



# Efficiency Increase Continues

## ACCIDENTS AT STEP MUST BE CHECKED PROMPTLY

BY GEORGE BAKER ANDERSON  
Manager of Transportation

Boarding and alighting accidents in which trainmen are primarily responsible have been on the increase and must be checked immediately.

Numerous reports showing extreme carelessness have been received lately. Here is an illustration:

A young woman and her mother were about to alight from the car. The daughter told the conductor the mother would take a moment or two to get off the car on account of the mother's age. The conductor politely told her that was all right and proceeded to assist her. Without a bell or any other signal, the motorman started the car before the elderly lady had alighted. She was thrown to the curb and broke a hip, according to reports received.

### No Business on a Car

The result is a financial claim against the company for damages. No business or individual relishes paying out money for such carelessness when it is vitally needed for other purposes. But the worst feature is that such a man may maim or imperil scores of people in a day. That type of man has no business operating a street car and men who persist in carelessness will not be allowed to work on cars of this company, even though they may be lucky enough to avoid serious accidents. Men who operate cars, motormen, conductors and safety car operators, must be careful men.

The foregoing paragraph places the transportation department formally on record and due warning is given. For the benefit of the public, the company and the good name of the majority of trainmen, men who show persistent carelessness in the boarding and alighting of passengers will not be retained in the service. Following this notice, a very thorough check on boarding and alighting will be made on all lines. The majority of these accidents occur outside the business district, when

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## Three Officials to Attend Street Railway Convention

THREE officials of the Los Angeles Railway will attend the convention of the American Electric Railway Association which will be held in Chicago, October 2 to 6. Executives of electric lines in all states will attend and highly beneficial sessions are expected.

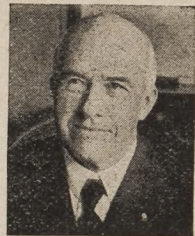
George Baker Anderson, manager of transportation, will leave for the East next Thursday. In addition to attending the convention he will go as far as New York and inspect the street railway systems of the principal cities.

At the convention, Mr. Anderson will give a talk on personnel work with particular reference to discipline and friendly relations between trainmen and operating department officials.

C. M. McRoberts, general claim agent, will go to Chicago with a party of Pacific Coast claim men who will leave San Francisco in a special car. Mr. McRoberts is president of the Pacific Coast Claim Agents Association, and took a leading part in the convention

of that organization held in Los Angeles a few months ago. Mr. McRoberts is to give a talk on automobile accidents, their prevention and how to make proper settlements after they occur.

B. H. Eaton, engineer of way of structures, will be the third member of the Los Angeles party. He is particularly interested in the engineering section of the convention. Mr. Eaton has charge of track construction and maintenance, bridges and buildings. A number of new ideas in track construction are to be discussed.



## FIRST PLACE SHARED BY DIVISIONS 3 AND 5

With the period for the year's Merit System records drawing to a close and the payment of the bonus only a short time away, satisfactory increase in the average efficiency of trainmen at the five divisions is shown in the August summary recently compiled.

Each division has shown an increase in the average and the figures are close.

At Division Three the conductors increased the average efficiency three per cent in August and the motormen did likewise, making the average for the division: conductors 131½ per cent and motormen 127 per cent.

At Division Five the conductors boosted the average three per cent and made a total average of 132. The motormen moved up 2½ per cent and made their total 126½ per cent. This places Divisions Three and Five on about an equal rating.

The averages for the divisions are as follows:

	Condrs.	Mtrs.
Division 1	126 %	126 %
Division 2	126 %	124 %
Division 3	131 ½ %	127 %
Division 4	126 ½ %	126 ½ %
Division 5	132 %	126 ½ %

## DIV. 3 PROMISES LIVELY PROGRAM

Division Three has whipped plans into shape for a dandy show at the monthly entertainment and dance to Recreation Hall next Saturday evening. Many of the stunts known to the professional vaudeville stage and several that are unknown are promised for the big event.

Division Three is in the competition for first theatrical honors as well as first safety honors and urges a full turnout of employes and their relatives.

## SOLID BUILDING BEING TORN DOWN

When the big brick building and the tall smokestack were built adjoining the present Division One, the contractors evidently planned for it to stay there for some time. The building formerly housed the steam plant that furnished power for the cable car system but it has not been in use for several years.

In taking down the structure, the engineering department found that the foundation had been reinforced with the rails used in these days and it presented a tough job. A temporary spur track has been run into the yard for the use of work cars removing the materials.

## Yonkin Fails to Get Deer on Hunt Trip

Ed. Yonkin, instructor, has returned from a deer hunting trip in the Owens Lake country. Ed. did the surprising thing of admitting that he did not shoot any deer himself, but others of the party bagged two bucks. The hunters packed in to Deer Mountain, 18 miles, on horseback. His only consolation is that his job is mostly standing up.

## Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

### "Working For The L. A."

I WORK for the Los Angeles Railway.

There are about 3400 men and women in and around Los Angeles who might make the above statement. That number of men and women makes a large organization than can do a tremendous amount of good, so suppose we look over the statement above and consider it.

Work is the outstanding word and brings up the question; just what constitutes work? It has been well said that the executive at his desk is a laborer. His labor consists of planning, forming policies and making decisions that affect the company in various ways. The man on the cars is a laborer. He labors with his brain chiefly and with his hands incidentally. Every man and woman connected with the company is a laborer and may well be proud of the term. There is nothing more honorable than honest work.

And now there is another question. How do you work? What kind of spirit do you put behind your daily activities?

The man or woman who is just doing enough to "get by" is in a sad boat. Such a person is missing the big pleasures of life that come from accomplishing something in creditable manner and will "get by" for only a short time.

Another person may work apparently to the best of his ability through the working hours, being careful and painstaking. He is working for the Los Angeles Railway with head and hands but he is not up to the standard if he is not working with his heart. That means loyalty and it is as essential to the individual as it is essential to the company.

Loyalty is a rather hard thing to define. It does not consist of getting up on a chair and giving three cheers for the boss. The quiet ever-ready willingness to do your utmost for the company means loyalty. Opportunities to work for the company with a loyal spirit come in working hours and off. The man who gives a helping hand to a new employe and helps him in his new surroundings and among new friends is showing loyalty of the highest type. He is not only helping the new man with his routine work but he is helping him get the spirit of loyalty that will make him do his work better and get real enjoyment out of it.

Loyalty is an essential for an employe in any capacity.

## BE COURTEOUS AND SAFETY WILL FOLLOW NATURALLY

(Continued from Page 1, Col. 1)

there are few people on the car, indicating that they are due purely to carelessness of motormen and conductors.

### Courtesy is Expected

All trainmen are expected to be courteous. When a man is courteous he is sure to be careful and a safe man. The company receives reports of courtesy or discourtesy from varied sources. I have in mind particularly the wives of officials and others in authority. A large number pay cash fare and are naturally interested in service. They commend good points and report conditions which must be corrected.

Recently a report was received involving discourtesy of a conductor in a transfer argument. The report was received from a lady I have known personally for a number of years and in whose word I put the utmost confidence. The conductor was wrong about the transfer rule in question as well as being discourteous. On being questioned he denied absolutely that any such incident had occurred on his car.

### May Be Friend Wife

As I said, the wife of the superintendent, the chief instructor, the claim agent, your division superintendent or the wife of any other official may be a passenger on your car. Their word can be trusted absolutely and when

such an incident as is described in the last paragraph is reported by the wife of one in authority, the evidence should be conclusive enough to suit all concerned.

The majority of the men are working hard for safety and courtesy. I know it and all officials of this company recognize it. That is all the more reason why severe measures must be taken with the few who are careless and discourteous.

## Introducing New Men

The following men have been assigned to their divisions during the week ending Sept. 16, 1922:

### DIVISION NO. 2

Motorman—A. W. Jolley.  
Conductors—G. R. Stevens, W. W. Morneau.

### DIVISION NO. 3

Motormen—C. Toman, F. T. Sully, G. A. Norton, M. R. Pelton, M. B. Caps.  
Conductors—H. A. Burnside, A. C. Kingsbury, R. G. Cox.

### DIVISION NO. 4

Motormen—R. V. Eddy.  
Safety Operators—R. E. Boulton, R. B. Baylor, C. A. Billingsley.

Conductors—R. M. Cotner, J. L. Byrne, R. B. Trumbo, A. B. Coltrin.

### DIVISION NO. 5

Conductors—A. E. Larson, J. E. Evans, R. E. McManus.

## BULLETINS

Issued September 25, 1922.

### BULLETIN NO. 148

Oct. 1st to 15th, 1922, will be the next semi-annual period for Watch Inspection.

All those coming under time service regulation, MUST turn in their old card to Watch Inspector and obtain a new one.

REMEMBER do not forget to sign the Inspection Sheet.

No excuse will be taken for not having your watch inspected.

ALL CONCERNED PLEASE BE GOVERNED ACCORDINGLY.

### BULLETIN NO. 149

#### Notice to Conductors

Transportation Book No. 6518, issued to S. D. Niman, account Fire Department, has been lost. If presented for transportation, take up, collect fare, and send to this office with report.

### BULLETIN NO. 150

#### Notice to Conductors

Pass No. 4222, issued to F. G. Godel, conductor, Division No. 2, has been lost. If presented for transportation, take up, collect fare, and send to this office with report.

### BULLETIN NO. 151

#### Notice to Trainmen

Until further notice, trainmen on the West Adams line will please make use of toilet located at 5176 West Adams Street.

*P. B. Hill*  
Supt. of Operation.

## Harrison Proves He Is Popular By Winning Contest

If you see Supervisor Ted Harrison looking enthusiastic and giving the college yell with an envelope and stamp it will prove that Ted is a popular young man. Here's how come:

Ted was a contender for first honors in a popularity contest conducted by a drug store near Division Three. The prize was a correspondence school scholarship. Ted won first place and will study advertising and salesmanship in his spare time. He wishes to thank those who helped him in the lively struggle.

## Safety Contest To Start Next Month

One more week and then the new series of monthly safety contests will be under way. The safety bureau is preparing to handle the work in prompt fashion so that daily reports can be sent to divisions.

Some good work is expected during the contests and comparisons with corresponding months of last year will be interesting.

## Plans for Quiet Wedding Altered

Conductor G. E. Golden, who works underneath cap badge 48, and gets his pay check at Division One, planned a quiet wedding at the Court House last Thursday afternoon. The plan was fine except for the fact that it didn't work and a large group of friends rallied to see Miss Lillian Peafe become Mrs. Golden.

Golden has a 10-day leave and will spend a honeymoon at one of the nearby beaches.

## New Operator On Telephone Board

Mrs. Linda Page is behind the new cheery hello, on the telephone switchboard, and is busy learning the names of the thousand or so folks who get daily telephone calls.

## MORE SERVICE GIVEN ON F LINE

Five additional through trips to Athens, 116th Street, will be made by cars on the "F" line during the morning rush travel. Four additional trips will be made during the late afternoon rush. This increase in service is effective Monday, September 25. No cars are added but the shorter headway can be given between Manchester and 116th Street by utilizing some of the lay over time and slightly changing the schedule.

The extra trips will be made leaving the Athens terminal between 6:30 and 9:06 o'clock in the morning and leaving the downtown district through Third and Main between 5:00 and 5:30 o'clock in the evening. The improvement will give a headway of approximately six minutes in place of the present nine minute in that section of the line which runs outside the city limits and out into the county.

## PATRIOTIC ASSN. CHIEF VISITING

Conductor F. C. Hawthorne, of Division Five, Division Commander of Sons of Veterans, accompanied by Division President, Mamie Deems, of the Auxiliary of the S. of V., and Margaret Stone, Departmental President of the Daughters of Veterans, and several of their friends left on Wednesday evening in a special car for Des Moines, Iowa, to attend the Forty-first Encampment of the Commandery in Chief of the Sons of Veterans.

Mr. Hawthorne has secured a thirty-day leave of absence to make the trip and expects to visit several camps in the northern part of this state on his return trip. He was chosen Division Commander of this organization last Spring and Division Five is proud to have one of its men thus honored.

*Out west a man burned his wife's clothes to keep her from running around. No one noticed the difference.—Allith Bulletin.*

## Little Stories OF Street Car Life

Paul Kenworthy, 569 Redfield Ave., Los Angeles.

This is the name and address of a young gentleman who boarded my car today. He dropped a dime in the fare box, and made a little explanation as follows:

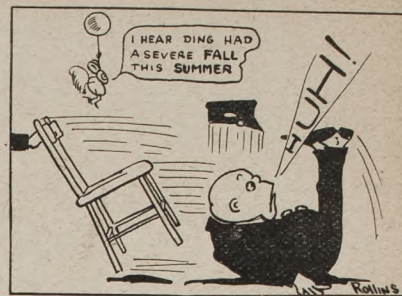
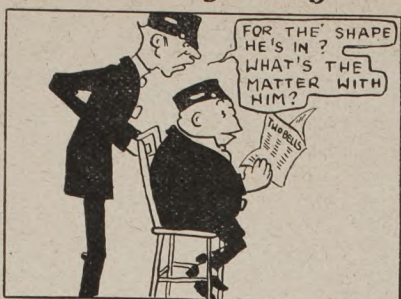
"One day a month ago I rode home on one of these cars, but was unable to get inside and as I did not pay for that ride at the time, I am paying now. My companions on the outside contended that a ride of this kind, where they were unable to get a seat, was not worth a fare, but I considered any kind of ride home worth a nickel compared to having to walk."

*"And as I have said before, if it wasn't for the noble acts of many of our passengers, a conductor would lose faith in human nature."*

C. F. WOOD, Division Three.

# Conductor Ding and Motorman Ding Ding

By Rollins



## Bouquets And Things (Hand Picked)

For Mtr. E. C. Rowland, Div. 3

Los Angeles Railway. Gentlemen:

It is my pleasant duty to inform you of the act of efficiency upon the part of your motorman, No. 1647, Mr. Rowland, which I saw about 2 o'clock this afternoon upon West Adams car No. 835 at 5th and Hill Streets.

We had just crossed 5th Street, and I was standing directly behind the motorman, and he was starting to pick up speed for the run to 6th Street when a middle-aged (?) woman, whose thoughts must have been wandering far out in the country away from crowded city traffic, stepped almost in front of the car and, if it had not been that Mr. Rowland was extremely alert and paying the strictest attention to business and immediately applied the brakes and stopped the car, there would surely have been a call for the ambulance and another sad report to be made.

Very truly,  
HAZEN D. ARMSTRONG,  
Purdy's Garage,  
815 So. Grand Ave.

□ □ □

For L. C. Haynes, Div. 1

Los Angeles Railway. Gentlemen:

Enclosed please find five cents to repay your conductor, L. C. Haynes, No. 1004, for carfare he so kindly loaned me August 12th.

It is, indeed, a pleasure to congratulate you on having such a courteous and thoughtful employe as your Mr. Haynes.

Yours very truly,  
E. E. WOLFE,  
809 West 37th St.

□ □ □

For Condr. E. C. Tyler, Div. 5

Los Angeles Railway. Gentlemen:

The conductors and motormen in your employ represent, without a single exception so far as I know, a very high standard of COURTESY and SERVICE to the public. Occasionally, an individual excels his fellows in these respects. Such an individual, I would say, is Conductor No. 592 on the Moneta Avenue line.

Yours very truly,  
M. M. SAXTON.

□ □ □

For Condr. W. E. Marsh, Div. 1

For Condr. R. R. Hunsaker, Div. 1

For Condr. J. G. Schroder, Div. 4

For Condr. J. H. Chambers, Div. 4

For Condr. P. J. Rohman, Div. 5

Los Angeles Railway. Gentlemen:

Traveling on the street cars nearly every day, I find much to interest me, and take pleasure in mentioning the numbers of the men in your employ of whom I shall mention.

Just recently a West Pico car was delayed a short time at 6th and Broadway. I saw Conductor 800 help a colored blind man from the street car, then take him over to the sidewalk.

Conductor 850 was busy but saw a lady attempting to cross the street. She not knowing another car was coming from the opposite direction, conductor called to her, thus avoiding an accident.

Conductor 32, on the Gage Street shuttle, deserves mention for a kindly deed done for the writer, who was placed in an embarrassing position.

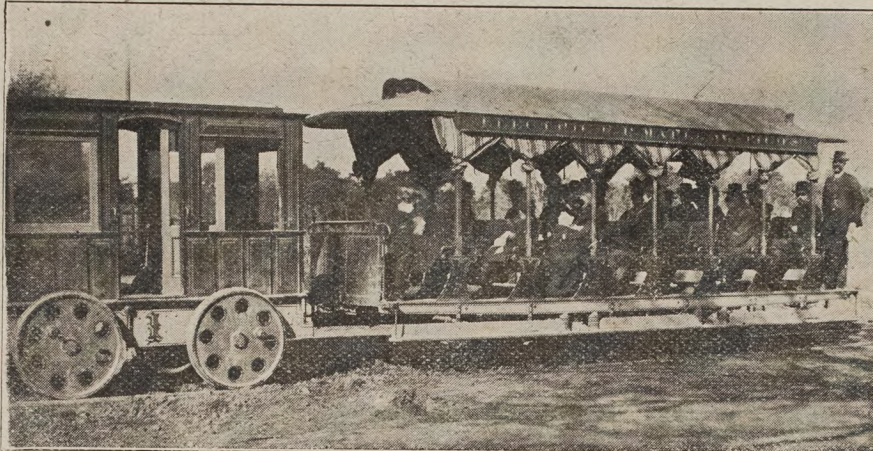
Conductor 256 was so kind and patient in explaining to a lady about where she was to transfer. Her questions were numerous.

Conductor 1680 showed quick presence of mind in grasping hold of a woman who attempted to get aboard a street car when it had stopped in the middle of crossing at 7th and Figueroa Sts.

Yours truly,  
HATTIE R. OLOFSON,  
835 N. Hollenbeck St.

## THE GRAND DADDY OF THEM ALL

This may look like something new in two-car train service, but it represents the first attempt at electric railway service in Los Angeles.



## FIRST ELECTRIC CAR IN L. A. 34 YEARS AGO

STREET carishly speaking, here is the grand daddy of them all.

The queer looking contraption attracted almost as much attention one bright day in 1888 as it would if it rolled down Seventh street today.

Baltimore is credited with the first electric car in the United States, a car with two motors being used to pull an old horse car. Later came the modern overhead trolley. But Los Angeles is well to the front as the pioneer city in electric operation.

About two months after the cable line on Temple street was completed in 1888, a Mr. Thomas Beatty, desiring to market some property on West Pico street, organized the Pico Heights Electric Railway Homestead Association, and caused to be built a line on East Fifth, Wall, Seventh, Maple and Pico.

### Bonus System Years Ago

The initial trip had to be made on a certain date in order to claim a bonus. The trip was made on time and was some thriller. The front car contained the motor which was to pull the rear car. A double trolley wire was used,

but in place of the present type trolley pole, a rolling truck looking like a roller skate, was placed on the two trolley wires and other wires were run from this contraption to the motor. The car was operated by James Duignan, superintendent, and a Mr. Hayward spent a busy afternoon on the roof of the motor car trying to keep the rolling trolley truck on the wires. Mr. Thomas McDonough, the designer, is standing on the back of the car where the fare box might have been.

### Enthusiasm Dampened

After the first hectic trip, it is quite likely, although not a part of official street car history, that the fathers of the project sought out one of the famous institutions of those days where a large steinful could be purchased on draught for a minimum sum, and admitted it was a great life.

Following the adventure, the equipment went into retirement to recover from the shock and Mr. Hayward went east to get some method of keeping the trolley truck in place. To date he has not returned and is not expected before Christmas.

## On the Sick List

The following is a list of men on sick leave:

### DIVISION NO. 1

Conductors—M. M. Pierce, 446 Downey Ave.; C. Hersh, 1147 E. 53rd St., Maywood.

Motormen—F. F. Kirchner, 3118 Wabash St.; J. N. Smith, 728 Towne Ave.

### DIVISION NO. 2

Conductors—J. I. Burns, 5102 Woodlawn; J. W. Godel, 808 E. 17th St.; I. P. Stoner, 215 E. 53rd St.

Motormen—W. H. Gill, 3201 Fletcher Dr.; E. L. Creans, 5829 S. Olive St.; L. P. McLaughlin, 1327 E. 42nd St.; H. T. Sanders, 4216 S. Wall St.; F. Gookins, 842 W. 60th St.

### DIVISION NO. 3

Conductors—H. Tupper, 2620 Ganahl St.; D. C. Farran, 2644 Roseview.

Motormen—L. F. McGinty, 5153 Haynes Ave.; G. E. Hendry, 5661 Aldama; J. B. Weil, 3203 Andrita St.; E. M. Eaheart, 2615 Merced St.; W. W. Dyer, 3039 Division St.

### DIVISION NO. 4

Conductor—O. Leisy, 1608 S. Hope St. Motormen—C. F. Kirkland, 1339 S. Union; W. J. Forster, 935 W. 20th St.; G. A. Allen, 1413 Girard St.

Operators—H. A. Cornwell, 352 E. 84th St.; K. G. Madsen, 700 E. Manchester.

### DIVISION NO. 5

Conductors—P. J. Rohman, 4811 Moneta Ave.

Motormen—H. M. Bush, 828 Larch St.; G. Pape, 5745 5th Ave.; L. L. Culp, 4816 9th Ave.

## On The Back End (Contributed)

Motorman H. A. Tinder of Division Four decided that things were not going right and that he needed a fresh start, so he resigned on September 11. Last Monday he re-entered the service and says he feels better. Of course, he lost 15 numbers on the seniority list, but he got what he went after—a fresh start. And that's that.

\* \* \*

### "East Is East and—"

They both boarded the car at Tenth street. One was a handsome young man, evidently of the well-to-do class, and with an air about him of a college man home for the holidays. The other was a pretty girl—a brunette with sparkling dark eyes and dainty features. She and the handsome young man were engaged, and thought the world of each other. But he didn't help her up the street-car steps, dropped only one fare in the outstretched palm of the conductor, and spoke not a single word during all their ride up Broadway. And yet the girl showed not the slightest sign of resentment, and did not seem to mind his neglect at all. You would have thought that the two were total strangers. But they weren't—they were engaged, as I remarked before.

One was in New York and the other in Los Angeles.

—Chaperral.

\* \* \*

A woman boarded Conductor O. S. Briley's car out of Division Five a few days ago and asked for a telephone to the Eagle Rock car. Briley is a good mind reader, so gave her a transfer.

\* \* \*

Work is capital that pays dividends.

\* \* \*

Motorman I. F. Phillips pulled up behind another car at Lincoln Park and when ready to go, nothing doing. Phillips being somewhat of a mechanic himself, proceeded to dismantle the controller box and inspected the fuses. All was O.K. Then he went up in the air, and it was very appropriate, because that was where the trouble lay, the trolley wheel being on a circuit breaker. Outside of that, it was all right and he proceeded on his way.

\* \* \*

Conductor Lockhart, although not very big, is some hardboiled gent, he having a lovely cluster of hard boils on the back of his neck. What he has to say, is to say the least, interesting.

\* \* \*

Here's to the fellow who jumps out of bed in the morning set on being cheerful all day, no matter what happens.

## Mtr. Adair Returns From Apple Ranch

Motorman J. G. Adair is well known around Division Two for his unusually good disposition as well as for the fine apples he brings with him every time he returns from his vacation to tell the story. J. G. has a large apple ranch near Banning, California, where he spends a few weeks every year to harvest the crop.

# Looking 'em Over at the Divisions

## DIVISION 1

D. B. Kohl

Vacation time is nearing the end and many of the men are coming back feeling refreshed and ready to take up their duties for another year. There are a few, however, who have not taken their vacations and are planning to leave this week. There is Conductor G. E. Golden, for instance, who came in yesterday and asked for ten days off. When asked the reason for the time he blushed and turned his face away and we just guessed that there was something in the air. And sure enough I found out afterwards that there was going to be a wedding the next day.

C. E. Hollar, the extra office man, has been nursing a big boil on his neck lately. But with all the ways of curing it that was offered Carl by the men, he soon managed to get rid of it.

Swartz, the register man, is beginning to look natural again since his hair is beginning to grow out. Swartz says the girls all liked it best when it was short, so he is thinking of having it shaved off again. Look out Swartz, old boy, you know it's going to be a cold winter.

M. F. Bowen, motorman of this division, was around showing us the new Bowen, Jr., the other day and we all agree that it is some boy, takes after Dad, you know.

Extra Register Man A. A. Deaner came in the other night looking the worse for wear. He said he was going about fifty miles per, when some gent driving in front of him suddenly took a notion to stop, this causing Deaner much distress. He rammed the other machine in the rear, throwing the occupants of his machine out on the ground, injuring his wife and himself.

Conductor L. L. Johnson took a sixty-day leave to go to Phoenix, Arizona, on some business.

## DIVISION 2

C. L. Christensen

Our old friend, Joe Stork, has again visited Division Two, this time it was the home of Conductor C. A. Clark, where a fine eight-pound baby girl was left. Mother and baby are doing fine. Congratulations.

Conductor L. F. Van Zile, who had a head-on collision with a large truck while walking at the intersection of South Main and Fifty-third Street some time ago, is back on the job, none the worse for his experience.

Motorman G. H. Livingston has taken a couple of months off to visit friends and relatives at the old home in Providence, R. I.

Conductor A. Nielsen left a couple of days ago for a trip to Kansas City, where he was informed by telegram his brother is seriously ill.

Having been gone less than a year, we find the following men at the foot of the extra list and well satisfied at that. Conductors G. M. Pinney, J. W. Pinney and Motorman D. G. Boyer. We welcome you back, boys.

For Condr. H. Le Blanc, Div. 2

Los Angeles Railway.  
Gentlemen:

Will you kindly give this five cents to the conductor whose number is 1366, as he paid my fare last Friday.

Thanking you.

Very truly yours,

C. MORRISON.

## Who's Who



**DURING** working hours, Conductor R. S. Bliss is on the Washington-Garvanza line cars and the rest of the time he is voluntarily looking after the interests of the employes through the Co-operative Association branch at Division Four. Mr. Bliss has become famous for his effective Association work at the division.

The minute a new man is on the job, Mr. Bliss explains to him the workings of the Association and its benefit branches and sees to it that the newcomer gets the protection against sickness and death.

Conductor Bliss has been in service 22 years and has an excellent record. He is known and liked not only at his own division, but throughout the system.

## DIVISION 5

L. W. Burwick

Have you noticed anything peculiar in the actions of Conductor L. K. White this week? We understand that he is soon to take a trip up that "narrow aisle from which no man returns—alone" as the young lady arrived in this city from Montana last Monday.

Conductors J. S. Smith and G. A. Boyer have resigned to take up other work.

Geo. Baltas, W. S. Campbell and A. R. Graves have returned from their vacations and are trying out their new runs.

Only one more week until the safety contests start and still we are having responsible accidents. Men, let's see if we can't cut down our percentage on these accidents and get a good start in the contest.

W. F. Hembl, DeKalb Craig, W. J. Loudy, Geo. Pape, W. L. Hague, Walter Otte and G. C. Vaughn have started their vacations during the past week.

Conductor F. E. Rainey, of Division Five, has been appointed temporarily as supervisor by A. K. Plummer, director of traffic, and is now breaking in in that capacity.

A lady passenger wished to leave the car at Florence and Vermont, where the Vermont line enters the private right-of-way. Not knowing what to call the place, she asked the conductor to let her off when they came to "the place where the tracks get off the street."

Motorman A. L. Murray has recovered sufficiently from his illness to return to work. Mrs. H. L. Raines also reports that Mr. Raines is recovering nicely since his operation at the California Hospital last week. His first request was for a copy of Two Bells.

## DIVISION 3

H. A. Russell

When you are reading over this column or that of any other division, does it ever strike you, that it is some job to write it when there appears nothing particular to write about. The writer, never doing anything wonderful or pulling any boners himself, depends on what the rest of you do for material, so when you fail to patronize the "Two Bells" news box, he is surely up against it. So anything, little items of news or any little joke that you have on the other fellow, just write it out and drop it in the box and we will do the rest.

Mot. J. D. Craig has proved that solid ivory has no sense of feeling whatsoever. The other day he called for his run, and when ready to go to work, had lost his disc. He hunted everywhere, turned his pockets inside out and took off his cap, looked in it, nothing doing, but there it was sitting tight on the old bys ivory dome and it would have been there yet if the writer had not informed him of the fact, and as said before, proof positive.

For the information of the two queens that posed with Cond. Ridell for the picture representing the Kings of Courtesy and to all others, Mr. Ridell is now busily engaged raising a cute little fringe right under his nose, later to be known as a moustache, and from present indications it will be quite fetching. You ought to see it.

Boynton, number one of the mechanical department, whose reputation as a steady worker is universally known, the other day slipped one over on himself by working a full five minutes overtime. This, he declares, was caused by some lowdown individual setting the clock back to that amount. In the future he will depend on his own Ingersoll. Ab-so-lute-ly.

Walter M. Clary, the big boy, who left us sometime ago to try out on the police force, has returned and is again collecting nickles, but not on the extra list, but as a regular guy.

Eddie Armstrong, of the mechanical department, is in receipt of an exclusive postcard from Foreman Lee Lewis, who is at present roaming the country on his vacation, said postcard being of a very touching character. Army is very proud of it.

Pretty smooth, pretty smooth, someone remarked as they observed the tops of our office desks, after the carpenter had finish renovating them. Oh, yes, just in keeping with the usual run of things around this division.

Has anybody here seen Kelly? Kelly with the woppish smile—if not, be sure and see him at our entertainment, as he is to be one of the features and Mot. Marquez will help him put it over.

Cond. Harry Tupper, who has been off on the sick list for about a week, is now back on the job again and the first thing he did was to worry Dan to let him off for a day, so that he could go down and collect his sick benefits. Oh, well, he can't help it.

An apology is due Cond. Frank Oliver from us for announcing his marriage in last issue. We were misinformed as the interesting event has not yet happened, but from the light in his eyes, it is not far off.

A. Fontaine, our genial steno., is at

## DIVISION 4

C. J. Knittle

Early morning patrons of the Temple Owl raised their eyebrows in wonder last Tuesday morning when the power went off at Virgil and Fountain. It was not the fact that the car was stalled and in darkness. Conductor Shorty Gingrich and Motorman Knudson had scrambled off at the instant and beat it down the street. Even the crew was puzzled. Suddenly the power returned and with it the solution of the mad rush. On the seat which Knudson had occupied lay last week's Two Bells. Its glaring headlines announced that ten credits would be given for the first report of a delay. Near Willowbrook the car caught up to the two trainmen. "Oh, man," puffed Shorty, "couldn't you have waited 'till one of us reached that phone?"

Supt. Wimberly is on his vacation and will return on Monday. Foreman Boyd has been acting superintendent and has filled the bill very nicely.

Our Lillipution friend, Shorty Bryant, proved himself a warrior bold a few months ago when he handed the K.O. to Conductor Deuber in a boxing match at Recreation Hall. But something has happened. Yea, verily even the dogs won't yield to a commanding "git!" from Shorty. The other day a bulldog boarded his Temple car. "Gits!", "Beat its!", "Go ons!", slaps and kicks failed to break the canine's determination to ride. Shorty made four round trips. So did the dog. Then he pulled in. So did the dog. At the barn Shorty studied the pesky animal. Its persistency was dumfounding. But now the dog was wagging its tail and licking his hand. Tears welled in the midget's eyes. Picking up his lunch box, he patted the dog lovingly. "Come on, pal," he uttered brokenly, "we're going home."

Motorman C. L. Penberthy has been granted a ninety-day leave to go back east.

Conductor H. P. Brown is taking a thirty-day rest.

Motorman R. J. Dickson is on a twenty-day leave to build an addition to his home.

Operator C. H. Atkinson passed out the Perfectos a few days ago. C. H. is the proud daddy of a seven and a half-pound boy. A howling success.

present on his vacation. Extra Office Man Jimmy Brittain is holding down the job until his return.

Victor McAdams, who works the owl shift as cash receiver at this division, is on vacation. Mac has recently been suffering with cold and tender feet. We understand that he is negotiating with Barney Google for a pair of his famous Spark Plug spring shoes. Senor Black is officiating in Mac's place.

Several postcards received from Cond. C. W. Smith, en route to Pennsylvania by the gasoline trail, report that he is having a wonderful trip.

Don't forget the big Division Three show at Recreation Hall, Saturday, September 30. It is going to be hum-dinger and we want you and the ladies to be there, to see old Division Three hold its end up as per usual.