

# FIRST OF NEW CARS REACH SHOPS



## TWO BELLS

Vol. III

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No. 26

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

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

# 1900 MEN TO GET BONUS

## 10 MORE CARS SHIPPED ON SPECIAL TRAIN

Five of the 50 new steel cars have arrived.

The first shipment came to Los Angeles over the Southern Pacific system and was consigned to the main shops at South Park where work on the electrical and air brake installation was started immediately.

According to the factory, 13 more cars are en route. Ten of them are being shipped on a Union Pacific special train on 21 flat cars. Another three are being handled by the Southern Pacific.

How many of the cars will be in use before Christmas, can not be determined at this time, but every effort will be made to get the equipment in first class condition and into service.

### HELP, DOCTOR!

The following actually appeared on the examination paper of a new motorman:

Question: "If overhead circuit breaker blows repeatedly when feeding controller properly, what would you do?"

Answer: "Cut out the disinfected motor and call dispatcher."

### Pass Cases on Sale In Instruction Dept.

New pass cases are available at the instruction department and may be purchased for twelve cents. The cases formerly cost a dime but the manufacturer has raised the price. These cases are handled by the instruction department at cost.

Step right up, we have lots of pennies.

### Div. 3 Offers Any Type Trainman to Please Customers

DIVISION THREE, besides giving patrons of the L. A. service, can supply them with a crew to meet the most fastidious taste. For example, Cond. Love, on the rear end, with Haight on the front end; a White conductor with a Brown motorman, a Kidd conductor with a Mann motorman; a Trout on the rear and a Wolfe on the front; a Rice conductor and a Bean motorman; a Stout conductor and a Woolley motorman; a Wood conductor with Cole for motorman; a Baker conductor with a Taylor motorman; a Sweet conductor with a Ott motorman; a Butler with a Kaiser motorman or a Carpenter with an Auger or a Head with great Riske.

In fact, most any Styles. Yours of service, Div. 3.

### SUBSTATION WORK NEARLY FINISHED

Installation of machinery for the new automatic substation near West Adams and Hobart has been completed. Another 15 days will be required before a test of the station can be made, owing to the intricate wiring necessary for the automatic operation.

New feeders are to be run from the Soto street substation to the trolley wire along Whittier boulevard and from the University substation into the wires on West Forty-eighth street and in the vicinity of Division Five. The additional feeders will improve power conditions in these two locations, but the work will not be started until the West Adams substation job has been finished.

### New Crossing at Macy and Alameda

A new crossing has been installed at Macy and Alameda, where the Southern Pacific trains scoot along. The job was done last Wednesday, after midnight and required some fast work by the track department in order that cars and trains would not be delayed.

### John's Married!

JOHN C. COLLINS, supervisor of safety, and one of the most popular men who ever drew a Los Angeles Railway pay check, was married quietly last Wednesday night, at St. Vincent's Methodist Episcopal church, to Norah May Kane.

William Harris, motorman of Division Two, and an old pal of Mr. Collins, was best man, and Mrs. Johnson, attended the bride. The happy couple are living at 346 East Thirty-third street.

In behalf of the whole bunch of Los Angeles Railway folks, Two Bells extends to you, John, and your bride, the heartiest congratulations and the best wishes for a happy married life.

### TEMPLE STREET WORK IS STARTED

Preparatory to laying the second track in the single track portion of the Temple street line, the line department has started stringing trolley wire east from Temple and Hoover. The curve at this point has been opened by the track department for repairs and as a part of the new work. The trolley wire was installed so that it will be ready for the use of work trains in making this important improvement.

With the double track, increased service will be given on the line.

### Uniform Department Has New Cap Covers

A new supply of pantasote covers has been received by the uniform department. The covers sell at 45 cents and protect the cap completely in rainy weather. They may be carried in a coat pocket without cracking.

### Huntington Park Service Increased

Two cars were added to the morning service out of Huntington Park last Monday, increasing the service from a six-minute to a 4½ minute headway when the morning travel is at the top point, between 7-10 and 7-40 o'clock. The cars are out of Division Two.

## EXTRA AWARD FOR TOP MEN INCREASED TO 110

Approximately 1900 trainmen will receive the Christmas bonus next month, according to the first count of the record cards. All but about 40 men have maintained efficiency records above 100 per cent each month and will receive full bonus except for time taken off from work above that allowed by the rules governing the Merit System and Christmas Bonus.

### Five Automatic Dismissals

The Merit System is intended to reflect as accurately as possible the efficiency of every trainman and provides a bonus for efficient men, with special awards for the top notchers.

The system provides also for the automatic elimination of those who show themselves unfit for the service and bring their records below 75 per cent. The records for the past year show there have been five automatic dismissals.

### Records Close Thursday

The bonus records for the year close November 30. Men who have been in service more than six months participate in the distribution of Christmas checks. This means that any man who was in service before June 1 last, will have a share in the bonus at the rate of five dollars per month. To be eligible for the full bonus of \$60 for the twelve months, a man must have been in service at least 18 months.

The special prizes to the top notchers, ranging down from double bonus, will be paid to 110 men, instead of 100, as announced last week. The ten top motormen and ten top conductors of each division will receive special awards and similar distribution will be made to the ten top safety operators.

Never brag about a conquest until the bacon has been carried home.

Big headed people seldom are big hearted.

# Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

## What Makes a "Top Man"

FROM a plan launched in the Spring of 1920, somewhat as an experiment, the Merit and Bonus system of the Los Angeles Railway, has become a co-operative factor between employe and employer, that has attracted attention of business organizations throughout the country.

Within another month, the third annual Christmas bonus will be paid to trainmen as reward for special efficiency on the job.

It is the belief of the company officials that the Merit and Bonus system has achieved greater efficiency this year than in the past. This is only natural, as the minor points that needed correction have revealed themselves through actual practice.

The task of selecting the men to receive special awards has not been quite completed as it is no easy task to pick the ten best motorman and ten best conductors of any group.

In selecting men for the special awards, the company officials have not been guided entirely by the record cards.

While the cards show, to a large extent, the efficiency of a trainman, the things which do not necessarily show on paper have been taken into consideration. They are neatness, loyalty, and general frame of mind. It is such things that stamp a man who is above the average. It is such things that bring special reward not only in bonus money but in promotion and recognition among fellow men as a leader.

## Thanksgiving

WHILE we are enjoying our Turkey dinners with cranberry sauce, and all the trimmings it takes to make a real Thanksgiving dinner, I wonder if all of us know just how we come to have such an annual celebration.

The first Thanksgiving Day in the United States was celebrated by the Pilgrim fathers, November 26, 1621, in the Plymouth Colony, in Massachusetts, whence they migrated the year previous from Amsterdam, Holland, and it was only after a year's hard struggle in this country that they decided to set a day aside for Thanksgiving. Since then, the government of the various states, together with the Federal Government, has proclaimed a day each year for thanksgiving.

Now and then we hear someone make the remark: "Thanksgiving, what have I got to be thankful for?" Brothers, many things, among the sweetest is life itself. Next to life, we ought to be thankful for being able to protect and take care of those with whom we are entrusted, and at least be thankful for being a member of the great Los Angeles Railway family, in which brotherhood and co-operation we work hand in hand, from the manager in the office to the shopman in the pit.

So Friends, at least be Thankful.

C. L. CHRISTENSEN.

## SPECIAL CAR FOR MAIL AND PAPERS

A special car on the Hawthorne line was put in service last Thursday to carry mail and newspapers exclusively. The car is No. 17, which Conductor Frank Nye and Motorman George De Frain, of Division One, use in delivering and collecting fare boxes at divisions.

The car will get mail at the new Arcade postoffice, Third and Central, at 1:14 P. M. daily, then run up Second to Broadway and follow the regular Hawthorne route. Efforts to handle the Hawthorne mail and the newspapers on regular passenger cars caused considerable inconvenience. The special car will carry papers for the three afternoon dailies.

### SOLVED

"Papa," called Willie excitedly, "there's a big black bug on the ceiling!"

"All right," replied the parent, engrossed in his newspaper, "just step on it and don't bother me."

## FLAGMAN RULES TENTH AND MAIN

A flagman has been stationed at Tenth and Main curve from 4 to 6 P. M. daily, to handle street car traffic. During the two hours, the electric switch for westbound Washington St. cars will be cut out and the flagman will operate the switch by hand.

One of the chief purposes in placing a flagman at that corner is to let the cars fit into Main street northbound in such order as will permit them to double across the Ninth and Main intersection. This can be done by keeping the Main street cars together and the Spring street cars together as much as possible. Northbound "W" cars at Tenth and Main will wait for flagman's signal before starting around the curve.

### HOWSAT?

"Shay, did you see me come in?" The other chap replied, "Yes, I saw you come in."

"Well—hic!—ever see me before?"

"No, I never saw you before."

"Then—hic—how did you know it's me?"

## BULLETINS

Issued November 27, 1922

### BULLETIN NO. 185

Special attention of motormen is called to the necessity of more carefully observing "SLOW" signs.

Complaint has been made regarding the non-observation of Slow Signs at 11th and Alvarado Streets, and at 10th Street and Western Avenue.

### BULLETIN NO. 186

Notice to Conductors

Transportation Book No. 79212, issued to H. E. Teazole, a/c Fire Department, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

### BULLETIN NO. 187

Notice to Conductors

The following passes have been FOUND:

1889, issued to Paul B. Boob, reported lost in Bulletin No. 179.

2543, issued to Mrs. Ada Nar, reported lost in Bulletin No. 184.

### BULLETIN NO. 188

Notice to Conductors

The following passes have been lost: 434, issued to Mrs. Callie Johnson, Car Cleaner, Mechanical Department.

1871, issued to W. H. Thun, Repairer, Mechanical Department.

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

*P. B. Hill*

Supt. of Operation.

## Appreciation

To the honorable gentleman of Los Angeles Railway, Division One; and all other friends who so nobly expressed their sympathy, including a beautiful floral tribute in honor of my beloved mother, aged 89, and my deep bereavement of the loss of her who still guides me. I beg all to accept my most sincere gratitude and prayers for your mothers and you.

R. T. STEELOW, Mtr. Div. One.

## How About This For Picking on a Cripple, Joe Stork

This story might be started with the moral that misfortunes never come singly or that Providence sends joy to offset the gloom of life—take your pick.

The simple facts are that Motorman H. T. Sanders, of Division Two, has reported the visit of the stork to his house and the promised cigars will be in honor of an eight-pound baby girl. This makes a pair of queens.

A short time ago H. T. broke his right leg in stepping from his train at Mesa Drive and has been confined to his home. He intends to hobble back to work soon and will receive the congratulations of the gang.

Now which moral is most fitting for this story?

## You May—

"Look it over"

"Think it over"

"Read it over"

"Talk it over"

but

you will be judged entirely by your ability

to put it over.

CALIF. BANK MONTHLY.

It takes an uphill fight to keep on the level.

# DIVISION 3 TO OPERATE LINE O

Effective Monday, November 27, two-man cars will be placed on line "O" to meet an urgent need for safety cars on some of the shuttle lines. As division Four is now housing a capacity number of cars, the line will be changed to Division Three.

Recently it has been necessary to remove safety cars from the Gage and Homeward Avenue shuttle lines to fill the runs on main safety car lines. By making the change, it will be possible to keep the shuttle and main lines using safety cars adequately supplied and maintain a reserve for emergencies and for increases in service.

The shifting of the line to Division Three benefits the extra list of that division considerably, as it adds 15 runs to that division. A general choice of safety car runs at Division Four was conducted Wednesday and is effective Monday.

Old style cars have been converted into one-man cars for use on some shuttle lines pending the release of an adequate number of safety cars. These cars will be withdrawn and the runs filled with safety cars.

## DIV. 1 HOLDING TO LEAD IN SAFETY

With the close of the November safety contest but a few days away, the scores of the five divisions continue close and the present figures give little indication of how the final marks will look.

Division One is holding on to the lead in good shape and stands a good chance to do what it has never done heretofore—hold the big Premier Safety Division Flag for one month.

The standings at the middle of the week as announced by the safety bureau were:

Division One	196.53
Division Four	215.07
Division Five	218.41
Division Three	234.43
Division Two	236.48

## Introducing New Men

The following men have been assigned to their divisions during the week ending November 18, 1922:

### DIVISION NO. 1

Motormen—A. E. Gardner, J. G. Rohde, T. H. Cox, W. J. Carlisle, G. A. Benjamin, P. M. Fields, W. L. O'Brien, J. O. Hill, C. L. Knarreborg, F. Johnson, A. E. Hurd, J. M. Walker, G. W. High.

Conductors—H. J. Dukes, D. W. Throckmorton, A. Kron, H. F. Blanton, F. Retke, J. D. Story, G. East, A. P. Rucker, C. H. Wittmer.

### DIVISION NO. 2

Motormen—J. M. Sparks, L. H. Address, J. E. Bourland, F. C. Wright, H. C. Staser, H. D. Hathaway.

Conductors—H. Hornbeck, P. F. Clark, M. B. Frost, B. Germain, L. E. Searcy, W. H. Payne.

### DIVISION NO. 3

Motormen—H. W. Hanselman, J. A. MacGregor, W. Hiney, R. E. Davenport.

Conductors—K. L. Lauridsen, R. A. Gwin, R. W. Whitaker, J. Comstock, L. P. Winter, R. L. Barber, H. N. Richardson, R. G. Monahan, E. A. Jarrett.

### DIVISION NO. 4

Motormen—H. W. Ross, F. J. Arnold, H. W. Grannis, M. P. Cooper, N. V. Olson, H. Hinz.

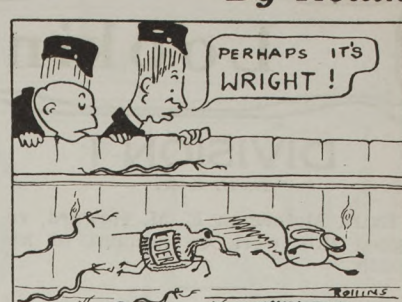
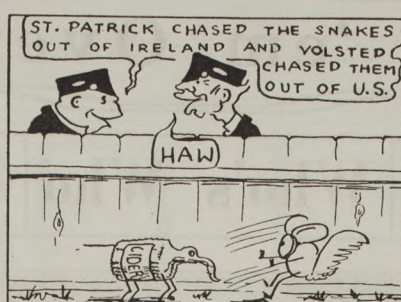
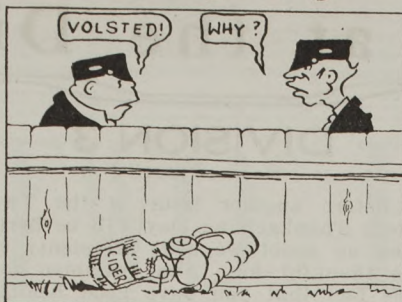
Safety Operators—A. R. Johnson, J. E. Vinson, H. T. Thompson. Conductors—R. D. Lusk, G. L. Cairnes, H. A. Barton, M. Maurer.

### DIVISION NO. 5

Motormen—C. H. Franek, L. H. Weber. Conductors—R. L. Meyer, W. Janner.

# Conductor Ding and Motorman Ding Ding

By Rollins



## Bouquets And Things

(Hand Picked)

For Mtr. J. Spiess Div. 1  
Los Angeles Railway,  
Gentlemen:  
Just a word regarding an employe, whose name I do not know. On October 12th of this year I rode on an "R" car from Indiana St. to Spring St. motorman's number on his cap was 1237. During that ride I saw this gentleman extend no less than seven courtesies to patrons and the public, none of which delayed the car (although we did have a delay in that the car was blocked at the railroad track). He even sounded his bell in such a manner, in notifying persons that a car was coming, that it did not create the impression that no one but the street car company had any right to use the street. His whole attitude seemed to be to render service and at the same time to show the public in general that he and his employer desired to please and accomodate all persons.

Very truly yours,  
W. J. PREWETT, Atty.  
Auburn, Calif.

For Condr. F. H. E. Pierce, Div. 2  
Los Angeles Railway,  
Gentlemen:  
At a time when courtesy is at a premium I would like to take the liberty of drawing your attention to the fine old word "COURTESY" and thoughtfulness of Conductor No. 430, who operates on the West 7th Street line.

I could not help but observe his interest, not only in my case, but in that of several other people, without thinking that many younger men might learn a great deal from him.

With best wishes, I am  
Yours very truly,  
JOHN B. BROWNE,  
Advertising Manager,  
The Ambassador, Los Angeles.

For G. W. Coulter, Div. 2  
Los Angeles Railway,  
Gentlemen:  
This evening about six o'clock I happened to be riding on an "M" car going east on 48th St.

As we approached Gramercy St. a little boy who had been playing on the sidewalk, started at a run across the street, without looking for an approaching car. Our motorman instantly reversed his car and narrowly averted hitting the boy.

As I was leaving the car I asked the conductor what the motorman's name and number was and it was Mr. G. W. Coulter, No. 997.

R. W. STOCKWELL,  
4812 5th Avenue.

For Opr. R. C. Cook, Div. 4  
Los Angeles Railway,  
Gentlemen:  
I am a daily passenger on your Griffin Avenue line going to and from school and it is a gratification to me to tell of the unusual courtesy of your Operator No. 1559.

My duties take me very often to the Broadway office, purchasing tickets for the children of our development school, and in the matter of transfers he has been most gentlemanly.

Respectfully,  
MRS. JANE PORTER CANDLER,  
2331 Thompson Street.

For Condr. O. R. Burnett, Div. 3  
Los Angeles Railway,  
Gentlemen:  
It is worth the time to call your attention to the courtesy and kindness shown by one of your conductors, cap number 2084.

I was on his car, West 11th and North Main, yesterday, westbound, about 4:05 o'clock p. m. At Figueroa street a lady passenger, who was a cripple, wanted off. This conductor showed all kindness in getting out of the car, helping her safely to the sidewalk.

A few stops further an old man, very feeble, was shown the same kindness.  
Yours respectfully,  
HELEN GREEN,  
708 Hancock Street.

### SMILES AND POSTERS HELP TRAFFIC

The auto driver who believes in fair play keeps to the right and lets the street car enter the safety zone without delay. He keeps traffic moving and receives a smile from Miss Alice Johnson.



## ASK AUTOISTS TO GIVE CAR RIDERS FAIR PLAY

AUTOMOBILE drivers are being asked with a please and thank you, to give Miss Los Angeles and the rest of the family, fair play on the streets. Posters have been placed on all street cars reading, "Mr. Autoist, Street Car Riders Are in a Hurry Too; Please Keep in Line. THANK YOU." A second poster to be placed on cars in a few days reads "Mr. Autoist: Give the Street Car Rider Fair Play: Please don't Block Traffic. THANK YOU."

It is recognized that the average

autoist is a fair-minded man and will take a fifty-fifty break with other traffic, but it only requires one driver to break out of line and scoot down car tracks to the safety zone to tie up a whole block. The other prominent citizen is he who stops or parks in the second line and causes other drivers to swing out on the car tracks.

The poster appeal will be kept up until Christmas, as the days from now until December 25 bring the heaviest traffic of the year in Los Angeles.

## NEW PLAN SPEEDS NORTH LOADING AT TEMPLE BLOCK

A NEW method of loading cars at the Temple Block between 5 and 6 P.M., was tried out last Wednesday night and worked so successfully that it has been continued.

The new plan affects only north-bound cars on Spring street and centralizes all loading and unloading at the point of Spring street where the Temple street property line crosses. This is an arbitrary stop point and heretofore cars have stopped before crossing Temple street and again at the safety island, a few feet further on. By placing an information man at the safety island, passengers have been directed to the new loading place. The loaders at the Spring street point signals with a flashlight the number of cars that he intends to send over the intersection and the

flagman or police traffic officer acts accordingly.

The plan is intended for use in the evening rush hour, as something had to be done to cut down the delay caused at that point by the two stops. The arrangement was made with the co-operation of Police Traffic Officer Grant, who is stationed at that point.

On Tuesday night, cars which run north on Spring were from 15 to 23 minutes late at the Plaza, largely due to the delay at Temple Block. Wednesday night, when the new plan was started, the latest car was ten minutes behind schedule and this was due to traffic blockade encountered before reaching the Temple Block.

Trainmen on cars affected are asked to co-operate with the loaders by telling passengers of the single unloading stop.

## On The Back End

(Contributed)

In Syracuse a new arrival from Sweden boarded a car and told the conductor to turn over the receipts and leave at the next corner as he had bought the car from a prosperous looking stranger for \$100. Los Angeles conductors are cautioned to be on their guard against any such transactions, as the newest cars are worth \$14,500.

George Lane, paymaster, who is popular at least two days every month, wishes Two Bells to announce that he was not a candidate for congress at the recent election. The misunderstanding is apparently due to the promiscuous distribution of Andy Gump's pictures.

Bill Lambertson has startled the Division One men who worked in horse car days, by appearing in a new uniform. A new collar is scheduled for next year. Stay with it, Bill, and you will be the Beau Brummel of the division.

When some movie notables came to town last Monday, some of the operating department heads were at the Santa Fe depot to assist in street car service. A pretty movie queen was extending a California welcome, saying it with oranges. According to Charlie Roush, the dignified Louis Re-cappe of the schedule department walekd on the toes of 19 official greet-ers, trying to get one of the souvenirs.

Motorman Halsey is working on a patent which he believes will outclass Conductor Link's suggestion that all conductors eat garlic, in order to keep the passengers moving up toward the front of the car.

Is your wife a club woman or does she use a rolling pin?

The best patron on the Temple Street line is a woman who handles a squad of 37 children, who board at the west terminal. She drops 19 dimes in the fare box and does not even ask for transfers.

Mary doesn't rouge her lips,  
Neither does she paint;  
Is she a hit among the men?  
You know darned well she ain't.

Wifin—We were told that after the war we should have an enduring peace.  
Poof—Well, it has endured a lot, don't you think?

DOUBLE TROUBLE  
"How fast can your car go?"  
"Just fast enough," replied Mr. Chuggins, "to break the road rules, and not fast enough to keep ahead of the cop."

# Looking 'em Over at the Divisions

## DIVISION 1

D. B. Kohl

Extra Motorman E. M. Howard, resigned this week on account of his health.

The Burke twins are back again, but have not resumed their duties on the cars yet. They want a few days more to visit around and rest up from their trip. They report a fine trip but are glad to be back in L. A. again.

Irate Passenger to Conductor: "What's holding us, Conductor?"

Also Irate Conductor to Passenger: "Oh! nothing but a lop-sided traffic cop, he can only stand one way."

## DIVISION 2

C. L. Christensen

Well, howdy, folks, I am back on the job again, feeling somewhat better, having spent the last week in bed, on account of sickness, so now I'll sit down to brush the cob-webs away from my brain to see whether there is any gray matter left, but anyway, it feels mighty good to be at work again.

Conductor G. R. Stevens is trying his luck as a scenario writer during his spare time. He can be seen for hours at a time taking notes and hammering his typewriter, and here is hoping that some day he will strike the kind of a story that will take the film producers' eye, and he will be well paid for his work.

We have recently had three old timers on the waiting time (for a day only), they were Conductors W. A. Pilcher, C. H. Campbell and N. E. Olton, the former two failed to respond when the alarm clock was doing its duty and for that reason missed connections. Not so with N. E., he never has failed to hear the alarm clock, and he is always in time for making connections, but he had a funny little story on the morning in question, and he just couldn't refrain from telling it to a bunch of old timers. All gathered in front of the office window, and it was while Olton was busy slapping Pilcher on the back, saying: "That was a good one, eh?" that time came for his run to go out, and it did go out, but without Olton. Well, anyway, this is the first time the above mentioned have missed out for years.

Here is a good one, according to Motorman J. W. Phelps, of the "J" line.

A lady, with a baby in her arms, was leaving car by front exit, and just as she was stepping to lower step turned her head toward motorman and said, "I left baby's cap inside of car, will you please tell the conductor to take care of it for me. I'll call for it at the office, later on." Needless to say J. W. took care of that cap himself. (Evidently some attraction at the office.)

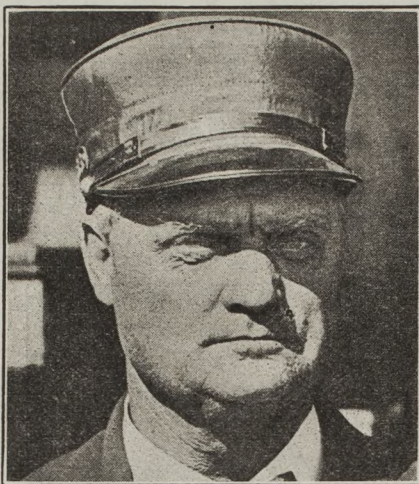
Motorman W. O. Dowle, who has spent a couple of months at his father's ranch in Escondido, has returned to work and says the rest has done him a world of good.

## PHILOSOPHY

Whatever else may happen,  
Now that the world's gone dry,  
The sailor still will have his port,  
The farmer have his rye;  
The cotton still has got its gin,  
The sea coast has its bar,  
And each of us will have a bier  
No matter where we are.

A diplomat is a man who remembers a woman's birthday—but forgets her age.

## Who's Who



IT'S a wonder he didn't start as a conductor because he is fond of keeping books but Frank E. Cavenee landed at the front end of Division Two cars when he started with the Los Angeles Railway in July, 1920. Frank showed his liking for books by serving as manager of the reading room for the Santa Fe Railway system at Albuquerque, New Mexico, for four years prior to starting street railway work.

From 1910 to 1916 he was a brakeman on the Santa Fe, working out of Winslow, Arizona.

Frank is temporarily work train motorman in the maintenance of way department but he calls Division Two his working home.

## DIVISION 5

L. W. Burwick

In spite of the fact that Division Five is trying to live down the fact that it is a sea gulls' roost and located out in the country, occasionally some trainman insists upon bringing the fact more clearly to the minds of the men of other divisions. Such is the case of Conductor S. B. Orndorff, of the Lion Tamer's Club, who became lost within two blocks of Division Five last Sunday night and wandered around for two hours before he finally discovered his own whereabouts.

Cash Receiver "Deacon" Black is again a permanent fixture of Division Five, having replaced "Assistant Sheik" Miller, who has been transferred to Division Two. Conductor "Shorty" Evans has been chosen as the new "Assistant Sheik of 54th Street."

L. B. Fowler gives us the answer to the problem in last week's issue of Two Bells. The first passenger boarded car with a \$1.00 bill which he could not change, but the next passenger presented a \$5.00 bill, which he was able to change. Fowler explains that he changed the \$5.00 bill with a \$2.50 gold piece, two \$1.00 bills, and 50c in change.

Conductor W. Richards has resigned to accept other employment.

H. M. Bush, who has been on the sick list for about two months, and who was reported as improving, has had a relapse and is again very seriously ill. He again invites visits from any of his friends who can spare a few minutes to drop in to say hello.

We were very glad to surrender our cellar position in the Safety Contest, but are not far enough from the bottom

## DIVISION 3

H. A. Russell

Before another issue of the Two Bells Thanksgiving Day will be here, and no doubt we have all plenty to be thankful for. You trainmen for the fact that you have good health, a good job and that with the Los Angeles Railway, and the office force can give thanks for the fact that we have a fine bunch of men who at all time co-operate with us and make our duties a pleasure. So altogether we can give thanks and look forward to another successful year.

Motorman John Lassarre and his astute Conductor John Hoff, arrived at Rimpau right on the dot and made all necessary changes for return trip. Hoff said his Ding Ding and Lassarre his Dong Dong, but nothing doing. The old hoss refused to budge. John said "Get up" Gee and Haw, but still the old hoss showed no pep. He got off, looked at the trolley and at the fuse box, made a couple of circles around the car, jumped on, released the air and away she went. No, John, a car will not proceed under its own power unless you release the air. It just can't be did.

Just watch us grow; it was indeed a pleasant surprise to learn that we were to get the South Main St. line at this division, a total of 15 runs. Every little bit helps, and as this will take 15 crews off the extra list, it is especially pleasing to them.

Fourth place! Do you get that. Fourth place! Yes, that's where we are at present in the safety contest. Come on, come out of it, get back into your old form and make a grand stand finish; you have done it, now repeat. Keep your eyes peeled and your mind on your job, anticipating that that erratic auto driver will do just the opposite to what common ordinary common-sense would cause him to do. So, Ding, Ding, let's go.

Motorman J. Harbison, who was pretty badly mused up when his car had an argument with a 15-ton gravel truck recently, is on the mend and expects to be on the job again shortly.

Conductor O. G. Thompson, who has been on an extended leave of absence on account of poor health, has returned as fat as ever, and is now ready to enter competition with Slim Barrett, for champion in the thick and thin class.

Conductor J. C. Sleeper is not so sleepy as his name would imply. This old boy is sure making hay while the sun shines; that is in line of love, and if the young lady keeps as good a tab on his nibs after the interesting event takes place as she does now, we will always know just where we can put our finger on Mr. J. C. "Hello" is Mr. Sleeper there?

The high cost of living, coupled with the absentmindedness of some of the men resulted in it becoming necessary for a 10c deposit on all indelible pencils loaned for making all reports and from the number of 10c pieces that is accumulating, it is evident that the scheme is a success and that shortly every man will be equipped and business in the pencil line will fall off.

yet to boast any. However, the contest isn't over until midnight on Thanksgiving Day, and we can keep on trying to win the favor of Lady Luck, who seems to have forsaken us this month. The big banner is resting peacefully and it would be a shame to have to move it again, so brace up and break all "come-back" records.

## DIVISION 4

C. J. Knittle

It is generally believed that the art of alibiing is acquired by long experienced, necessity and study. We don't believe it. It is a gift. Mechanic "Shorty" Welsh had never found it necessary to study up an alibi, but here's the one he used on arriving here late a few mornings ago. "I was driving here in my 'Stoody.' The fog was awful. While turning the corner at Slauson and Central my car skidded and did a real pin-wheel. When it stopped I was so dizzy I didn't know which way to go. I started off and in a few minutes I was—back home! I put the 'Stoody' in the garage and came up on a car."

Everything was sittin' pretty on Temple line last Tuesday morning until Motorman Speed appeared with a special car, loaded with choles. He might have gone along unnoticed but Temple demands four-motor cars. Speed's was a two-motor with one cut out on account of trouble. The remaining one had good intentions but could not do much on the Palestine hills at Olive St.; it stalled. The wheels would not take hold. Several cars eventually pulled up behind. Speed got worried. He hated to tie up the line. Suddenly he jumped off and went in front. Someone heard him say, "Nicey, Nicey." We don't know whether he patted the headlight or shook hands with the coupler, but anyhow he jumped on and started off with no trouble at all.

Last Wednesday, "Ye scribe" called on Supt. Wimberly for news. He extended the usual greeting; I returned it. He talked a bit. I talked a bit. What I said reminded him of something he had forgotten to do. He went to outer office for a minute. On returning he talked some more. Then I talked some more. "Oh, that reminds me," he exclaimed and went out again to fix up something else. Returning I resumed my talk. He looked at me. "Oh, pardon me, again Knittle," he begs, "you remind me of something else" And he grabbed the phone—and orders some more cuspidors.

Conductor Megget was very worried last Friday morning because he missed out. He had missed out the previous morning. He was given a tripper which he worked in moody silence. The world was cruel. He visioned a winged bonus check flying hither and yon. That afternoon he came down to work a P. M. tripper. Two other cars were in front of his. He had only five minutes. He hied to the yardmaster, criticized the switching service, made threats 'n'everything. Then he yanked out his watch again and—oh! no, no, it wasn't so bad. He had looked wrong. He had an hour and five minutes.

## On the Sick List

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

DIVISION NO. 1

Conductor J. D. Wood, 1183 E. 43rd St.

DIVISION NO. 2

Motormen—W. W. Allen, 404 E. 60th St.; J. M. Graves, 1029 E. 45th St.; W. G. Gill, 3201 Fletcher Drive.

DIVISION NO. 3

Motormen—O. A. Dunman, 747 Isabel St.; J. Harbison, 1219 Cypress.

DIVISION NO. 4

Conductor A. W. McFarland, 806 South Fur, Inglewood.

Motormen—S. M. Wales, 201 East Ave. 31; R. O. Sheets, 4731 S. Vermont.

DIVISION NO. 5

Conductors—L. A. Grasso, Hawthorne, Cal.; P. N. Bailly, 3747 So. Van Ness; V. W. Fleming, 5351 1st Ave.; G. J. Armstrong, 5156 1st Ave.; W. C. Sanders, 5013 So. Van Ness.

Motorman H. H. Anno, 6843 Mineral Ave.