

Line Instructors of Division One Adopt Slogan *Stick By It* New System of Records



Front row, left to right: G. B. Newberry, C. C. Lee, H. J. Cormier, L. E. Adkins. Second row, left to right: E. B. Adams, F. H. Barry, G. J. Thronson, L. M. Hills, A. G. Rex, M. F. Hurst, L. Burnett. Top row, left to right: S. McDonald, T. C. Jones, M. D. Anschutz, G. W. Hargrove, F. R. Baldwin, E. R. Rath, W. C. Morgan, J. N. Hedge.

In order that other street car companies may see what real line instructors look like, we are publishing the entire group of Division No. 1 line instructors. It is hoped that it may be possible to show the groups from the other divisions in various future issues of *Two Bells*.

These, and the other line instructors, are the backbone of the Company by reason of the fact that the exam-

ples set by them and their teachings place upon the cars new men who are a credit to themselves and the rest of the trainmen.

We can thank these men for this and also for not letting undesirables get by who would only cause trouble to all concerned. This training will enable them to deal successfully with the problems in the jobs they will eventually be promoted to.

Square and Compass Wonderful Program

The regular monthly meeting of the Square and Compass Club, held Saturday evening, February 19, was an especially enjoyable one, and every available place in the big banquet room was filled.

General Manager Kuhrts made the principal after-dinner talk and was followed by J. B. Treadwell, R. B. Hill, E. R. Dye, Richard Hilf and F. Van Vranken.

After coffee and cigars, the party adjourned to the lodge room, where, through the courtesy of Mr. Treadwell, assisted by D. E. Alvarado, a number of distinguished artists rendered a

fine musical program. The artists were Senor Nuno, pianist and composer of the Mission Play, music and leader of the orchestra there; Rafael Alvarez, tenor; Julita Solita, prima donna; the Ruiz Sisters, Spanish dancers of the Mission Play, and others from Madrid, Spain. Miss Merle Holmes, niece of Mr. Treadwell, rendered numerous selections on the violin, displaying considerable ability. The affair was voted a huge success and one that will long be remembered by the members present.

The club membership was increased by 18 new members.

By J. B. HAYNER
Superintendent of Employment

From time to time meetings are called, not only among the officials, but at the divisions. The primary purpose of these meetings has been to afford an opportunity for the discussion of our many problems and an exchange of ideas of how to best meet them.

Safety and efficiency are at all times the chief subject of discussion. After all of our meetings and what has been said and done, we seek in vain for an explanation of the lack of interest on the part of some of our men in the performance of their duties.

We fully realize that our industry has plenty of knotty problems and perhaps some unpleasant features. Realizing this to be a fact, it is our duty to put forth our best efforts to stop, or at least reduce, to a minimum, those wasteful practices which not only cut deep into our revenues, but bring misery to countless numbers of persons, including our families and ourselves.

Let us dwell just a moment on the word "safety" and see if we can grasp the true significance of what it really means. As defined, safety means the quality of making safe or giving confidence, insuring against harm, loss, etc. Hence, from a humanitarian standpoint, safety cannot be overdone. No effort is too great to avoid accidents which result in personal injury or damage to personal property.

We should not be too well satisfied with ourselves and our present method of operation and the general affairs pertaining to our business. Let us look ourselves over and form a good opinion of our own capacity and our limitations, as none of us are perfect, and we are subject to making mistakes. As mistakes are oftentimes serious and costly, let us analyze each one individually so that we may be in a position to guard against any repetition of a similar occurrence again.

Let us not be too hasty in criticising the methods of our superiors or others. We are not familiar often with the inner workings or details of their respective duties; as we see it from the surface only and without giving the matter any careful thought, we are too hasty in forming an opinion which results in one of the worst things which can possibly come with-

An improved system of keeping trainmen's records has recently been put into effect and has proven very successful.

Under this new system, when a man enters the service, he is given a record number, and this number stays with this man all the time that he is in the service. After he has been O. K'd by the Line Instructor, and has passed the necessary examination of the Instruction Department, he is given his cap numbers, coat badge, rule book, street guide, punch, etc., and sent to his division.

The office of the Superintendent of Employment then makes out a folder for the man in which is put all available data such as date of birth, date of entering service, previous service, if any, previous occupation, etc. A photograph of the man is also affixed to this folder. It is then sent to the Division Superintendent, who, in turn, completes the folder by filling in the street guide number, punch number and impression and pass number.

If a man is transferred from one division to another, or changes over from motorman to conductor, entry is made of same on folder and sent to the man's new division in the event of a transfer.

When a man leaves the service an entry is made on the folder showing date and reason. In the event of re-employment after leaving the service, the folder is sent to the division to which he has been assigned.

Thus a complete history is kept of all men in addition to the usual efficiency and instruction records.

in our midst—destructive criticism.

A satisfactory piece of work of any sort is always gratifying to the employer and the employe alike, and an efficient employe is a happy, contented man, as he has no fear of losing his job and he can plan far into the future for the necessities of life and the pleasures for his family and himself. He knows also that his high degree of efficiency will warrant a recommendation from his present employer should he care to seek work elsewhere, and last, but not least, he need have no hesitancy in asking for re-employment at his old job if he cares to return, once he leaves.

Adopt as your slogan, "Safety and Efficiency"—adhere to it religiously and note the results.

~ TWO BELLS ~

Published by and for the Employees of the Los Angeles Railway

A Herald of Good Cheer and Cooperation

Janett Converse - - - - - Publicity Manager

Form the Habit

When a man saves a dollar and owes nothing, he is a capitalist. When he has five dollars net, he has become a greater capitalist. When he has saved a hundred dollars and invested it in income-bearing security, he is well on the way toward financial success and ultimate freedom from worry about his future.

"Luck" and inheritance may bring a man capital, but the money that comes easily usually goes easily. The thing we value most, as a rule, is the thing we have gained by effort because we wanted that particular thing.

But, generally speaking, the surest way, if not the only way, a man can acquire financial independence is through the exercise of **thrift**, which is the greatest character builder there is.

We are all more or less creatures of habit. If we begin to practice loafing early, we are pretty apt to be life-long loafers. If we form the habit of cussing early, we usually cuss to the end. If we begin by spending money as if it grew on weeds and trees, we perhaps find ourselves chronic borrowers in middle life and beggars or bums in old age.

But if in early life we form the habit of thrift, and get and save that hundred dollars net, we become creatures of a habit that puts us on the road to independence and a successful career.

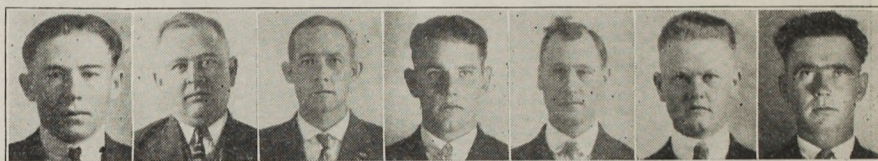
The dictionary defines "thrift" as "care and prudence in the management of one's resources; economy."

It means that saving one dollar or more out of every hundred earned and advantageously investing that dollar or more, marks progress toward prosperity.



Don't be afraid to spring a new idea on the boss. There isn't an electric railway system or any other business in the world but needs improving.

~ BOUQUETS ~



Left to right: H. M. Mayo, A. W. Chamberlain, F. C. Mead, H. N. Johnson, A. A. Middlecoff, J. O. McArthur and V. G. Miller.

A very handsome compliment was paid to Conductor H. M. Mayo of Division Five by the philosopher of the Green Verdugo Hills, John Steven McGroarty, editorial writer for the "Times," in the issue of the magazine section, Sunday, February 20.

It seems that Mrs. McGroarty had been in the roaring town shopping on a certain day and rode with Conductor No. 2584. So kind and courteous was the treatment accorded to the wife of the distinguished writer by Conductor Mayo that she related the circumstance to Mr. McGroarty, who reports her as saying somewhat as follows:

"I rode about 17 blocks in that car, and Conductor No. 2584 was everlastingly helping old women off and on, taking babies in his arms and helping weary mothers to get them across the street, speaking pleasantly to everybody that came and went, and doing a thousand and one things that probably he wasn't paid for doing and that nobody expected him to do."

A very handsome compliment, indeed, and very handsomely rendered. Mr. Mayo may well be proud of the story, as it is told on the front page of the magazine section of the

"Times" of February 20, 1927.

Motorman A. W. Chamberlain of Division Three is commended by Mrs. E. C. Benedict for his courtesy in waiting for her to catch his car.

Conductor F. C. Mead of Division Three is commended by Viola Waddell for his gracious manner and for calling the streets.

Conductor H. N. Johnson of Division One is commended by Mrs. C. M. Ward for his courtesy in assisting elderly ladies off his car and for his watchful consideration of their safety.

Motorman A. A. Middlecoff of Division Three is commended by Major E. A. Sherman for his courteous acknowledgment and appreciation when a motorist backed his car out of the way of the street car.

Conductor J. O. McArthur of Division One and Safety Operator V. G. Miller of Division Four received special commendation from T. W. Jones. Mr. McArthur is complimented for the pleasant and agreeable manner in which he conducts himself toward his passengers. Mr. Miller is praised for the trouble he took to get off his car and assist a young mother with an infant in her arms, and saw that she was safely on the sidewalk.

Not Hard to Guess

Three men applied for positions as motorman on the street car, only one man being needed.

The superintendent asked each applicant a very important question. If a motorman operating his car at the rate of twenty miles per hour suddenly found himself within forty feet of another car could he stop?

The question was asked the three applicants, the first answered he could, the second said, "I think I could." The third one replied, "How in the world did the motorman get so close to the car before he saw it?"

Who got the job?

—A Trainman.



LARY LAFFS



Mabel had her hair cut.
Bob got sore.
Now Mabel doesn't like her
Bob any more.

Tourist: And to what do you owe your great age, my dear sir?

Old Resident: Wal, I dunno yit. I'm dickering with two or three patent medicine concerns.

An American professor was visiting the smaller villages of devastated France. Seeing very few children, his curiosity was aroused. Hailing a native, he inquired:

"I haven't seen many children in this vicinity."

The native politely answered: "No, sir, there aren't many."

"How often are children born here?" asked the professor.

"Only once," was the very courteous response.

Lawyer: "Rastus, the jury acquits you of the theft of any chickens. Do you want to thank them for their decision?"

Rastus: "Yes suh—Ah wants to do more dan dat. Ah wants to invite dem out to a chicken dinner."

Miss Quete: "Say, porter, there's 20 minutes difference between the time of the clock in the station and the one in the waiting room."

Porter: "That don't make no difference, Miss, about dem clocks. De train goes at 5:09."

"Why fo' yo' look so downhearted?"
"Why fo'? Say. Ah's he unluckiest man as what am. Ah jes' walk 10 blocks to get me a good segar, an' den de damphool t'rew it offen a bridge."

Teach: "Willie, did your father write this essay?"

"No, ma'am. He started it but mother had to do it all over again."

"Mamie's got a job as a stenog."

"What Mamie?—no!"

"Honest!"

"Do ya s'pose she'll get by?"
"Well, she may at that. Y' see, her boss told her right off he's a man of few words, an' that sounded encouragin' to Mamie; she don't know very many."

An Irish chiropodist announces that he has "removed corns from all the crowned heads of Europe."

Bulletins

Issued February 28, 1927

STREET CAR

NO. 33—NOTICE TO CONDUCTORS

The following passes are reported lost: No. 1534, issued to E. Villavicencia, laborer, Line Department; No. 5630, issued to W. A. Pilcher, conductor, Division 2.

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

No. 34—NOTICE TO CONDUCTORS

Attention of conductors is called to the fact that the walkover privilege between Sixth and Seventh Streets was changed by bulletin from Grand avenue to Olive street.

On account of the fact that the reverse of the transfer has not as yet been corrected, some conductors are instructing passengers to make the walk-over at Grand avenue. Please discontinue this at once.

No. 35—NOTICE TO MOTORMEN

During the reconstruction of Bimini Bridge, at no time will a car be operated across the bridge at a speed greater than five miles per hour.

No. 36—NOTICE TO TRAINMEN

An arbitrary stop must be made at the switch recently installed on Glassell avenue at Avenue 40. Sign will be displayed in the near future.

P. B. Hill

BUS

No. 15

Below find charges which will be made for articles belonging to the Company in event of their loss by employes to whom they are issued. When a pass or badge is lost, report in writing must be made at once. If article lost is found and returned within 30 days from time lost, amount will be refunded. Consideration will be given to new men who have been in service 30 days or less when assessing charges for loss of tickets or cash fare receipts.

Pass	\$2.50
Badge	2.50
Rule Book	1.00
Guide50
Punch	1.50
Screw Driver15
Pliers30
Wrenches45
Pouch75
Tickets	Their Value
Cash Fare Receipts.....	Their Value

W. W. Wankel

For Sale

Baby Carriage—Used one year, original price \$50. For \$15. B-2.

Underwood typewriter No. 10, with leather case. A-1 condition. \$30. B-3.

Victrola (cabinet); 20 records. Value \$175, for \$50. B-4.

5-tube radio set, worth \$380, for \$170. \$30 down, \$10 per month. B-5.

Birds. English Cinnamon singers, \$5 apiece. B-6.

17-Jewel Illinois gold case watch. 16 size. For \$15. B-7.

It is taken for granted by the editor of Two Bells that the following ads sent in by trainmen of automobiles for sale or exchange are legitimate sale of their own cars and not in any way connected in any side line that they are doing for profit. If it is found that trainmen who advertise automobiles for sale are making a business of selling second-hand automobiles, all ads of second-hand automobiles will be discontinued.

Chevrolet Touring Car (1922), exchange for radio with speaker. B-8.

Dodge Touring (1919). Five good tires, excellent condition. \$40. B-9.

Studebaker Special Six (1924), run 18,000 miles. Bargain. B-10.

Ford Touring (1926), five balloon tires, run 5000 miles. B-11.

Chance to See "Alias the Deacon"

The management of the Los Angeles Railway has made arrangements with the Hollywood Playhouse whereby a Los Angeles Railway night will be given March 8th at reduced prices for all employes of the Los Angeles Railway.

The following reductions will be given:

Regular seats at \$1.65 for \$1.10.

Regular seats at \$1.10 for \$.75.

Regular seats at \$.75 for \$.50.

The play on the boards is "Alias the Deacon," a rollicking crook comedy. It presents an unique section of American life, with Burton Churchill in the role of a "knight of the road," who makes his three squares by his abilities in handling a pack of cards while posing as an innocent and gullible pillar of the church.

The Los Angeles Railway Orchestra will be a feature of the musical program. The Hollywood Playhouse is located on Vine Street near Hollywood boulevard.

Hunting Party Routed by Heavy Snow

A little late for last issue came the news of a hunting party that left for Terwilliger Valley the night of February 11, to chase cottontails and enjoy the hospitality of our old friend and watch inspector, Pete Flaherty, who has settled there.

The gang, which was composed of Joe Melvin, mechanical foreman of Division Four; R. J. MacIntyre, night mechanical foreman of Division Four, and Howard Earl, assistant mechanical foreman of Division Three, arrived at Flaherty's ranch early the following morning (Saturday), intending to hunt that day and part of Sunday, but by evening so much snow had fallen and was still coming down that the men feared being snowed in. To settle the matter, they left for home at 7 o'clock in the evening.

Ten miles down the line they passed out of the snow area. It was raining terribly, the car insisted on skidding, the driver's vision was seriously hampered and they were all very sleepy. Fifteen more distressful miles were covered, when the trio, all in, parked on the side of the road and crawled into the arms of Morpheus.

Dawn came and the rest of the 140-mile journey was completed. They brought back 11 rabbits.

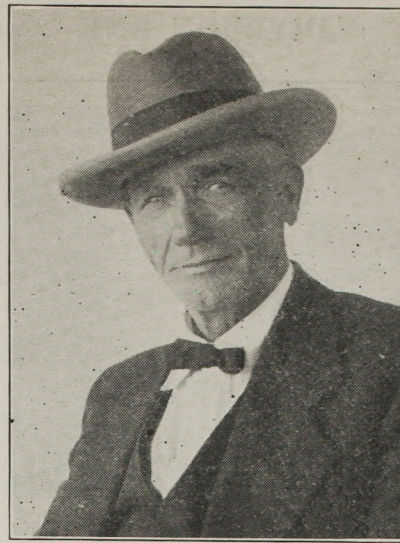
TUNE IN

Orchestra

- March 1.—KHJ, 10 to 11 p. m.
- March 3.—KFQZ, 9 to 11 p. m.
- March 4.—KNRC, 9 to 10 p. m.
- March 5.—KNX, 3 to 4:30 p. m.

Quartette

- February 28.—KFQZ, 9 to 10:30 p. m.
- March 1.—KELW, 8 to 9 p. m.
- March 2.—KMIC, 8 to 9 p. m.
- March 4.—KFVD, 9 to 10 p. m.
- March 5.—KHJ, 8:30 to 10 p. m.



J. R. Goff

Jim Goff (J. R.) is back in his beloved California and in his particularly beloved Los Angeles after being away for six years riding bronchos in New Mexico. Mr. and Mrs. Goff left Los Angeles for the Rio Grande mountain section of New Mexico on account of Mrs. Goff's health. They are back now to spend the rest of their lives in good old Southern California, and Jim says that his wife, who is the finest little woman in the world, has fully recovered her health.

Mr. Goff entered the service of the company 19 years ago as a motorman out of Division Two. During all those years he served out of the same division. His experience is a part of the history of the Los Angeles Railway. Jim has as many friends as any carman on the system, for early in life he learned to smile, even when his heart had an ache in it. "The best thing about coming back," says Jim, "is to find so many friends with a glad welcome." He has seen harder service since he started cattle punching in New Mexico than he ever would riding a bucking street car through the congested area of this great city.

The Goffs are now located at 117 West Forty-seventh street and those old-timers who do not get to see Jim on his rounds of the company will be welcome at this address.

I Like My Job Because I Do Not Have to—

- Wear ear muffs or arctics.
- Fill my own sand boxes.
- Sweep out my car.
- Report twenty minutes in Summer and an hour in Winter
- Before my run pulls out
- To heat up the car.
- Report of passenger service and
- Get a day on the snow plow,
- Sand car or work train.
- Carry a switch bar four
- Feet long.
- Supply my own stool.
- Operate on icy rails.
- Make all minor repairs.
- Stand in Zone 1.
- Carry \$20.00 change.
- Stop at every street.
- And my seniority makes friends
- For me instead of enemies.
- Safety Operator H. R. Bodycott.

Division Four.

Feeder Panel Detects Danger

An order has been placed by the engineering department for the latest type of feeder panel equipment to be installed in the Garvanza sub-station. There is an additional and somewhat adverse load condition in this district, due principally to the operation of four motor cars. This new equipment is similar to those at Divisions One and Five sub-stations, and automatically detects the difference between a legitimate power load and an excessive one, which might be due to the breakdown of electric equipment on cars or a short circuit from a trolley break. In event a trolley break occurs, causing a sudden rush of electrical energy, the feeder panel disconnects the troubled section for an interval of a few seconds, during which time the automatic feature prevails, and if the trolley wire remains on the ground or rail, the power is cut off for an adjustable period of from five to ten minutes, when it again attempts to detect outside conditions. It feels electrically.

It has been the prevailing practice during the last few years to "kill" the trolley sections affected by trolley breaks for a period to allow the trainmen or emergency crew to safely handle the wire and clear it of the ground. If the platform men know of a trolley break in a given section in the Garvanza district and the power goes "off," they can visualize the operation of this particular equipment. If the ground persists, there will be interruptions of service for the period to which the detector is set. This device has been installed, due to hazard of having energized wires on the ground in traffic among pedestrians and automobiles, and also to prevent annealing hundreds of feet of wire which might cause great delay to car service.

Monthly Dance Saturday

The regular monthly entertainment and dance will be held at the FORESTERS' HALL, 955 South Olive, near Tenth, Saturday night, February 26th. Each and every employe of the Los Angeles Railway Corporation, as well as members of their families, are urged to attend.

A good vaudeville show has been arranged and is to be followed by dancing. The show starts promptly at 8 o'clock, as usual.

Employes will be admitted on their passes or identification cards. The identification cards may be secured from the heads of the departments or the foremen and are for the use of members of families of employes who wish to attend. The card is to be used only in case the employe cannot accompany them.

Come early and get a good seat. The show starts promptly at 8 and we feel sure you will all have a good time.

ENTERTAINMENT COMMITTEE,
By C. V. MEANS,
General Chairman.

SHOPS

JACK BAILEY

T. O'Connell is sporting a new Dodge car. He is only a poor Winding Room boy, but we will have to dodge collectors from now on.

W. W. Morgan of the Truck Shop spent a very pleasant night on the 15th at the latest indoor sports game, "Bailing out the attic and praying for the wind to change." "This end of the town," says he, "is vastly superior to Niagara Falls for honeymoon purposes." What he needs in his part of town is a yacht and webfooted gloves for his chickens.

Our last dramatic and musical gathering was a big success, with such a short time to get together. Mr. Sundeen has arranged to hold the next exhibition on March 2nd. Bring your lunch, meet at the same place, and get there on time.

Andy Horn, our Sand Box King, has found the formula for sandals. Buy a pair of shoes one size too large, one pair of innersoles placed in the shoes with the glue up, wear on a rainy day and dry well before removing.

Bill Wedgewood, trolley man, while making some repairs to his car turned the gas off. That's reasons enough for it not running, but Bill does not find the cause until Roy Madglin has pulled him around for an hour or two. Don't scratch your head, Bill, you may get a sliver in your finger.

Ray Casteel, who has returned to the Electric Repair Department after some days confined to his bed, wishes to express his appreciation to the boys who helped cheer him through his confinement.

John Smith is our big-hearted Air Man. (John gave \$5.00 in our baseball fund). He is the man with a tenor voice and plays a bass horn on the side, and as a clog dancer, well, he can step up with Bonk Payne of New York any time. John says he will do his stuff any time he is called upon to act.

BUS DIVISION

ELMER WOOD

"Another bus driver has arrived," exclaimed Operator J. G. Gomes, as he announced that on February 20th he became the daddy of a seven and one-half pound boy. "And he is named after me so that he will be sure to follow in his father's footsteps," Jack continues. Mother and son are doing fine. The boys of the division extend congratulations to Mr. and Mrs. Gomes.

Operator Ray Head on the Normandie line wishes to know if you can figure this one out. While standing at the 54th street terminal, a woman walking from 52nd street rushed up to the bus, dropped a nickel in the far box, and upon asking for a transfer hurried on to board the inbound "M" car.

Pat McKay says: "It won't be long now." (Meaning about June).

Operator R. B. Hunt has resigned to work for Mr. H. Jevne as his private chauffeur.

Operator B. A. Kelley has also resigned and will go up north to work with his brother-in-law.

John Lerner (the Temple street Irishman) found a lunch on the bus last week and was all set for a real swell feed when he unwrapped the sandwiches and saw the pork. Oy! Oy!

DIVISION ONE

H. N. COLE



S. E. Edwards of Division One and Grandson Alan

A humorist has said that "Bunions are a nuisance, and poverty is a disease, but whiskers are a man's own fault." If whiskers were a disease, then Division One would be in the throes of an epidemic. Everywhere you look there is a mustache, some luxuriant, some just sprouting. Large men with small foliage, and small men with a bumper crop. But after all, they look very, very nice.

The "survival of the fittest" is the order of the day. If we report all accidents as we should, we will survive, and if we fail, we are not "fit" and cannot survive. So let's make up our minds to live up to the letter of that rule and keep out of trouble.

Traffic Man H. J. Burke, No. 4, was around a few days ago with a smile on his face that we hope will not come off, and a pocket full of cigars. He passed out the smokes while making the announcement that he and Miss Vina McCarthy of Canada were married on the 19th of this month. Burke was formerly a conductor out of Division One, where he has many friends who extend their congratulations and wish him and his bride much happiness.

Con C. F. Staggers, who has been in the hospital for an operation, called at the division this week and is getting on fine. He is still on crutches and will be some time before he returns to work.

Motorman F. R. Baldwin is a lucky guy. He has the Owl on the "J" line, but being a student instructor, he works a day run most of the time, while Motorman S. R. Willis takes his place on the Owl.

Motorman W. C. Morgan, who has been working a night run on the "R" line, has bid in a day run on the "J" line.

Motorman F. Burke has changed from a night run on the "J" line to a daylight on the same line.

Conductor H. N. Johnson, that tall, good looking fellow who is always there with a smile, has graduated from the extra list and has fallen heir to a night run on the "J" line.

Appreciation

We wish to express our gratitude to the Co-operative Association and the trainmen of Division No. 2 for the help given us when it was so much needed and the beautiful floral piece and the many kind acts when we lost our husband and father.

Mrs. Juanita Morgan,
George Morgan,
Catherine Morgan,
Nita Morgan.

DIVISION TWO

E. A. MOXLEY

Clerk R. C. Hoyle, while frolicking amongst the grass in his front yard the other night, sustained an attack of poison ivy. No one seems to know where the plant came from or how it happened to be in his front yard, but he is laid up with it anyway, and that's enough to worry about.

We regret to report the passing of the wife of Motorman W. R. T. Hensley, who succumbed after a long illness.

Motorman S. T. Millard has returned to Olive View Sanitarium and would like to see any of the boys who can get out that way.

Burl Rodefer, who is presumably trying out as a "poleecman," and was reported last week as going to "shoot" a miscreant in the form of a hydrant, states that he was erroneously quoted. He said that he would "turn him in" instead of "turn him off," all of which goes to show that as a cop he is a good motorman.

We hear that Conductor J. C. Kitchell is quite good of late on accident witnesses. Does that mean anything?

One of our "champeen" checker players, MacAdamstein, who by way of diversion counts cash, appears now for the games in a new regalia each session. If he feels he is going to beat his opponent, he wears knickers; if an even break, gentleman's lounging suit. What kind of victim would he have to have in order to wear pajamas?

A few days ago a young lady boarded Conductor F. Habich's car and had not the necessary jitney, so he advanced her the amount. The following morning she again boarded, dropped a nickle in, gave him a smile and said, "Here's the one you loaned me yesterday," and dropped it in the hopper. Habich smiled and said, "Thank you!" Then he scratched his head.

DIVISION THREE

L. VOLNER

The Winchester pump shotgun presented to Mr. Dye when he left us was greatly appreciated. The committee could not have chosen a more acceptable gift, as Mr. Dye loves to hunt, and during his vacation this summer will break the gun in.

Since our last issue more babies have arrived at this division. To Conductor W. Joffe, a boy; Conductor E. C. Croughan, a girl, and Motorman W. H. Seale, a boy.

"Say it with flowers" might be an appropriate term to describe the manner in which Conductor C. C. Coates of the Hooper avenue line celebrated his "birthday?" Someone deposited a big basket of flowers on the rear platform of his car. Passengers boarding the car remarked about such pretty flowers. Coates answered, "Yes, have a bouquet," telling them that he was a long way from home, out here among strangers, and just thought he would get some flowers for his friends on the Hooper avenue line to celebrate his birthday. Soon all the women had a bunch of carnations, sweet peas, violets or some other flower, and the men a nice buttonhole bouquet. His car looked like a regular greenhouse, when the fellow who had left the basket with Coates happened to look back through the car. It is needless to say that he lost no time in beating it to the rear of the car, where he still had a basket, which he grabbed and left the car at the next stop.

DIVISION FOUR

C. J. KNITTLE

Just a mouthful this time.

It appears Conductor Roach said a mouthful to someone. He showed up last Tuesday with his teeth all out.

Conductor J. P. Lavelle resigned last Wednesday to go on the federal dry squad.

Conductor Dickson found a three months' old puppy at First and Indiana the other day and took it home, but Mrs. Dickson threw it out. He brought it to the division and sold it to Conductor Bradley for two and a half. Pretty soft.

The transfer bureau received six new chairs a few days ago. The backs on the old ones were not high enough and it is said some of the men would like to have head rests.

It is reported a Pico car came in from Brooklyn and Rowan last Monday with five cars close behind. The crew was Adams and Adams. That may have had something to do with it. A few months ago a crew by the name of Taylor and Taylor sewed up the line something fierce.

Our sympathy is extended to Sankey Van Amburg, machinist, whose wife passed away Friday, February 18.

DIVISION FIVE

E. C. TYLER

The results of the bidding for the last bunch of open runs brought up some interesting features. One old-timer on Line "E," Conductor O. S. Briley, is trying out a day run on Line "M." Conductor R. G. Perry, who has worked some of the earliest daylights, bid off the first daylight on Line "F" onto a nice comfortable run on Line "M" that goes to work after breakfast. Conductor J. H. Feild, who has been giving Line "M" a tryout, went back to his old standby, Line "E." On the other end we find Motorman "Jack" Nester bidding from a night run to an early day run and Motorman L. C. Hescoock bidding from an "M" to an "E" run. No bids took three men from the extra list, Conductor E. D. East inherited a night run on Line "F" and Motormen J. C. Baldwin and C. R. Gilliam taking night runs on "M."

Motorman H. T. Hart has taken a 60-day leave of absence to attend to some business in Harris, Sask., Canada.

Motorman G. W. Halsey is taking a couple of weeks off to rest up.

Conductor F. H. Rolfe is resigning to return to his old home in Exeter, Ill. We are sorry to see F. H. go, but feel sure he will be back if he runs into one of the blizzards they have been having in Illinois the past winter.

So far the contributions from Division Five to the "For Sale and Swap" column of Two Bells has been nil. Come on, fellows, haven't you any old flivvers, sewing machines, radios or what-have-you that you want to get rid of?

Introducing New Men

The following men were sent to their various divisions during the week ending Wednesday, February 23:

To Division One: Conductors E. S. Lee, E. H. Sandberg; to Division Two: Motormen V. W. Johnson, H. Van Riper, G. C. Wright; to Division Three: Motorman I. M. Avant; to Division Four: Motorman W. Devaney.