discovered that he was happily married on October 10th. Congratulations."

Track Work

The Engineering Department is at work cutting down the grade in Temple Street between Robinson and Hoover. The old track is being replaced with 72-pound rail.

Track work is also under way in the renewal of crossing at Main Street and P. E. Air Line, just south of Jefferson.

"By The Way" With Motorman Luddon

Here is a bouquet of enormous proportions, which appeared in a recent issue of "Saturday Night" by W. D. McBride, for Motorman J. M. Luddon of the "U" Line.

In writing to Mr. Hill and Superintendent Dickey, Mr. McBride states that while he does not know the name of the motorman, he seems to take a joy in his job, and concludes with: "You may inform 705 that it is quite a distinction to gain mention in our 'By the Way' column. A worthwhile deed or a kind word, a cheerful 'good morning' is welcome everywhere, and it doesn't cost a cent."

The following is what was published in the "By the Way" column of Saturday Night:

J. M. Luddon

The Truth Will Out

In calling on J. B. Hayner, Superintendent of Employment, this week, the scribe found "J. B." very much disturbed over some matter and the air very blue and heavy.

"Whatsamatter?" asked the scribe. "I'll tell you what's the matter. It's this dog-gonned falsifying by men on their applications for employment."

Anchoring his feet on the desk, he went on: "The selection of men is of vital importance to any organization, especially those men who are to enter the train service. It is our desire at all times to maintain the highest possible standard in the personnel of our trainmen, and we depend a great deal upon our friends to either send or bring these men to us.

"But," he said, sliding his feet off the desk and pounding it with his fist, "in their anxiety to secure employment for relatives or friends, many people exaggerate the quality and qualifications of the man; or the applicant himself, after having been posted, will cover up certain portions of his past record, falsify his age, claim or deny experience in order to secure the job, regardless of what the consequences may be.

"Sorry to say," he said, somewhat quietly, but very seriously, "a large percentage of applicants who deliberately falsify regarding their past record, age, etc., quote some trainmen as the one who advised them to do so, after we have proven the facts and called them in for an explanation.

"Trainmen are doing their friends and the Company great injustice in advising the applicant for employment to falsify on his statements. It oft-times necessitates taking the man out of the service, causing a loss of time and money to the man and ourselves, besides casting a serious reflection upon the man who brought or sent the applicant to our office.

"And," concluded J. B., "trainmen should never lose sight of the old adage: 'Honesty is the best policy.'"



Courtesy of Car Motorman

Street car courtesy always appeals to me. There is a motorman on the "U" car who is a model in his efforts to please. Every approaching street is called with meticulous pronunciation; the transfer points are carefully named, especially at Thirty-ninth and Vermont, and his patience with women and children is never-failing. "C" car conductors are likewise explicit, which ought to please the officials of the Los Angeles Railway. I might add that the "U" car motorman's number is 705. I made a note of it last time I rode with him. While courtesy on the part of the car conductors of the Los Angeles Railway and those of the Pacific Electric Railway is not so rare as to be a subject of individual comment, the "U" car man is unusual in his attitude toward passengers. He is, probably, happily married.

~ TWO BELLS ~

Published by and for the Employees of the Los Angeles Railway

A Herald of Good Cheer and Cooperation

Janett Converse
W. T. Shelford

Publicity Manager
Editor

Not A Frown In A Carload

Just a simple tale, folks, about something that happens very often. We were on a car coming down Figueroa Street the other day. We got the go signal and the motorman started up, but the driver of a big automobile beat him to it and before any of us could say "Jack Robinson," the step was ripped and left dangling at right angles to the sky. Naturally, everybody on the car, which was crowded, wondered if it was the motorman's fault or the fault of the automobile driver. There was some discussion not altogether on the side of the car crew. But at the next stop, where a number of passengers desired to alight, the conductor jumped off the car, helped each passenger to get off. It was his manner that made everybody laugh and joke about it and take the whole incident in good humor. He did not act a bit important or in a hurry. We were on the car and can testify to the change in the atmosphere after the first stop. When he got back on the car he didn't have a bit of trouble getting his witness cards signed. Everybody seemed glad to sign up just to help him out.

BOUQUETS



Left to right: M. Miranda, J. M. Johnson, I. L. Loverin, F. Weir, F. J. Bevis, E. E. Feb, N. E. Mackay.

For Conductor M. Miranda of Division Five from Mrs. Ida Edmunds for his courtesy to passengers.

For Conductor J. M. Johnson of Division Four from H. Gordon Badger for his cheerfulness and courtesy. Mr. Badger says, in part: "The car was very crowded and the attitude of this conductor brightened the home-going of everyone aboard. It was a pleasure to watch him in action."

For Conductor I. L. Loverin of Division Three from R. A. Brown for his kindly thoughtfulness in reaching down and lifting a small boy onto the car and thus speeding the loading of passengers. He concludes: "It seemed to me that he was particularly on the job."

For Conductor F. Weir of Division Five from Mrs. I. May Throop for his kindness in paying the bus fare of a woman who had forgotten her pocket-book.

For Conductor F. J. Bevis of Division Three from Mrs. O. H. Widen of Kansas City, Kan., who writes to thank him for his courtesy in assisting her in boarding and leaving the car, carrying her baby and a parcel, while she was visiting in Los Angeles.

For Conductor E. E. Feb of Division One from Miss Mattie Malone for his efficient and kindly care of a woman who was very ill, meanwhile attending to his other duties in a most satisfactory manner.

For Conductor N. E. Mackay of Division Three from Harry S. Gillham for his uniform courtesy to his patrons.

Free Advice

Here's a little free advice story that drifted into our office the other day, under the guise of anonymity:

He had opened a fish shop and he ordered a new sign of which he was very proud. It read: "Fresh fish for sale here."

"What did you put the word 'fresh' in for?" said his first customer. "You would not sell them if they were not fresh, would you?"

He painted out the word, just leaving "Fish for sale here."

"Why do you say 'here?' asked his second customer. "You are not selling them anywhere else, are you?"

So he rubbed out everything except "Fish for sale."

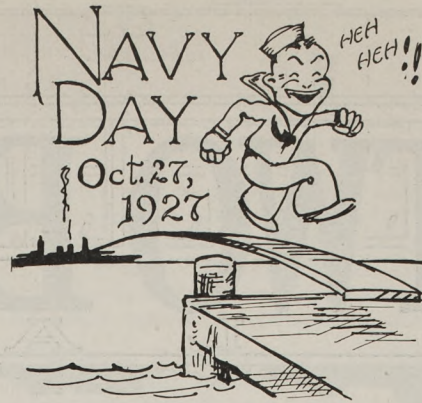
"Why use 'for sale?'" asked the next customer. "You wouldn't have fish here unless they were for sale, would you?"

So he rubbed out everything but the word "Fish," remarking: "Well, nobody can find fault with that sign, now."

A moment later another customer came in.

"I don't see the object in having that sign 'Fish' up there," said he, "when you can smell them a mile away."—*The Ink Spot.*

Window cleaners aren't the only workers whose occupation is hazardous. We read recently of a magazine editor who dropped eleven stories into a wastebasket.—*Selected.*



On October 27, the Navy League and other patriotic organizations will celebrate Navy Day.

"The birthday of Theodore Roosevelt, who saw so clearly the relation of sea power to the growth of the nation in world influence and prosperity, is surely an appropriate day for this observance," states Mr. Curtis D. Wilbur, Secretary of the Navy, "and the Department will be glad to participate and assist as heretofore in the observance of Navy Day."

The navy gives security, not only in war, but security from war. Its very existence discourages unjust treatment of the American people and other discriminations which in the past have led to war.

It is a great industrial asset. Keep it fit.

Of All Things - -

The best number trick we have seen in a long time:

The figure 3854 is a mysterious one. For instance, add the following:

Year of your birth.....
Your age
Year of your marriage.....
Number of years married.....
Result	3854

"If"

(Apologies to Kipling)

If you can do the job when others blunder,
And get the answer that will stand the test;
If you can get the gang to think well of you,
And say, "He's good, he knows his work the best"—

If you can help the chap that's having trouble,
And fill him with the courage that he needs;
If you can praise the other fellow's progress,
And give him all the credit for his deeds—
If you can win your way with those above you,
Because you're on the square and do your stuff;

If you can understand your present limits,
And never go too far—yet far enough—
If you can say a good word for the Business,
And help to keep the errors on the run;
You will be picked for supervision,
And what is more, you'll fill the job, my son.

—F. H. Bigelow.



LARY LAFFS



Two Irishmen approached each other, one with calm features, the other with a disturbed and ugly expression. The following conversation ensued:

Mike: "Did you tell Casey I was a liar?"

Pat: "I did not—I thot he knew ut."

"Doctor, if there is anything the matter with me, don't frighten me half to death by giving it a long, scientific name. Just tell me what it is in plain English."

"Well, sir, to be frank, you are lazy."

"Thank you, doctor. Now tell me the scientific name for it. I've got to report to the missus."

It was Pat's first night as night watchman at the Observatory and he was quite interested watching someone using the big telescope. Just at this time a star fell. "Begorra," said Pat to himself, "that fellow sure is a good shot."

American (at a Scottish football game): "Why don't they start? They ought to have kicked off half an hour ago."

Scotsman: "Aye, something serious has happened."

American: "Not a player taken off ill?"

Scotsman: "No, worse than that. They canna find the penny they tossed up wi'."

"I often wondered why the English were tea drinkers."

"Yes?"

"Yep, but I know now. I had some of their coffee."

City Editor: Here boy, your story is too long. Rewrite it so the most ignorant boob will know what you mean.

Cub Reporter: What was there ya' didn't understand, boss?

The Dutchman's Dog

"You vas only a dog, but I vish I vas you. Ven you go mit your bed in, you shust turn round dree times and lay down; ven I got mit de bed in I have to lock up de blace, and vind up de clock and put de cat out, and on-dress myself, and my frou vakes up and scolds, den de baby vakes up and cries and I haf to valk him mit de house round, den maybe ven I get myself to bed, it is time to get up again. Ven you get up, you shust stretch yourself, dig your neck a leedle and you vas up. I haf to light de fire, put on de kettle, scrap some mit my vife already, and get myself breakfast. You blay round all day and haf plenty of fun. I haf to work all day and haf plenty of drubbles. Ven you die, you vas dead; ven I die I haf to go to hell yet."—*Selected.*

Bulletins

ISSUED OCTOBER 24, 1927

Bus

Bus Operators and Conductors operating Wilshire Buses on Hill Street between 5th and 8th, and especially when pulling out of the Bus Zone just south of 5th Street, must exercise every caution to avoid a collision with a street car. Under no circumstances must a bus be pulled out from the curb at the loading zone in the face of an approaching street car but instead must wait until the car or cars have passed.

Stan Hanken

Appreciations

We wish to acknowledge with sincere thanks the kind expressions of sympathy tendered us during our sad bereavement in the loss of our husband and father.

We also wish to thank the gentlemen who so kindly volunteered as pallbearers.

Mrs. F. O. Heebing and Family.

I wish to thank you all for the prompt payment of insurance and kind expressions of condolence in the sudden death of my son, Fred Beverly.

Mrs. Lida Beverly,
St. Joseph, Mo.

Division Assignments

The following men were sent to their various divisions during the week ending Wednesday, October 19:

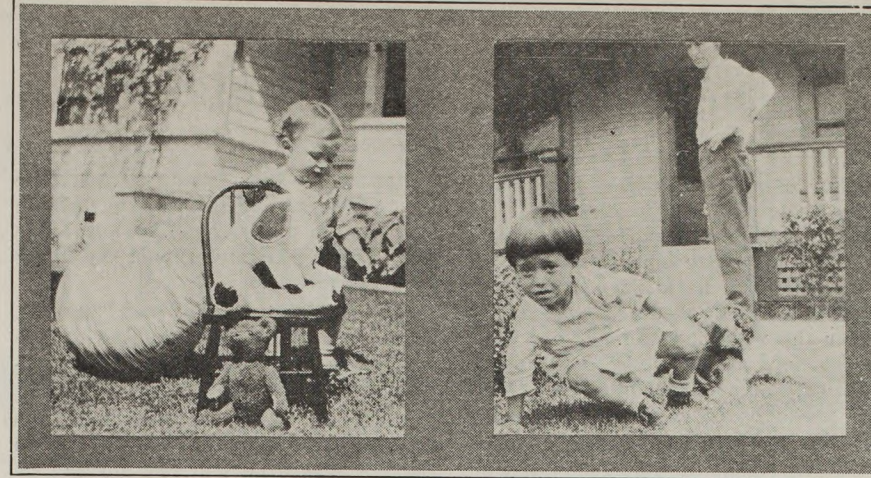
To Division Two: Motorman C. F. Mann, Conductors A. R. Duncan, W. M. Weller, L. E. Winger, O. A. Croxdale. To Division Three: Motormen H. H. Bland, H. A. Minter, Conductors G. A. Doughty, O. M. Stuart. To Division Five: Motormen D. C. Allan, S. C. Baker, A. W. Palmer, Conductor H. J. Pearson.

For Sale

1925 Studebaker Standard—in good shape; half price. B-140.



Were the boys interested in the World Series? Can a duck swim? The photograph shows the men at the Shops during the affray listening intently to the now historical details of how the Yanks made the Pirates walk the plank.



On the left is little Billie Foster, 13 months' son of W. F. Foster, Bus Operator. Billie recently won first prize, a silver loving cup, in a baby contest in which there were over 150 entrants. On the right is Gene Connors, 3-year-old grandson of Janitor Harry Connors of the Shops. Gene is star halfback of the Connor family and is seen successfully shaking off his scrambling partner during a workout. Referee Harry Connors can be seen in the background.

Legal Question Box

Q. Where property is purchased partly with the wife's separate funds and the balance community funds and deed taken in the name of husband and wife, what is the status?

W. E.

A. One-half is the separate property of the wife and one-half community property.

Q. What is the separate property of the husband or wife?

M. L.

A. It is all of the property of either owned before marriage and that acquired afterward by gift, devise, bequest or descent, or with the profits, rents or issues thereof.

Q. Would a workman who is paid by the piece or quantity come within the provisions of the Workmen's Compensation Act the same as one who is paid by the day, week or month?

R. M. B.

A. Yes. Wages may be measured by time, by the piece or by any other standard.

Q. Are there any Corporations, Building and Loan Associations, etc., in California that are allowed, either by provision in their charter or by special acts, to lend money at a higher

rate than the legal rate? J. W.

A. No. The usury law, being an initiative measure, controls.

Q. What advantage, if any, has a joint tenancy deed with right of survivorship?

W. G.

A. The feature of this form of deed is the right of survivorship. Where property is conveyed to two or more persons as joint tenants, each holds an equal share, with equal rights in all respects, and upon the death of one joint tenant the estate passes at once in its entirety to the last survivor without probate.

Q. If a tenant continues in possession after time of which he has notified the landlord he would quit the premises, or after one month has expired after receipt of landlord's notice to quit, what rent must he pay?

L. C. F.

A. Three times as much as the regular rental theretofore paid.

Q. May an unlicensed real estate broker or salesman sue for and recover a real estate commission?

H. K.

A. No.

A Busy Week for Doctor Stork

From Division Two comes the following:

"William Everett Barrier arrived on the early train Monday morning and tipped the scales at 10½ pounds. All concerned are doing well. Thanks for the smokes, D. F."

The stork paid a visit to the home of Conductor and Mrs. I. J. Kramer of Division Three and left a pretty, bouncing ten-pound boy. Now we know why I. J. holds his head so high. He reports mother and the future President of the United States as doing fine.

Conductor J. J. McFarlane of Division Four is being congratulated on the birth of a ten-pound boy. The little fellow arrived last Tuesday and is going to be a heavyweight like his daddy.

A new face is seen in the Trimming Department at the Shops, namely, Sharon Shadle, and why? Because it's a big eleven-pound baby boy. Thanks for the cigars and congratulations to the proud mother.

Our Arctic Explorer

It was the chance of a lifetime, so Conductor H. Floyd Shover of Division Five took the opportunity which was offered him to sail among the frozen wastes of the Arctic Ocean with a sea captain he had known for many years.

Shover left Los Angeles in May of this year and went by stage route to Vancouver. There he met his old friend, the sea captain, who was loading his ship with canned goods, flour and provisions for an Eskimo settlement and trading post at Barrows, which is situated on one of the islands of the British possessions off the north coast of the Dominion of Canada.

With plans all set and everything in readiness, the good ship "Baychimo" sailed from Vancouver on July 7th for the long and slow voyage.



H. Floyd Shover

The first stop was made at Prince Rupert, B. C., where the moose skin coats and parkas, such as are worn by the Eskimos, were purchased for the intense cold of the frozen North.

The "Baychimo" then proceeded north through Bering Strait and into the Arctic Ocean. After rounding Alaska, the voyage became very much slower. Soundings had to be made continuously. Here, Shover states, they encountered frozen lands completely covered in ice and snow. It took them nearly two months to reach Barrows, or the nearest point, which was 75 miles away. From Barrows flat-bottom barges were sent out to the supply ship and the load transferred. Shover visited Barrows and found about five white people stationed at the trading post. Barrows boasts of about fifty families of Eskimos, who trap and bring seal, walrus and silver fox furs from hundreds of miles around the trading post.

During the time he was there he says the temperature ranged to fifty below zero. That was in the summertime. Imagine what would happen to the thermometer in the winter.

All in all, Shover reports a very good voyage and brought back some interesting pictures. He has just recently returned to Division Five to "buck the board," and says he is glad to be back.

Shover is responsible for a good many cartoons that have appeared in past issues of Two Bells, and now that he is back in the train service, some more cartoons may be expected.



Division One

H. N. COLE

Conductor J. M. Boehm was the guest of honor at a banquet last Tuesday, October 18th, given by his Motorman, Mr. J. S. Peach. It was to celebrate the closing of two years of continuous relationship between the two as motorman and conductor, which, from every standpoint, has been safe, sane and successful.

The banquet was unique, in that it was set in the spacious waiting room at Division One, under the glare of a big skylight, which enhanced the beauty of the silverware, cut glass and rose decorations. The menu consisted of cold meats, salads, olives, homemade muffins, pies, etc., with ice cream and cake as dessert.

Hey, fellows, if you want some genuine Montana sour-dough biscuit, just call on Conductor J. P. Carson. His wife is visiting in Salt Lake and J. P. is boss at home for once and he knows how to make the real stuff. He says up in Montana, where he came from, they know nothing of any other kind of bread and he still sticks to it.

Motorman E. Braun and his Conductor, P. E. Holt, who have been on a vacation for about three months, returned to work last Monday.

A postcard from Motorman T. N. Smith sends regards to all the boys. He says he is still scaring the game and teasing the fish in Fresno County.



Division Five

FRED MASON

We're glad to see our two casualties, Motorman J. H. Crooker and Conductor Henry Tetreault, up and around and feeling as well as can be expected. Both these boys had arguments with automobiles, Crooker while he was on his way to work, and Tetreault while he was flagging the railroad at Alice & Cypress. Crooker said that the adage about a rolling stone gathering no moss may be all right, but that if he hadn't kept rolling after he had got hit he would have sure gathered plenty.

Motorman Jack Nester postcards from Harrisburg, Pa., and says he is on his way to Detroit for a week and then to Kalamazoo, Mich. Says he is having a wonderful time and wishes to be remembered to all the boys.

Motorman Jack York said that the Pittsburgh Pirates were good losers.

Motorman R. Walton is back on the job after a couple of months' vacation and finds himself very close to a regular run now.

"Young" Dad Fisher, our Uniform and Equipment Inspector, has a young ranch out at Chatsworth and youth reigns supreme. Young chickens, young rabbits, young police dog and young fruit trees. Dad says he feels quite at home among the young 'uns.

Boys, you've got seventy more days in which to do your Christmas shopping, but only sixteen more days to do your witness getting. Save your money and get witnesses.



Bus Division

ELMER WOOD

Many of you no doubt know who is famous for asking the question, "Got a cigarette?" Anyway, for the benefit of those who are not familiar with this gentleman, he is none other than Operator S. N. Cookson. It was rather clever the way Cookson put one over on the boys at the Division the other morning. Someone discovered he had two packages of cigarettes and notified the room full of men, which resulted in a raid. But Cookson outwitted them by supplying the boys with Bull Durham.

A letter was received from Operator A. W. Warnick, who is in the Hillcrest Sanitarium at Tucson, Ariz., saying hello to his many friends. We are very glad to hear Warnick is getting along so nicely and the boys of the Division send their regards and best wishes.

Operator W. W. Morneau has returned to the wheel after nursing a broken thumb for thirty-six days. He received it when he fell while hopping off an automobile in front of the Division.

Operator L. McMillen has also returned from a sick leave of twenty-four days. Operator E. L. Mullen also spent eleven days on the sick list.

Garage News

Several beautiful postcards were received from C. B. Lindsey, Superintendent of the Garage, who has been touring Northern California and visiting relatives on his vacation. The Buick is performing wonderfully, Mr. Lindsey stated. He will be back this week, so we will hear the details then.

J. T. Birch, Mechanic on the First Shift, was urgently called home by his father, who was in an automobile accident and received a broken leg. So Joe has resigned to return to Prescott, Ariz., where he will carry on his father's trucking business.



Division Three

L. VOLNER

As a side line from his duties as Switchman, W. H. Meloy has taken up radio and Switchman Herter says he is going to make a specialty of aeriels.

Motorman Frank Milano is off on a ten days' vacation.

C. R. Shafer has resigned to go to a baking school in Minneapolis.

Motorman W. L. Alcorn is on indefinite leave and is going to Illinois for a visit to his boyhood home.

Motorman A. Johnson would like for someone to tell him how to keep the autos from hitting his car at 12th and Central. A passing auto knocked a piece off his step and while securing witnesses for this accident, along came another auto knocking the whole step off.

Conductor W. H. Deskin was called to his old home in New Mexico on account of the illness of his father.

Motorman S. H. Deane, wife and son have returned from an extended auto trip of the United States. Practically all the U. S. was covered on this trip. Mr. Dean went a northern route and returned via a southern one.



Division Two

E. A. MOXLEY

Motorman Jack Bolding and wife have just returned from a trip through Washington and Oregon. They made the trip by rail and report having a very good time.

J. G. Adair, the "cider man," is back on the job again. He disposed of several loads of apple juice at the Division and it was good stuff.

Motorman C. G. Wehrung has been granted sixty days to make a trip to Denver, where he will rest up and be ready for the Christmas rush.

J. Gunderloch has traded divisions with J. E. Baker of Division Three. He recently bought a home in Eagle Rock and found it quite a trip to Division Two every morning.

Motorman J. W. Bond is playing the part of an idle sheik for thirty days. He is having some dental work done and is in need of a good rest, as he has been hitting the ball since the first of the year. He comes around to the division each day dolled up like a million.

Motorman L. E. Priestley has been granted sixty days to return to Canada in order to straighten out a little tangle with the Immigration Department. Says it's tough to live in this country for twelve years and then find out you're a foreigner.

Conductor H. A. Chadoir has been granted sixty days to make a trip to the old home town, Brussels, Wisconsin. He thought it too late in the season to drive, so is making the trip by rail.

D. O. Moore (Dinty) resigned on the 19th to go into the grocery business with his brother, W. H. They have opened up a store on San Pedro Street near Adams. Here's wishing them all the luck possible in their new venture. As business increases they can draw on the rest of the family, as there are three other brothers still here working the back end.

It was found necessary to remove the pool tables to make room for Tex Bourland and his wild checker crowd. Now, if a padded checker room was installed we would be well fixed.



Shops

JACK BAILEY

Fred Cummins, Truckman, is taking a late two weeks' vacation. Most of his time will be spent visiting his sister in San Bernardino.

H. F. Blackman, Machinist, was off a few days last week showing his friends from the East our big city.

The lecture of the week has been said and is awarded the prize for "Passing the Buck." This was in conversation between Storeman L. A. Vern (little boy Goy) and Machinist Foreman Vern Hathaway, and How.

It seems that Andy Canales is somewhat hazy and his conversation a little incoherent here lately. Maybe you boys in the Winding Room have noticed the high altitude of his head since that mustache of his has grown long enough to curl.

A birthday party was prepared and served by two of our boys in the Winding Room which was really an invariable custom of years, but only



Division Four

C. J. KNITTLE

There is no end to Mr. Pete Flaherty's hospitality. For a number of years he was our leading watch inspector. When the time came he sold his thriving business and retired to his ranch in Terwilliger Valley. There, amid the rustic beauty, he greets his friends heartily and his home is their's as long as they care to stay. Hunting is excellent right on the ranch. Joe Melvin, our Mechanical Foreman, and Howard Earl, Assistant Mechanical Foreman at Division Three, spent last Saturday and half of Sunday at Flaherty's. They brought back a large mess of rabbits. "But it's not what you bring back," said Joe. "It's the time you have and the way you're treated."

The new "F" line schedule took effect last Monday.

Just about twenty-six years ago, R. D. Starling, Supervisor of Safety, finished his army service in the Philippines, came back to the States and was discharged in San Francisco. For some time he has been receiving a neat little pension, in fact, a very reasonable one for an active man. The other day he received a government letter. It was not time for his pension check to arrive so he ripped it open anxiously. The letter stated that the records showed he had been paid off in full when he was discharged, but had not been allowed transportation to the town where he had enlisted. A check for \$69.00 accompanied the letter.

Conductors C. H. Hudon and E. V. Anthenous have transferred to Division Two. Conductor J. S. Edwards has transferred to Division Five and Motorman V. V. Allen has transferred to Division Three.

Another worthwhile improvement was made in the trainmen's room when the run numbers on the car board, which were getting dim, were replaced with bold purple numbers on white backgrounds.

Mr. Wimberly, our Superintendent, has found from experience that of all the ex-business men, ex-craftsmen, ex-professional men and ex-laborers in the platform service at this Division today, ex-waiters are the most tactful handlers of the traveling public.

Night Mechanical Foreman R. J. MacIntyre has returned from his annual vacation.

Mr. B. B. Boyd, Division Foreman, has been laid up since last Saturday.

Motorman W. A. Parker is on a thirty days' leave. Motorman H. Trogden is taking a fourteen-day rest.

Safety Operators William Green and H. Howard are taking ten-day rests.

(Shops, continued)

recently discovered. R. E. Ellethorp has been with the Company 27 years and has passed his 62nd birthday. Joe Schnell enrolled seven years later and has passed his 50th birthday. The reason of this joint celebration is that their birthdays both come on the sixth of October. A full attendance was observable and a large and juicy time was enjoyed by all. We all wish you many more.

Last, and least, we have F. L. Randolph, Receiving Clerk, all smiles just because he has a brand new painted office.