



# New Safety Contest Starts Nov. 27

## CHECK BEGINS ON ROUGH STARTING OF CAR

By R. R. SMITH  
Asst. Supt. of Operation

Did your wife or your mother ever come home and tell you about a car starting up just as she was boarding and causing her to narrowly miss being thrown to the pavement, or starting with such a jerk that she was thrown through a window, or against the stanchion or controller, or did she tell you about the time the car started before she was safely off? If so, you thought to yourself that some trainman was mighty careless in the manner of doing his work and that he certainly needed looking after, but did you, the next day, size up your own work and note if you were not in some way contributing to the possibility of just such occurrences by your own methods of doing your work?

### Example Failed

A short time ago a certain motorman asked for financial assistance, stating that his wife who was in a delicate condition, had been thrown off her balance on account of a car starting with a jerk, and although she saved herself from falling by catching the stanchion, she was strained in such a manner that she has been under the care of a doctor ever since; and yet a few days ago I had occasion to board this man's car and noticing that he was jerking his car badly in starting, I found that he was feeding the first three points so fast that it practically amounted to starting on the third point. When I spoke to him about it, he gave as an excuse that he was late, although he had an eight-minute lay-over at the end of the line.

### Difficulties Recognized

It is fully understood that in the congested district, it is not always possible to hold a car until all passengers are fully loaded, and this also applies at certain heavy transfer points, where the car is so heavily loaded that all passengers cannot be taken on, but even under such circumstances the car can be started up in such a manner that there will be absolutely no danger of causing injury to any person. It is not necessary at any time or at any place for a motorman to start his car with a jerk on account of fast feeding; for a conductor to

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## BONUS BEGINS 6 MONTHS AFTER STARTING WORK

*Trainmen Must Have Been in Service Since June 1, 1920, to Get Maximum Check*

THE majority of trainmen are apparently pretty familiar with the details of the Merit System and Christmas Bonus as they have been announced in notices by Mr. G. J. Kuhrts, general manager, or in Two Bells.

To correct some apparent misunderstanding in regard to length of service necessary for participation in the bonus, attention is directed to the notice issued by Mr. Kuhrts, dated February 12 and posted at all divisions. The notice said in Paragraph 1:

**"Trainmen must have been in active passenger service six months from date of employment to be eligible to the bonus list."**

That means simply that to be eligible for the full 1921 bonus, a trainman must have been in service since June 1, 1920, as the 1921 bonus dates from December 1, 1920, and was just six months prior to that date.

A trainman participates in the bonus *exactly* six months by the calendar from his date of employment so that if a man began June 15, 1920, his six months period would have expired December 15, 1920. He would then be eligible for the bonus for the remaining 15 days of December, 1920, and up to November 31, 1921. He is therefore entitled to bonus for 11½ months. If he has a record of 100 per cent or better each month and no deductions have been made for leave of more than five days per month, he will receive at the rate of \$5 per month, \$57.50.

May 29, 1921, was the deadline for participation in the 1921 bonus, as a man entering at that time had served six months by November 29 and is entitled to participate in the bonus plan for yesterday.

A further explanation of the time off allowed should clear up any misunderstanding on that point. While the notice of February 12, 1921, said, "No bonus will be paid for the period of absence on account of sickness," there is an allowance of five days per month. This is in addition to the Sundays which a man on a six-day run has to himself. Therefore a man with a six-day run ordinarily has four Sundays off per month and may take an additional five days' leave per month without it interfering with his receiving the full bonus for that

month, providing his efficiency rating is 100 per cent or better. A man who elects to work seven days a week may take the five days off without affecting his record.

### Special Awards Promised

In regard to the special award, it must be remembered that the man with the highest percentage on his card is not necessarily the most efficient man. Some of the men with the highest figures on their cards have a considerable number of demerits marked against them, but have offset them with credits. A more efficient man may be one with a lower percentage, but a record sheet comparatively free from demerits.

The complete notice on which the Bonus and Merit System is based, posted last February, is as follows:

### Bonus and Merit System

The Bonus and Merit System is continued in force during the year from December 1, 1920, to November 30, 1921. The Bonus is based upon an award of \$5 per month, or \$60 per year, to each trainman coming under the following classification:

### BONUS

1. Trainman must have been in active passenger service six months from date of employment to be eligible to the Bonus list.
2. He must continue in the service until the closing of the year's record, November 30, 1921.
3. A man granted leave of absence, or assigned to other duty, shall not be entitled to Bonus for the period of such absence or assignment. Men assigned to other duty will be credited with that portion of the Bonus earned during the period of their active service as trainmen.
4. A man granted leave of absence who does not report for duty on or before the expiration of his leave, shall forfeit his right to participate in the Bonus, unless he shall furnish an excuse for his failure to report that is acceptable to the Management. If his leave expires after the close of the Bonus year, the check for that portion of the Bonus due under the provision of this offer will be held by the Company until the date of expiration of leave of absence; and if he shall then fail to return to active duty, check will be cancelled and the privilege hereunder conferred forfeited, unless such trainman furnish a satisfactory excuse for his failure to report.
5. No Bonus will be paid for the period of absence on account of sickness. Bonus credited to trainman prior to the beginning of this leave of absence will be paid when he returns to the service.
6. In the event of the death of a trainman, the Bonus earned by him up to the time of his leaving the service will be paid to his dependent or dependents.

### Merit System

The existing Merit System, with minor modifications, is continued. Every train-

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## BIRNEY CARS TO JOIN IN NEXT RACE FOR FLAG

The fifth inter-division safety contest will start November 7 and end February 4.

For the first time since the contests were started, safety cars will be included in the race.

The start of the next contest will follow the formal presentation of the Premier Safety Division Flag to Division Four, November 26, at the monthly dance and entertainment in Recreation Hall. This gives a breathing space before the next contest, not that anyone will relax care, but the spirit of the contest will no doubt be keener after the rest.

Safety car operators did not participate in the previous contests because of the change in divisions and operating procedure. Now that all is settled down nicely with safety cars running out of Division Four and established regularly on three lines, Griffith and Griffin, Angeleno and Crown Hill and South Main, the cars and the men are ready to take a part in the contests.

The handicaps for all divisions will be practically the same as in the last contest. The handicap for the safety cars will be calculated on the accident and mileage figures of the past two months.

## Praises Collins Safety Articles

Mr. J. G. Jeffery,  
L. A. Railway.

Dear Sir:

Just as soon as I get hold of the new issue of "Two Bells" I always look for the article written by Mr. John C. Collins on safety and proper operation of cars.

I want to say that I appreciate these articles. They help me wonderfully to make the operation of my car as it should be. Also his suggestion on safety helps me, and I am sure if the boys would read these articles and put them into practice, the fight for the safety flag would be more keen.

MOTORMAN F. W. BEACHAM, 709.  
Div. 3.

# Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

## Christmas Traffic to Present Biggest Test

WITHIN a month the Christmas holiday season will be in swing and again the street railway will face the greatest traffic problem of the year. Every Christmas finds Los Angeles with a larger population than the preceding year. From this standpoint the traffic problem has been growing more and more acute every year.

But 1921 will present even new difficulties. Market indications are that there will be more money spent this Christmas season than last. This means more shoppers, more street car riders and more auto congestion than would ordinarily come. With more shoppers the stores will be adding more temporary employes and in the total the extra employes alone mean several additional thousands to ride the cars in the rush hours.

Not only will the downtown district feel the enormous increase in traffic, but the outlying zones in which shopping districts have been developed in the past few years will present their problems. Seventh and Broadway has been regarded for many years as the busiest spot in Los Angeles. It still is the busiest but today some of the principal intersections three miles away from Seventh and Broadway are as busy as that central point was three or four years ago.

The Los Angeles Railway will put extra cars in service to handle the crowds, but extra cars alone can not handle the situation. It must be possible for the extra cars to load and unload passengers and move through the streets or else they merely add to the congestion and are unable to move the people as they should.

The autoist who drives down the car track instead of following the moving line of travel and then gets trapped at the safety zone and holds up a street car with 100 or so passengers will be as conspicuous as ever, although he should be giving co-operation to the traffic officers and the persons behind him. There will be second line parking as bad as ever unless the police are able to check it. There will be more persons walking and at least the usual number crossing in the middle of the block.

All in all there will be more people "going somewhere" than Los Angeles has ever seen and the Los Angeles Railway will be called upon to transport them the best way it can in the face of the most difficult conditions in the history of any city.

We have tackled some big jobs in the past and mastered them by proper co-operation between conductors and motormen, between car crews and between trainmen and the public. The coming traffic crisis will call for the fullest co-operation that has ever been given, particularly between trainmen and the public. We can do it. We know you will do it, with everybody up on their toes putting their full and best effort into a big job.

## ASSN. TO ACT IN HOUR OF SORROW

Plans have been made by the office of the secretary of the Co-operative Association which will relieve members of all necessary detail in the hour of bereavement. The calling of undertaker and the direction of the funeral will be handled by the Association through arrangement made with certain firms which will give a discount to Association members.

Telephone the assistant secretary, Mr. C. V. Means, day or night, and he will be please to relieve you of the tasks. Day calls should be made to the office, Main 4187 or 108-06, and night calls to his residence, 556-769.

## Tromblay Invents Transfer Holder

Conductor Paul Tromblay of Division Four has patented a clever device for holding transfer pads. Light metal sheets and clips hinged back to back hold the transfers in place conveniently. They keep the sheets neat and clean and facilitate a conductor's work.

Tromblay intends to apply the same principle in a folder for store clerks' sales pads.

## TWO BELLS CHIEF SCRIBES RALLY

The division scribes of Two Bells held a little get-together party Saturday evening, November 5, which the society editor might class as a "delightfully informal affair." The get-together was for the purpose of expressing the company's appreciation to the men who give their time and energy every week to turning in a lively collection of news items which will make this paper interesting. Other affairs of the kind are planned for the future.

After a dinner a Paulais, the party adjourned to the Orpheum and enjoyed an excellent show. Those who were still sober at the finish were H. E. Meason, Div. 1; C. L. Christensen, Div. 2; H. A. Russell, Div. 3; C. J. Knittle, Div. 4; D. R. Babcock, Div. 5 and J. G. Jeffery, director of public relations.

### AH HA, HE'S MARRIED

Motorman L. H. Stephens, of Division 4, has recently taken unto himself a wife. Mr. Stephens was a little reluctant to tell for fear of being "kidded" by the "gang" at Div. 4. The marriage took place Nov. 1.

## BULLETINS

### BULLETIN NO. 366 Notice to Conductors

The following passes have been lost: No. 1620, issued to Ardelia Bradley, Car Cleaner, Div. No. 4. No. 5139, issued to J. L. Penny, Motorman, Division No. 1. If presented for transportation, take up, collect fare, and send to this office with report.

### BULLETIN NO. 367 Notice to Conductors

Transportation Book No. 79534, issued to C. S. Jenkins, account Fire Department, has been lost. If presented for transportation, take up, collect fare, and send to this office with report.

### BULLETIN NO. 368 Notice to Conductors

Please cancel that part of Bulletin No. 366 relative to lost pass No. 1620, issued to Ardelia Bradley, Car Cleaner, Div. No. 4, as this pass has been found.

### BULLETIN NO. 369 Notice to Conductors Passes Lost

1691, issued to Mrs. Bertha Robinson, Car Cleaner, Div. No. 3. 4257, issued to F. A. Geel, Motorman, Division No. 4. 4428, issued to H. A. Hazen, Conductor, Division No. 5. If presented for transportation, take up, collect fare, and send to this office with report.

*P. B. Hill*  
Superintendent of Operation.

## I Wonder If--

A HIGH-POWERED clerk of the main offices paused for a moment to look over a triplicate bill for a box of thumb tacks which had been placed on his desk. Attached to the papers was the requisition duplicate on the pink form; a memo from the purchasing department on the blue form and a note on the green and yellow form from two department heads denying any knowledge of the order.

The clerk let his mind soar to the astral plane, there to commune with the infinite. At last he heaved a sigh and said:

"I wonder if after the last great day when the Angel Gabriel has blown his golden trumpet I'll have to make out a purchasing department requisition every time I need some more milk and honey to fill out a shop order to have my harp tuned."

## Orphans Thankful for Circus Treat

Whole-hearted letters of thanks from the ranking officials and even the youngest members of the various charitable children's home schools, have been received by the Los Angeles Railway for furnishing free special cars to the circus.

A Los Angeles daily paper and the Los Angeles Railway co-operated to give approximately 1000 kiddies, mostly orphans, the treat of their young lives at the recent circus. They were carried from the schools to Praeger Park without delay or mishap and all had a dandy time.

### IT'S A GIRL

Conductor H. Le Blanc of Division Two is the proud father of an eight-pound girl. Both mother and baby are doing fine. Congratulations.

### TWO NEW MEN

The following men have been assigned to their divisions during the week ending Nov. 5, 1921: Conductor S. S. McKee, Div. No. 1. Conductor L. L. Bandle, Div. No. 5.

## REPAIRS FOR EAST FIRST ST. BRIDGE

Renewal of tracks, ties and flooring of the part of the East First street bridge used by the railway has been started. Arrangements have been made to handle this work in the shortest possible time so that there will be little delay. The work has been needed for some time and will be a big improvement.

Spring street, which has given a reminder of "somewhere in France," appropriate to Armistice season, will resume the appearance of a city street at once, but will have a greatly improved surface. New tracks and ties have been installed by the railway and the section between car tracks is to be paved. Cement was to be poured between Sixth and Seventh streets Sunday, according to plans as this issue went to press.

## NEW STEEL CAR PUT IN SERVICE

The first of the new steel cars went into passenger service last Thursday on the Grand and Moneta line with Motorman E. C. Secrist and Conductor R. S. Young pulling it out of Division Two car house. The car attracted considerable attention on the first day and many favorable comments were made by passengers.

Although the car is intended for interurban service, it was placed on a local line first so it would have the benefit of good power conditions.

## ROUGH STARTING WILL BE CHECKED

(Continued from Page 1, Col. 1)

give "go ahead" signal before a car has come to a full stop; for such a signal to be given before all alighting passengers are safely off car, or before conductor has made an observation of loading step to note if boarding passengers are in a safe position; nor is it necessary for either a motorman or conductor to open exit gates in such a way that an alighting passenger has any chance to fall from a moving car.

### The Outlying Districts

A considerable amount of this trouble seems to arise in the outlying districts where cars are making higher speed and where trainmen seem to relax somewhat from the vigilance which must be exercised at all times if such accidents are to be prevented.

With the object of cutting down the number of such accidents, a special campaign, commencing Monday, Nov. 14th, will be made, at which time three men will be assigned to the work of checking up and correcting such cases of improper operation as may come under their observation. Discipline will be administered if found necessary.

## Flivver Whacks Car; Runs on Inspiration

According to Motorman E. B. Clark of Div. 2, heavy automobile traffic and reckless drivers, are not bad to contend with, but when it comes to Ford, with self-starter, and no driver, then it is time to look out. While E. B. was operating a West Jefferson car at Normandie, a Ford started out from the gas station, made a long turn, sideswipped the car and took a step off. E. B. stopped at once, stuck his head out, intending to ask the driver why he made such a large circle to turn, only to find there was no one in the machine.

# Bouquets And Things

(Hand Picked)

## BOUQUETS RECEIVED LAST WEEK

- Mtr. R. E. Burrow, Div. 1.
- Condr. W. P. McColaugh, Div. 1.
- Condr. D. R. Greenfield, Div. 1.
- Condr. H. E. Schultz, Div. 2.
- Condr. H. Coligny, Div. 3.
- Mtr. R. H. Andrews, Div. 4.
- Operator T. R. Bates, Div. 4.
- Mtr. C. A. Durrett, Div. 5.

For Mtr. J. R. Deenean, Div. 4

Los Angeles Railway.  
Gentlemen:

You most always hear the kicks about your men—here is the opposite.

I stepped aboard one of your cars at the Salt Lake depot this afternoon about 2:30. We were going along fine when suddenly a man stepped in front of our car from behind another car. We were hardly ten feet away but not traveling fast. The man was apparently drunk for he paid no attention to the frantic effort of the motorman to warn him—he just stumbled on into the path of the car.

The motorman was the coolest one of all, never losing his head one second. He stopped his car just as the guard was touching the man. Now that is efficiency and should be known.

The motorman's number is 2169.

Respectfully,

G. C. HENDRICKS,

Care Y. M. C. A.,

715-733 So. Hope Street.

□ □ □

For Condr. H. Coligny, Div. 3

Los Angeles Railway.  
Gentlemen:

The very polite and accommodating action of Conductor 1332 on Eagle Rock line appealed to me so strongly that I feel impelled to make mention of it to you. He helps ladies on and off cars; gives all information cheerfully; laughs and jokes with patrons in an unobtrusive manner and makes everybody feel at home.

Yours truly,

C. E. CARTER,

219½ West 11th St.

□ □ □

For Condr. A. L. Johnson, Div. 2

Los Angeles Railway.  
Gentlemen:

This morning on the Grand Avenue-Moneta (54th) line, car No. 886, which reaches 2nd and Broadway about 8:10 a.m., the conductor did a very commendable thing. It seems he had given transfers for the 30th instead of for the 25th, and he had issued quite a number of these transfers to patrons who were still in the car. As soon as he noticed this error he stopped the car at Figueroa Street and hailed the westbound car of the same line and obtained a pad of the correct date from that conductor. Then he went through the car and asked everyone to whom he had given a transfer to return the wrong dated transfer and accept one of this date instead.

I think that whoever he was he should get a whole lot of credit via your company merit system.

Yours for continued better service,

FRANK H. JONES,

5600 Denker Ave.

□ □ □

For Condr. H. R. Mills, Div. 5.

Los Angeles Railway.  
Gentlemen:

I wish to call your attention to one of your employes, who is a conductor with cap number 1200.

As I ride every day to and from my work I notice the way this gentleman handles the people. He always has a kind word for everybody and always has a smile. He always calls the streets and states what cars to transfer to, and if anyone deserves credit he certainly does.

I board his car at Vernon and Santa Fe about 4:40 p.m.

Respectfully,

MRS. DORA BORGREBE,

322 West 45th Street.

□ □ □

For Condr. A. L. Sugeran, Div. 1

Los Angeles Railway.  
Gentlemen:

Current "Azuride" is interesting. Record my compliments in behalf of one of your conductors on Pico line. I rode (standing) close to him in a very crowded car, and noted his uniform courtesy and self-control under pressure. His number was 322.

Kindly mail me a folder of routes.

Cordially,

D. B. LYONS,

Registrar of Voters.

251 Court House.

# COMPLETE SYSTEM FOR BONUS PAYMENT GIVEN

(Continued from Page 1, Col. 3)

man started December 1, 1920, with a clear record—100 per cent. A rating of 100 or more will represent the maximum of capacity, efficiency, service and conduct. A rating below 75 per cent will represent a standard of service and conduct below reasonable requirements and will mean that a man automatically dismisses himself from the service. If extenuating circumstances be found to exist, a trainman automatically dismissed may be reinstated, with a standing to be determined by the management.

Records will be balanced monthly. At the end of the month, each one per cent below the standard of equality established for all men on the first day of the Bonus year (100 per cent) will call for a reduction of 25 cents in the Bonus credit for that month, 20 per cent below the equality standard absorbing the month's entire Bonus.

For example: a monthly rating of 96 per cent will mean that a man has lost 4 per cent, which, at 25 cents for each 1 per cent off his record, will reduce his Bonus for that month \$1, leaving but \$4 to his credit. Similarly, a monthly balance of but 90 per cent will mean that his Bonus for that month will be \$2.50,

a balance of but 85 per cent will mean a bonus of \$1.25, and a balance of but 80 per cent will mean no Bonus for that month.

## SPECIAL AWARDS

As an incentive to all trainmen in active passenger service to maintain the highest possible standards of efficiency, Special Awards in addition to the regular Bonus will be made, graduated downward from double the Bonus to the man having the highest rating of record, and including a few "top notchers" in each division. In making these Special Awards there will be taken into consideration not only the actual percentage shown on the records of the men, but the number of demerits and the number of times a man may have been demerited. Freedom from demerits will count heavily in a man's favor in making these additional Special Awards.

G. J. KUHRTS,  
General Manager.

Feb. 12, 1921.

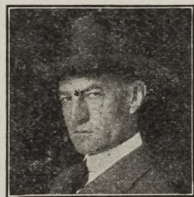
(The foregoing is effective March 1, 1921. The award for the first three months of the bonus year, December 1920, January and February, 1921, will be on the 1920 basis.)

# COLLINS SHOWS HOW TO AVOID BREAKING WINDOWS

BY JOHN C. COLLINS

Supervisor of Safety

PASSENGERS falling in the car and broken windows seem to go together. An increase in one, shows an increase in the other. Broken windows amount to quite an item on every large system. Three to five a day,



reach over the hundred mark in a month, replaced at a cost of from one to five thousand dollars a year.

Some windows are broken by boys throwing things at

the passing cars, boys fooling on back platform of the cars, shoving one another through them, conductors letting the trolley catcher get away from them and cars hitting a rounding curve at too high speed. Very few windows are broken as the car is stopping, although occasionally the sway of a large crowd. But most are broken as the car starts, while passengers are standing sideways with the car. As the car moves, their feet go with the floor, their bodies going in the opposite direction and quite often through the windows. Quite a number of windows are broken while motorman is taking a crossing, where speed is slow. He makes a quick slow down to avoid hitting something, as the track clears, he sweeps the controller up to a five-point speed, or increases his speed too quickly. This move sways the people off their balance. If a car starts

with a jerk, as though there was not enough resistance on the first notch, we want to know it.

Some windows are sure to be broken for one cause or another. Motormen should see to it, that roughness on their part is not the cause in stopping or sweeping the controller.

We do not receive one report in a hundred that contains a complete understanding of the cause. Two or three witnesses will usually tell us the reason, which in each case will be that the car started with a jerk, throwing them through the glass, and they feel as though they should be compensated, instead of being asked to pay for the window. Once in a while a passenger falls through a window, and is injured, which costs us more than it would to replace a hundred broken windows when no one is injured, an injury case always calls for an accident report, the same as windows broken in a collision.

If a car starts roughly there is no reason why the conductor should not know it as well as the passenger and handle his passengers and bells accordingly. We know that several hundred thousand people can not make certain moves without their being some mishaps.

If the conductor was at fault, let him say so. The motorman should take the responsibility if he is to blame. The right way of doing a thing is the safest, the easiest and the best way.

## Correction in Line F, Child Fare Limit

I notice in my article in Two Bells of November 7th, there is a misprint, which no doubt would be very confusing to the men on the East Fourth and Hoover St. line.

Page two, column one, third paragraph, relative to children's fares, should read, "This applies between Delta Avenue and 5th St., Los Angeles", instead of "This applies between Delta Ave. and 54th St. only".

R. A. PIERSON,  
Chief Instructor.

You are not wanted at the hospital.—Safety First and Last.

## Library Has Book On Auto Repairing

If there are 1501 fixing jobs to be done on your twin-two flivver or Rolls Rough, the library can show you an even 1500 ways of saving time and worry. A book on "Automobile Repairshop Short Cuts" is available and advertises 1500 time-saving knacks and devices. The book may be taken home to read at your leisure.

## GOING TO MANCHURIA

W. V. Gateley, who has been a time-keeper for the maintenance of way department, has resigned and leaves soon for the Orient. A relative of his is directing a big construction job in Manchuria and Gateley is to take part in the work there.

# On The Back End

(Contributed)

It happened in the rush hour trip of a north bound Garvanza car. Two women prepared to alight at the head end and while waiting for the car to stop, one of them looked at the Westinghouse air gauge. She took a close look and remarked "My, I didn't think we were going that fast." The other took a look at the gauge and then at the passing scenery and remarked, "Well, fifty miles an hour, it doesn't seem that fast!"

\* \* \*

If any of the boys at Division 5 or elsewhere have any old tin cans at home, they may be disposed of by leaving name and address with the clerk at Division Five. Ed. Duvall will call and get them. He wants all he can get to feed his goats.

\* \* \*

On a crowded Hawthorne car Saturday night the conductor came through collecting fares. A stout lady endeavored to get a coin out of the pocket of her coat which was tightly buttoned. After she had been working for some minutes the man next to her offered assistance. She declined and resumed the attack. A second time the man offered to help and was squelched. Finally he said, "Madam, I insist that I be allowed to pay your fare. You have already undone my suspenders three times and I can't stand it any longer."

MTR. W. L. McCLURE, Div. 2.

\* \* \*

It was a foggy morning. The world was still aslumber save for a few who moved with dejected mein in the wretched weather. At the Temple Block sat a human picture of abject misery. His overcoat was bundled up around his ears and his cap pulled down over his eyes. He was apparently homeless and friendless, but sleep had given him a few moments respite from the cares of the world.

Perhaps he dreamed of mansions, warmth and plenteousness. A compassionate woman dropped a few pennies in his hand. A West Eleventh car rolled into sight. The man looked up, a smile flitted across his face as his benefactress boarded the car. Then he took out a large sheet from under his coat and noted:

"Car 916, southbound, at 5:09½, 23 passengers."

It was Condr. Paul Tromblay checking traffic.

\* \* \*

Motorman F. T. Ruelas was on his way to work one day recently on his motorcycle with a side-car attached. He saw Conductor A. MacKenzie "hoofing" it to the barn, so he gave him a ride. As they speeded along, Mac asked him to be a little more careful or they might tip over. Ruelas laughed and said it was impossible. They turned a corner and the tri-car was lifted about a foot from terra firma. Mac yelled that he would be thrown out. Ruelas smiled again and said that the tri-car could not tip over. Many similar occurrences took place during the ride. As they neared the barn, Ruelas asked Mac if he was not ashamed of his "babyish" actions. Mac said he did not know if he was or not.

They turned into Girard st. at a speed of eighteen miles per and crash went the motorcycle, tri-car and the two trainmen.

Mac slowly came to a sitting position in the road and before the stars and green elephant cleared away, he yelled, "Ashamed? No! You d— fool, I'm not!"

C. J. KNITTLE.

\* \* \*

Old Lady: "Conductor, please stop the car; I just dropped my wig out of the window."

Conductor: Never mind lady; there's a switch at the next corner."

\* \* \*

Mot. W. McLean brought a carburetor with him to work one morning, intending to have it fixed when he got off duty. His conductor, who by the way, is a well known figure at Div. 2, his name being L. F. Crandall, found said carburetor on car and turned it in to the office, not knowing it was the property of Mac, who after getting the instrument back, made the remark, "I brought it with me to have it fixed, and not to be turned in to Mr. Clothier's Department."

# Looking 'em Over at the Divisions

## DIVISION 1

On account of the absence of Chief Meason, I find myself in full charge of this week's column, so will put forth all my efforts. Some of you fellows thought I was nutty to blossom out as Assistant Scribe of this column. I was cussed, discussed, razzed, razzberried, praised, appraised, etc. However, I am still alive.—L. F. Carback.

Mrs. J. A. Cardenas, wife of Con. J. A. Cardenas, who has been in ill health the last few months, was taken this week to a Sanatorium. Here's hoping that she returns well and strong in a short time, Cardenas.

Conductors Dewey and Funk missed out Monday morning. Dewey said they were at Funk's home and both of their watches stopped. Some excuse. I wonder if it was the truth.

"I can't believe it, he was such a good fellow," said Motorman Tex Huffman as he wiped the tears away from his eyes. I asked the cause of all this. After quieting him I learned that Motorman R. W. Burdick was married. I sought Burdick and found that on Saturday, Nov. 5th at 9 o'clock, he was united in marriage to Miss Anna Harris of Los Angeles. Congratulations Burdick and may your married life be a long and happy one.

This one is by Motorman Flynn. It is the year 3000. A student examining the dictionary comes across the word "Conductor." It reads—"A man that lived in the early part of the 20th century, was a mind-reader, could make change, issue transfers and answer questions all at the same time, was able to arise in the morning, dress, have breakfast and report for work all in 8 minutes."

Conductor Perl always has a ready answer for anything. A man boarded his car and after riding a few minutes came back and said to Perl—"Conductor, tell me, am I on the right car?" "I think so," said Perl, "We're going to the cemetery."

Conductor E. Gray, who has been on the sick list the last ten days, is now holding down his run once more on the Mateo St. Limited.

## DIVISION 2

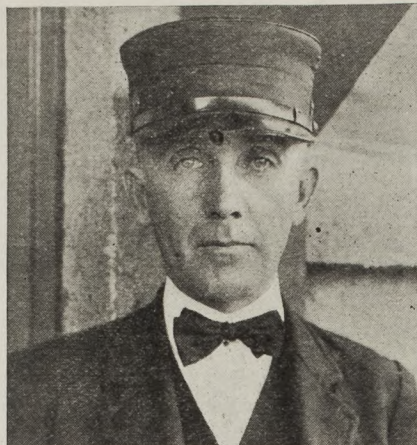
Motorman R. H. Chubb recently received a telegram from relatives in Vancouver, B. C., with the sad news of the death of his father at a hospital in that city. Mr. Chubb left at once for the north, and will probably be gone about 30 days.

Mot. G. W. Gunner tell this story: A Jewish lady frequently rides his car to work. One Friday morning she told him she had a hard day's work before her. G. W. then asked her why she had to work so hard. "Oh, just to wear out my old clothes," was the quick answer.

Mot. B. M. Ihrig's brother, who was formerly employed here, arrived in Los Angeles last week with a party of friends, traveling by auto from the northern part of Idaho. Mr. Ihrig was telling us about it being a very hard journey, in one instance made a detour on account of a washout which took them three days to get back to the main highway. But it was all worth while, just to get back to the sunny climate of Southern California.

Mot. E. Clark, who lives at South Gate Gardens, was injured while on way to work in his auto last Monday. The machine skidded and overturned, pinning Clark beneath it. He was picked up by passing motorists and taken to the Receiving Hospital in a

## Who's Who



JUST because he used to shave them close, it doesn't mean that he trims a close margin on safety. No, indeed. D. C. Cooper was once a barber, but today he is one of the popular motormen of Division Five and is giving good street car service.

So now he is formally introduced. Cooper wielded a razor and shears for many moons, but despite his earlier training he is not particularly talkative. He decided in June, 1918, that the street car game looked good to him and he has been with this company ever since.

## DIVISION 5

I received a card from O. R. Flannery, who took a 30-day leave to attend the Legion convention, but is at present in Elk Point, S. D. Flannery said they have had a few frosts and freezes, but no snow and he hoped it wouldn't now while he was there. He will be back to Los Angeles in about 2 weeks. D. R. B.

I also heard from ex-Motorman E. A. Lambert. He is in Denver, Colo. for his health, and any of the boys who desire to write to him, will find him at the Kenyon Hotel, Curtis and 15th sts., Denver, Colo. E. A. says he is feeling much better since leaving California. We all hope he will continue to improve in health.

J. G. Worley has taken a 10-day leave. J. G. has gone to San Francisco to take the examination for the U. S. Navy.

W. C. Hague (shorty), has returned to train service, after an absence of about a week.

W. G. Duger has also returned to train service after a short leave.

Motorman D. R. Babcock has O.K.'d for work again after having been off on sick leave since September 8 last. Although he has been unable to work on the cars he has been in touch with the division most of the time and has been kept busy part of the time by the mileage department on checking work. Babcock is Division Five correspondent for Two Bells. Help you give by turning in little news items will be greatly appreciated and help to keep Two Bells interesting.

semi-conscious condition. At this writing he is slowly improving.

Cond. E. A. Moxley recently suffered a cut knee when he was standing on the fender of a Grand ave. car, attempting to put the trolley on. His foot slipped and he fell through the window, but he is improving and expects to be back on the job soon.

## DIVISION 3

While we congratulated Div. 4 on the winning of the pennant, we also congratulate Div. 1 on the good fight they put up. Losing by a hair is tough luck and as Scribe Meason says, the last two days he had an attack of palpitation, which almost ended up in a nervous breakdown. We know how it is, we've been there ourselves, but this time it was on account of being dangerously near the cellar position, escaping same only by a narrow margin, but it's all in the game and Div. 3 is out again after first position, and from what we hear from the boys, if trying will do anything, well, we've just about got it won, so would advise Div. 4 not to tack it up too tight so that it can be easily taken down at the end of the next session.

We regret to announce the death of ex-Motorman Bert Belden, who left us about a year ago to go farming. Bert, while engaged in disc plowing, met with an accident through his team running away, which necessitated the amputation of one of his legs. The shock was too great for him and he passed away on the operating table at the hospital in El Centro on Nov. 3rd.

We would not just like to print the remarks of Cond. Louis Jarker, when he observed, as he has many times before that Cond. V. E. Davis had grabbed just the run Louis wanted. Davis, having the edge on Parker by one point.

With our sympathies to Cond. Eckenwiler, our Bee Merchant, we quote the following: I am a man who loves my bees. I always was their friend. I used to sit upon their hives—but they stung me in the—end."

Mot. D. W. Lantz is all polished up these days in a brand new uniform, but away on the inside is a sad feeling, as Dan certainly did hate to part with his old uniform which had been a close friend of his for year and years.

Mot. H. R. Armstrong is back on the job again, having fully recovered from his operation. We greet him and no more will they be able to say, "513 on time."

We beg to introduce our new stenog., Mr. Gillespie. "How do you do." Mr. Gillespie comes to us well recommended from Div. 4, where he has been holding down a position as operator on a Birney. We extend to him our greetings and trust that he will long remain with us.

"Red" Daniels, our burley cash receiver, is out with a challenge to all comers to a game of solitarie, snap or old maid. Those interested in these strenuous games please take notice.

Say, won't that be a grand and glorious feeling—if you wake up one of these fine mornings and discover that you are one of the 213 to win the full Bonus, and when you see the list of the lucky ones, won't it stimulate you to go after the full amount the next term. The fact that only 213 are eligible for the full amount, shows that it has got to be earned, "no fooling." Mr. Anderson says that Company wants to pay every man the full bonus, as they feel that when they do they have had the worth of their money in service, and I believe it. The man with the highest percentage on his slip is not necessarily the most efficient, but it is the man that gets a minimum of demerits and is always on the job that has the advantage of the man with many demerits. That becomes the real man and the bonus-getter, so if you have slipped a few points this time, pull yourself together and with determination, go after the full limit and be sure you get it.

## DIVISION 4

We have succeeded in lining up our talent for our entertainment. Motorman R. C. Lindsey and I are well pleased with the looks of things. Lindsey is an ex-actor and is putting his best efforts in the work. We expect to pull off the big show sometime in January. We might have pulled it off next month, but most of you will get all the entertainment you wish on December 15, when Mr. E. Fishency sings "Bonus, Isle of View."—C. J. K.

Operator I. J. Teal has invested in a Jeffery roadster. Wochunoaboutthat?

We wonder how Supt. Ernie Dye enjoyed his ride with "Pacific Mutual" Travis last Wednesday evening. You see, fellows, Mr. Dye was in an awful hurry to get to a dinner engagement that evening and Travis said, "jump in my machine, I'll get you there in a jiffy." On the way something went wrong. It took Travis some time to learn he was out of gas. Then he had to walk several blocks to an oil station. After carrying the gas almost back to the machine a bicyclist knocked him down and spilled all the gas. Mr. Dye arrived at the important function and hour and a half late.

Mr. Wimberly has sold a good many chances on the \$1500 Chandler, which is being chanced off for the Los Angeles Orphans.

Motorman L. E. Merritt, an "old-timer" and a good fellow, surprised us very much last Tuesday morning when he calmly walked up to the window and resigned.

Motorman C. F. Halleman is on a thirty-day leave. He has been called to his home in New Haven, Mo., where his father is seriously ill.

Conductor C. E. Robinson journeyed to Camp Baldy in his flivver last Sunday. While there he met Mr. Ferguson, our "answer man" and wife, who have a cabin in that region.

Clerk W. A. Driggs has bought a home and half acre in Inglewood. We understand he is going to raise goats. Cash Receiver Smith will have to reduce his goat milk if he is going to stand competition.

Operator C. V. Congable is on a fourteen-day leave to go to his home in Frisco, where his mother is seriously ill.

## On the Sick List

The following is a list of men who have gone on sick leave recently:

### DIVISION NO. 1

Conductors—E. S. Wright, 207 N. Chicago; H. F. Kinsler, 5042 Aldoma; A. G. Rex, 1021 Dorris; A. C. Stanley, 768 Stanford; T. J. Loder, 215 N. Cummings; R. R. Hunsaker, 749 Crocker.

### DIVISION NO. 2

Conductors—M. W. Nelson, 511 East 52nd St.; F. H. E. Pierce, 3016 Maple Ave.; E. A. Moxley, 3602 Crawford St. Motormen—W. A. Hubbard, 160 W. 57th St.; L. A. White, 217 E. 53rd St.; M. O. Swain, 9101 Barring Cross; F. W. Osborne, 5910 Mettler St.; L. P. McLaughlin, 1327 East 42nd St.

### DIVISION NO. 3

Conductors—H. W. Birkner, 2655 Thrope Ave.; A. P. Keran, 3400 Althea St.; F. C. Mead, 327 Concord St. Motormen—J. Turkleon, in County Hospital; H. R. Armstrong, 2624 Thrope Ave.

### DIVISION NO. 4

Conductor—H. H. Winchel, 1222 W. 11th St. Motormen—C. B. Hackett, 824 1/2 N. Rowan; H. J. Robinson, 3706 2nd Ave. Operators—E. C. Upthegrove, 493 Agate St.; F. Kane, 507 W. Adams; H. W. Graham, 1616 S. Flower.

### DIVISION NO. 5

Conductors—G. A. Baltas, 5403 6th Ave.; H. G. Robertson, 3706 4th Ave.; F. Baglieri, 4631 Palm St.; F. C. Hawthorne, 1633 W. 51st St.; C. Muller, 158 W. 54th St. Motormen—T. M. Shrader, 2955 7th Ave.; F. J. Murry, 5411 2nd Ave.; A. J. Spohn, 111 W. Pimento St.