



HOME BUILDING SCHEME LAUNCHED

Employes Conference Called for Tuesday

TEAM WORK IN CAR CONTROL ESSENTIAL

BY ROBERT B. HILL
Superintendent of Operation

In thinking over the question "Who is responsible for the car," my glance rested for a moment on a title top of "Two Bells" and I think it gives the answer. The conductor rings the communicating cord giving the motorman two bells, indicating that the car is ready to go ahead but the motorman looks in his mirror because he can see someone running toward the steps when the conductor's vision is blocked. So the question "Who is responsible for the car" brings the answer that both the conductor and the motorman are responsible. Behind that statement must be the good judgment of conductor and motorman. There must be team work in the crew by which the conductor will be prevented from giving two bells almost as soon as the car comes to a stop and leaving the burden of responsibility on the shoulders of the motorman. There must be team work and a spirit of fair play. In New York and other large cities of the east, a subway or elevated train comes to a stop. The doors open and passengers enter with the advice of the conductor the "step lively please." Those cars will not make long stops and leisurely passengers who want to first kiss a relative farewell have to take the fifth car behind the one they started to board. In Los Angeles things are markedly different but we can only go so far in asking car riders to enter promptly, have the correct change ready and then move ahead in the car. For this reason responsibility for the car must be shared by conductor and motorman except on the safety cars where the operator has the advantage of being able to shut a door which prevents tardy passengers leaping to the steps as the car is moving.

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Send Funny Story To Two Bells and Win Money Prize

HAVE you cashed in on that funny story you know? If not get busy and go after some of the prize money offered by Two Bells in the announcement of the Funny Story Contest last week. The open season on jokes concerning some phase of street car operation lasts until the end of this week. The contest ends at midnight, September 18. Five dollars is offered for the best story, three for second, two dollars for third, and there will be five one dollar prizes. Make them brief, as the limit is 100 words. Address them to Funny Story Contest Editor, Two Bells, and send them in through the company mail. You have a good chance to get in on the prize money.

Span Wire Used as Trolley Protests

A span wire was duly christened a trolley wire or rather an attempt was made to christen it recently when the conductor on the "dinkey" of Division Four, that pushes or pulls the B. O. trucks around went to replace his trolley. He put it on the wire then told his motorman to go ahead. The motorman wound it on nine but not a budge. After a serious delay the trouble was located. If more details are wanted ask the crew of the "dinkey" of Division Four mechanical department.

Los Angeles, Cal., Aug. 10, 1920.
Editor Two Bells:

Here is a little incident that was very comical and we sure had a good laugh. My motorman, J. Swartz, No. 1605, suddenly stopped the car (in less space than you could tell about it in), then rushed madly, with great speed, back along the track after a fortune, a pocketbook. He almost had it. Ah! But it galloped away. He rubbed his eyes, felt of his hip pocket to see if he had been drinking. No; only a couple of kids having their enjoyment. Then the passengers: "Ha, ha!" Aw, I can't; I ain't got the heart.

CONDUCTOR DODGE,
No. 2586.

Bossing a Car

(Apologies to Tennyson)

Sunset and evening starts
And one clear bell for me;
And why they let fat women ride the cars
Is more than I can see;
For such a weight as moving seems asleep
While up the steps they climb;
No wonder I am fifteen minutes late
And can't make up the time.

Twilight on every hand
And after that the dark;
And may there be no concert by the band
At Lincoln Park.
For though from out the barn I run on nine
I go down Hill or Main
And how in heck's a guy to make his time
Behind a P. E. train?
—Motorman J. B. Haston.

48 ST. EXTENDED TO AVERT DELAY

It will not be necessary for Mesa Drive cars of the Grand Avenue line to tell the Arlington cars to get off the earth near the end of Forty-eighth street. A double track extension is being made on Forty-eighth street past the curve to Sixth Avenue. When this is completed the Arlington cars will run on this spur and switch so that they will not delay other cars on the Arlington cross-over.

PADDY'S TEA KETTLE NO MATCH FOR CAR CARDS

Somewhere in history between the time Caesar knocked the Britons for a goal and Dempsey did the same to Jess Willard, a worthy citizen by the name of Paddy made himself famous by stating that his tea kettle was not lost because it was in the sea somewhere.

Switchmen appointed to place register cards in the cars and remove them will declare that some trainmen have Paddy fared more completely than a nickel in a four-bit crap game.

Not that this is a history lesson but, seriously, conductors must leave those register cards in the right place so that they can be found at the end of the day or night. Mark the card correctly at the proper time and leave it in its right place.

"BILL" WELLS RUNS WELL

William Wells, who has been in the employ of the Los Angeles Railway for 30 years and is now messenger for the treasurer, ran third in the election for Republican county central committee nominees in the sixty-fourth assembly district. Congratulations, Bill.

THREE PLANS FOR HOMES PRESENTED

Following the announcement last week that the Los Angeles Railway plans to devote \$150,000 to home building operations for the benefit of employes, arrangements for an immediate start have been pressed and preliminary plans outlined.

To give the men most vitally interested in home building an opportunity to express their views of how the plan should be arranged, Mr. George J. Kuhrts, general manager, has called a conference for Tuesday at 2 p.m.

All Employes Represented

At this meeting will be representatives from each division, the mechanical department, track, line and electric power departments and the offices. Members of this general committee will be men who are anxious to take advantage of the home building plan. Many of the details will be taken up by this committee.

The following definite decisions have been made:

1. The plan is for the benefit of the family man in urgent need of a home and will not apply to men who now own their own homes. Single men with dependents will be eligible to make application.

Rent, Buy or Loan

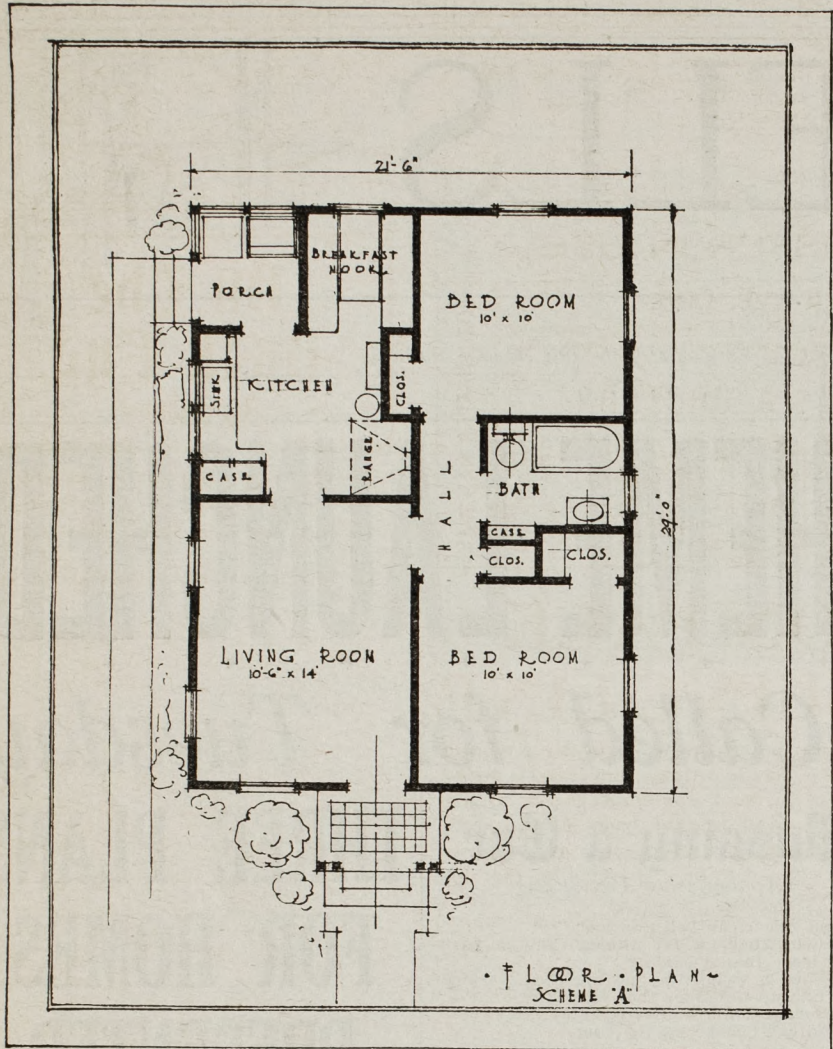
2. Three proposals are to be put forth. One calls for the Los Angeles Railway building houses and renting them. Another is for the purchase of homes on monthly payments for a period of 10 or more years with the understanding that the employe may pay up in full or the company will buy back the house, less a reasonable rent, if he leaves the service within a stated time. The third proposal provides for the company financing for an employe the purchase of a home he has selected at a reasonable figure.

Floor Plans Ready

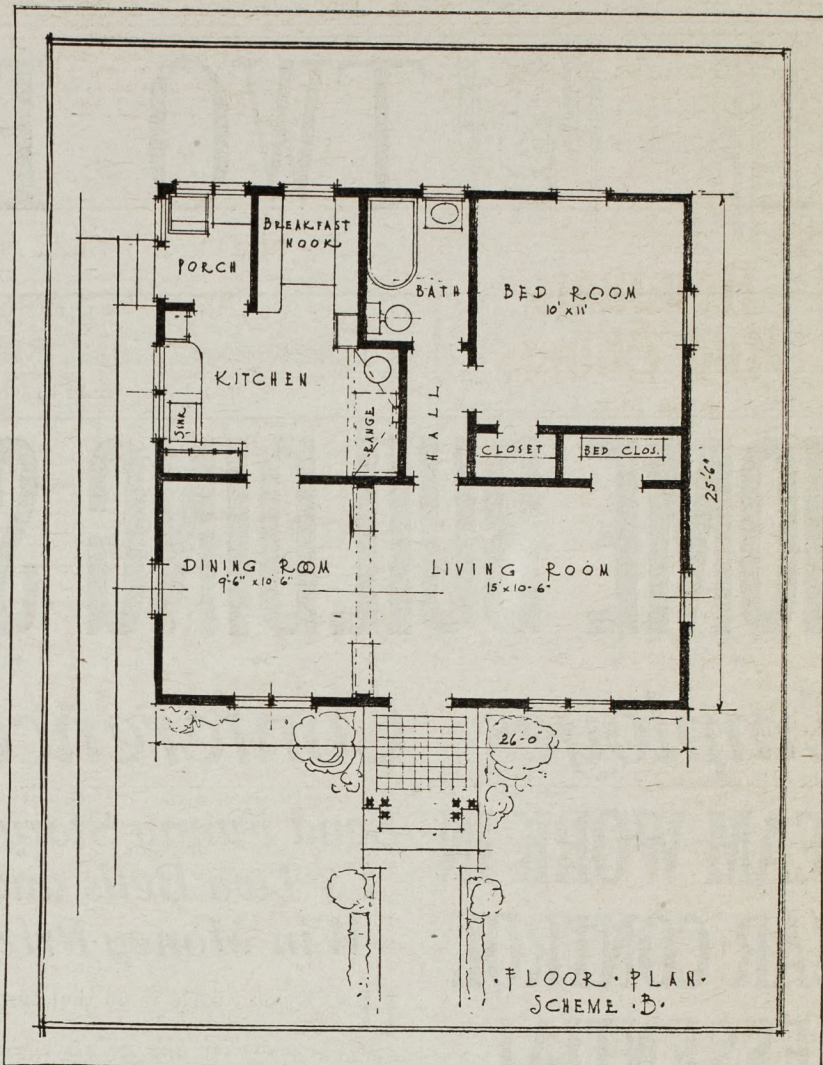
Three architects' plans of houses have been submitted and others are to

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Floor Plans for Employes Homes



Here is a floor plan of "Scheme A," designed by the architect for Los Angeles Railway employes homes. This style of house would cost \$2500, according to estimates that have been made by experts.



"Scheme B" has some clever ideas for an attractive home that can be built for \$2000, under the Los Angeles Railway plan for employes. It is a convenient and attractive arrangement.

Housing Ideas Will Be Put Before Men

(Continued from Page 1, Col. 4)

be considered. Speed and action will be the order in setting the home building plan under way. Immediately that the plans are agreed upon work will begin so that homes will be available at the earliest possible day, and employes can see the type of buildings proposed.

The houses considered thus far are of two styles. One is a \$2000 home and the other a \$2500. With both these, the company is figuring on a lot worth about \$1000 and the payments will include both. When the small monthly payments have been completed, therefore, the employe will be in absolute possession of both house and lot and to him will accrue the benefit of increased value of the land during the period of payment.

Seek All Opinions

Interest, insurance and taxes will be included in the monthly payment.

At the committee conference Tuesday afternoon, opinions will be asked

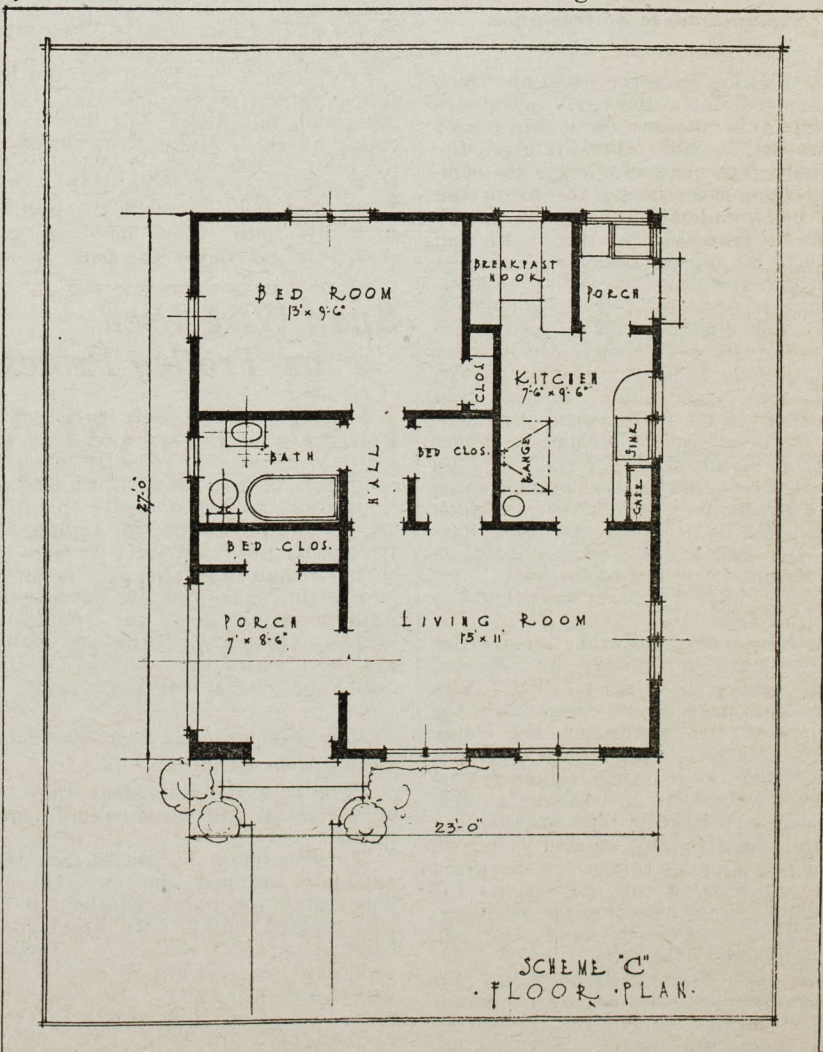
on the rules to govern applications. That the cases be taken up in accordance with the degree of need shown, seems to be a just measure, as the home building plan is intended essentially to relieve the shortage of houses and give employes good homes at a moderate outlay.

A blank form for applications will be drawn up and placed in each division and department. On this the employe will state whether he wants to buy or rent a house or have the company finance the purchase of a home he has selected.

Costs to Be Shown

At the meeting Tuesday it is expected that figures for each of the three plans will be presented, showing exactly the monthly payments and for what period they shall run. When these are agreed upon they will be published in detail in Two Bells.

Employes may be assured that there will be no needless delay in getting the plan into operation.



Here is another \$2000 home designated as "Scheme C." It has a different arrangement of rooms that may appeal specially to many men who contemplate taking advantage of the offer.

STOP BEHIND LINE WAGON

Stopping at least 50 feet behind a line wagon when it blocks the tracks has been ordered by the superintendent of operations to eliminate the possibility of an accident. A single tap of the gong will let the linemen know a car is waiting for clearance, then two taps of the gong should be given before moving.

Just Silly Stuff

A green house was painted black with whitewash. It was on the corner in the middle of the block, and the owner lived upstairs in the basement. He will be home at 2 o'clock some time next week.—C. H. Allen, Division 3.

The Buffalo, for which the West was once so famous, May be Extinct, but its place has been taken by the "Bull."

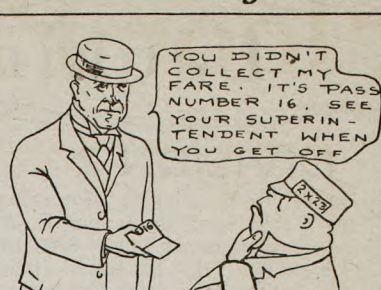
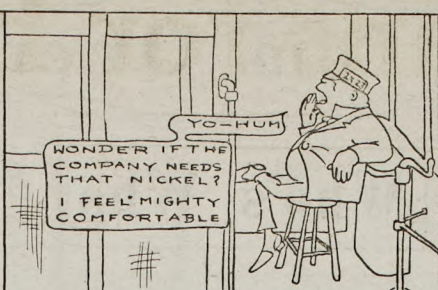
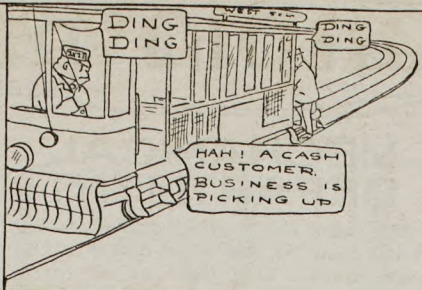
Conductor Ding and Motorman Ding Ding

By Rollins

Editor of Two Bells.

Please give us a cartoon on Ding & Ding being of a Conductor that is too large to get up off of his stool to collect & Passengers Fare.

Condu. J. B. Beverly
Div 5-



Bouquets And Things (Hand Picked)

Here is a bouquet of appreciation for everyone who is trying to improve service on the L. A. Railway. Are you in on it? Let's notice that the writer says he makes a practice of moving forward in the car. Hooray! and may his example inspire others to do likewise. His suggestion about urging passengers to move forward emphasizes what conductors have been told often and shows how you can make the job a little smoother and give better service.

Public Relations Dept., Los Angeles Railway.

Dear Sir:

Reg to acknowledge receipt of your August 27 (last) issue of A-Z-U-R-I-D-E, and assure you that I thoroughly appreciate and approve of your great enterprise in endeavoring to create better service in the street car system of this city.

Having noticed the method pursued in New York and other large cities for many years past, I would suggest that you instruct all conductors, when cars are crowded at the rear end, to say in a good loud voice, though in a pleasant manner, "Step forward, please," and I feel quite sure that if this suggestion is carried out diligently, your service will be improved, as is desired.

The writer has always made it a point to step forward when entering a car, just as soon as the passageway was clear enough to do so, believing that this is the proper thing for every passenger to do, thus serving the rights of others.

Yours for good service,

H. W. FRANK.

Here's to the conductor who uses judgment, as this letter states. May his tribe increase and along with it the car riders who will be as fair as the writer of this letter praising Conductor E. J. Marceau.

L. A. Railway Co.

Dear Sir:

Enclosed please find check for 5c due you for car fare.

Several weeks ago I boarded a car on Santa Fe Ave. and on reaching for my change I found I had only 3 cents and a ten-dollar bill. I explained my predicament to Mr. E. J. Marceau, Conductor No. 1298, and he showed me his copy of your rules relative to making change for passengers. As it was necessary for me to get to town at the earliest possible moment, I asked Mr. Marceau for his card and told him I would forward the amount due to the general offices in a few weeks, as I was leaving town that day for a trip. This seemed to have offended two passengers who witnessed the incident, and they took occasion to make condemnatory remarks of Mr. Marceau.

Now rules and regulations are necessary for the conducting of every business, but Mr. Marceau tempered these rules with judgment and allowed me to ride into town instead of putting me off the car. If more conductors used judgment in following your rules, the public would not be ready at every instant to bring forth the proverbial hammer and use it with a vengeance.

Very truly yours,
J. M. SLICKER.

3200 So. Hoover St.

Bouquet for Conductor W. G. Figg, Division Four!

Los Angeles St. Ry. Co.

Dear Sirs:

I believe more in giving roses than I do "lemons," though the lemons seem to be necessary at times. These verbal roses are in appreciation of the thoughtfulness and courtesy of Conductor No. 888 of the Garvanza and Washington lines. Not only to myself, but to others who may not have noticed his virtues.

I was a passenger on his car one day this week and noticed many things in his favor. Sincerely yours,

MISS EDITH C. BAXTER.

NEW STYLE TRANSFER IN USE

BROOKLYN AND HOOPER AVE. LINE		LOS ANGELES RAILWAY	
This transfer is good for continuation trip only in direction punched and if presented on connecting line car before time indicated. This transfer is good only at the points and under the conditions shown on reverse side and passenger accepts same with such provisions.			
NOT TRANSFERABLE		A 0001002	
When time is punched here in connection with A.M. commencing day	1234567	IN TRIP From Wash.	OUT TRIP From Stat. & Ascot
SEP	000	TURN BACK	STOP
MAY	000	NEW	NEW
JAN	000	NEW	NEW
12	000	NEW	NEW
11	000	NEW	NEW
10	000	NEW	NEW
9	000	NEW	NEW
8	000	NEW	NEW
7	000	NEW	NEW
6	000	NEW	NEW
5	000	NEW	NEW
4	000	NEW	NEW
3	000	NEW	NEW
2	000	NEW	NEW
1	000	NEW	NEW
0	000	NEW	NEW

BIG LETTER ON FACE TO SHOW ISSUING LINE

SEEING Los Angeles on a transfer or making the trip to work in the morning on a nickel fare and back on one of the free continuation slips is to be stopped in short order. This will not mean more work for conductors. It will mean a little less, and will be accomplished by changing the form of transfers.

As announced recently in Bulletin No. 356, issued by R. B. Hill, superintendent of operation, all transfers will be designated by letter and the letter will correspond with one of the lines.

Marked With Letter

For instance, a large letter "B" will be printed on transfers supplied conductors of the Brooklyn and Hooper line. A passenger on the Brooklyn and Hooper line asks for a transfer to another line. He receives it, with the large letter "B." The receiving conductor must know his transfer points and if he is handed a transfer marked "B" at any other point than the right one for receiving passengers from Brooklyn and Hooper he will reject it.

The letter will be so large that it can be noticed at a glance and will stop misuse of the transfer privilege, which costs the Los Angeles Railway an average of \$2000 a day.

Stop Nickel Stealing

At present a conductor has to look fast to detect a bad transfer and in a crowd the odds are against him. Quite a number of car riders have learned

this already and taken advantage of the chance to steal five cents, for that is what it is.

There is nothing this type of "smart fellow" hates more than being caught in such a petty theft and being subject to the smiles of amused passengers while he hastens to dig a nickel out of his pocket to cover his embarrassment. Passengers will soon learn to respect transfer rules as privileges and the nickel stealing will drop to a minimum.

Used on Five Lines

The letter-marked transfers are in use on five lines already and will be added to the other lines as the present stock is exhausted. The lines on which they are in use, with their letters, are as follows:

- Brooklyn and Hooper.....Letter "B"
- Eagle Rock and Hawthorne.....Letter "E"
- East 4th and Hoover.....Letter "F"
- South Main.....Letter "O"
- West Jefferson and H. Park.....Letter "J"

Trainmen must familiarize themselves with the routes of the various lines and the transfer points so they will be sure they are right when rejecting a transfer.

USE TEAM WORK ON CAR!

(Continued from Page 1, Col. 1)

If you look at Rule No. 13 you will find it reads like this:

RESPONSIBILITY

Conductors:

The conductor is in charge of the car and the passengers, and is responsible:

- For the safety, convenience and comfort of passengers generally.
- For the proper setting of the signs.
- For the proper lighting of the car and the display of rear signal lights.
- For the safety of passengers boarding and leaving the car.

Motorman:

- The motorman is responsible:
- For the proper display of the headlight.
- For the car being properly equipped.
- For the safety of passengers boarding and leaving the car.
- For emergency repairs to mechanical equipment while car is en route.

Thus you see that responsibility for the safety of passengers boarding and leaving the car rests with both motor-

man and conductor and safety is the big thing in operating a street car. If we could go through a week without an accident for which the crew was responsible wouldn't it be a great and glorious feeling?

Do you think that sounds impossible? Well, doing what seems impossible is the American idea. Lots of folks thought that the fighting men of America couldn't clean up the job in the time they did. Many of you boys were fighting men in the war days and know the truth of this and of the joy of accomplishing something worth while.

Elimination of accidents that come through disregard for responsibility for the car would set a mighty example to autoists and pedestrians and would soon line them up in the safety column. From now on remember that in the main there can be no dividing of responsibility, certainly no "passing the buck," and we will all get in and work for that "no accident week." Then our next move will be to fire the claim department.

On The Back End (Contributed)

You tell 'em pie, I haven't got the crust.
You tell 'em wagon, your tongue is longer.
You tell 'em Spine Cactus, they can't sit on you.
You tell 'em pencil, you'll make it right (write).

Motorman J. F. Edison believes a flat button with just the words "L. A. Ry." would be an improvement for uniform style.

JUST SMILE

To conductors: Just remind yourself of the above little title, "Just Smile," when a passenger boards your car. Nine times out of ten, the passenger has had a little business trouble or too many irons in the fire and to get it out of his system, the poor conductor gets it. And if you don't watch yourself, bingo, you go off your handle. The best cure, I think, is to "Just Smile" and let the party rave as long as you know that you are in the right. Remember, it takes two to make a quarrel. "Just Smile."
MOTORMAN 893.

The night mechanical men at Division 1 are very pleased to hear the same old tune on the same whistle of A. Lawrence, otherwise known as "slippery," as he has returned after a visit East. The men have not found out the name of the tune yet.

Has anybody remarked what a dapper appearance Mr. Lantz puts up on the front end. Well! Well! also Whee!

Take a look at the bird who steps out in a flivver;
He does not need pills to brace up his liver,
For when his stomach's unusually mild,
He speeds up the street and runs over a child!

—Motorman, Div. 1.

A bolshevik is a person who believes in giving you anything he has got and hasn't got anything.

An I. W. W. is an Industrial Worker of the World who is not industrial, is not a worker and does not properly belong in the world.

A real American is almost any American who is neither of the above things.

IRVING COBB.

INSTRUCTORS

Chief Instructor "Dick" Smith is feeling bright and happy after his recent vacation at his cabin on Mt. Baldy.

Albert Miller is on vacation, which for Albert always means fishing.

H. R. Scott is on an auto trip to San Francisco.

Dan Healy, R. D. Starling and Grant Clear have been busier than one-armed paper hangers getting ready a squad of safety car operators.

He can teach others to run a car, but his own . . . Well, Bob Pierson's is a gasoline car. He burned out an axle on a recent Sunday trip, tried to fix it himself, then ended up by escorting it to a garage.

Looking 'em Over at the Divisions

DIVISION 2

Foreman T. Y. Dickey, Motorman William Harris and Motorman E. A. Williams made up an auto caravan for a vacation trip to Kern river. Hunting, fishing and everything that goes to make a vacation memorable are on the program.

Conductor P. J. Boyer's sister, Mrs. J. H. Price of New York, has been visiting Mrs. Rose Elliot of 236 East 47th Place for a couple of weeks. She left recently by way of Oakland, where she will visit Mrs. John Lennon, her sister. Mrs. Price says New York is a great city, but that there is no place like California for her.

The extra men of Division Two had a very enjoyable time while waiting for something to happen on a recent Sunday afternoon. Conductor W. F. Metzger entertained the boys by singing some old-time melodies.

The following notice is reported to have been posted on the bulletin board:

"Ho tuck privet stole out of sand box better returns to A. A. Johnson and let me no why he keep taking it."

We, the undersigned expert pinochle players of Division Two, hereby challenge any pair who think they know anything about the game.

Conductor C. K. Preston and Conductor E. A. Didier.

P. S. Motormen Gelt and Kutler preferred. E. J. Eden, manager of the above.

Motorman Kudler, No. 739, who is "bucking the board," would like to hear from some motorman who wants to trade for a regular in Division Four or Five.

Conductor Metzger and Motorman J. Nichols are also in the ring to take on all pinochle sharks.

Motorman Gunner is exhibiting one-pound peaches and two-pound potatoes, native grown under the shadow of No. 2 car house. He says he didn't go to the Japs for them either.

Introducing: New Men of The Week

The following men have been assigned to divisions for the week ending September 4:

DIVISION 1

MOTORMAN: J. F. Shugart.

CONDUCTORS: J. Parenti, R. W. Bernard, B. Rosenthal.

DIVISION 2

MOTORMEN: R. F. Miller, A. N. Farley, E. Clark, U. R. White.

CONDUCTORS: J. E. Grant, E. W. Hill, H. W. Scott, J. Crane.

DIVISION 3

MOTORMEN: W. W. Ablett, J. Falk, W. W. Wakefield, B. A. Smith, L. F. McGinty.

CONDUCTORS: H. D. Johnson, J. M. Stokes, J. M. Lumsden, C. E. Pascoe, K. R. McKasson.

DIVISION 4

MOTORMEN: H. W. Bartlett, J. L. Huff, W. A. Dake, J. Turkleson, J. F. Welsh, S. G. Hicks, J. McPhail.

CONDUCTORS: J. S. Daley, Jr., J. N. Savard.

DIVISION 5

MOTORMEN: J. E. Harris, C. Beach, J. Casselle.

CONDUCTORS: M. King, L. P. Clifford, A. H. Jensen, C. C. Wilson.

Who's Who



NOT all the trainmen "written up" in the Who's Who column are old timers and for proof of the statement look carefully over the picture above and you can consider yourself introduced to Conductor Knittle of Division Four.

Conductor Knittle has been with the Los Angeles Railway going on two years now and at present is high man of his division in the Merit System records. His record of 150 per cent has been reached steadily through efficiency and clear records since the Merit System was started. Such things as keeping school children off the inside steps of a car, neatness and special pains with students have increased his record so that he is in line for a nice cash bonus at Christmas time.

Fifty credits in one lump were awarded Conductor Knittle for his suggestion regarding a device for reminding conductors of streets and facilitating their work of calling them. This was mentioned recently in Two Bells.

Conductor Knittle turns in a lively string of news from Division Four each week, seeing that the boys of that clan are well represented in Two Bells.

DIVISION 5

Conductor E. A. Harrison, who happens to be a member of Company "E," Cal. Inf., U. S. W. G., is away for a couple of weeks doing duty with his company.

Conductor P. W. Wilmot is off on a 14 days' vacation. Mr. Wilmot is journeying in the Big Bear Valley.

Motorman A. C. Johnson is taking a 30-day leave of absence to attend to business in Denver, Colorado.

Motorman A. D. Stewart is off on a 14-day leave of absence attending to business in Phoenix, Arizona.

Conductor F. E. Beverly is taking a month's vacation in the East, having gone back to see his parents, who are living at St. Joseph, Mo.

Johnie Robinson, foreman, has been absent for a few days on account of the illness of his wife.

Supt. C. A. Morrison says he is feeling much better after a two weeks' vacation at Camp Baldy. He wears a smile and has plenty of pep to bear out his statement.

Conductors L. P. Clifford, C. C. Wilson, A. H. Jensen, and Motormen V. C. Demairria, C. Beach and R. C. Hall are new men at this division, having finished breaking in within the past few days.

MECHANICAL DEPARTMENT

Divisions No. 3 and 4 have nothing on Division No. 2 when it comes to Old John Stork. Our General Foreman, W. C. Brown, is receiving congratulations over the arrival of a nine-pound girl.

* * *

Mr. Cranscombe of our drafting department will leave us shortly to enter Throop.

* * *

Doc Robey and family have returned from Fresno. They do say that Doc has given up chewing tobacco and recommends Wrigley's now. He did not bring Billy Brown any fish.

* * *

W. W. Aldrich and family are enjoying a vacation at Murietta Hot Springs.

* * *

C. W. Bates, our timekeeper, is making an addition to his home on Springvale Drive. He has not told us the meaning of this.

* * *

L. J. Hathaway and family are away for their vacation.

* * *

Frank Hume of the Electrical Repair Department has returned from his vacation. He came very near having a serious accident as he was returning home.

* * *

J. M. Spearing is building two new bungalows on 51st street. This is the beginning of a court.

* * *

John Shult of the Paint Shop is also building him a new home. Old high cost of living seems to have no terrors for these men who like a new home.

* * *

John Brittain has returned from a business trip to San Francisco.

* * *

A. J. Chambers has returned from an ocean trip to San Francisco. Andy has not told me whether he was seasick or not.

* * *

Mrs. N. M. Kearns has returned from a trip to Mammoth, and was in a snow storm, quite a change from Los Angeles climate.

* * *

T. H. Gray of the South Park store-room spent his vacation in San Francisco.

* * *

Mr. J. L. Clarke's family is summering at Catalina.

B. B. WELCH.

DIVISION 1

Conductor R. W. Brigham and wife have returned from an enjoyable vacation trip to the Yosemite.

Motorman J. E. Slotem is making a plucky fight for health at the County Hospital and will be glad to see any of his friends from Division 1.

New lights are being installed in the office to keep pace with the brilliancy of men behind the counter.

Clerk L. C. Morton is on vacation at Redondo Beach. He will return next Monday.

THE LIBRARY HAS IT

A trainman at Division Five searched the library room there for a book on astronomy recently, but was not successful. If he will see Mr. Burt Rees, librarian of the Los Angeles Railway, in Room 767 of the Pacific Electric Building, he may procure new and interesting books on this subject.

DIVISION 3

We are in receipt of a letter from Conductor J. E. Moreno from Glanus, Cal. Jules is on sick leave. He says he just wants to say hello to the boys and to let them know that the athlete is still on top. He says that his rheumatism is leaving him and he wants an extension, which no doubt will be granted him.

Janitor King wishes to advise his many customers that his recent shortage of shine material was due to the fact that Motorman Dunman was in for his annual shine. As that will not happen again for a year, everything will be O.K.

Motorman E. Van Fleet has resigned to go back to the carpenter trade.

Conductor Dominguez Leon, our smiling industrious law student, has taken 30 days off for rest, or as he puts it, he needs the "reposition." R. I. P.

Motorman David, who has been on the sick list for a long time, paid us a visit and reports improvement, but a long way from being well. David is a good fellow and has our sincere good wishes for speedy recovery.

By the date of this issue we will have all the men that chose runs on the Birney car line already for the road.

We are in receipt of card from Conductor Jarvis Phillips from Frisco. "Jarv" says he is having a swell time taking in all the sights. From a picture of buffalos on the card, no doubt he is trying to buffalo all the natives, as he is some artist at the game.

Conductor Rosey Patsy Fant has resigned and is now working in the mechanical department at Division Two.

DIVISION 4

Motorman Chas. Wills has left for Highwood, Ill. on a thirty-day leave to visit relatives and also to attend the G. A. R. convention there.

We are very pleased to state that there has not been a resignation handed in since August 16, at this division. Mr. Wimberly, our genial superintendent says, "I am very glad to see that we are getting a fine bunch of steady workers." Mr. Hayner, the Superintendent of Employment is going to have a pretty soft snap if the boys in the other divisions are acquiring that stick-to-it-iveness which the boys of our division are showing.

Motorman Jess D. Cale is on a thirty-day leave. He is to go to Portland Ore. to transact some important business.

Say boys, let's not forget the "Funny Story Contest" which is open nowadays. There are lots of good story tellers in this division so let's wake up and get busy. Remember, a Division Four boy took first prize in the "Limerick Contest," so we ought to try real hard now to keep up our good "rep."

Motorman A. Johnson is on a thirty-day leave. He is going back to Burdett, Alberta, Canada, to look after his property there.

The editor would like to ask the boys of this division how they would like to have a division orchestra. Did you say, "fine"? Well, now listen, can any of you fellows play any musical instruments? Remember, this is going to be an amateur orchestra. (No professionals allowed.) I would like to hear from all you boys who are musically inclined and are able to handle some kind of an instrument. You too, Valentine. Address your reply to "Orchestra" and drop it in the "Two Bells mail box."