



HOUSING PLAN RULES ANNOUNCED

WRONG IDEA OF MERIT PLAN IS PROVED ABSURD

By GEORGE BAKER ANDERSON, Manager of Service

Information has reached the office of the Manager of Service that there has recently been revived at some of the divisions talk to the effect that the company is trying to pile up demerits against the men in order to cut down the bonus they are to receive.

This rumor is false and on its very face an absurdity, and I will tell you why it is absurd. Under the bulletin issued by the General Manager at the time the Merit System was established, and in line with articles published in Two Bells, every man should know that a trainman whose standing does not fall below 100% any month, regardless of the number of demerits which may have been charged against his record, is entitled to the full bonus for that month.

This means that during the eight months' period in which the bonus for 1920 will be paid, if for seven months of that time a man's record has not fallen below 100%, he will be entitled to the full bonus for those seven months, and that in any event his only possible loss will be for the eighth month.

All, therefore, will readily understand how impossible it would be to reduce a man's standing to the point where any material reduction in the total bonus could be made this late in the year, even had the management any such base intention.

The management has repeatedly expressed, in most emphatic terms, the hope that EVERY MAN will be entitled to the full amount of the bonus for every month.

I want to state further that every effort has been made and will be made by the office of the Manager of Service, by the Division Superintendents and by all others assisting in the administration of the Merit System, to build the records of the men UP; and on the other hand, similar efforts have been made all along the line to prevent, where it is possible to do so,

(Continued on Page 3, Cols. 2-3)

Safety Dividend Indicated by Insurance Firm

AN indication of how safety pays big dividends is given in a letter recently received by the claims agent of the Los Angeles Railway from a large life insurance concern.

The letter stated that the company was making a study of electric railway employees with a view to offering more favorable rates. For this reason it was investigating the number of accidents to trainmen and mechanical and electrical department employees and the average injuries and fatalities.

Incidentally, when you think of insurance, investigate the Employees' Co-operative Association of the Los Angeles Railway.

MAKES DRIVE ON BAD TRANSFERS

Conductors, let's all get together, especially those of the East Fourth and the Brooklyn and Hooper line. You know we conductors have quite a time with transfers over here. We all know the rule of accepting transfers; if we don't, let's look it up. (At transfer points only, up to the time punched.)

Some obey the rule and others overlook it. The ones that overlook this rule make it harder on the ones that try to abide by it. So, conductors, let's all get together and accept transfers only at transfer points.

Maybe some people will try to bluff you. If so, just call their little bluff. Don't be afraid. When they see you mean business they come across in a hurry or get off. Try it once. Really, it's fun to put it over on some of these folks that make a practice seeing Los Angeles on a "jit."

I kept track of all the transfers I turned down today. Out of the eighteen transfers turned down I got fifteen nickels. The other three got off and said they would go to the transfer point.

B. F. PEALE, 708.

A GOOD ALIBI

"Pa, who was Shylock?" asked little Willie. "Don't you know? Why, I'm ashamed of you. Get your Bible and find out immediately." —Bulletin.

BUILDING FORCE FORMED TO PUSH WORK ON HOMES

WITH the first move of the Los Angeles Railway housing plan an accomplished fact and the building of the first six bungalows ordered, complete rules governing the housing program have been completed and are published herewith for the benefit of all employees.

A Song of Hate

Of all the guys that we despise,
The guy with the biggest nerve
Is the guy that steals our right of way
In going 'round a curve.

Another pest that we all detest
(An even greater fool)
Is the guy that takes a gambler's chance
And breaks the road-space rule.

I'm sure nobody will deny
The greatness of their crime;
But the biggest fool of all's the guy
That runs ahead of time.

—J. B. Haston, 2575.

They seated themselves at a table. "Will you have a little shrimp?" he asked. "Dear me," she exclaimed, "this is so sudden."

Friend Wife for the Housing Plan

September 16, 1920.

Editor Two Bells.

Dear Sir:—Would like a little information. Why are there so many Los Angeles Railway employees' homes put up for sale since Monday?

I would suggest using this slogan: "Take care of the homeless first," including

Yours truly,

MRS. LEDFORD BURNETT.
Wife Motorman 979, Division 1.

P. S.—The above may sound selfish, but we have moved twice since March, with an increase of 165 per cent in rent. Also must vacate present abode November 10.

MRS. L. B.

Close to 300 applications were received in the first two weeks after they were issued. The majority ask that the company buy a lot and build a house.

Form Building Force

Organization of a construction force is under way. This will enable the bricklayers to complete foundation work on a group of houses near one division, then start work on another group at another division, being followed by the carpenters, plumbers, electricians, etc.

It will be noticed that the maximum length of the contract is fourteen years, although an employe will be permitted to pay for his home within five years.

For All Employees

It is again emphasized that the housing plan is open to all employees of the Los Angeles Railway and all departments have been represented in the applications filed.

The complete rules are as follows:

1. Duration of contract, fourteen years. The items of cost will be the lot, the house, the taxes, interest and insurance. The interest rate will be 7%, or lower if money can be obtained at a lower rate. Taxes are computed on one-half valuation of the property, and at the rate for the City of Los Angeles for the year 1920. Computation of the above items will be made for the entire period of fourteen years, together with the charge of \$100.00 to cover part of overhead expenses, which will include incidentals during the life of the contract, such as cost of plans, supervision, inspection, certificate of title, etc., and which will be divided into equal monthly payments.

Monthly Payments

2. Payments. Monthly payments to begin with the first pay roll following the date when house is ready for occupancy, to be paid by deduction on pay roll.

3. The Company to pay all taxes and carry insurance to the amount of 80% of

(Continued on Page 2, Cols. 1-2)

Editorial Comment

The Fighting Heart Wins

SPORTING editors who analyze a man's work inside the ropes are fond of the phrase "a fighting heart." It means that the scrapper has the will to fight, the determination to win.

Now and again you run across the fellow who bemoans the fact that life is such a fight. He would prefer to have things come smoothly, but remember where there is nothing to fight for there is nothing to win.

The thing to fight is not likely to come with two husky fists and it is to be fought with the mind, not gloves.

"His heart in his work" is the work-a-day man's phrase for the "fighting heart" of the professional scrapper. With the heart in the work, the determination to succeed, success is sure if the fight is kept up in fair weather and bad. Troubles that might weigh a man down just give him the opportunity to show how much heart he has to strike back.

HOME BUILDING RULES GIVEN FOR EMPLOYEES

(Continued from Page 1, Col. 4)

the value of the house, payable to the Company to the extent of its interest. The buyer to pay all assessments of any kind against the property, including street and other public improvement assessments. In the event of failure to do this the Company will pay same, and add the amount so paid to the principal, which will be repaid on like terms as any other portion of such principal sum. Any decrease of taxes the buyer will be credited with; any increase will be charged to his account.

4. In case of the total destruction of the building by fire, the Company will, if requested by buyer, either:

Rebuild the house, adding the difference between the cost of the new house and the amount of the insurance to the unpaid portion of the contract price, to be repaid the same as any other portion of the contract price. Or:

In case insurance money is sufficient to pay the principal of the contract, to apply it to that purpose and return any balance of insurance money to the buyer, and to give deed to the property.

Emergencies Covered

In the event of partial destruction of the building by fire, the Company will immediately proceed to make necessary repairs, putting the house in as good condition as before the fire, without charge to the buyer.

5. The buyer must keep the property in good order and repair. Company to have option to make repairs at purchaser's expense, if latter neglects to make them.

6. In case of sickness or disability resulting in material reduction in income, monthly payments may be suspended upon recommendation of Department Head, for a period not to exceed three months. Any additional extension to be made on further request and recommendations.

Keep Homes for Employes

7. In the event the buyer ceases to be an employe of the Company within five years from the date of the contract, he must vacate the property within thirty days, and either:

(a) Sell his equity to another employe satisfactory to the Company, who will carry out the original terms of the contract; or

(b) Quit claim the property to the Company. In such case the buyer will be considered as a renter, and rent will be computed from the date of purchase, the same as if the properties had been rented originally; total rent deducted from total payments on purchase and any balance to be paid to the buyer.

The provision requiring the return of the property to the Company is for the purpose of preventing the property from passing into the hands of outsiders when there may be employes desiring to purchase the same.

Heirs May Carry On

8. In the event of the death of the buyer, his heirs will have the right to either:

(a) Pay up in full and receive deed; or

(b) Pay 50% of the purchase price and receive deed and give mortgage at interest rate provided for in paragraph 1; or

(c) Sell his equity to another employe satisfactory to the Company, who will carry out the original terms of the contract; or

(d) Quit claim the property to the Company. In such case the buyer will be considered as a renter, and rent will be computed from the date of purchase, the same as if the properties had been rented originally; total rent deducted from total payments on purchase and any balance to be paid to the buyer.

9. At the end of five years, if all the payments have been met, the buyer has the option of increasing payments to 50% of contract price and returning contract to purchase to the Company and receive deed and to give mortgage for unpaid balance at interest provided for in Paragraph 1.

Company to Give Title

10. When contract is surrendered and

deed received and mortgage given, or when final payment is made and deed given, a certificate of title will be given by the Company without cost.

11. **Restrictions.** Deeds will contain restrictions limiting the use of the property for residential purposes where this will assist in preserving the desirability of the neighborhood as a place of residence, and protecting you against the keeping of live-stock, the sale of intoxicants, nuisances, unsightly fences, outbuildings and other objectionable structures or use of the property.

12. Buyer may make additional payments in sums of \$50.00 or multiples thereof, at any time, which will reduce the interest from date of such payment, provided no contract shall be paid in full or deed be given within five years from date of contract. All excess payments made during the first year of this contract will be considered as paid on the date of contract and will serve to reduce the interest from the beginning.

May Make Improvements

13. Buyer to have the right to make any additions or improvements to the property, with the consent of the Company, submitting his plans for approval before proceeding with the work; and must protect the Company's interest in the property against mechanics' liens.

14. In case of default in monthly payments for a period of ninety days (90), except when same are suspended as already provided in Paragraph 6, or violation of any of the terms of said contract, if within five years from date of contract, the property must be released under terms provided in Paragraph 7. If after five years, it must be released within thirty days under terms provided in Paragraph 8.

15. Contract not to be assigned or transferred without the consent of the Company.

May Rent House

16. Buyer shall occupy the property as a residence, except that in case of leave of absence, the property may be rented as a residence, upon recommendation of Department Head, to a tenant satisfactory to the buyer, preference being given to a Company employe, all else being equal. Such rental not to be for a longer period than three months without further recommendation by the Department Head. All rents shall be paid to the Company and credited on contract.

17. Cash advances will be made for the purchase of houses already built, provided they are within reasonable distance of the employe's place of work, and of sufficient value to safely cover the amount desired.

18. Should an employe purchase a vacant lot, cash will be advanced for the building of a house up to \$2500.00: the purchaser to enter into a contract under the same terms as if he purchased both lot and building from the Company.

Renting Properties

1. In the event of the Company being in possession of properties for which no buyer offers, the same will be rented. Total payment of rent will be fixed at a sum to cover the interest on the investment, the insurance, taxes, depreciation and repairs.

2. The Company to maintain the property in good repair during tenancy.

3. At any time within five years should the tenant wish to purchase the property he can do so at the valuation of the property at the time his tenancy began.

4. At the time of signing the contract of purchase, computation will be made the same as if the contract of purchase had been signed at the time the tenancy began, and including every cost that is included in the purchase contract. All payments for rent to be credited as purchase payments, with the proper adjustment of interest.

5. **Payment.** The annual payments on the balance due will be in same amounts annually as would have been payable under an original purchase contract.

FOOLS

By One of Them

About thirty years ago a young fellow from a small town back in Missouri started "out West" with less than \$100 in addition to the price of his ticket. He told some of his friends he was going West to make his fortune, and they laughed at him for his foolishness. As a matter of fact he was generally regarded as a half-baked sort of chap and nobody expected to see him make anything of himself but a section-hand or a ditch-digger.

This poor fool went out along the lines of the Missouri Pacific Railway, where some construction was being done near the junction of a stream that flowed into the Arkansas River, begged from the section foreman a lot of old ties that had been removed from the track in the course of repair, and built a dugout in a nearby hill alongside a small spring. He found that he was on Government land and staked out a claim. He sent for the girl he left back in Missouri, married her and took in boarders—workmen on the railway.

MIGHT HAVE DEVELOPED

It was a fool thing to do. This young fellow might have remained back in Missouri and become a very respectable clerk in a hardware store, but instead of that he continued to take in boarders and meantime improved his land as much as he could.

Well, to make a long story short, this fool has nothing to do whatever now except collect his interest and clip coupons from Government Bonds. He is so much of a fool that he hardly knows what to do with his money.

I know of another fellow who, in 1887, was receiving \$35 per month as a telegraph operator at a little way-station on the Delaware & Hudson Railroad, back in New York. Thirty-five dollars a month in those days for that position was pretty good pay. He saved enough money to buy a ticket to a little town in the southwest corner of Minnesota, where he had heard that he could probably get a position as railroad telegraph operator and during his idle hours kill prairie wolves for diversion.

IMPATIENT AT \$65

It is a fact there was not much doing there, but still this young fellow got \$65 a month salary. Finally he became impatient, and like lots of other fools thought he could make a better success out of railroading, so he got a job on the railway running through that town. The job did not satisfy him and he dug into other departments of work. Not being content with the work and pay of \$75 or \$80 a month, he went to the Superintendent of the Division one day and told the latter all about how he ought to run his job.

He ought to have been kicked out of the office, the young cub, but he was not. The Division Superintendent said, "All right, Tracy, if you think you know so much about this job, you had better run the road." Of course, this gave Tracy an immense jolt, for he realized he had put his foot in it. The Division Superintendent insisted that he could make a try at it, and the fresh young fool from New York actually found himself in the position of Division Superintendent.

CITY HAS HIS NAME

To cut another long story short, this rash boy finally became one of the biggest men in railway circles in the West. He had a city in one of the Northwestern States named after him, and yet he does not have sense enough to seem to be able to spend his income.

WINS, LOSES AND WINS

I know another fellow who wasted a lot of his life in just trying to get and hold money. He found it easy to get money but he could not hold it very long. I have known this fellow all his life.

At the age of twenty-six he owned a daily newspaper in an Eastern State, which he bought and paid for out of money that he had made in speculation in other newspapers. Then he went broke because he had no money sense. He then got into another kind of a business and made a comfortable fortune in four or five years. He did not have enough sense to save it and lost that in other speculations. Then he finally got a job with a corporation which paid him what was then a living wage, three or four years ago.

He liked his job all right, but he found so many things in this corporation that interested him that he began to dig into them, neglecting the work that originally had been laid out for him, which, of course, was a very foolish and dangerous thing for him to do. The worst of it was the management caught him at it—but allowed him to stay on his job.

NEW MAN DIGS IN

The first thing the management knew, this foolish fellow had dug so far into various things in connection with the big business which the corporation was doing that he had learned a whole lot of things that ought to have been learned by somebody else long before, but apparently had not been learned. One day he had some words with the head of this big corporation because the manager did not seem to appreciate what this fool was driving at, and the manager, of course, took him off the job at once. He said, "All right, if you think you know so much about what ought to be done, you can do it yourself," and he put him on a new job at double or treble the salary he had been receiving before. That is the way this fool got into trouble, attending to business that was not in line with his daily duty.

WORD PICTURE OF VACATION IS GIVEN BY M'NAUGHTON

Superintendent P. C. McNaughton of Division Three has written a highly descriptive story of his recent auto vacation trip. It gives an excellent idea of the picturesque scenes on every hand in Southern California. The review is particularly interesting now, when summer time is over and minds turn to the recollection of an enjoyable vacation or look forward to one next year.—The Editor.

Did you ever take a ride on a camel's back? If you have not, and are yearning for such an experience, take a ride in a light auto over the Los Angeles county side of Santa Susanna grade. You will get all the sensations, and the day after will think you have been taking your first horse-back ride back on the old farm, on the bare back of old Dobbin, and your meals will taste better if eaten from a high shelf instead of a regulation table.

Varied Experiences

That's some of the first day's experience of a vacation trip to Santa Barbara, for which compensation came in the beautiful drive over the Ventura county roads, through a marvelous farming district with its half-gathered bean crop; its heavily loaded walnut trees; beside the blue waters of the Pacific over the Rincon Highway to the town of Santa Barbara, where we spent two days driving over some of its famous driveways.

One of particular beauty is the "Eucalyptus Drive" of many curves and grades, past old, magnificent estates, in a setting of such wonderful mountainous scenery that we wonder why people cross the ocean to see what lies right at their doors. Through this road one may come into the "Hot Springs Drive" or through "Montecito," a village of millionaires' seaside homes. There are numerous mountain drives, all of them through wooded hills and shady nooks, tempting one to forget that anything outside ever existed.

Beautiful Cliff Drive

There is also the cliff drive along the ocean for some distance, then turning abruptly through the hills into the famous "Hope Ranch." It is a dirt road and not a very good one, either, after leaving the cliff driveway, but it is through a veritable park with its ranch house perched high on the side of a mountain.

We only drove as far north on the coast road as Gaviota Pass, but every inch of the road presents something of interest and something different. As far as Goleta—seven miles from Santa Barbara—a little old-fashioned town, with its city fathers apparently asleep, else its streets of asphalt would not have the appearance of a storm at sea.

Ojai Enchanting

Leaving Santa Barbara, we drove through lovely Ojai valley—making one understand that California is just one piece of magnificently scenic view after another, some of them more so; all different, all enchanting—to the quaint little town of Ojai, built in mission style, where we ate dinner at its one hotel. They give you a good dinner there, well served, but they charge all the conscience will allow, then shut their eyes and grab a dollar or two more—if they think you're a tourist.

P. C. McNAUGHTON,
Superintendent Division 3.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things

(Hand Picked)

Conductor F. Monier of Division 2 is handed this bouquet for his good work:

Los Angeles Railway.

Gentlemen:—I wish without reservation to compliment one of your employes, No. 2214, for his attention to your business and his assiduity in calling out the streets as we come to them, on the Jefferson line West. He makes many passengers glad that he is around. I am writing this of my own free will and accord.

Would there be any harm in telling him that someone has written you to that effect?

Very truly yours,

F. W. ISHAM.

2040 West Thirty-first Street.

Conductor 2214—F. Monier, Division 2.

Motorman E. A. Hilty of Division Five was very much on the job or he might not have noticed the handkerchief containing money. He is highly commended by the letter of this writer.

Los Angeles Railway.

Gentlemen:—I have heard that you give your men credits for good work, also for any extra acts of courtesy or honesty. For this reason I am writing to you. I think you should give some credits to Motorman 133 for the very gentlemanly, as well as honest way he behaved towards me.

On his car, University and Central, coming to town, I lost a handkerchief, and in it was \$21.35; a ten-dollar bill, a one, and a ten-dollar gold piece, and the change. After I missed it I decided to wait till his car came back and ask him. The conductor had not found it, but the motorman did and when I identified it he gave it to me.

I am not rich and could not afford to lose this much money. I am grateful to you for having such men, and to him also. I told him I was going to write to you, and he laughed and said it was not necessary.

Sincerely,
MRS. COPPAGE.

519 Patton Street.

Motorman Valentine of Division Four has a dandy record for efficiency and courtesy and this letter testifies.

Los Angeles Railway.

Gentlemen:—Having received a very kind courtesy from one of your men, E. B. Valentine, Motorman, No. 135, running relief on the Second Street line, regular run Ninth, I want to compliment this man to you as he is the first man on this Second Street line that has really shown kind courtesies to the public. I have noticed his actions several times and when it came my time he was most kind to me.

Cordially,
MRS. GEO. D. ROBERTS.

Hotel Alvarado, Sixth and Alvarado.

Folks accustomed to a good thing apparently do not think as much of it as those who find it new. This applies to street car courtesy and in particular the courteous acts of Conductor A. C. Page of Division Three.

Los Angeles Railway.

Gentlemen:—I wish to commend a conductor of your company, No. 1102, for his courteous and chivalrous treatment of the people on his car on West Eleventh Street. Being from the east myself, where they have no demerit system, and naturally where the men are not overly courteous to their fares, I perhaps noticed the courtesy of No. 1102 more so than the people who live here.

The incident that I wish to commend No. 1102 for particularly was of a young couple who were unfamiliar with the city and who had asked said conductor to let them off at the 2400 block. He called said block, but they probably did not hear him, so rather than have them pass their destination, he did what I have yet to see another conductor do—he went through that crowded car, asking the people if they had requested him to call the 2400 block, until he finally found the correct parties.

Hoping your merit system produces more men of his caliber, I am,
Sincerely,
R. RAYMOND MERCER.

Hotel Rosslyn.

ALL WILL GET SOME BONUS

(Continued from Page 1, Col. 1)

any records from falling below 100%.

Nothing is more distressing than to see the record of any man fall below the desired rating of 100%. Nothing will be so encouraging as to see all records kept up well above 100%.

There seems to be some misunderstanding in regard to the proportion of bonus that a man is to have if he falls below 100%. If a man falls below 75%, he is liable to dismissal from the service. This does not always mean that he will actually be dismissed at the time he falls below 75%, because there may be extenuating circumstances and the man may be entitled to further consideration—and right here I want to say that if there is any possibility of a man's being saved to the service and made useful, even if he does happen for a short time to be below 75%, we count the effort to help that man to build himself up to be well worth while.

As a matter of fact, there are now in this service some men who, under many systems, would have been discharged, but who, under the Merit System, are given the chance to re-establish themselves, to build themselves up, to attain a higher standing, and to make their position here permanent, more pleasant and more profitable to themselves and to the company.

Five dollars for each month for each man with a standing of 100% or more is the bonus. If a man's record falls to 95% in any one month, his bonus for that month is 95% of \$5, which is \$4.75! If his record falls to 90%, his bonus for that month is 90% of \$5, or \$4.50. Even where his record shows him to be so low as 75% in any one month and he remains in the service, he still will receive a bonus of \$3.75 in that month. In other words, there is no possible combination of circumstances by which a man remaining in the service during the year 1920 can lose more than \$1.25 of the bonus in any one month.

I trust this statement, which I had hoped not to be compelled to make, will set at rest all idle remarks on the part of men who have not given any study to the Merit System, or on the part of any who may be desiring to bring discredit upon the System.

Incidentally it should be interesting to all to know that out of the entire body of men who will participate in the bonus by reason of their having been with the company six months or more on the 30th of November, but

65, or an average of 13 to each division, now have a standing below 100%, and of this number but 11 have fallen below 90%. All these men still have plenty of time to get 100% or more to their credit before the end of the month, and to beat that by a few per cent by the end of November.

I want to repeat with all the emphasis I can command that the highest ambition of those who are administering the Merit System is to see that the records of the men are kept just as high as possible, so that no man will lose so much as a two-bit piece out of his entire bonus, if it is possible to prevent it.

Now, gentlemen, don't let anybody worry you any more about what is liable to happen to your bonus. If you are interested enough in your job to want to continue it, you will find the management doing everything in its power to help you on all occasions and never knowingly doing anything to harm you.

We are not in the business of breaking men in and putting them at work on our cars for the purpose of trying to find something on them that will enable us to cut down their bonuses, or make life miserable for them. We are in the business of trying to do everything we can to help a man to get his record as high as he desires to make it.

Don't be fooled by idle chatter on the part of a few irresponsible men.

Remember that no executive with an ounce of intelligence wants to embarrass the men in his employ by throwing anything in the way of their progress.

If you have any further doubts about anything pertaining to the System, go to your Division Superintendent or to the Manager of Service. And, by the way, the better you understand your Division Superintendent, the more firmly will you be convinced that he is your friend through thick and thin, and that he will remain your friend so long as you are desirous of his friendship.

He will be your friend even when he has to put a demerit mark against your record.

The fact that he has to administer a little discipline once in a while, when you may have missed your step, does not mean that he is unfriendly, any more than that, when you have found yourself compelled to spank your little boy, you were unfriendly to him.

Credits Given for Keeping Door Clear

The importance of moving passengers to the front of the car is recognized to the extent that credits will be given those who accomplish this service properly and those who do not attempt to keep the entrance clear will receive demerits. It is a fine chance to boost the bonus total by using firm yet gentlemanly tactics.

You don't need to know the whole alphabet of Safety. The a, b, c of it will save you if you follow it. Always Be Careful.

When you get in a tight place, don't get rattled. Things that rattle soon fall to pieces.

Motorman Proposes No Accident Week

Come on, all you Los Angeles platform men, and appoint ourselves a committee of one for a No Accident Week. If the other fellow wants the right of way, let him have it. We should worry if we can make it a week. We can make it a month or a year. Come on, now, all together—all pull for No Accident Week.

MOTORMAN 2167.

Division 1.

Make friends among your fellow workers. There is nothing so valuable as friendship, and it has not been affected by the high cost of living, either.

On The Back End

(Contributed)

I noticed a Jewish man standing on the corner of Spring and Temple. He was coughing very badly and holding a nickel in his mouth. He swallowed it while coughing. A few seconds later he boarded the car, saying to the conductor: "Can I ride for a nickel inside?"

"Why, certainly," replied the conductor, and, of course, the passenger aimed for a seat, the conductor after him. "Five cents, please."

"Vell, I have got a bad cold and I had my nickel in my mouth and I swallowed it when I coughed, and I asked you if I could ride for a nickel inside."

"Good night." Mother put ink in your left shoe. It will make it right (write) if you can't find your right shoe.

MOTORMAN 893.

Lady: Conductor, will you put me off at the dental college?

Conductor (arriving at Sixteenth and Main): Here, lady, this is your stop; just one block east to dental college.

Lady: Oh, this is not the place. I want the Occidental college.

F. LA RUE,
Division 2.

While I had a run on the Santa Fe Avenue last year a passenger who had just visited Jack Doyle got up from his seat on a certain afternoon and asked me where his mother-in-law lived, somewhere on Slauson Avenue, and after convincing him that I did not know the lady he looked terribly surprised and left the car, grumbling about the rotten service and green conductors who know nothing anyhow.

H. F. STEINER (2400).
Division 1.

A few evenings ago a Stephenson Avenue car stopped at Concord Street and as two ladies were boarding the car a Ford with racing body passed at a lively rate.

A man was standing directly behind the motorman, chewing tobacco. Just as he spat the Ford passed and it struck the driver square between the eyes. The machine began to wobble and waver and stopped at the bottom of the hill.

As the car passed the machine I noticed the driver wildly wiping his eyes and digging in his pockets for a handkerchief.—E. G. Gilmore, 1789, Division 1.

Passenger: "Are you going to stop at the terminal?"

Conductor: "I hope so, lady; there will be an awful smash if we don't."

COMRADESHIP

As I was trudging down a long, long street, And dreary, With a pack of care upon my back, and feet So weary,

I met the sudden flash of friendly smile! It made that road shrink up to half a mile, It made that queer, old load fall off to limbo;

As drudge will turn from task, her arms akimbo, I stared and straightened—it had come so quick,

The change had been so sunny and so slick! Then I tramped onward, whistling all the while— What sense of comradeship in just a smile!

—Anne Cleveland Cheney.

Clipped by 1403, Division 2.

Two Hebrews, Ikey and Mose, Ikey was sick and asked Mose to recommend him a good doctor and Mose says to go to Dr. Levy and Ikey asked him how much did Dr. Levy charge and Mose says, "Ten dollars for the first visit and \$5.00 dollars a visit after that."

So Ikey went up to Dr. Levy's office and when the doctor came out Ikey says, "Here I am again, doctor."—From M. A. Simon, Division 2.

Teacher—In what battle did General Wolfe, when hearing of victory cry, "I die happy"? Johnny—I think it was his last battle.—Boston Transcript.

Looking 'em Over at the Divisions

DIVISION 1

During the rush hour one day last week a woman passenger fumbled about in her purse and after the car had gone about three blocks found a nickel and paid her fare. Then turning to the conductor she sweetly asked: "Does this car turn over at Broadway?" Before the conductor could answer another woman replied, with considerable agitation: "Well, I hope not with this load on. If it's going to do any such thing I want you to let me off right now, conductor."

Conductor A. A. Deanor pulls this one: During an eastbound trip on a Maple avenue car a woman indicated that she wanted to get off at Hope street. "Do you want Hope?" he asked. She replied: "I have both Hope and Faith, but what I lack is Charity."

Assistant Foreman W. D. Handley is back on the job after a layoff of two weeks. But W. D. will not tell us where he spent those two weeks.

Motorman George De Frain and Conductor Frank Nye have joined the motion picture stars. They spent a few days last week posing for a local motion picture concern with a Los Angeles railway car. But they say this thing of paying a million dollars a minute to stars is all the bunk. At least they did not pull down anything like that.

Motorman Slotrem, who has been very ill, is much better now and would like to see any of the boys from Division One who can spare the time to visit him at the County Hospital. Visiting hours are from 10 to 12 and from 7 to 8 o'clock.

William Bailey, instructor at Division One, has been very busy lately riding around in a Ford sedan and hunting for a suitable house. It is also noted that he has asked some of the experienced ones at the division how they like married life. Sure looks like something important will happen very soon.

This is too late for the funny story prize contest, but too good not to tell anyhow, especially as it is told on one of the boys at Division One.

There was a time not so long back when transfers were punched separately and a passenger could demand a transfer any time he pleased. Then an order was issued that transfers would be issued only at the time the fare was paid.

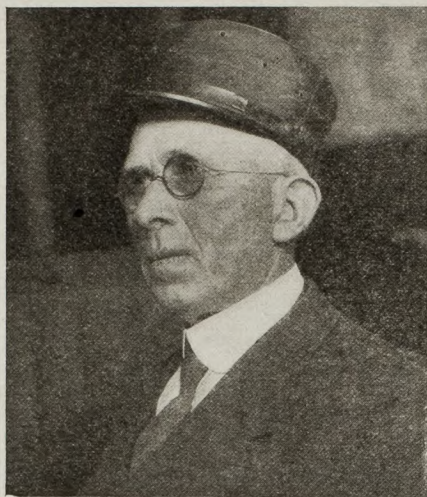
A student was learning the ropes with one of the old-time conductors. A man got on the car. The student went forward and collected his fare. The passenger did not ask for a transfer at the time, but when the student was in the midst of collecting fares this passenger insolently whistled to him and when the student responded, asked for a transfer. The rule of asking for transfers at the time the fare was paid was then a new one and the student did not know whether or not it should be rigidly enforced so he asked his instructor what to do.

"Oh, punch him one," said the instructor.

Whereupon said student went forward to where the passenger was sitting, squared off and punched said passenger one right smack in the nose.

This student is now an old-time conductor with students of his own, and remembering this experience he is always careful when instructing his students to say exactly what he means.

Who's Who



MOTORMAN H. BRADY remembers horse-car days and has a rather persistent souvenir of those times in the form of a big scar on one leg. The scar tells of an unplayful kick delivered by one of the animals when Mr. Brady was employed in the stables back 31 years ago.

He was in the stables at Twelfth and Olive and later for the old Blue Line. He went on the train service with the cable cars, manning the front end of a Boyle Heights and West Seventh car for some time.

At present he operates the Homeward Avenue shuttle out of Division Two and has been at that car house for more than ten years. He owns his own home at 120 West Forty-seventh Street, where he hies when the day's work is done to hear the latest from his wife and two children.

Introducing: New Men of The Week

The following men were assigned to divisions during the week ending October 9, 1920:

DIVISION 1

Motormen—M. Woods, W. R. Jones, A. Pagliano.

Conductor—T. D. Norman.

DIVISION 2

Motorman—S. J. Beals.

Conductors—B. Christensen, R. E. Gilbert.

DIVISION 3

Conductors—A. B. Wischnewsky, H. A. Strawn.

DIVISION 4

Motorman—C. A. Reed.

Conductors—E. J. Reavis, W. K. Phillips, George F. Cole, J. H. Willock, H. F. Meyer, A. Audet.

DIVISION 5

Motorman—H. E. Brown.

Conductor—H. H. Blan.

Safety Car Men to Retain Their Runs

Safety car operators will retain their runs in the general choice to be conducted this week. This will apply to the Griffith and Griffin line and the Angeleno and Crown hill line. It is recognized that training of operators for Safety Cars requires a special study and as the men remain on the cars they will become more and more efficient. The plan will work best for the welfare of the men and the public.

DIVISION 3

Extra conductors D. E. and J. M. Lumsden have resigned and left for the East on account of the serious illness of their sister.

Conductor W. K. Bowden has taken a 90-day leave of absence to help out the extra list.

The traffic cop at Fifth and Spring streets became playful the other day stopped Motorman S. F. Phillips and said, "Tag, you're it." But in the police court Motorman Phillips proved that the cop was off-side and it didn't count.

Conductor Dad Wilbur is taking the rest cure for ten days.

Conductor W. F. Abernathy is on the sick list but expects to be on the job again soon.

The squirrels on the Hawthorne line evidently expect a long, cold winter and are gathering their nuts. A big gray one was seen the other day pursuing Jarvis Phillips with the evident intention of adding him to his horde, and there are several others working on that line who might be said to be in danger.

Conductor Corneth has been on the sick list for several weeks, but is improving and will be with us soon.

Motorman Gus David, who has been on the sick list for several months, is again on the job and working a short run for a starter.

Conductor Powers has taken a ten-days' leave of absence.

We understand that we owe an apology to Conductor Harrington for accusing him of leaving in his Chevrolet for a trans-continental trip to New York. We should have said Buick. However, several cards have been received from him en route, and he reports everything going fine.

Conductor Ira Gott is proving himself the right man in the right place. He was one of the five men assigned to the different divisions to solicit new men for the Co-Operative Association, and of the 96 new names sent in he secured 48 of them, giving Division Three a big lead.

Conductor J. S. Meehan believes with Rudyard Kipling that the female of the species is more deadly than the male. Ask him.

This is one of Dave Garrett's latest. A minister hired a colored man to clean up his house and cellar. The cellar was one of those old-fashioned kind that open with a trap door on the outside of the building. Old Mose was making a good job of it and was carrying an armful of empty beer bottles into the yard. He met the minister, who said: "Why, hello, Mose. You have some dead ones there." Old Mose replied: "Yes, sah, they shuh is daid, but they had the minister with them when they died."

Tell Him Now

If with pleasure you are viewing
Any work a man is doing;
If you think some praise is due him,
Now's the time to slip it to him.

For it gives to life a savor,
And makes you stronger, braver,
And gives you heart and spirit, to the end.
Let the words of true encouragement be said.

Do not wait till Life is over,
And he's underneath the clover,
For he cannot read his tombstone when he's dead.

—No. 19, Division 4.

DIVISION 4

The boys of this division are much pleased with the new dispatching system. We know it is going to make more efficient trainmen out of us. The West Adams and West 11th boys are having it pretty soft now that they do not have to do anything at Lincoln Park but stop and wait for leaving time.

Motorman J. B. Haston holds the high card for efficiency. His record, ending Sept. 30, was 188%, so we will have to take our hats off to Brother Haston and give him the glad hand. We are interested to know if there is a higher man in any of the other divisions.

Conductor E. C. Watson, our prize trainman, who made quite a hit for breaking in students, was attacked with a severe case of homesickness. He left last Saturday for Springfield, Mo., on a ninety-day leave to pay the home folks a nice long visit.

Now that the shake-up is so near at hand, Division Four is bristling up and the customary excitement is beginning to reign. We boys are mighty proud of the runs of our division; in fact, we just can't help feeling that we possess the cream of the whole system right here in Division Four. That's why we look forward to the shake-ups with so much interest and anxiety.

We notice Conductor D. W. Gibbs, our star poet, has neglected his upper lip somewhat for the past couple of weeks. It is beginning to show signs of becoming a real moustache. You couldn't spare a few sprouts, could you, Dave?

DIVISION 5

Motorman A. C. Johnson is away for 30 days attending to business in Denver, Colorado.

Motorman E. J. Macheret is away on 30 days' leave of absence resting up.

Conductor C. E. Cline is away on a few days' leave of absence attending to business matters.

Motorman Gus Jacobson is away for a few days attending to business.

Conductor E. F. Page is taking a few days off to rest up.

Conductor A. J. Maryhew is off on a few days' vacation.

Conductor H. J. Holler is vacationing for a few days.

Motorman G. W. Rankin is taking a rest at the beach.

Supt. C. A. Morrison is in receipt of a letter from Conductor E. Z. Haggerty, who has been in the hospital for quite a while, and who is now in the U. S. P. H. S. hospital at Palo Alto, Calif., stating that he is getting much better and hopes to be back at the division and calling for his run within a few weeks.

Foreman John Robinson spent yesterday at the beach wharf fishing, but reports a very poor day, in so far as catching fish was concerned.

THE FACE AND THE FIGURE

"Your bathing suit!" her husband cried,
"I really cannot bear it.
I do not see at all how you
Can have the face to wear it!"

She tossed her head and then indulged
In something like a snigger.
"I may not have the face," she said,
"But, oh, I've got the figger!"