

CLOSER CO-OPERATION ASKED FOR BETWEEN TRAINMEN AND COMPANY BY SUPERINTENDENT HILL

INCREASE OF FARES APPLIED FOR BY COMPANY

WINNERS OF PRIZES IN CROSS-WORD PUZZLE

Mr. R. B. Hill, superintendent of operation, was the principal speaker at a series of division meetings just closed.

Mr. Hill's opening message to the men was on the working of the bonus system. "No human system is perfect," said Mr. Hill. "There are flaws in all of them, but we are trying in every way to improve our bonus system so that it rewards those who merit reward, and works no injustice to any one.

"The bonus system was installed to encourage courtesy and safe operation by the trainmen and to increase their efficiency. The management believes that the money allotted for this purpose is well spent.

"If any of you trainmen have any suggestions for an improvement in the system of awarding bonuses, let him give it to his division superintendent. The company is glad to get good suggestions, and if they are workable they will be put into effect."

Mr. Hill pointed out that only those who show a willingness to co-operate with the company and to do their best can participate in the bonus system as it is worked out.

Mr. Hill then told a story of a man at Division Three who had had seven or eight years' experience. His record was "all wet"—as near rotten as it could be. The division superintendent called him in one day and after talking over his record with him and showing him how wrong he was, he convinced the man that it would pay him to do the right thing. That man saw the light and has not had a demerit this year, which shows what can be accomplished by any man who makes up his mind to do the right thing.

It was pointed out to the men that when the classification or causes for demerits is posted, those, the observance of which is especially important, will be typed in red. Mr. Hill asked the men as a special favor to observe these carefully.

"I hope to have in the service such a body of men," said Mr. Hill, "that if any of you leave the service and apply to another organization for a job your highest recommendation will be that you have belonged to the trainmen's body of the Los Angeles Railway."

Mr. Hill then took up the causes of demerits and spoke on each one. "We know what we want," he said, "and what we have a right to expect from you men. When a trainman observes

strictly the operating rules it's a fifty-fifty proposition. The company benefits and so does the trainman.

Discourtesy

"Twenty to twenty-five per cent of the complaints against trainmen for discourtesy are bona fide. Those trainmen who are the cause of such complaints are a detriment to the big body of men who are courteous and efficient in their work. Some of you men think that complaints against you for discourtesy may be unreasonable. The management always gives the benefit of the doubt to the trainmen.

"Recently I got a letter from two women who did not have the nerve to sign their names but who did give their street address and telephone number. They made a serious complaint of discourtesy against a conductor. I wrote these women and asked them as a special favor to come into my office and talk the matter over. I had not talked with them five minutes until I knew that they were wrong. I knew their type and was sure that I had sized up the situation right—that the conductor was in no way to blame.

"I cite this instance that you may know that before we make a mark against a man on complaint of a passenger for discourtesy, we go into the case very thoroughly. We consider it a serious matter to mark up a man for discourtesy."

Road Space

Mr. Hill paid a compliment to the motormen because of the very decided decrease since 1918 of collision of cars and said it was due to the men carefully watching the road space rule and carefulness in making arbitrary stops—that only two passengers had been injured during the last year. The accidents caused by the cars colliding with vehicles which are stopped on the tracks have become entirely too frequent. There is no excuse for running into a stalled automobile when you have time to stop.

In speaking of collision with pedestrians, Mr. Hill warned the men to watch for pedestrian crossings and to give extra care to the yellow ones which are made to protect the kiddies. "Don't take any chances," he said, "at those school zones, or pedestrian crossings. If any of you should hurt or kill a kiddie it would be a source of the greatest regret of your life and you wouldn't be a man unless it was."

(Continued on Page 3)

The company has made an application to the Railroad Commission for increased fares. It is asking for a 7c single cash fare or four tokens for 25c, making the fares 6¼c per ride for regular riders, including the same liberal transfer privileges as obtain now.

It is not proposed to change the present zone points except that some minor overlaps will be eliminated.

The operating expenses of the company have steadily mounted within the last two years, but the number of pay passengers during that time has practically remained stationary.

The company realizes that it is of tremendous importance that the whole city have adequate transportation and believes that the people are willing to pay the cost of good service rather than see the service deteriorate.

Mr. Geo. J. Kuhrts, general manager, in a statement to the public, says, among other things: "An increase in fares such as has been in effect in practically all other large cities in the United States would have been justified for the Los Angeles Railway several years ago, and it is only because of the unusual policy pursued by Mr. Huntington that the city of Los Angeles has been able to enjoy the benefit of this exceptionally low fare.

"In spite of every effort in efficient and economic operation, the nickel fare cannot be stretched further, and if the present high-grade transportation system is to continue in the future, enough revenue must be produced to pay for the cost of such service."

The company is faced with a capital expenditure of over \$6,000,000 during the next three years for buildings, tracks, new cars, buses, substations, etc. Track reconstruction alone will amount to \$3,954,362. This item will probably have to be expended within the next two years, as it is based on estimates for street work already approved. New cars will cost \$1,400,000 and new buses \$736,500. Viaducts over the Los Angeles River to be built within the next two years will cost the company \$688,084.

In the last year and a half the company has spent an enormous sum in tearing up and relaying tracks in the most congested portion of the city. A tremendous program is in progress, of opening, widening and regrading streets and building storm sewers by the city and the company is faced with further large expenditures in track work.

The cross-word puzzle fans among those in the transportation department eligible to the contest last week made a commendable record. Eleven cash prizes were offered and thirteen correct answers were received.

E. C. Helbling of Division 3 at 5:10 a. m., November 16th, and E. M. Meyers of Division 3 at 7:45 p. m., November 16th, got under the wire just too late to get an award.

Prize winners were as follows:

- Number one, \$10.00—H. L. Barden, switchman, Division 4, time received 1:20 p. m., November 13th.
- Number two, \$7.50—C. J. Knittle, conductor, Division 4, time received 6:14 p. m., November 13th.
- Number three, \$5.00—C. A. Plume, conductor, Division 2, time received 8:15 a. m., November 14th.
- Number four, \$3.00—S. H. Deane, mo-

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
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E	N	T	E	R	F	L	O	O	D	C	O	A	S	T
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R	D	E	F	I	V	A	N	P	E	O	N	P		
F	A	R	E	S	E	N	Y	A	W	A	S	H		
P	R	Y	R	E	P	G	D	R	S	C	O	P		
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M	N	N	E	I	L	E	E	D	I	T	V			
A	N	O	R	A	W	E	S	A	G	S	O			
F	L	O	U	R	B	R	A	K	E	M	E	R	I	T
T	A	X	I	G	R	A	Y	S	O	N	R	O	S	E

- torman, Division 3, time received 2:00 p. m., November 14th.
- Number five, \$2.00—J. W. Justis, conductor, Division 3, time received 5:43 p. m., November 14th.
- Number six, \$2.00—John W. Cowden, motorman, Division 5, time received 6:35 p. m., November 14th.
- Number seven, \$2.00—Glenn Granger, conductor, Division 4, time received 2:00 a. m., November 15th.
- Number eight, \$1.00—A. W. Horton, conductor, Division 4, time received 4:10 a. m., November 15th.
- Number nine, \$1.00—Jack P. Benedict, safety operator, Division 4, time received 4:38 a. m., November 15th.
- Number ten, \$1.00—F. M. Doherty, motorman, Division 5, time received 6:20 a. m., November 15th.
- Number eleven, \$1.00—F. A. Keersmaekers, conductor, Division 5, time received 4:00 p. m., November 15th.

Franchise provisions under which the company operates compel it to tear up and relay track and paving at its own expense where streets are graded or a storm drain is built. Investments in this type of work are a total loss to the company.

TWO BELLS

Published by and for the Employes of the Los Angeles Railway

A Herald of Good Cheer and Cooperation

Janet Converse - - - - - Publicity Manager

Read Carefully

A brief outline of the application for increase in rates made by the company appears on another page of this issue. This is given so that employes of the company may understand the situation.

A resume of the talk given by Mr. Hill to the men also appears in this issue. Many of the trainmen were unable to stay through the entire meeting. Mr. Hill's message to the men is very important, and so that no points will be missed by anyone it is given quite fully in this issue.

Right Thinking Brings Success

By John C. Collins, Supervisor of Safety

The first of December the new bonus year begins. If you start by saying, "I am going through the year without an accident," the chances are you will have one within two weeks.

Just make up your mind to do the best you can, to observe the rules and to play the game according to your best judgment. What one man can do another can do equally as well if he follows the same line of thought and has the same desire to improve.

While your car is in motion pay attention to where you are going and to what is going on in the street ahead of you. You cannot give the necessary attention to your operation if that attention is divided or scattered. Train yourself to concentrate on the thing you are doing.

Sever all connections with the yesterdays of your life; do not connect up with the future—one has passed, the other has not arrived. But today is here, now. In doing the best you can today you draw from your past experiences. You draw also upon the future in that what you do today will make or mar your future.

We start each New Year with enthusiasm and a high aim, but lack the stability to carry on. We let down too soon.

Start each day with renewed energy and desire—figure that day the

only day you live and you are going to do your best that one day.

If you feel that you are skilled enough to operate a street car one day without an accident or without a discourtesy complaint against you, the problem is solved, for that is all there is to it.

To succeed, by conscious effort, for one day, means you can succeed for one week, one month, or one year, because todays are what weeks, months and years are made of.

Separate your days, live each one right. Start it with the right spirit. Let nothing or no one turn you away from this purpose. Be cheerful and full of life and always careful to recognize the rights of others.

Let your own eyes negotiate the way and your own intelligence control your actions. Right thinking must precede right action.

To the man who makes even a reasonable effort to follow this idea during the next year, I guarantee to him the best accident record he ever had. It makes no difference what others may say; they are not living your life, nor are they connected with the same lines of thought. The question is, do you want to succeed? If you prove to yourself that you can do it for one day that's all that is necessary. You are master of yourself.

Come On There, You Other Divisions Try and Beat It

Conductor A. M. Wood and Motorman E. G. Humberger, both of Division Two, set out to beat the record of their fellow divisionites made last week by Blanton and Wells. They didn't quite do it, but they did make a wonderful record. Being delayed by traffic, they were out two hours and twenty minutes from pull out to pull in. Because of this delay they had to carry a considerable number of extra passengers. At no time was the car more than ten minutes late. They brought in 460 transfers, 13 bus tickets, 38 school tickets and \$10.95 in cash, representing a total of 730 passengers.

Last week's record was really ahead in the total number of passengers carried when time is counted, however, as their time out was one hour and thirty minutes.

Molly Cassidy: "Shure, Pat, I had a certificate ov karacter, but I lost it comin' over. Phwat shall I do?"

Pat Murphy: "Niver moind, Molly; I'll write ye wan." Writes like this:

"This is to certify that Molly Cassidy had a good karacter before she lift the ould counthry, but losht it on shipboard comin' over!"

Several weeks since, little Genie, four years old, occupied at night with his mother an upper berth in the sleeping car. Awaking once in the middle of the night, his mother asked him if he knew where he was.

"Tourse I do," he replied. "I'm in the top drawer."

Signs Of The Times

By Paul Laurence Dunbar



Cidah press commence a-squeakin'
Eatin' apples sto'ed away,
Chillun swa'min' roun' lak ho'nets,
Huntin' aigs ermung de hay.
Mistah Tu'key keep on gobblin'
At de geese a-flyin' souf,
Oomph! dat bird do' know whut's comin';
If he did he'd shet his mouf.

Air a-gittin' cool an' coolah,
Frost a-comin' in de night,
Hicka' nuts an' wa'nuts fallin',
Possum keepin' out o' sight.
Tu'key struttin' in de ba'nya'd,
Nary step so proud ez his;
Keep on struttin' Mistah Tu'key,
Yo' do' know whut time it is.



Pumpkin gittin' good an' yallah,
Mek me open up my eyes;
Seems lak it's a-lookin' at me
Jes' a-la'in' dah sayin' "Pies."
Tu'key gobbler gwine 'roun' blowin',
Gwine roun' gibbin' sass an' slack;
Keep on talkin', Mistah Tu'key,
You ain't seed no almanac.



Farmer walkin' th'oo de ba'nya'd
Seein' how things is comin' on,
Sees ef all de fowls is fatt'nin'—
Good times comin' sho's you bo'n.
Hyeahs dat tukey gobbler braggin',
Den his face break in a smile—
Nebbah min', you sassy rascal,
He's gwine nab you atter while.



Choppin' suet in de kitchen,
Stonin' raisins in de hall,
Beef a-cookin' fu' de mince meat,
Spices groun'—I smell 'em all.
Look hyeah, Tu'key, stop dat gobblin',
You ain' lured de sense of feah,
You ol' fool, yo naik's in dangah,
Do' you know Thanksgibbin's hyeah?



BOUQUETS

It is always a pleasure to the management to get letters full of heartfelt thanks for treatment accorded to the writers by trainmen in the service. The time of year is here when through watchfulness on the part of our trainmen, Christmas shoppers and strangers may be helped on their way.

For H. O'Neill, conductor, Division 4, from Mrs. Ellen Wilde; helping old lady board car.



For P. F. Clark, conductor, Division 2, from F. A. Brode; kindness to a mother with a baby.



For H. J. Osborne, conductor, Division 5, from E. Hirsch, for helping woman with a baby off car.

For R. G. Monahan, conductor, Division 3, from Eleanor Hoefler, for helping three elderly women alight from car.



For E. D. Walters, conductor, Division 3, from Nelson D. Hunter, for loaning fare.



Don't forget that the man who watches the clock will never be more than one of the hands.

By doing for the other fellow, you are cultivating for yourself that which promotes happiness.

Bulletins

Issued November 22, 1926
STREET CAR

No. 177—NOTICE TO CONDUCTORS

The following passes are reported lost: No. 2317, issued to Y. Uchida, Jap foreman, Division 1, days.

No. 2743, issued to Mary Lee Gray, regular car cleaner.

If presented for transportation, take up, collect fare, and send to this office with report.

No. 178—NOTICE TO CONDUCTORS

Badge No. 66, issued to Special Delivery Messenger R. T. McDonald, is reported lost. If presented for transportation, obtain name and address of party holding same, collect fare, and send in report to this office.

R. B. Hill
No. 534—BUS

Los Angeles Railway Pass No. 7913, in favor of D. R. Olson, has been lost since November 11, 1926. If this pass is presented for transportation, lift it and turn in to the division foreman.

J. W. Franken

(Continued from Page One)

Step Accidents

Mr. Hill said he could not see why a motorman should open his gates and let passengers fall off the car or a conductor who is alert and on the job let a child or woman fall off the steps.

Split Switches

"These should be watched carefully, and even if you are in a hurry make sure that the switch point is pulled over far enough or it will cause a delay to service and probably damage to equipment."

Failure to Report Accidents

"Don't try to alibi to me," Mr. Hill told the men. He spoke of a man who had an accident at 12:30 noon at 7th and Broadway with a car full of passengers and police officers around, and yet he was in such a hurry to get away that he not only failed to get witnesses but ran off and left his conductor, who was an extra man, and who was trying to get witnesses. If this extra conductor hadn't been a good sprinter he could not have caught the car. When he asked his motorman why he did not wait to get witnesses, this motorman said, "Oh, never mind." Fortunately the conductor was a different type of man and reported the accident. When this motorman was called to task, he wanted another chance, but it would have done no good to give him another chance.

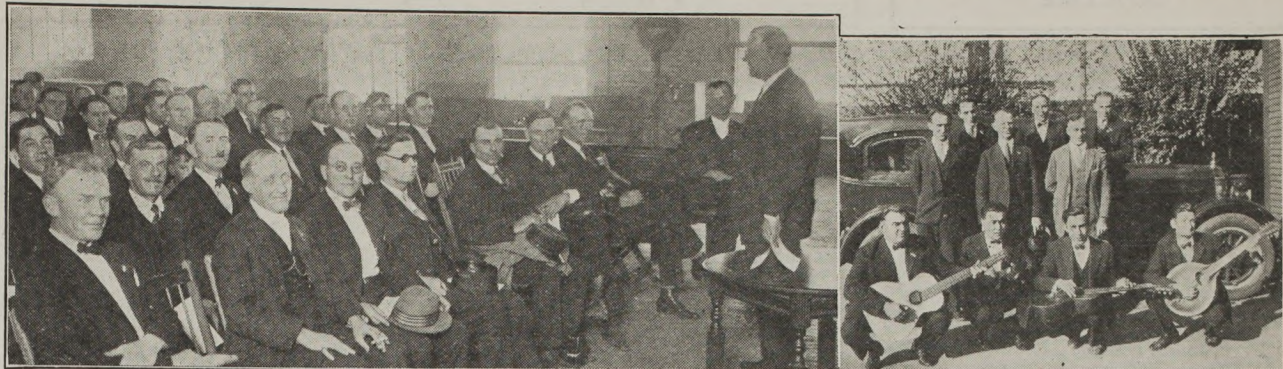
Mr. Hill insisted that both motormen and conductors make out their own accident reports and not to make notation on their accident reports to see "Motorman's (or conductor's) report."

Running Ahead of Time

Mr. Hill said that he could talk all afternoon on this subject, so keenly did he feel about it. He warned the men to cut out such practice or they would pay the penalty. "If you have the habit of edging up and beating the running time," said Mr. Hill, "you'll get a wallop during the year."

Mr. Hill spoke briefly also on the habit that conductors get into of giving bells too soon; of trainmen laying over too long at terminals and showing up late—all these things were sources of trouble to the company and demerit marks for the men. He par-

LAST OF THE YEAR'S SERIES OF DIVISION MEETINGS



Upper left: Meeting at Division 2, R. B. Hill, superintendent of operation, speaking. Upper right—Back row, left to right: J. O. Tetreault, Fred Mason, H. E. Tetreault. Center row: A. H. Eidsen, H. M. Campbell (Yodeler), and H. O. Lillie, the Harmony Hounds from Division Five.

Lower row, left to right: Ed Hahn, Manuel Mesquit, Noah Allinikov and Clyde Jewett, who compose the String Quartette.

Below, the meeting held at Division Three.



ticularly urged conductors to call streets distinctly, especially on out-bound trips during rush hours and at night. Efficiency along this line helped to keep to the schedule by getting the passengers off in time. The motormen were urged to ring the gong approaching dangerous points and starting up.

Mr. Hill asked the men to be as careful of the company's equipment as they would of a piece of machinery that belonged to them, and cited an instance where a motorman slid his wheels every time he stopped.

Another plea was for care in the use of power. Mr. Hill reminded the men that they were careful of their own light bill and could be equally cautious in the company's behalf if they would strictly observe the instructions given them. The company's power bill was at least a third more than it should be this year.

Mr. Hill wound up by voicing his appreciation of the co-operation and loyalty of the men in general.

Our Fame Spreads

The fame of the Two Bells Puzzle Department has reached San Francisco. Mr. A. W. Brohman, superintendent of transportation of the Market Street Railway Company, sent in a correct solution of the puzzle, but as it did not arrive in the Los Angeles Railway office until November 18th, and furthermore as Mr. Brohman is not a trainman, a switchman or a flagman for this company—not yet, anyway—he was advised that he would have to take other measures to get the ten dollars that he demanded as the fruit of his wit. Mr. Brohman's letter follows:

"Just picked up an issue of your 'Two Bells,' and noted your crossword puzzle, which I am enclosing herewith.

"Please forward me the \$10.00 by return mail and send me a tough one in your next issue."

A Good Time Coming

Don't forget the vaudeville show and dance to be given for the employes by the company on Saturday night, November 27, at the usual place, Forester's Hall.

Square and Compass Confer Degree

The Square and Compass Club visited Los Angeles Lodge, F. & A. M. No. 42 on Monday night, November 15, and conferred the degree of Master Mason on one of their co-workers, Brother Mojoiner of Division Four. The lodge room was filled to capacity and at least one-fourth of the audience were members of the Square and Compass Club.

After the ceremony they were entertained by Monte Blue, that prince of good fellows and leading movie picture star. Monte gave the boys one of the best talks that they have been privileged to hear for some time.

It was an evening that will be long remembered by all present, and all club members who were absent missed the treat of the season.

New Line Instructors

A new class of line instructors has successfully passed the careful examination given by Mr. Healy, chief instructor. They are now on duty in their new work.

Line instructors are of necessity drawn from the best men in the train service, and are in line for promotion to better positions in the operating department. Application for examination spells desire for advancement.

The new instructors are F. R. Baldwin, motorman at Division One; M. Morneau and B. Rodefer, motormen at Division Two; A. F. Crosby, C. W. Manning, E. E. Sanders, conductors at Division Two; L. F. McGinty, G. L. Kromer and G. S. Wheeler, motormen at Division Three.

Change in Bus Terminal

The terminal of the Verdugo Road bus line will be Plumas Avenue instead of Palmer Drive. This line will be operated on a fifteen minute headway from 6:30 a. m. to 6:30 p. m. The fare will be five cents with no transfer privileges.

COMMUNITY CHEST LAST CALL

To date the Los Angeles Railway has raised but half of its allotment for the Community Chest, as will be seen by the following report. Let us open our hearts to this worthy cause and "give more" to those less fortunate than ourselves. The benefits of the Community Chest go to the sick and crippled kiddies who have no other source to depend upon, to the aged and poverty stricken it brings food and hope. Let us not fail to answer the call.

Department	Pledges
Division 1.....	\$357.00
Division 2.....	530.00
Division 3.....	471.50
Division 4.....	496.50
Division 5.....	367.55
Mechanical.....	644.50
Engineering.....	353.00
L. A. Bus.....	117.00
L. A. Motor Bus.....	180.60
Offices.....	856.75

Total\$4374.40

Of the amount of pledges \$3149.85 has been received in cash.

A. B. MERRIHEW,
L. A. Ry. Div. 1927 Community Chest.

L. A. RECAPPE WEDS

L. A. Recappe, supervisor of schedules, surprised his many friends in the railway by slipping away on Saturday, November 13, and being married to Mrs. Ruth Bonsall.

Thursday of last week, Mr. Recappe's friends turned the tables and surprised him. He was called into the office of R. R. Smith, assistant superintendent of operation, and there greeted by a roomful of his fellow workers. R. H. Pierson, supervisor of merit system, acting for the rest, presented Mr. Recappe with a set of dinner china as a way of showing their regard for him.

Every accident is a notice that something is wrong with men, methods, or material—investigate—then act.

DIVISION ONE

H. N. COLE

Motorman J. S. Peach of the "J" line, has two hobbies, and photography is both of them. And don't think for a moment that he is an amateur at the game, because he is anything else but. He recently photographed the new residence of Motorman H. Hansen, and it had all of the finishing touches of a regular honest-to-goodness photographer.

The Harmony Hounds, from Division Five, made a huge hit last Tuesday at the meetings. We hope they will be on hand at all the meetings in the future.

Let us hope that new feature (cross-word puzzle) in the last issue of Two Bells, will be a permanent one, as we have quite a number of enthusiastic fans at Division One.

Former Conductor M. J. Botello paid a visit to his old motorman, L. Burnett, a few days ago. He wishes to be remembered to all the boys. He is purchasing agent for a local paint company and is doing well.

The following men are on the sick list: Motormen O. L. Dunn, L. M. Enos and Tom Forrester.

Motorman Rath recently bid in a run on the "R" line, after having worked the "N" line for several years. A few days ago he was seen with a sad, lonesome look on his countenance, and when questioned as to the cause, he replied: "I am home-sick. I want to get back on old West Ninth again, and you bet I will stay there."

And that's that.

DIVISION FIVE

FRED MASON

This week's sandpaper sandwich should be handed to Motorman J. R. Wright and Conductor J. L. Crofts, a regular crew on Line "M," for trying to throw the electric switch at 4th and Broadway, northbound. Wright couldn't understand why he couldn't throw it with the controller, and Crofts was mystified because he couldn't pry it over with a lever. They probably would have been there yet had it not been for the motorman on a "P" car behind them coming along and telling them that they would find that the switch at 2nd and Broadway would be easier and certainly more proper.

Conductor George Baltas, who works nothing else but "F" Line, came dashing madly back into the office yelling for an Ohmer Key. Just because he had a "six-hundred" car on his run he thought he had to ring 'em and it took Ed. Tyler about ten minutes to convince him that he had a fare box.

Motorman H. M. Campbell, the yodeling Yank, had just finished his yodeling of "Sleep, Baby, Sleep," and after the applause had died down, Motorman Jack York, the voiceless wonder, said to the guy sitting next to him, "I broke him in." Jack did break him in alright, but it was on the front end of a street car.

We regret to announce that Motorman J. E. Raski was called away to Swell, Utah, on account of his father's death.

"What the future has in store for you depends in a large measure on what you place in store for the future."

DIVISION TWO

E. A. MOXLEY

Mark up another interesting meeting for Division Two. The remarks by Mr. Hill and Mr. Collins were highly enjoyed by the boys. Quite a display of talent was made during the meeting in which a yodler and an eccentric dancer vied with each other for honors. It is apparently evident that familiarity with our own national anthem is not up to par by the way the words to the hymn were passed out. The excellent music dispensed by the quartette gave vent to hysterical efforts to wail the well-known classic, "Sweet Adeline," by certain groups of trainmen. There was a stir of excitement when Mr. Dickey announced, at the conclusion of the morning meeting, that Mr. Hill desired to stage a come-back in pinochle, having been beaten last year by some Division Two card sharp. As the afternoon meeting is now over we can report that "Tex" Bourland is going around the division acknowledging handshakes over the fact that he was beaten by Mr. Hill.

Conductor F. W. Godel's mother-in-law passed away suddenly Sunday, October 24th. Services were held at Holy Cross Church and interment was made at Calvary Cemetery.

Conductor J. R. Hanna returned today from a thirty-day leave of absence which he spent in a visit to relatives in Amarillo, Texas.

Conductor E. R. Hackett is convalescing from an attack of pneumonia.

Motorman G. F. Morgan is reported very ill and is confined to his bed at home.

Conductor E. V. Fiedler, who recently made a hurried trip to Chicago to his wife, who was very ill and who later passed away, has decided to stay in that city. We regret his leaving the company, as he was well liked.

Conductors P. J. Boyer and G. A. Frost and Motorman "Pat" Fitzgerald have been appointed temporary flagmen.

It isn't the task that shall make or mar
Your chance in life. It is what you are.

Whatever the job that you find to do,
It is only a chance for the best of you.

DIVISION THREE

L. VOLNER

Conductor Clyde C. Coates has returned from a six weeks' vacation, which was spent in Iowa. All his friends on the "B" line were greatly pleased at his return to duty.

Motorman F. Milano is now in Windsor, Canada. He writes that there is a deep snow on the ground and they are having very cold weather. Frank has been visiting in Detroit, Michigan, and is going to Ohio for a visit before returning.

Conductor Habinghorst is in the Roosevelt Hospital and would be glad to have all come to see him.

The meetings last Monday were well attended. Mrs. Rees of the publicity department was present at the afternoon meeting and made a short talk which was well received.

We will serve the one grand turkey dinner, with all the trimmings, on Thursday, November 26th, for seventy-five cents. Come early. Plenty of parking space. Located 600 West Avenue 28. Finest turkeys served.

DIVISION FOUR

C. J. KNITTLE

"Is the superintendent in?" asked the scribe of Benny the steno, who is also chief doorman of the boss's imperial sanctum.

"Yes," answered Benny, "but he has no time for snooping reporters."

"Well, I must see him," declared the scribe, as he disappeared into Mr. Wimberly's private office.

"Wim" was buried in merit records. He glanced up and down like a trip hammer.

"If I sent for you it's a mistake," said he.

"I want news for our weekly organ," piped the scribe.

"Tell them some Aimee jokes."

"Awright. Did anybody's dog die?"

"No obituaries. Did you hear about Benny the stenog? He quit using tobacco November 1."

"Fino! How did he do it?"

"He took some kind of pills to help things along. Mr. Boyd tried it, too, but it did not work. He's out there smoking with his mouth full of pills."

"Anybody get hitched up this week?"

"No suicides. Conductor B. M. Burton is back. He quit six months ago and has been working for the J. B. Colt Light Company, but they got to horsing him around and he refused to be rode."

"How about the seven-cent—"

"Are you after news or prophecies?"

"How does this division stand in the Chest campaign?"

"Oh, boy! Look on page one."

"Any sick, lame or lazies this week?"

"Motorman J. McKeown and Safety Operator H. R. Bodycott are sick. Also Conductors Dickson, Gibbs, Taylor, Snow, Knourek, Dyson, Reynolds and Schroeder."

"You have a keen memory."

"Don't kid the subscribers. I read that off."

"Aw, don't give me away."

"Tell them about Conductor King's banana tree. It has a large bunch of green bananas, but they won't turn yellow."

"Awright if there's room."

"Good-bye."

"WHAT?"

"GOOD-BYE!"

"Oh! Good-bye."

BUS DIVISION

ELMER WOOD

It has been recently discovered that former Operator Geo. L. Rosen is the father of a four-weeks-old boy.

Conductor R. O. Westby is taking a 30-day leave of absence.

Operator L. W. Walters, who has been on the sick list, has returned to work.

Operator S. M. Young says that Operators A. E. Bell and W. T. Crawford should go back to China, because that is where they can get the much talked about Chinese rum.

GARAGE NEWS

Norman Lane was off last week due to the death of his grandfather.

Clarence Marine and Wesley Nolf are trying to raise mustaches and will probably have them by Christmas.

Introducing new men at the division: J. L. Wismer, J. V. Phettiplace, W. M. Hamma, W. O. Evans and W. H. Coker. In the garage: J. Wilson, C. Jones, E. Espree, W. Massen and T. J. Risdon.

SHOPS

JACK BAILEY



Irene Lorraine Johnson, 3-year-old daughter of L. A. Johnson of the carpenter shop.

"Something more than sweetness."

Edward Herbert Ormston of the electrical repair shop, and Miss Mabel Irene Davis were united in marriage Wednesday evening at 8:15 o'clock.

The bridal party consisted of maid of honor, Miss Martha Tate; bridesmaids, Misses Mina Pickert and Ruth Goodman, and little Dorothy Doris Dyer as flower girl, and the groom, who was attended by his brother, Sydney Ormston, as best man, and the ushers were Messrs. Jack Pickert and Jack Bailey.

About 100 guests assembled for the happy event. Some very prominent ones known to our shops were: Mr. W. C. Brown and family, Mr. Richard Dwyer, Ralph Sloan, Tommy O'Connell and H. Dyer. After the ceremony an elaborate dinner was served a-la-orchestra at their home.

The couple left for San Diego on their honeymoon, and upon returning will occupy their new home at 159 W. 55th Street. "Many happy years together!"

According to reports there will be another honeymoon trip sponsored by Thomas Aday of the fender shop before Thanksgiving.

New men around the store room are: O. Armstrong and B. Goy. One of these men will replace H. Culbertson, who has resigned to go into business with his father-in-law "to be."

J. W. Holdsworth has returned from a trip back east to renew his authority in the curtain department.

Fred Hume of the air department is on leave of absence on account of poor health. He will recuperate while resting at San Jose, California.

Ted Reynolds had a chance to wear his new rain coat last week. He took special pains to stay in the store room and not get it wet.

Assistant foreman of the store department Ben Bradfield was late last week. It seems that Ben deserted a street car to join S. Wehn on a particular corner where O. Kieffer usually made the pick-up. To Ben's surprise he learned that Kieffer had already passed and that Wehn was returning home.