



# 100 Special Bonus Awards Ordered

## FIRST OF NEW STEEL CARS DUE HERE SHORTLY

One of the West Seventh Street lines will be the next to have two-car train service, according to plans announced when word was received from the eastern factory, that the first shipment of new cars is on the way to this city.

Fifty cars similar to those now operated in two-car trains on the "M" line are ordered. It was originally planned that the first consignment of twenty-five cars would be in service by Christmas, but this schedule was upset by industrial conditions in the east, resulting from the recent steam railroad strike.

Arrangements have been made at the main shops, to equip the new cars with motors and air-brake equipment promptly. It is still hoped that some of the new cars will be in service before December 25, and in all probability they will run on one of the West Seventh Street lines, although this has not been finally decided.

## New Magnet Lift Used at Vernon

A magnet lift, capable of picking up five tons of metal, has been added to the equipment of the Vernon yard. The magnet is attached to one of the electric hoists and can be moved about the yard easily. It is particularly useful for picking up and loading scrap material.

## Late '22 Model Son At R. J. Bass Home

R. J. Bass, clerk of the transfer bureau and the ticket office, recently passed around cigars and announced the arrival of a late 1922 model son in the household, and received in exchange, a varied collection of congratulations. Not wanting his name in print, he failed to bring the smokes within reaching distance of the Two Bells' office. For this, the deed is publicly proclaimed and R. J., you may consider yourself bawled out.

## National Street Railway Pennant Set as Our Goal

By J. B. HAYNER  
Supervisor of Employment

BEING an optimist, I feel more elated than ever, since I have read quite fully the various reports of The American Electric Railway Transportation



and Traffic Association, which held a big convention at Chicago last month. On inquiring still further into the matter of railways throughout the country, I find that the people of Los Angeles and the men connected with this

organization should be proud to find themselves ranking among the foremost in the land.

We have reached the present high standing by battling our way through many difficulties. Think of the wonderful and rapid increase in population; the ever increasing congestion; the general outlay of our city with the business district covering a very limited area compared with other cities of similar size and many other things which have a tendency to complicate matters. Think of the Los Angeles Railway being one of the few companies who fought this great battle through the entire period of the war and to the present day with a five-cent fare and a transfer privilege, while other companies throughout the nation went as high as ten cents under the same conditions.

It shows what can be done under the most trying circumstances, but we must still "keep our shoulder to the wheel" or it might be easy to drop back into the "rut." We must not cease in our efforts.

Let us all try and do our little "bit" better each day, as a task well performed is a great satisfaction to the man himself, as well as to his employer.

(Continued on Page 2, Col. 4)

## CASH PRIZES TO EXCEED FORMER YEARS

One hundred special cash prizes in addition to the regular Christmas bonus are to be awarded to the "top notchers" of the five divisions this year.

This announcement made by George Baker Anderson, manager of transportation, indicates a big extension of the Merit and Bonus system this year and means some sizable awards for special efficiency shown in the year's work.

The work of checking over the efficiency records has been under way for several days. Records of three divisions have been checked to determine the number of men who will participate in the bonus this year and the approximate number who will receive the full award. These figures will be available for next week's Two Bells.

The scale of special awards has not been announced and will be a considerable surprise. Last year special awards ranging down from double the regular bonus were paid to the five top motormen and conductors of each division and the five top safety operators.

## OFFICES ADOPT STAGGARD HOURS

Starting a plan of staggard hours which it is hoped other offices will follow, the Los Angeles Railway main offices have arranged for all office employes to leave at 4:30 o'clock in the afternoon instead of five o'clock as heretofore.

The plan of staggard hours is intended to relieve the extreme peak of travel at five o'clock and was used by many cities, particularly in the war period. The government offices at Washington followed out the plan extensively as a measure of efficiency and economy and greatly improved traffic conditions.

The office employes voted on whether to start a half hour earlier in the morning or reduce the noon lunch period to thirty minutes and the latter proposition was favored by the majority.

Fortune favors the brave, but ignores the fool-hardy.

## EARNIE DYE GETS \$10.40 PAY DAY

Pay day. Earnie Dye gets \$10.40. Yes, its a fact, surprising as it may seem but the news is almost 25 years old.

The name of the Division Three superintendent was found on a conductors' pay roll for the week ending June 1, 1898, when the old cable car power house near Division One was torn down. The pay rate was 20c per hour. In those days Mr. Dye was working for the Main Street and Agricultural Park Railway, which later became a part of the Los Angeles Railway.

Other familiar names on the list are W. Schultz, D. M. Wood, P. C. Peterson and William Schack.

One man on the pay roll had only 20c coming that week so it is probable he spent it on a large size T-bone steak and trimmings.

Whatever you do, always do it in the safe way.

## New Building at Shops is Started

The foundation for the new carpentry building at the main shops, Fifty-fourth street and South Park, has been finished and the remainder of the construction has been turned over to the Lynch-Cannon Construction Co. The foundation work was done by the ways and structures department of the company.

## Mtr. Spalding Offers Prizes at Checkers

Motorman J. W. Spalding, of Division Three, is so anxious to get competition in a checkers match that he is willing to spend his good money in prizes. He is offering a prize to the motorman winning the most games from him in a series of inter-division matches. He invites all interested to get in touch with him by mail or by telephoning around 9:00 A. M.

# Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

## Faking Sickness Is Inviting Dismissal

CASES in which trainmen miss out and later on report sick or report sick a few minutes before their runs are due out and necessitate holding a car in, have been on the increase.

This situation is a serious handicap to service and greatly inconveniences street car patrons. It upsets the office arrangements of each division and is a nuisance generally.

Naturally there is no desire to make a man work when he is physically unfit to work but several cases of malingering, or faking sickness, have been definitely established.

In one case the wife of a trainman reported on pay day that he was "sick" and later came to car house to get his check. Around the corner was the "sick" man, sitting in an automobile waiting for the better half and presenting a fine picture of perfect health. Suffice to say, the check he drew that day was the last as far as the Los Angeles Railway was concerned.

Sending in a fake sick call puts an unfair burden on other trainmen because it often means that a man finishing a regular run is called upon to take out a tripper or it puts extra heavy loads on one or two cars.

In legitimate emergency cases, every effort should be made to get notice to the division in time to fill the run thus left open.

Each division has a few men who habitually telephone that they are sick on rainy mornings or fine Sundays. Arrangements have been made whereby these cases will be investigated so that medical attention may be given promptly if it is needed. If cases of faking sickness are discovered, they will necessitate the services of a surgeon—to amputate a name from the pay roll.

## Bad Crossing Signals

IT HAS BEEN necessary to discharge one of the flag men for extreme carelessness at one of the steam line crossings where he was stationed to protect the lives of passengers.

The flagman was sitting with his back to the railroad line reading a newspaper. A street car came up behind him and called for a signal. Without looking up, he waved the flag and the street car proceeded across the tracks.

If a flagman were not supposed to use his eyes and his judgment there would be no sense in having him on duty. The expense might be saved and the situation changed completely. But a flagman has a very important duty. On his ability depends the safety of passengers and he must make proper observation. So much for the flagman.

The motorman in the case cited above was almost as guilty as the flagman. It is the motorman's duty to make observation to check with the flagman and he is not to proceed without a proper signal.

The motorman could tell with half a glance that the flagman had not made proper observation and had therefore not given a proper signal. To proceed across a railroad crossing on an improper signal is extremely dangerous and subjects a man to severe discipline.

# THE STUFF

*The test of a man is the fight he makes,  
The grit that he daily shows;  
The way he stands on his feet and takes  
Fate's numerous bumps and blows.*

*A coward can smile when there's naught to fear,  
When nothing his progress bars,  
But it takes a man to stand up and cheer  
While some other fellow stars.  
It isn't the victory after all,  
But the fight that a brother makes;*

*The man, who, driven against the wall,  
Still stands up erect and takes  
The blows of fate and his head held high,  
Bleeding, and bruised, and pale,  
Is the man who'll win in the by and by,  
For he isn't afraid to fail.*

# BULLETINS

Issued November 20, 1922

## BULLETIN NO. 181 Notice to Conductors

Effective Monday November 20, 1922, conductors must not occupy stool when operating within the limits of Zone No. 1. When outside of Zone No. 1, conductor must rise and remain on his feet until after car has started in all cases where passengers are boarding or alighting at conductor's station.

## BULLETIN NO. 182 Notice to Trainmen

Effective Monday, November 20, 1922, at all regular stopping places, whether arbitrary stops or passenger stops, conductors will not give signal to proceed until motorman calls for such signal by two taps of the gong. Motorman must not call for starting signal until by his observation in the mirror, he considers it safe to start the car. After such signal has been called for by the motorman, conductor must make observation of his step to ascertain if all is safe before giving same.

## BULLETIN NO. 183 Notice to Conductors

Prescott Court is located about half way between Second and Third Avenues, and runs north from Jefferson Street to Thirtieth Street. Conductors will direct passengers accordingly when inquiries for Prescott Court are made.

## BULLETIN NO. 184 Notice to Conductors

The following passes are reported lost: No. 2543, issued to Mrs. Ada Nar, wife of M. F. Nar, conductor Division Two. No. 3132, issued to Mrs. Hermine F. Phillips, wife of Fred Phillips, Repairer, Mechanical Department. Track Badge No. M-143. If presented for transportation, take up, collect fare, and send to this office with report.

*P. B. Hill*  
Supt. of Operation.

## Conductor Pages Escort to Procure Fare of Fair Ones

Conductor C. L. Walinder, of Division Two, who has the baby owl on the "U" line, had two women board his car a few nights ago and pass right by the fare box as if it were the church offertory plate.

Walinder followed them inside and reminded them of the customary formality preceding a street car ride and one of them explained, "Why Rudolph is going to pay for us."

The car was rather crowded and, not knowing Rudolph personally, the conductor returned to his place of business and shouted, "Rudolph, come here."

Out of the crowd stepped Rudolph and asked how the conductor knew his name. Walinder explained and Rudolph tickled the fare box with another dime.

Efficiency marked up another victory.

## NOVEMBER SAFETY CONTEST IS KEEN

With the scores in such shape that one or two Number One accidents would bring the tail ender to first place or send the leader to the bottom, the November safety contest is developing into a pretty scrap that will be increasingly interesting as the month advances.

Scores at the first of the week showed Division One holding to the lead by the teeth. The range from second to fifth place was within 12 points and anybody's race.

The scores announced by the safety bureau were as follows:

Division One	110.66
Division Two	122.10
Division Five	129.26
Division Three	129.60
Division Four	134.35

# LOADERS WILL INCREASE SERVICE

Two loaders to handle southbound cars have been placed on duty at Seventh and Broadway and with this addition, a new feature for speeding up service will be introduced, namely, loading of center entrance cars.

When pulling into the safety zone at Seventh and Broadway southbound, conductors on center entrance cars will open the two exit gates and leave them open until they are ready to proceed or until the leader gives a signal to close the gates. The two loaders will work at the two exit doors, collecting fares from passengers as they enter and the conductor will collect fares from those who board at the regular entrance.

This innovation is expected to add to the general work of speeding up the cars.

## L.A. SYSTEM RATED AS U. S. LEADER

Continued from Page 1, Col. 3)

Let efficiency and co-operation be ever our watchwords, as these two things cover everything from safety to the last thing in railroading. None of us are perfect, but let us profit by our mistakes and those of others.

It behooves us to be especially careful entering the winter season, accompanied by rains and fogs, which cause dangerous running conditions and contributes largely to serious accidents. The holiday season, which is almost upon us, taxes every man in the entire organization to his fullest capacity. It necessitates every man exercising the highest possible degree of care in operation and also requires patience, which is the foundation of courtesy.

In conclusion, I may say, that we have unconsciously, by our past efforts brought this organization into the "lime light" in national railway circles and one that is looked upon as a criterion. This being a fact, I again urge every man connected with our organization to keep up the good work, so that by the time the next convention meets a year hence, we will be able to show the other railways of the country that we have established a mark that will be hard to beat; in fact let the "National Pennant" be our goal.

## On the Sick List

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

**DIVISION NO. 1**  
Conductors—O. Arguello, 2628 E. 4th St.; C. W. Austin, 1157 Delphi St.; J. D. Wood, 1183 E. 43rd St.

**DIVISION NO. 2**  
Conductors—J. W. Godel, 308 E. 17th St.; A. L. Johnson, 158 E. 55th St.; E. P. Howett, 418 E. 64th St.; E. Marshall, 343 E. 53rd St.

Motormen—J. E. Albert, 479 E. 49th St.; G. E. Force, R. F. D. No. 3; W. W. Allen, 404 E. 60th St.

**DIVISION NO. 3**  
Conductors—F. C. McKibbin, 801 Isabella St.; W. M. Clary, 572 W. Ave. 26.

Motormen—D. W. Carter, 2629 La France St.; H. Christin, 2660 Loosemore St.

**DIVISION NO. 4**  
Conductors—W. Samburg, 2010 W. 48th St.; J. S. Milburn, 1122 Georgia St.; W. Barney, 1118 W. 31st St.; C. E. Davis, 1431 Wright St.; A. W. McFarland, 806 S. Fur St., Inglwd.

Motorman—H. A. Patterson, 1036 Santee St.

**DIVISION NO. 5**  
Motormen—R. A. Lord, Hynes, Calif.; L. L. Culp, 4816 9th Ave.; J. J. Thornton, 6614 Mineral Ave.; M. Perlin, 7921 San Pedro St.

# Conductor Ding and Motorman Ding Ding

By Rollins



## Bouquets And Things (Hand Picked)

For Condr. E. G. Benedict, Div. 4

Los Angeles Railway, Gentlemen:

Credit should be given Operator No. 2220, Griffen Avenue line, for cheerful Courtsey at 14th and Stanford, 9:45 A. M. today, to lady running to catch car after door was partly closed.

Yours truly,  
WM. G. MORRIS,  
421 West Adams Street.

For Condr. R. S. Young, Div. 2  
For Mtr. R. R. Chubb, Div. 2

Los Angeles Railway, Gentlemen:

I have been riding the yellow cars for some time and have found some very courteous and discourteous men. Conductor No. 862 at 7th and Spring Streets, is courteous in helping the ladies off and on, calling the cars, loading them quickly.

Motorman No. 1651, on the Grand and Moneta line, is also courteous. He never has a sour look but always a pleasant smile. He is on a car with a trailer, and I have never seen him have an accident in the six months I have ridden his car. He especially should be remembered.

Respectfully,  
J. W. FURGASON,  
3426 South Hill Street.

For Mtr. W. P. Everett, Div. 1

Los Angeles Railway, Gentlemen:

I wish to express my appreciation of courtesy shown by Motorman No. 1033, who was operating car No. 683 on the Western line, Saturday, September 30.

This man is an asset to your company. The patrons were very pleased with the kindness shown. If every man in the company shows this spirit, the Los Angeles Railway will be 100 per cent more efficient.

I wish you to thank him, by the request of the patrons who enjoyed his courtesy.

Thanking you for this favor, I remain,  
Very truly yours,  
LOU BREKER,  
Swimming Director,  
Young Men's Christian Association

For Condr. E. F. Page, Div. 5

Los Angeles Railway, Gentlemen:

Having been a daily patron of your railway the past three years, I have found that with few exceptions your conductors are gentlemanly and polite, but I wish to mention particularly No. 2520, with whom I have ridden the past year or more. He is always cheerful and courteous, answers all questions politely and is always good natured.

I am prompted to write this from reading a piece sometime ago in, I think it was, "A-z-u-r-i-d-e", wherein the suggestion was made that it would be appreciated if a good word was spoken for a deserving employe.

Yours truly,  
C. T. MAGUIRE,  
4614S. Western Avenue.

For Condr. J. P. Martin, Div. 3

(Part of letter received from Mrs. E. H. McKenney, 1031 S. Grand View, Los Angeles, September 22, 1922.)

"I note many of the conductors are much more pleasant in their manners to patrons, and when we see one who has a smile or a pleasant word for those getting on, we feel like saying, 'God bless you, boy.'"

Yesterday on the 11th Street car line going north on Broadway, conductor number 312 was especially courteous and helpful in seating an aged man, after he had helped him onto the car.

His manner of answering questions and attending his work was more than good, and I had to tell you of it."

## NO BULL TO THIS STORY! SUPERVISOR ALMOST COWED

HERE is an incident devoid of bull but which almost cowed Billy Snyder, chief district supervisor of District 1.

A "G" line car, traveling southbound at Avenue 20 and Pasadena, came in contact with a truck and trailer in such a way as to release from the trailer two lady-like cows who were being taken from hither to yon.

The contented critters began to fully appreciate their new-found freedom and the fact that they were demoralizing traffic just as Chief Snyder arrived on northbound car.

He tried to shoo the cows to a quiet spot but they wouldn't shoo worth a whoop and showed him that as a cowpuncher he is a good supervisor. They gave him a nasty look and offered more but Billy was at least diplomatic. He made a noise like a bale of alfalfa and finally steered them off toward the river bed. The street cars went on their way rejoicing, and the owner of the cows took them into custody.

## EARLIER CHRISTMAS SHOPPING ESSENTIAL

Employes Are Asked to Cooperate Actively To Avoid Tie-ups in Holiday Season

EXTRA efforts to have passengers do EARLIER Christmas shopping will be made this year.

In addition to the appeals for co-operation made in A-Z-U-R-I-D-E, a set of five small posters has been issued and will be placed in the cars.

To bring home to autoists the consequences of their selfishly blocking street cars, posters are to be put on the backs of cars similar to those used during "No Accident Week" campaigns. The posters remind autoists that "Street Car Riders Are In a Hurry Too" and ask "Play Fair, Don't Block Traffic."

The posters will be used until the Christmas rush is over.

Inability of the eastern factory to

deliver the full order of new steel cars in time for Christmas, has upset plans considerably, as the transportation department had been depending on them.

Employes of all departments are urged to set the example of doing early Christmas shopping. Earlier shopping means having all possible buying done by December 1. The congested condition of the streets and the increased number of automobiles means that it will be extremely difficult to move traffic unless there is a determined effort made for EARLIER shopping. In this, the company expects employes to co-operate one hundred per cent and urge the necessity of EARLIER shopping upon their friends.

## NOTE CHANGE IN OFFICE OF TRANSPORTATION DEPT.

Attention is again directed to a notice previously carried in Two Bells, but apparently overlooked by some trainmen. The notice concerns changes at the main offices.

R. B. Hill, superintendent of operation, and R. R. Smith, assistant superintendent, are now in room 710. The entrance to these offices was for-

merly through room 706, but now 706 is the entrance to the office of George Baker Anderson, manager of transportation. Only persons having personal business with Mr. Anderson will call at 706.

John Collins, supervisor of safety, is in room 705, but trainmen to see him will report to room 710.

Conductors—C. W. Allen, J. M. Lipe, R. C. Russell.

### DIVISION NO. 3

Motormen—J. A. Ibbotson, C. M. Baldr. Conductors—G. C. Muse, C. C. Shipler, R. Yates, A. J. Necochea.

### DIVISION NO. 4

Motormen—V. V. Hansen, J. Forman. Conductors—W. E. Petritz, F. Ferriell, W. J. Murphy, F. J. Bevig.

### DIVISION NO. 5

Motormen—J. I. Murray, W. E. Welty, R. E. Rush, W. J. Edwards, Jr., J. G. McCrosson, J. L. McNutt. Conductors—E. W. Haydon, S. T. Beedy, H. P. Webb, F. W. Swett, E. R. Stipe, G. K. Weaver, K. R. Anderson, W. Gilbert, W. H. Champlain, G. R. Crow.

## Introducing New Men

The following men have been assigned to their divisions during the week ending Nov. 13, 1922:

### DIVISION NO. 1

Motormen—J. Hershchall, A. Little, J. A. Gangon, Z. P. Myers, A. S. Riley, C. A. Fairchild.

Conductors—N. B. Elmund, C. A. Neville, W. S. Parsons, J. F. Loudon, G. M. Prebster, E. L. Brown.

### DIVISION NO. 2

Motormen—J. L. Price, J. R. Roberts, O. Rose, E. E. White, J. N. Mohler, T. U. Cheek.

## On The Back End

(Contributed)

Division Five is grieving over the loss of one set of teeth (naturals) by Motorman W. J. H. Hewett. At one time it was quite a treat to listen to Hewett's cheery whistle as he reported for work in the morning, but now it sounds like the hiss of steam escaping from a donkey engine.

She—"The only men I kiss are my brothers."

He—"What lodge do you belong to?"

Since Andy Gump rode to congress on the slogan "He wears no man's collars," Operator Gillette, should get along fine as a candidate for the safety committee with the slogan in the Division Four column, "A safety racer of South Main speedway who hasn't even had a close shave for three months."

Let me but do my work from day to day,  
In field or forest, at the desk or loom  
in roaring market-lace or tranquil room;  
Let me but find it in my heart to say,  
When vagrant wishes beckon me astray—  
"This is my work; my blessing, not my doom;  
Of all who live, I am the one by whom  
This work can best be done, in the right way,"  
—Henry Van Dyke

An Irishman got on a car going east. The car stopped at Indiana street, where a work train was unloading rock, so Pat got off to investigate the cause of the delay. The work train suddenly took the cross-over and the car started. Pat started to run after the car shouting "Hold on there, ye got a passenger overboard what's left behind."

There are three kinds of people in the world—the wills, the cant's and the won'ts. The second is no better than the last, so be neither.

A school girl says she thought she saw a great big pumpkin in the road as she neared Tenth and Vermont on her way to L. A. High one rainy morning, recently, but it turned out to be that jolly fat supervisor Bill Flannery in a yellow poncho. Watch yourself, Bill. You're liable to get squashed.

"My father weighed only four pounds when he was born."  
"Great heavens did he live?"

The man whose business is to hold down a job, is only a business paperweight. He never will be a business heavyweight.

NOTICE: If the party whose first two names are George Ferguson purloins any more Division Two property, he is going to get his name put in Two Bells. A word to the wise is almost enough.

# Looking 'em Over at the Divisions

## DIVISION 1

D. B. Kohl

The latest Safety Contest News reads something like this: "DIVISION NO. 1 LEADS." And we might add that we intend to stay in the lead for the balance of the contest. Nuf sed.

The Editor in opening the box which contains articles for Two Bells for Division One, found a couple of letters that some trainmen had written to their sweeties, and of course, thinking this box was a regular U. S. Mail box had deposited the sweet notes therein. Now somebody is going to be real mad because they won't get their letter on time and might cause a little friction in a well regulated family, so to help matters out I rushed up to the nearest mail box and mailed them. For the benefit of the new men I might say that we haven't any out-going mail box at this division, and the nearest one is at 7th and Central.

Motorman L. (Dusty) Reed, popular young trainman of this division, left for a two weeks' vacation for a visit with his mother who resides near San Diego. Reed was formerly a motorman on the San Diego Railway and it is reported he will hold a conference with the officials of that system and will endeavor to show them how it is done in Los Angeles.

Conductor Mullendore came in the other day wearing the one big smile and passed the cigars. REASON: 1 bouncing baby boy (the first) which arrived at the Mullendore home Monday morning and announced that he was going to stay. Mother and baby are doing nicely.

We were sorry to hear of the sudden death of the wife of Motorman J. F. LaBarre, who died suddenly. We extend our sympathy to Mr. LaBarre in his hour of sorrow. Motorman LaBarre left this week for Stockton, Calif., to be gone about two weeks.

## DIVISION 2

Our division scribe C. L. Christensen is laid up at home with a bad attack of grippe. After nursing C. L. C. a couple of days, the Mrs. also became ill and at the present writing both are confined to their bed.

After travelling over seven thousand miles in the past three months, without any accidents, Motorman B. M. Ihrig broke his arm last Monday in attempting to crank his Chevrolet.

Motorman G. Schultz and Conductor M. Taylor have just returned from a pleasant trip to Arizona.

Walter Hancock will have an extra man working with him quite frequently now, anyway till Dave Wood breaks in that new Ford.

Some competition down at the S. P. Station when A. I. McClure, conductor on the Central Owl gets there each night. While the taxi drivers shout "Taxi, taxi," Mac is out there also shouting, "Yellow jitney, anywhere in Los Angeles, 5c."

J. E. Bourland, who resigned 18 months ago to go in the candy business, and from that to ranch life in Texas, has returned again and says he is here to stay. This time as a motorman.

Another old timer, F. C. Wright, who resigned two and a half years ago to take up ranch life, has returned. F. C. spent a little time with the P. E. since he left.

## Who's Who



AYE tank so.

Yas dis bane Martin Knudson. He bane from Norway. He bane fine motorman, pretty good.

Martin started way back in 1900 and is one of the "I remember" fellows. He has seen lots of rain run down the streets and lots of people get off and on the street cars. He was once at Division Three, but now claims allegiance to the sea gulls' roost.

That bane all

## DIVISION 5

L. W. Burwick

Conductor L. B. Fowler, of Division Five, gave us the following problem to try:

"A man got on my car the other day and asked me to change a \$1.00 bill. Having only 50c in change left at that time I could not do it. But another man got on at the next stop with a \$5.00 bill and I changed it for him. How did I change the \$5.00 bill when I could not change the \$1.00?"

Fowler promises us the answer next week.

By the time this issue of Two Bells reaches you Division Five will have one more happily married man. Conductor L. E. Walters, one of our late arrivals, is taking himself a wife on November 15. He has tried very hard to keep the event a secret but it was too much to keep quiet. Best wishes, old man.

Motorman Heinzman makes the following suggestion for the good of the service. "In last week's Two Bells it was mentioned that Conductor Link furnished a good alibi for flagging 3rd and Traction instead of Alameda St., and a great many of his friends overlooked the fact. But I, as his motorman, suggest that a white sign be placed at this point to keep Ed Link on the car, as he tried to flag this place again Tuesday."

Supt. Morrison has received a letter from A. J. Spohn and L. L. Boatman, who are on sick leave taking a trip through the Northern Rockies. They wrote from LaPine, Oregon. Their camp is 23 miles from a Post Office and 53 from a railroad. Both are improving in health and expect to return to work in the early spring in splendid condition. They are asked to be remembered to the men of Division Five.

A. W. Ellickson, former motorman of Division Five, has taken a ninety-day leave from the Union Pacific to try out the real estate business. He is with the Brighton Realty Co., 4335

## DIVISION 3

H. A. Russell

Well, after about 10 days in our very own place at the front in the Safety Contest we have slipped a bit and at time of writing are in second place with third place in sight. Maybe this is only momentary. We hope so, as we have just got to get back to where we belong in first place. Division One is right after the pennant this time. Dan has already notified them that if it is their desire to win this time that if they keep right up in front we will let them, but should they start to slip, we will just step out and grab it. But in the meantime boys, go after it and don't let any of them get too great a lead, as it may be hard to overcome. Two Bells, let's go!

Well, the new Adam's schedule is now in effect and like everything else at first glance didn't look very good to some of the boys, but will, no doubt, turn out to be just the thing. There is one thing about it, it has done away with the whole swarm of pesky trippers and that helps some.

Conductor George Chapman and Motorman Slim Barrett, the well-known pair of indefatigable workers almost threw a fit of joy when they found that they had fallen heirs to the Adam's owl, with just 11 hours in it and the money car on the tail end as appetizer.

The Red Cross drive is now on and each Division has received its allotment of buttons, etc., and as this is one great worthy charity it is hoped that all divisions will come through 100%. So if you haven't yet done your duty, do it now and do it through your division.

Motorman Merle Eades, who works a W. Tripper and pulls in from the north end, the other evening was ordered by Supervisor to go through to 11th and Main and in. Arriving at 11th and Main, Division 4 looked pretty handy to him so he pulled in. But Division 4 tacked Mr. Knittle's celebrated Mr. Speed on to same car and with great speed the car finally reached Division 3, where it belonged.

The five new runs added to the "A" line took five crews off the extra list and that was some event in the young sweet lives of the extra men, as bucking the list is not at all times a thing of beauty and a joy forever.

Some of the motormen of the "A" line have discovered the fact that some of the new P. E. Cars will not clear at the curve at 16th and Hill when either car is the least bit in the curve and those who have not yet found it out would do well to accept this tip.

A certain conductor of this division put in his application for towerman job he received the following reply: "Your application received, but upon looking up your record we find your efficiency standing at 87, caused by your apparent neglect of duties, and in view of this fact you could scarcely expect to be promoted as promotion is based entirely on efficiency. So buckle up and try again. In order to get promotion you must earn it."

Conductor Painless Parker is looking after the affairs of the Co-operative Association at this division during the absence of Ira Gott.

Brighton Ave., and asks all of his friends here to pay him a visit, personal or professionally.

Once we thought we would hold the flag, but now we are afraid we'll hold the sack, unless we watch our step and get out of this slump.

## DIVISION 4

C. J. Knittle

The Safety Committee of this division held a meeting last Thursday afternoon and are now well under way for the promotion of greater safety.

It may be a trifle untimely to propose candidates for the next committee but we predict they will be Operator Wrigley, who says, "Don't chew about your no-accident record;" A. Senator, who moves, that a ways and means committee be appointed to devise means to travel the ways uninterrupted; Forester, who warns, "Chop it down! Those accidents!" Speed, who suggests we slow up a little; Foote, who says, "Let's get to the head this time;" Dodge, who thinks we "auto" do better; Price, who reminds us, "Accidents are costly;" Dunn, who announces, "I'm done with 'em;" Curtin, who commands, "Drop the curtain on 'em;" and Gillette, (a safety racer on the South Main speedway) who has not had even a close shave for three months.

(So there's the ballot. Use the rubber stamp.)

Ex-Supervisor Motorman Forster was working his new Pico run last Saturday. It was the kangaroo's pajamas and Forster was priding himself for choosing it. But when he finished his day, he found he did not have enough pulling-in time and promptly raised cain with Clerk Crouhorn on arriving at the division. It did not do any good because "Crous" made him take the car back to Pico and Figueroa and get relieved—as the schedule directed.

Stenographer Ellis returned from his belated vacation last Thursday. Clerk Mickels, who has been buried in work during Ellis' leave, sure hated to see him return—he had become so used to it.

About this time of year the Red Cross makes its annual drive for funds to carry on its good work. Supt. Wimberly has always represented them here and is now supplied with buttons and will be glad to renew your membership. The war has been over for four years, that's true, but the end did not make whole its disabled veterans, and there will always be mine and sea disasters, cyclones, earthquakes and other calamities. The Red Cross has never failed in its work of mercy. Being an organization of and for our nation and supported by its people, it naturally becomes necessary to call for financial aid. So now, fellows, let's show 'em where we stand. Mr. Wimberly hopes every one of his boys will call for a Red Cross button within the next two weeks. The membership is one dollar.

The Pico, Adams and W. 9th line shake-up has netted us seven new full runs. We believe the "all swings" idea is a great improvement. It has eliminated the trippers. It has given extra men, who have bucked the list for two years, steady work. When the rest of the schedules are likewise rebuilt, we will have several more runs for the "old timers" on the extra list. Then when we oversleep a half hour and call up to ask for the day off (to escape a miss out) the clerk isn't going to reply, "Yes, if you'll work a tripper."

Operator J. P. Koulan became the proud papa of twin girls last Friday. Koulan's was a very happy home, if we guess right, at least he brought down a goodly supply of fine havanas and enthusiastically informed us that Mrs. and the misses are all doing nicely and that we shouldn't forget the two belles in Two Bells. We rejoice with you, J. P.