



TWO BELLS

Vol. 1

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No. 29

A Herald of Good Cheer and Cooperation Published by and for Employees of the Los Angeles Railway

Edited by J. G. JEFFERY, Director of Public Relations

1532 MEN GET CHRISTMAS BONUS

Be Able To Stop Car At Crossings Without Air

COAST LAST 25 FEET UP TO CROSS LINE

By JOHN C. COLLINS,
Traveling Supervisor of Safety

The best safety device that can be placed on a car is a careful man. Carelessness causes more accidents than want of knowledge.

It is necessary to be careful in selecting the man who operates the front end of a car. A motorman requires courage, steady nerves, keen eyesight, quick, smooth, muscular action, together with a moderate degree of caution.

This is the time of the year when everybody should tighten up. Be especially careful to avoid rear-end collisions, and collisions at track intersections. Men seem to be more over-anxious, or just a little nervous as the holidays approach.

There is no reason why they should be, the responsibility is greater, and they should be more on the alert to guard against those things.

Common Offense

I do not think there is a man who has been in the employ of this company a year who has not run onto or over a track crossing, without making the safety stop. He either did this the first few days he was out alone, on account of not knowing the location of the crossing, or because he had reached what is commonly called "the over-confident period." That is the time when he thinks he knows it all, when in reality it is just the time he is beginning to learn, or the "getting acquainted" period.

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"Home Talent" and Professionals To Live Xmas Party

Home talent will join with professional talent in furnishing lively entertainment for the Christmas "open house" Tuesday and Wednesday this week. The big two-day affair is to be staged in Recreation Hall, near Division Four, Georgia and Girard streets.

The hall will be open both days from 3 P.M. to 11 P.M. and it is hoped that every employe will be able to attend the festivities, if for only a short time. An orchestra will be on hand afternoon and evening playing dandy dance music and the floor will be put in first class condition.

Special attention will be paid to the kiddies. There will be candy for them to eat and many funny acts for them to laugh at between times. For their special benefit, Conductor F. C. Meads of Division Three will present his old style tramp and town constable skits.

Safety News Placed At All Divisions

Copies of the National Safety News have been made available for all five divisions. The National Safety News is published by the National Safety Council, of which the Los Angeles Railway is a member. It is not "dry" reading, but contains several interesting articles on various aspects of safety which will be of special interest to street railway employes.

Big Danger In Rear Head Light Burning

An ex-conductor of the Los Angeles Railway, who has a keen interest in the street car game, suggests a special warning against headlights being left alight on the back end of the car. It is pointed out that the practice is particularly dangerous, as it blinds the motorman on the following car. Such cases of carelessness are few and far between, but one offense may have serious consequences.

CREDITS | | | DEMERITS

HERE are the good characteristics that spell credits and the offenses that spell demerits as arranged by Conductor L. E. Adkins of Division One:

Courteous
Reliable
Efficient
Discreet
Invariable
Thorough
Safe

Discourtesy
Exceeding speed
Missing relief
Evasion
Running ahead
Insubordination
Thoughtlessness
Starting without signal

HOUSING TO SUIT FRESH AIR FANS

They won't get up with a bugle nor have to keep quiet when the strains of "lights out" waft over from the guard house, but in other respects the latest departure of the Los Angeles Railway housing program will have some semblance of army days. The principal likeness will be the living in tents as arrangements to this end have been made to meet the requests of a number of trainmen at Division Three. Division Five is expected to have them next and an investigation is being made to see if the "fresh air fans" at other divisions can be similarly accommodated.

Tents have been set up within the enclosure of Division Three on the lawn adjoining the division building. Each tent is to be equipped with cots and individual supplies of linens and other necessities. The "fresh air fans" who requested this innovation will have the benefit of about the lowest known rent in the city, although the company is making a considerable initial outlay in the necessary equipment.

If you are a "fresh air fan" interested in this plan, let your division superintendent know.

REWARDS FOR EFFICIENCY GIVEN AT RALLIES

Exceeding previous estimates in the number of men receiving the Christmas bonus and the amount of money to be paid, the financial reward for efficiency under the Merit System was given trainmen of the Los Angeles Railway at three big rally meetings in Recreation Hall last Thursday.

The auditing department announced that 1532 men received bonus checks with a total of \$58,605.75.

The 10 A. M. meeting and 7:30 P. M. meetings had the largest attendance but there was a lively spirit of enthusiasm at all three.

Officials Present

The bonus "pay day" opened with a short talk by Mr. George Baker Anderson, manager of service. He read the bulletin under which the Merit System was established and commented on the excellent showing made by the trainmen.

Mr. G. J. Kuhrts, general manager, had intended to be present and address the meeting but he was unexpectedly called out of the city and was unable to return in time. Mr. R. O. Crowe, assistant auditor, spoke for Mr. Kuhrts, extending congratulations to the trainmen for their efficient work. He pointed out that efficiency makes for better feeling between passengers and trainmen and friendly feeling makes the work much easier. In conclusion, he extended on behalf of Mr. Kuhrts, best wishes for a Merry Christmas, a happy, prosperous and efficient New Year.

Everybody Next Year

Mr. F. Van Vranken, general superintendent, said that the bonus was a reward for giving such service to the public as should be given by efficient, 100 per cent trainmen. He said that approximately 95 per cent of those receiving the bonus has received the full amount of \$40 and that the Company hoped that the next year 100 per cent of the men would show

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Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

The "Grand-Stand" Player

ONE of the public performers who gives the public a laugh without that being his real mission in life, is the outfielder of a baseball team who indulges in "grandstand" play. You have seen him when a pretty fly comes soaring over second base with a runner on third waiting to beat the throw to the plate. You have seen him intentionally misjudge his distance as the ball starts so that he can make a sensational dash and dive for a successful catch when it looked impossible. The finish is often a graceful fall, after which the star player jumps to his feet with the ball still in his hand.

It looks beautiful and may get quite a hand from the bleachers, but the whole team has suffered because he did not make the throw to the plate and head off a run. There was a lack of team-work.

All this may seem quite aside from the street railway business, but it illustrates a big need because there is no other game that requires so much team work. With more than 800 street cars in service and more than 2000 trainmen on them at different times, it is apparent that there must be cooperation or the result will be confusion.

It is possible now and again that even the best trainmen may have differences of opinion regarding some part of their work. They may be leader and follower crews on the same line, but any differences of opinion must never interfere with the main job of giving the public the best street car service possible. That means quickness and accuracy in handling transfers instead of slow methods. Cooperation between crews means accommodating each other as far as possible at terminal cross-overs to prevent delay.

Co-operation is possible and necessary in a hundred ways and that begins and finishes with the important thought that car riders come first and not any petty personal whims or grievances.

MERIT SYSTEM BONUS DETAILS EXPLAINED

(Continued from Page 1, Col. 4)

100 per cent efficiency and receive the full amount.

For the benefit of new men and others who may not understand exactly how the Merit System operates, a little information may be interesting.

Slates Wiped Clean

The Merit System was established last April and at that time all slates were wiped clean and every trainman began with a rating of 100 per cent efficiency. The causes for credits and demerits were posted in the original bulletin and are on display at every division. Five credits or five demerits count one per cent so that if a trainman receives 10 credits his standing is raised two per cent and 10 demerits causes the loss of two per cent on the efficiency rating.

The bonus rate is five dollars a month for every man with a record of 100 per cent or better. Below 100 per cent, a trainman loses at the rate of five cents for each one per cent. A rating of 98 per cent at the end of a month would entitle a trainman to \$4.90 bonus that month instead of five dollars. The records for 1920 closed

November 30 so that payment of the bonus might be made before Christmas.

Full Bonus \$40

For the eight months from April 1 to November 30 the full bonus was \$40, so that trainmen who had 100 per cent or better each month in that period received \$40. All who on November 30 had been with the Company six months since June were entitled to bonus at the rate of five dollars per month for 100 per cent or better.

A trainman who did not receive a single credit mark and who had been with the Company at least six months was entitled to the full bonus for each month, providing there were no demerit marks against him, because under this condition his record was 100 per cent or better each month.

For every month in which no demerits are assessed against a man, he receives an additional five per cent on his efficiency rating. Therefore, a man who had no demerit marks between June 1 and November 1, and no credits for special acts, closed the record with 140 per cent because he started at 100 per cent and then received five per cent each month for clear record.

Efficient Trainman Gives Timely Rules

Here are some of the rules for trainmen suggested by Motorman R. W. Reed of Division Three who is high man on the list of the Merit System efficiency records:

"If the entrance is crowded say 'Move forward, please; other folks want to get aboard.' That tells them why you make the request.

"Wear a smile, but not a grin.

"Say 'Please' when you ask passengers to do anything.

"Say 'Thank you' when they comply."

As the company's star Motorman, Reed follows the following rules:

"Remember a street car motor can be as flexible as a twelve-cylinder motor car engine. Feed the 'juice' carefully.

"If a passenger does not call the street soon enough to make the stop, say 'I'm sorry, but you didn't tell me soon enough.'

"The side mirror is to see if the steps are clear—not to watch shapely ankles."

No Transfers To Beach so Conductor Gives Her Car Fare

WHEN it comes to kind-hearted conductors, E. F. Mayerle wins the steam-heated ice cream freezer. A few days ago a lady got on his car, gave him a nickel and asked for a transfer to Long Beach. E. F. explained how it was impossible for him to do so, and then she told him about losing her purse, that she had no money with her, and that she was a stranger in this part of the country, and what did E. F. do but reach in his pocket and give her the required amount for car fare to Long Beach?

C. J. KNITTLE.

"Take One" Request Causes Conductor Loss of Supplies

One of the office employes of the Los Angeles Railway was riding on a street car and noticed the tin boxes at the front and rear of cars which are used by the Public Relations Department for distribution of A-Z-U-R-I-D-E. He noticed the words "take one" and accepted the invitation. He put his hand in the holder and "took one," according to the invitation.

The contents happened to be conductor's leather case and envelopes containing transfers and papers. The employe brought the case to the offices and inquired about this "take one" invitation and then found out that the conductor had used the A-Z-U-R-I-D-E box instead of the transfer box.

Use of the A-Z-U-R-I-D-E boxes for transfers or other supplies is against the rules and will cause conductors considerable inconvenience when passengers accept the invitation to "take one."

Juggling the News

H. A. Russell of the Division Three office, who turns in a lively line of news from Division Three each week is responsible for the following funny story about juggling the news.

In writing these notes for "Two Bells", it just came through my mind of a joke that I pulled off a year or so ago when I was correspondent for our old magazine, the Southern California Trolley. We had at that time a young fellow by the name of Kamrath, I forget his first name but he was a brother to our present Motorman Kamrath. Well, anyhow, somebody told me something about him to put in the Trolley, so I just jotted down his name in my note book without any particulars and thought when I went to write it up I would remember what it was about, but I couldn't, that is, I got him mixed with someone else and here's what I put in the item. "A fine bonny baby boy arrived at the home of Motorman Kamrath last Saturday" and the usual frills added to it, but the joke was that it should have read: "Motorman Kamrath of this division was married last Saturday, etc." Kamrath happened to be a good sport and we all had a good laugh over it, but at that it was some joke.

FROM MOUTHS OF BABES

The Pastor: "So God has sent you two more little brothers, Dolly?"
Dolly (brightly): "Yes, and he knows where the money's coming from, I heard daddy say so."

INSTRUCTION DEPT. TO USE SUPPLEMENT TO RULES

By R. R. SMITH,
Chief Instructor

Present traffic conditions tend to make the proper instruction of a student very difficult, but, regardless of these conditions, there are some very essential points which should be put over to the student by the line instructor, regardless of the actual working conditions. For example, when a motorman who has put in seven days with a line instructor on one line tells us that "road space" means the distance between a car and an automobile which he is passing, it certainly cannot be called anything but lack of instruction. When a student conductor getting relieved at 1:15 P.M. is permitted to turn over to the relief man twenty-five transfers punched "emergency," it means that the student has not been receiving proper instruction. When a new conductor the first time he takes a car out by himself punches his transfers "emergency" on pull out trip before reaching his own line, thereby subjecting the passenger to the humiliation of having his transfers refused because of not being presented at a proper transfer point, the line instructor has certainly not performed his duties properly.

To the end, then, that the instruction may be made more uniform, and that certain essential points be not overlooked, in the near future there will be published a series of leaflets or printed lectures covering all points of instruction work both on the part of conductors and motormen. Line instructors will be furnished a folder in which these leaflets may be filed as received, and which will eventually provide him with a complete instruction book.

In publishing a general rule book, it is important to carry in such a book only a few of the most important points which are absolutely essential to the proper operation of the car, leaving a great many other important points to be covered by "instruction." This instruction book will, therefore, in the end, be a supplement to the general rule book, and will enable us to go much more into detail on certain points than can be done in the rule book itself.

In anticipation of the above plan, we will appreciate it greatly if line instructors will take up with the division instructors any points which they think it would be advisable to incorporate in this instruction book. Proper credits will be given each line instructor who offers suitable suggestions along these lines.

Div. 4 Boy Becomes Scenario Writer

Last Tuesday several of the boys were wondering what Conductor Edward Mayerle was doing over in Katherine McDonald's movie studio. An investigation followed, and we learned from a reliable source that he had dropped in to sign a contract to do some stunt flying for them, and also to sell his latest scenario, "Stolen Love." Sounds like a regular rail-roader's story. We'll bet he got the inspiration from bucking the extra list here.

C. J. KNITTLE.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

Again we have with us a reverse bouquet in which Motorman R. Van Soest of Division Two expresses appreciation of the Merit System as follows:

Mr. Geo. B. Anderson, Manager of Service.
Dear Sir:

I received your very kind letter rewarding me with 15 merits for good service which you noticed while riding on my car.

Indeed, I feel very proud to receive the appreciation of my officials, and thank you very much. What you saw is something that I have strived to do every day through the nearly eight years of my service in this company.

An old proverb says that "All good things are in threes." I feel that this is also true of our railway system, namely—employer, employe and patrons. Neither can do without the other, therefore let us strive for the best good of all.

With thankful appreciation, I beg to remain

Your loyal employe,
R. VAN SOEST, No. 2293,
Motorman Div. No. 2.

□ □ □

It is the little courtesies that car riders appreciate, as the writer of this commendation states. The praise is due Conductor R. L. Hildreth of Division Two, who graces cap number 2312. He receives the following words of praise:

Los Angeles Railway.
Gentlemen:

Being a passenger on your West Ninth Street cars daily, my attention has been attracted by one of your conductors, most favorably. I do not know his name, but his number is 2312.

One cannot help notice the many little acts of kindness shown his passengers in assisting elderly people off and on the cars, answering questions and the many little courtesies that people appreciate when they ride the same route every day.

I trust you will appreciate reading this as much as I do in sending same, for no doubt with all the mail you receive, all letters are not based on commending service.

Very truly yours,
MRS. KATHERINE OSBORNE,
Hotel Trinity.

□ □ □

Praise be to the woman who sees that there is no law against giving credit where credit is due and realizes that it is not a public duty to everlastingly slam a public utilities corporation. May her tribe increase! The bouquet is handed to Conductor H. J. Robinson of Division Four:

Los Angeles Railway Co.
Gentlemen:

It seems to be the fashion to growl or find fault with the platform men in your employ, so it seems to me that it is time to say a word in favor of those who ARE pleasant and obliging.

One especially deserving of a good word is a motorman on the Washington line. His cap number is 2215 and I have been told his name is Henry Robinson.

Those of us who ride on his car surely appreciate his kindness and courtesy.

Hoping this word of praise for one of your men will help on in the good work, I am

Very truly,
MRS. BALDWIN.

There are two things that the Los Angeles Railway Company gives that make you smile. When the check looks you in the face, and you receive a "merit card" checked above 100 percent to the good of your work.—Motorman 893, Division 4.

SAFETY WARNINGS MADE DIVISION 4 IS FOURTH IN CONTEST

Rules for General Safety and Special Weather Conditions Posted

IN A new move for increased safety in the operation of cars, large poster cards are to be displayed at divisions showing trainmen what precautions to take under different weather conditions, and also presenting the cardinal rules of safety.

The things to watch and the ways to avoid accidents under the six main rules are:

- 1 Road space: Rear end collisions, cars and automobiles.
- 2 Track crossings: Collision of cars.
- 3 Electric switches: Do not double.
- 4 Curves: Sound gong, and do not double.
- 5 Cross streets: Sound gong, slow down at heavy traffic crossings.
- 6 WATCH YOUR STEP

The Safety Bureau has made sets of three large bulletin cards which are to help all trainmen to realize the importance of Safety First. One card contains rules for general safety, while the other two are rules for the two most bitter enemies of safety, RAIN and FOG!

Read these bulletins very carefully and try to live up to them. If you do this you will never have to make out an accident report, nor be called up to see the General Claim Agent, or be a witness at an inquest. Be a Safety First booster.

Plucky Scrap to Climb from Cellar After Bad Start is Successful

THE snappy fight made by Division Four to pull out of the cellar position in the inter-division safety contest ratings has attracted the attention of all divisions and by an extra effort, Superintendent Wimberly's boys have climbed from fifth to fourth place with a standing of 889. Division One now is at the bottom of the list with 885.

Division Two continues to hold a first mortgage on the safety championship pennant as the boys of that division are leading with 919. Division Five follows with 907 and Division Three has a score of 896.

A medical corps officer chanced upon a negro acquaintance of civil life one day in France. "How do you like the army, Mose?" he asked. "S'll right so far, cap'n," replied the negro, "but Ah don't know how I'm going to like it when dem Germans shoots at me." "Don't worry about that," replied the officer. "All you have to do is zig-zag." And he demonstrated. The next time the two met the negro was in a hospital. "What's the matter with you, Mose," asked the officer. "Ah ain't sure, cap'n, but Ah think Ah must been ziggin' 'bout de time Ah oughta been zaggin'."

Don't throw mud. It will be dust when it dries, and will blow back on you.

THE ALIBI THE TRACK WAS TOO SLIPPERY THE INTERPRETATION I Was Running Too Fast

(Continued from Page 1, Col. 1)

"Start to Stop" Early

We know that for every man who hits a car at a crossing, there are ten who run a clear one. The crossing is clear most of the time. The man who misjudges his stopping distance so that his car runs on to the track intersection uses the same kind of judgment the man uses that hits a car in the side, turning it over, killing or injuring some people. He is just more fortunate in having a clear crossing, that's all. The lesson should be profitable to him.

Crossings are run because motorman carry their power too close to them. They don't "start to stop" soon enough.

Prepares for Emergency

I always figured when approaching a track crossing to throw my power off twice as far away as I would if making service stop under the same conditions, taking a test application of air just a little to see that brakes were in proper working order. This allows distance in case you have brake fail-

ure; such as broken brake rod, or no air, slippery track, or any other unlooked-for condition.

Every crossing is different from every other one, and different combinations are coming up all the time. The stop is made about twenty-five feet from the nearest track; so for a man to run on to an intersection, he has to misjudge his stop at least twenty-five feet. That is rather poor judgment for a man who takes pride in his work.

Be Sure You Will Stop

Most crossings are run at night, because the motorman does not know where he is, and not knowing, does not use the proper precaution.

If you only think you know where you are, there is some doubt, you should know you know where the next curve or crossing is, or feel your way, by feeding up the controller at a cross-street, running about half a block, throw off, and coast to the next street, and so on; keeping up a fair rate of speed by coasting most of the time so

On The Back End

(Contributed)

A lady passenger boarded a South Main car at Ninth Street with a baby in her arms. I said, "Fare, lady, fare." She handed me a five spot, and I asked, "Is that the smallest you have?" She replied, "That's none of your business; I've been married only three years."

CONDUCTOR M. COMBS.

* * *

Who was the Division 2 conductor who was sizing up that "ten acres of prairie at 28th and Moneta? Maybe he is going to stake his bonus on it. MOTORMAN G. W. GUNNER.

* * *

Ever heard of the Irishman who found a ladder too short for his needs and so cut off a piece from the bottom and nailed it to the top?

* * *

Overheard in the "Mutt and Jeff" cafe:

Mutt: "Well, Jeff, have you dusted off the pies this morning?"

Jeff: "Yes, sir."

Mutt: "Limbered up the sandwiches?"

Jeff: "Yes, sir."

Mutt: "Very well, then, come and help me blow through this macaroni."

* * *

A passenger said to Motorman Frank Milano: "Give me the next corner."

"Taint mine, but I'll stop the car and give you a chance to try and kid the owner out of it," thought the motorman, as he opened the exit gate.

* * *

There is a lot of difference between notoriety and merit. A hundred dollars' worth of roses will barely perfume a big room, but a quarter's worth of onions will scent up the whole neighborhood.

* * *

It has come to my notice that some conductors are refusing to accept the little red free ticket on account of it not being stamped "Student."

For the information of all conductors: Either of the attached tickets are good for transportation when presented; also you are to issue a transfer on these tickets when requested.

A. B. HILL,
Supt. of Operation.

* * *

Motormen must exercise extreme care to have their car well under control where pools of water are on the track, and travel through same very slowly. This is to avoid danger of derailment. If water appears too deep, do not attempt to go through, but notify dispatcher immediately.

you can see the crossing in time to stop. Approach all track intersections so you know for an absolute certainty that you can stop, air or no air.

The excuse of the average motorman who has had an accident is, "The brakes would not hold, or the track was slippery." The interpretation of this is, "I was running at a high rate of speed, or using poor judgment." The brakes will hold if used in time.

Looking 'em Over at the Divisions

DIVISION 1

One day last week we had a personal visit from Joe Finn, formerly night foreman for our Division, now chief clerk to Mr. Bob Hill. It sure was a pleasure to have Joe visit us for he is well liked by all who know him. Come oftener, Joe, we appreciate your calls.

There is something wrong or too much help at Division 1's office for they sent out December 6th transfers for the 9th. It's true it was hard to distinguish the difference, but it was noted by a conductor on Stephenson Avenue, and a line instructor at that.

Bill Bailey, instructor for Division One, got the worst of it when he attempted to move a hot gas heater from one side of the room to the other. He is now nursing a burn on his arm. Bill says it doesn't hurt, it's only a pet.

Motorman Jacobi was slightly hurt the other night when he attempted to fix a broken trolley rope on top of his car.

Jacobi came in contact with the trolley wire while holding the trolley pole.

Hold on to your stools or sit on them or they will disappear from your sight.—From one who knows.

Introducing: New Men of The Week

The following men have been assigned to divisions during the week ending December 11:

DIVISION 1

Motorman—S. R. Willis.
Conductors—H. H. Hennings, E. W. Thomas, M. T. Ellis, C. R. Johnson, M. H. Boswell, C. H. Bateman.

DIVISION 2

Motormen—E. C. Wright, S. Blomberg, W. F. Crow, P. H. Spradling, D. G. Boyer.
Conductors—G. M. Reno, R. A. Kiendl, R. I. Burton, C. C. Newcomb, A. Nelson, C. E. Abbott, H. Abrams, J. B. Crow.

DIVISION 3

Motormen—E. L. Swartz, J. J. Scrapneck, H. R. Buck.
Conductors—C. H. Samuelson, L. I. Plank, M. G. Blake, D. O. Kammer, W. J. Shackleton, B. D. Morrison, J. B. Lovelace, B. C. Brock.

DIVISION 4

Motormen—M. Ross, C. A. Staley, Carl Gilbert, T. M. Fitzgerald, H. Phillips.
Conductors—W. H. Swindells, J. A. McDonald.

DIVISION 5

Conductors—H. A. Zerby, Jr., Joe Townsend, F. G. Nash, J. W. Wood.

DIVISION 2

Motorman R. Boulding (noisy) says no wonder Division Two is leading the safety contest, he belongs to that clan.

Conductor 2102 wonders if E. Holland had found out what time his run gets on on Sunday nights. We know the time is fast—but oh, my.

Motorman Gunner suggests that the new run discs have the numbers cut out so that they can be seen by night.

Conductor Le Blanc, who has a big advantage in being able to swear in French without others knowing what he is talking about, tells a good story of a mother who tried to beat a fare for her youngster. Le Blanc asked the youngster instead of the mother about the age question and received the prompt reply, "I'm six years old."

"Remember your tongue is in a wet place and is likely to slip."

Who's Who



MOTORMAN J. COWARD of Division Five has quite a claim on fame for having made an economical deal with a landlord over renting his home. That is quite a distinguishing feat, but aside from that he has been with the Los Angeles Railway for about 18 years now.

Incidentally, Motorman Coward is quite an authority on the value of different divisions. Starting at Division One, he operated a Mateo street car in the old days, then went to Division Two for a time and later transferred to Division Three. His last move brought him to Division Five, where he is a valued member of Supt. Morrison's clan.

Every trainman seems to have a funny story about his early days and Motorman Coward gets quite a laugh over his first trip on a rainy day with one of the old-style cars when he happened to step in a pool of water while he attempted to lift off the car's headlight.

DIVISION 5

Two Bells is hereby notified that a fine lot of cigars will be in circulation at Division Five within a short time. According to all reports three of the conductors are about to jump into matrimony and the line-up appears like this:

Conductor P. N. Bailey. Miss Dwason
Conductor F. Bruno. . . . Miss Edler
Conductor C. R. Zoll. . . . Miss Smith

If all this turns out as reported, the cigar business should boom.

It's funny how little things will annoy some folks and result in definite action, but, as an example, take the moustache of Motorman E. W. Burner. It was a little one and therein was the trouble. The boys approve real "he" moustaches, but Motorman Burner's did not come in that class so it was arranged that Burner should be restored to his former state of beauty.

The contributors to the worthy cause who made it possible are; Thomas Carey, Jimmy Knapp, Jimmy Mullins, D. R. Babcock, "Shrimp" Daves, G. H. Hoffmeister, George Piccolo, "Dick" Rezac, L. A. Powell, "Young" Chamberlain, "Jiggs" Jackson, "Dinty" Moore, "Handsome" Hadlock, Jim Jones, Jack Morgan and Ed Duvall.

DISAPPOINTED

"I thought you were a trained nurse," said little Bobby to the lady who had superintended the arrival of his baby sister.

"So I am."

"Maybe you are, but you've been here a week and you haven't even tried to stand on your head."

DIVISION 3

Through some unexplained cause we did not receive our last issue of "Two Bells" until Monday A. M. This little delay, however, brought out the popularity of our paper as shown by the many inquiries for same. One man came in Sunday morning, he had no Sunday time on his run, and as he had gone home Saturday evening without his usual "Two Bells", his friend wife made him get up early Sunday and come over to the office for a copy and he was very much disappointed at not being able to procure one, as he was anxious to keep tab on Mr. Ding and Mr. Ding Dong.

Conductor Bill Bailey, who has been on sick list the past two weeks, was in to see us, and although not looking very robust, said he would be back on the job in a few days as he says "you can't keep a good man down."

Conductor Jarvis Phillip had the misfortune to bump his shin on the seat in his car the other day. Although it did not appear to amount to much at the time it has turned out to be a pretty sore leg, but Jarvis expects to be on the job again before long.

Conductor Dick Hynes is the division's lucky guy. About six weeks ago he found a \$20.00 bill on the floor of his car and, of course, turned it in, and in 30 days had the pleasure of having it returned to him as uncalled for. Again, about 30 days ago, he found a ten-spot, and yesterday had that returned, and if that and the bonus ain't like getting money from home—well, show me.

Conductor Jimmy Reynolds has been on sick list the past week, but is on the mend and we expect to see "little Jeff" grabbing nickels again in a few days.

Well, by the time of this issue no doubt all the one hundred per cent and up will have gotten their bonus and chances are will have it spent as they were all figuring on it for Christmas money and if 95 per cent of the men receive the full bonus this time we believe 100 per cent will receive it the next time, as no doubt the bonus merit system is having the desired effect, and is making better men of good men, and that is the fundamental principle of the merit system. So get busy boys, and keep your eye on the 100 per cent target as it is the Division's wish that every man should get the limit. The rules of the merit system are laid on the line of strict discipline and without discipline and efficiency no system can stand, so the Company is offering and giving you the bonus and expects you to earn it. So be a sport and play square.

Motorman J. A. Rudd, who was rather badly mused up in an accident in the car barn a couple of weeks ago, is out of the hospital and was around to see us. Disfigured, but game, and says that he is thankful that things are not worse and will be glad to be back on his run again.

Conductor Bush and Motorman C. H. Wolfe and E. L. Covinton, who left us some time ago for far pastures that looked green, have returned to the fold and are again bucking the extra board.

In last issue I mentioned that Motorman Bill Roller had resigned and gone ranching; the compositor read it Bill Potter. I don't know whether to blame him or my writing, however it was old Bill Roller.

The man who manufactures the best alibis usually can't produce anything else. Self-excused means self-accused.

DIVISION 4

Motorman Martin Grammer is taking a ten-day vacation and is going to Santa Barbara, Calif., to do his "resting up."

Did you ever know that a conductor can have too much ambition? Well, Conductor J. Maitland has. He was working Santa Fe Avenue the other day. When they got to Slauson Avenue he didn't know that was where they turned back, and he ran about a hundred feet ahead and flagged the Slauson crossing.

We would suggest that the company give Motorman A. Halwax the contract for building the homes for the Division 4 boys. Brother Halwax used to be a contractor for such work. He made homes that lasted forever. He was a grave-digger in the Rose-dale Cemetery.

We hate to tell this one. Transfer Clerk C. E. Robinson called up a market on Pico Street the other day and asked if they had any "dry codfish." "Yes," replied the proprietor. "All right," replied our chief petty officer, "take them out and give them a drink."

"July 1st. You can take it with a smile." That is what the car ads said some time ago. We waited, and it turned out to be an advertisement for Epsom Salts.

The company said, "Dec. 15. You can take it with a smile." And we did. It was a smile of gratitude we wore as we received our "forty-buck bonus." And now we hate to spend it. It's just like selling a D. S. M. or a Congressional Medal."

Conductor J. B. Harrell has gone to Yuma Valley, Ariz., to attend to some important business. He is on an eight-day leave.

Motorman E. D. Smith, our little 250-pound lightweight, took a day off last week to dig a cesspool at his new home. After taking two or three shovelfuls of earth he decided it would not agree with him, so he stopped right there, and started looking for someone to do it for him.

We will have to say a good word for Motorman J. F. Edison this week. J. F. is a real "Safety-First" motorman. We just found out that he will not start his car at steam road crossings until his conductor has reached the proper point and has given him the proper "two-finger" high ball.

Lindsey May Run in Modified Marathon

Motorman R. C. Lindsey of Division Four is considering entering the Express-Post modified marathon on New Year's day and advocates Los Angeles Railway men showing a lively interest in this and other amateur sporting events. Motorman Lindsey has done some very creditable work in amateur athletics and was a star runner at the company picnics. He hopes to see these affairs revived and predicts that many employes will take a lively interest in them.

Conductor J. L. Durham of Division 2 financed the transportation of the gentleman who wrote in this letter in appreciation of the courtesy shown:

Los Angeles Railway,
Los Angeles, California.
Gentlemen:
Find enclosed five one-cent stamps for Conductor No. 1088 on the West Jefferson car line. I was on his car, and he could not make change. He rang this fare up, so please see that he gets these stamps.
Yours truly,
J. A. ELLISON,
4260 So. Western Avenue.