

# MERIT AND BONUS SYSTEM FOR 1927 CLASSIFICATION LIST OF FISCAL YEAR December 1, 1926 to December 1, 1927

## Under New Plan a Much Larger Number of Men Will Participate in Special Awards

The Merit and Bonus System will be continued for 1927, operating under the following plan:

### \$5.00 PER MONTH

The management sets aside \$5.00 per month per man for all men engaged in passenger car service six months or more and who perform steady, dependable work and render satisfactory service.

This bonus to be paid on December 15th to those remaining in active service on November 30, 1927.

Men on leave of absence on November 30, 1927, will not be paid bonus until returning to active duty in passenger service and working at least 15 days.

### WORK IN PASSENGER SERVICE

Work in passenger service shall be construed as meaning the operation of passenger cars as motormen, conductors or safety operators.

No bonus will be paid men on sick leave, leave of absence, or working in other departments.

### DEDUCTIONS FOR LOST TIME

Deduction from bonus will be made for all lost time in each calendar month in excess of five full or ten half days.

### SPECIAL AWARDS

For the fiscal year 1927 special awards of two classes will be allowed.

**FIRST CLASS:** To all men in active passenger service who have not lost more than sixty days time, holidays excepted, and who have a clear courtesy and accident record, and who have received no demerits, will be awarded \$40.00 in cash.

**SECOND CLASS:** To all men in active passenger service who have not lost more than sixty days time, holidays excepted, and who have a clear courtesy and accident record, and who have not been demerited more than three times, there being no repetitions under any one classification, and who have received no demerits for infractions of rules under classifications printed in caps on list of causes for demerits, will be awarded \$20.00 in cash.

### DEMERITS

Where it is found necessary to assess demerits against a man who has been previously demerited for the

same offense during the past or present bonus year, the penalty will be from 25 demerits to removal from the service.

This will apply particularly to discourtesy and such rules as are printed in caps in published classification of demerits.

Demerits will be assessed on recommendation of division superintendents, supervisors, instructors, safety men and others in authority. All reports on which demerits or credits are based will be checked in the main office by the supervisor of merit system before being entered on record and forwarded to division superintendent.

Deduction from bonus will be made at the rate of 25 cents for each 5 demerits assessed (5 demerits equal 1 per cent) regardless of the efficiency rating shown on record.

### AUTOMATIC DISMISSAL

When a man's efficiency rating drops to 75 per cent or below, he is subject to automatic dismissal from service. However, dismissal from service for certain offenses may be made regardless of efficiency rating.

### CREDITS

Ten credits will be allowed each month for clear courtesy record, and ten credits for clear accident record.

### NEW MEN AND CHANGE OVERS

No credits or demerits will be given during the first 90 days in service, and no bonus will be allowed for the first six months in service.

In case a trainman is transferred from one division to another but remains in the same capacity, his efficiency rating will remain the same as when the transfer was made and bonus will not be affected.

A motorman desiring to change to the back end, or a safety operator changing to motorman or conductor must first have a good record and get the approval of the chief instructor before change will be made. If the change is approved record will be restored to 100 per cent. Bonus earned before change is made will be forfeited and no bonus will be paid for a period of six months after change is made. Bonus is forfeited because party making the change does not remain in the same position until the end of the

## LIST OF CAUSES FOR DEMERITS

1. DISCOURTESY.
  2. COLLISION OF CARS; COLLISION WITH VEHICLE OR PERSON.
  3. Blocking traffic.
  4. STEP ACCIDENT.
  5. DERAILING CAR OR SPLITTING SWITCH.
  6. Bending or breaking trolley pole, or operating against same.
  7. Carrying passengers past destination.
  8. Passing up passengers.
  9. FAILING TO REPORT ACCIDENT.
  10. DOUBLING ELECTRIC SWITCH.
  11. EXCESSIVE SPEED.
  12. RUNNING AHEAD OF TIME.
  13. DANGEROUS OPERATION.
  14. Errors on cards and trip sheets.
  15. REMAINING SEATED WHILE PASSENGERS BOARDED OR ALIGHTED.
  16. Failing to have watch inspected.
  17. GIVING BELLS TOO SOON, OR WITH BACK TO STEPS.
  18. Going against traffic signal.
  19. FAILING TO MAKE SAFETY STOP.
  20. LEAVING TERMINAL LATE.
  - 21\*. Improper operation or flagging at railroad crossing (Special rule).
  22. Improperly equipping car. (Dash sign, T. R. No., or lights).
  23. LAXITY IN CALLING STREETS.
  24. LEAVING CAR UNATTENDED.
  25. NOT BEING STATIONED BY FAREBOX.
  26. OPENING EXIT GATE TOO SOON.
  27. MISSING OUT OR MISSING RELIEF.
  28. ABSENT FROM DUTY WITHOUT PERMISSION.
  29. Reading newspaper.
  30. STARTING CAR TOO SOON, OR WITHOUT BELLS.
  31. VIOLATING ROAD SPACE.
  32. Smoking while on car.
  33. REMAINING SEATED ON STOOL IN ZONE ONE.
  34. FAILING TO SOUND GONG AT DANGEROUS STREET OR WHEN STARTING UP.
  35. VISITING WITH MOTORMAN OR RIDING FRONT SECTION.
  36. IMPROPER FEEDING OF CONTROLLER, OR ABUSING EQUIPMENT.
  37. WASTING POWER.
  38. Failing to report accident or delay promptly to dispatcher.
  39. Unnecessary conversation.
  40. Miscellaneous.
- \*Note: Penalty for same—Sent to Instruction Department one day without pay.

### CREDITS

No classifications.

fiscal year, and because party making change is allowed probationary period just as though he were a new man. Men making voluntary transfer from one position to another will not be paid breaking in time.

Conductors will not be permitted to change to motormen or safety operators.

### CANCELLATION OF DEMERITS

Demerits will be cancelled only in case of an error in the report or extenuating circumstances, which must be explained to the satisfaction of the supervisor of merit system.

### APPEALS

Appeals from dismissal must be made within 3 days. Appeals from demerits assessed must be made within 30 days in the following order:

1st: DIVISION SUPERINTENDENTS.

(This in order that the platform

men may be saved the time of coming to the main office.)

2nd: SUPERVISOR OF MERIT SYSTEM.

### CLASSIFICATION OF DEMERITS

A new classification of demerits will be posted at your division.

R. B. HILL,  
Supt. of Operation.

Approved:

G. J. KUHRTS,  
Vice President and Gen. Mgr.  
GEO. B. ANDERSON,  
Manager of Transportation.

### Mr. Sleeper Ill

Mr. E. H. Sleeper, assistant secretary of the Co-operative Association, is ill at his home, where he has been confined for the past two weeks. Every one hopes that Mr. Sleeper will soon be able to be about, as he is very much missed.



# TWO BELLS

Published by and for the Employees of the Los Angeles Railway

A Herald of Good Cheer and Cooperation

Janet Converse - - - - - Publicity Manager

## Self Victory

Any man who gains a victory over a worthy opponent in a match of wits or strength, or any man who gains a victory over adverse circumstances in the pursuit of wealth or happiness is entitled to take a certain amount of pride in the gaining of such victory. But the man who is entitled to feel the greatest degree of pride is the man who gains a victory over himself, whether it be in the breaking off of pernicious habits which may have been formed, the control of intemperate appetite, or the exercise of self-control toward his fellowman regardless of the provocation offered by the other party.

This is especially exemplified by the victory which certain of our trainmen have won over themselves in being able to refrain from discourtesy when dealing with irate and unreasonable patrons in the line of duty.

One conductor came in to the superintendent's office recently, and after some casual conversation asked if there had been any discourtesy complaints made against him within the past sixty days. An examination of his record showed that while previously a number of discourtesy complaints had been made against him, none appeared in the records for the specified time.

He then stated that he had for years been accepting transfers at points like 6th and 8th Streets on Broadway, due to the fact that he had been unable to refuse such transfers without an altercation occurring and frequently the making of a discourtesy complaint by the patron.

He made up his mind, however, that he was going to enforce the rule regarding the non-acceptance of transfers at such points, but that he was going to do it in such a manner as would not give rise to complaints of discourtesy. In the past sixty days he had, on numerous occasions, diplomatically called the attention of passengers to the fact that their transfers were presented at improper transfer points. In every case the passenger had either left the car without creating a disturbance or had paid a fare. This man was certainly justified in feeling proud of the victory that he had won over himself in being able to curb his inclination to be discourteous.

## Musings of the Old Timer

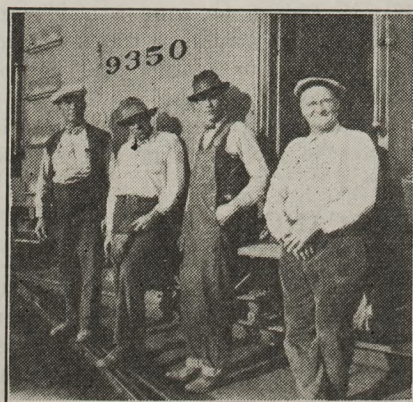
By George E. Ferguson

"This is the 'Nointy-tree fifty' goin' to the yar-r-ds," can still be heard by the writer when in a fanciful mood, as "Pat," the boss lineman, reported off from the day's work. Pat has departed, but the 9350 still "carries on" and does her share in keeping the overhead in A-1 shape.

Way back in the days when sidewalks were almost an unknown quantity and a mixture of mud or dust, according to the season, was very much in evidence, a horse-drawn contraption was used by the wire workers to keep up the overhead construction.

Time has worked wonders, however, and auto trucks and line cars do their stuff in a much better manner. I do not mean that the old-timers did not try, but they did not have the tools to work with that are furnished nowadays. The 9350, if able to talk, could spin many a fine yarn of bad breaks and other things that the boys who handled the "hot stuff" have encountered, but time and space does not allow, so we will be

content and introduce the crew who now are doing their stuff.



Reading from left to right they are: C. N. Claypool, flagman; Dave Milton, foreman; Chester Heberlee, lineman, and Chas. G. Hunter, motorman.

A smile is the light in the window of the face by which the heart signifies that it is at home.

## BOUQUETS

A few bouquets handed to our trainmen through letters to the management are briefly outlined here.

For P. E. Atchison, conductor, Division 3, from C. C. Malmatedt, for efficiency and courtesy.



For Conductor A. P. Christie and Conductor L. R. Lynch, both of



Division 3, from J. B. Schoenman. Mr. Christie showed extreme courtesy in helping a young mother with a baby off the car; and Mr. Lynch was highly commended for seeing

a blind man safely to the sidewalk past a line of waiting automobiles, and starting him in the direction he wished to go.



For F. Habich, conductor, Division 2, from Mrs. W. Wilbraham, for his kind and pleasant treatment of passengers.

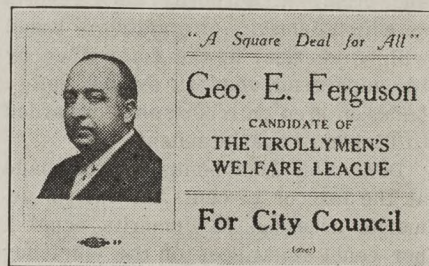


For Conductor H. N. Johnson, of Division 1, from Lena Knopp, for his great kindness and thoughtfulness to elderly ladies.



## The Old Timer as "Also Ran"

Way back in the antebellum days, or in 1914 to be more exact, the Old Timer, whose musings are looked forward to each week by the subscribers of Two Bells, decided to throw his hat in the ring and become a candidate for the Council in this, our City of the Angels.



A small white card slightly yellowed by Time, bearing the portrait of a George E. Ferguson, then somewhat underweight, was discovered the other day by a certain member of the operating department. This gentleman was of the opinion that certain of the Old Timer's readers would like to know just what George wanted to do in case he should be so unfortunate as to be elected to the Council instead of being just an also ran, as it turned out.

George represented "The Trolley-

man's Welfare League," and among the things that the league was willing to let George do was to merge the city and county offices for the purpose of reducing expenses in the local government; to remodel the city jail for sanitary reasons; to regulate street traffic with a view to the safety of pedestrians; to inaugurate business methods in the conduct of civic affairs; to complete a storm drain system; to place an equitable assessment on all improvements of a public character or any substantial improvements consistent with public revenue.

Quite an order, wasn't it? Well, some of the good things desired have come to pass and some haven't. The high cost of government has not been noticeably abated; we still have the same old jail; street traffic has been regulated and the lives of pedestrians made safe unless they jaywalk. The city has passed through considerable travail attendant on the creation of a storm drain system. Certainly the public revenues are kept busy taking care of all improvements possible.

"A Square Deal for All" was the motto of George in 1914, and it is his motto now, as the boys out at the Sea Gulls' Roost will testify. Here's looking at him.

## LARY LAFFS

Reporter: "It is said that yourself and your comrade, Mooney, were calm and collected after the dynamite explosion at the quarry."

O'Toole: "Wull, it was loike this: Oi was calm an' Mooney was collected!"

Jim: "Why do you wear your stockings wrong side outward?"

Pat: "Because there's a hole on the other side."

Patient: "Doctor, what I need is something to stir me up—something to put me in fighting trim."

Doctor: "Well, perhaps I had better send in my bill."

"Man has two ears and one mouth that he may hear twice and speak once."

Little Boy: "Please, may I have my arrow?"

Lady Next Door: "Yes, with pleasure. Where is it?"

Little Boy: "I think it's stuck in your cat."

Defeated Jockey: "Well, anyhow, I wasn't last. There were two horses behind me."

Disgusted Supporter: "Garn'. Them was the first two in the next race!"

Absent-Minded Professor: "Waiter, half an hour ago I ordered some lamb chops. Have you forgotten them—or have I had them?"

"The world is full of starters, it's the finishers who count."



# Bulletins

Issued November 29, 1926

## STREET CAR

### No. 179—NOTICE TO CONDUCTORS

Pass No. 7913, issued in favor of D. R. Olson, bus operator, has been lost according to report of this man when he left the service of the Los Angeles Railway Bus Division.

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

### No. 180—NOTICE TO CONDUCTORS

Fireman's Pass Book No. 33145, issued to Fireman R. E. Hotchkiss, is reported lost. If presented for transportation, take up, collect fare and send to this office with report.

### No. 181—NOTICE TO TRAINMEN

Effective December 1st, a new bus line, known as the Verdugo Road bus line No. 17, will be put in operation. This will operate on Verdugo Road between Glassell Avenue and Verdugo Road on the south, and Plumas Avenue and Verdugo Road on the north.

At the south terminal the bus will make the turn via Glassell Avenue, crossing our tracks at Avenue 37 to Verdugo Road.

Great care must be exercised in crossing Avenue 37 to avoid collision with buses.

The headway will be approximately 15 minutes from 6:00 a. m. until 6:30 p. m., daily except Sundays and legal holidays. Fare will be 5 cents one way, no transfer issued or honored, and no Los Angeles Railway 40-ride school tickets will be honored.

### No. 182—NOTICE TO CONDUCTORS

Foreman's Pass Book No. 32272, issued to Fireman E. J. Harman, is reported lost. If presented for transportation, take up, collect fare and send to this office with report.

### No. 183—NOTICE TO CONDUCTORS

Pass No. 6000, issued to S. B. Sloan, motorman of Division 1, is reported lost. If presented for transportation, take up, collect fare and send to this office with report.

*P. B. Hill*

## BUS

No. 536

Bus operators must stop to pick up and let off passengers at street intersections where buses stop for that purpose, regardless of whether or not automatic signals or police officer signals are clear for bus to proceed. There must be no more violations of this instruction.

No. 537

Effective December the 1st, 1926, the Verdugo Road Bus Line No. 17 will be put in operation. **ROUTE OF LINE**—On Verdugo Road between Glassell Avenue and Plumas Avenue. **ROUTE TO AND FROM GARAGE**—16th Street, San Pedro Street, Aliso Street, Los Angeles Street, Sunset Boulevard, North Broadway, San Fernando Road, Verdugo Road. **NORTH TERMINAL TURN AROUND**—Turn in intersection of Plumas Avenue and Verdugo Road. **SOUTH TERMINAL TURN AROUND**—Along Glassell Avenue on west side of Los Angeles Railway tracks to Avenue 37. Cross street car tracks on Avenue 37 to east side and proceed north to terminal zone at Glassell and Verdugo Road. **SERVICE**—Approximately 15 minutes from 6:00 a. m. to 6:30 p. m., daily except Sunday and legal holidays. **FARES**—6c one way, no transfers issued or honored. Los Angeles Railway 40-ride school tickets not honored. Free and reduced rate transportation will be honored in accordance with instructions covering York Boulevard Line in Bulletin No. 321, dated October 1, 1925.

*J. Van Branken*

## A Group of Railway Children



1. Billy, two-year-old son of Supervisor L. T. Staten. 2. Claudina Hersom, two-year-old granddaughter of Motorman M. L. Hersom of Division Three. 3. Marvin Austin Deane, son of Conductor B. M. Deane of Division Two. Note the pleasant smile which, like his father's, indicates "Courtesy." Young Deane says he's going to be a conductor like his dad. 4. Theodore, Baby Dawn and Edna are the children of H. C. Shelford of the Shops, Theodore and Edna are the children of H. C. Shelford, also of the Shops, while Baby Dawn is the small daughter of H. T. Shelford of the Schedule Department, who is the secretary of the Square and Compass Club.

## Track Improvements Almost Completed

The Los Angeles Railway Company is endeavoring to complete the track improvements on South Broadway below Manchester Avenue before the holiday season, and from present indications the job will be practically finished by December 15th.

All excavation work is completed for the new track location in the center of the street, and the major portion of the reconstructed track between Manchester Avenue and 87th Street is in place. The north bound track has been laid to this point and the south bound track is now in process of construction and has reached 86th Street.

In the reconstruction of this portion of the tracks the company has replaced the old 60-pound curves and crossovers with heavy 132-pound curves and crossovers just south of Manchester Avenue. The 60-pound rail is being replaced with 116-pound girder rail.

The tracks will be paved between Manchester Avenue and 87th Street. The company will continue to use the 60-pound rail between 87th and 93rd Streets. The intersections of the tracks with 88th, 89th, 91st and 92nd Streets will be paved.

## A Fatal Accident

H. Parra, for a number of years an oiler of tracks for the maintenance of way department, was struck by a creamery truck while he was on duty at Eleventh and Flower Streets, Sunday morning, November 21, and killed.

## BUS SERVICE INCREASED

Since Monday, November 22, the patrons of the Alvarado bus line have been given an increase in the frequency of the service during the morning rush period, the headway now being ten minutes.

## GREETINGS TO NEW EMPLOYEES

G. A. Welwood, who has been paymaster for the Wichita Railway and Light Company of Wichita, Kansas, has accepted a position as investigator for the claim department of the company, and will begin his new work under Mr. McRoberts on December 1.

Mr. Welwood is a nephew of R. B. Hill, superintendent of operation, and as such will be met with a warm welcome by all members of the railway family.

Another new member of the claim department who will begin his work with Mr. McRoberts on December 1 is G. O. Dorris, for many years connected with the claim department of the Dallas Railway Company.

## Cranes Ordered For New Shop

The company has just placed an order with the Union Iron Works of Los Angeles for two Shepard cranes for use in the new auto-inspection and repair shop now being constructed at the Sixteenth Street Yards.

The shop is being built with three crane runways, but only two cranes will be installed. The cranes ordered are double girder with a thirty-foot span and have a lifting capacity of five tons. They are floor controlled for the lift and travels.

## A Rapid Calculator

The electrical engineer has added a new machine to his office equipment. It is a Monroe calculator and is electrically driven. This new machine saves at least thirty per cent of the time consumed by the old hand-operated machine.

Warn a man when danger is near. He may know all about it. If so, no harm is done. If not, you may save him from injury.

"The greatest satisfaction in life is to do good work."

## DISCOURTESY AND COLLISIONS WANE

Demerits given in October for discourtesy according to the report of the Merit System decreased at all divisions, the only ones to receive more than in September being Divisions One and Three. A marked decrease in demerits for collisions is evident at all divisions, with Five the Premier Safety Division leading the rest, having no demerits for this cause, and Division One making the best gain. The total number of demerits given in October for this cause was 10 as compared to 34 given in September.

There has, however, been a lamentable increase in the number of demerits given for excessive speed, a total of 126 as against 89 in September. Division One is the only one that is able to show a better record for October than in September. Divisions Two and Five are the worst offenders in this case.

Errors in trip sheets also brought an increase in demerits, and Division One fell down on this more than any other.

Giving bells too soon was another glaring offense and brought an increase in demerits for each division, with Five and One showing the best record in this respect.

Going against the traffic signals brought almost double the number of demerits, with all divisions showing an increase except Three, which remained the same.

## A Record to Be Proud Of

Motorman Walter E. Hancock, whose handsome countenance graces this issue, broke in on the cable cars 35 years ago and celebrated the occasion on November 9th, 1926, by "breaking in" on the multiple unit cars which are being placed in service on the "H" line. Mr. Hancock says a man should break in every 35 years! At that time no business houses were on Broadway and the "depot" was located at Seventh and Grand where Robinson's Department Store now stands.



Walter is the ranking motorman with the Los Angeles Railway who is at present operating a car, and he can "show his heels" to a lot of the "rookies" who have been with the company only 15 or 20 years. Mr. Hancock has missed out but 3 times in the 35 years! which is another mark for the kids to shoot at.



**DIVISION ONE**

H. N. COLE

Conductor F. J. Canning has resigned to go into the insurance business. His many friends wish him success in his new undertaking.

Motorman Geo. Williams, who has been on the sick list for the past month or six weeks, is able to be around but hasn't returned to work yet.

Motorman J. G. Cassara has been confined to his home for two weeks on account of an operation.

Motorman M. M. Hogan is also on the sick list.

Traffic man H. J. Burke, who was recently stationed at Third and Main, as flagman, from 6:30 a. m. till 8 a. m., says that the motormen are gradually learning to call for a signal at that early hour. Until recently there was no flagman there till 8 a. m. Burke wields a green flag. That's because he is Irish.

Very few people know that we have in our midst a composer. Motorman N. Robinson of Division One recently composed the words and music to a song entitled, "On the Shores of the Golden West." About a week ago it was broadcast over KHJ, and it was predicted by those who heard it that it would be a huge success.

Mr. Robinson has arranged to have his song published and put on the market, and here's wishing him all the success and fame that is due him.

Conductor Schuler tells of a man who was to be hung to a tree and was given his choice as to the kind of tree. He chose a gooseberry tree. "That is not a tree. It is a bush," he was told. "That is all right," said the condemned man. "That is my choice and I am sticking to it."

Don't forget to have your watch inspected.

J. B. Lair, foreman at Division One, has been entertaining John Root, of Detroit, a cousin of Mrs. Lair, at their home in Hollywood for the past week.

**DIVISION FIVE**

FRED MASON

Motorman Charlie Detrick writes us from Moorpark, Calif., saying that he and his family are enjoying a good time and sends his kind regards to all the boys.

Our pooch-hound "Buddy" came back last Thursday, after an absence of almost a week, accompanied by a couple of lady friends. The cats didn't stay, however, and after giving him a good bath quite a few of his very close friends left him. He's feeling a whole lot better and scratching a whole lot less.

Well, boys, we had three very good meetings last Thursday week and Mr. Ferguson wishes to express his appreciation to the trainmen and their wives for the flowers. When it comes to playing pinochle, though, he and Frank Adams had better take up solitaire.

Conductor E. J. Marceau has had all the luck as far as duck hunting is concerned this year. Last week he went down to Henshaw Dam, just this side of San Diego, and bagged 37 ducks and 2 geese.

Don't forget the Company dance tonight, boys.

**DIVISION THREE**

L. VOLMER

Conductor W. K. Bowden is very sick at his home, 124 North Avenue 59.

Hereafter Conductor C. H. Finney will take a look at the extra board each evening. He is working an instruction run. Several days ago his run was marked up to an instructor. Finney was marked up for an earlier run. On reporting for his run he was informed of his error. He is now handy man around the office for a few days.

Two of our boys are soon to be married. Who they are or when the great event is to come off could not be learned, but we are all looking for the cigars.

C. R. Perkins is on five days leave.



Thelma, 8-year-old daughter of Conductor O. G. McDermitte. Thelma is in a butterfly costume in which she appeared at a musical at the Philharmonic Auditorium last spring. She also gives musical readings.

**SHOPS**

JACK BAILEY

Mr. H. Barnum, a mainspring of the store department, still upholds the old name, "Barnum," and the show still goes on. Like several of our past married men's problems, they have all tried to put it over in secrecy. We are quite sure Mr. Barnum will fess up and receive our congratulations.

Carpenter C. G. Steel left the service and will work for the city.

Charles A. Neiman, carpenter's helper, is a victim of a collision between an auto and a motorcycle. Charles did not report on Thursday, November 18, and upon investigating we learned that he was confined in the Roosevelt Hospital with a broken arm and a dislocated hip. He will appreciate a call from the boys.

W. M. Banbury, emergency electrician, for no reason at all locked his partner, R. Wright, in the transformer room. After a long half hour of yelling and knocking Wright succeeded in awakening Ben Jenkins, our watchman, who rushed to his rescue with a bottle of milk and a pie.

Fred Anderson, wireman, was called

**BUS DIVISION**

ELMER WOOD



Mr. and Mrs. O. J. Bauman, who were married on October 16th. Mr. Bauman is a bus operator and Mrs. Bauman was formerly a telephone operator at the Lasky Studios.

Operator W. A. Ellis was very successful in his hunting trip at Morena Dam last week-end. After having shot his limit he helped fill the bags of his partners.

**GARAGE NEWS**

Frank Ralphs left last Sunday for Northern California. His wife's mother is not expected to live.

I. E. Church was off last week due to strained ligaments in his arm caused when cranking a bus.

J. R. Mason, on the night shift, was called suddenly to Denver, where his wife is seriously ill.

Chas. Hodges, of the wash rack, has returned from a 30-day leave, in which he went to Arkansas to bury his mother.

Palmer of the afternoon shift brought back 13 ducks from Lake Hodges last week-end. R. E. Orr of the same shift had an unsuccessful hunting trip. He spent his time in Needles.

away to Bakersfield last week, as his father-in-law was very ill.

Julian De LaTorre has made himself very conspicuous by his absence the latter part of this week. Illness is suspected.

M. J. Cass, carpenter, was rushing to work Tuesday morning in his Chevrolet when he collided with a fellow citizen in another wreck. Cass now has a very pretty permanent where his locks ripple over the knots.

Can you keep a duck out of water? No, and neither can you keep Bill Reynolds out of the limelight. Bill was seen lately doing some early morning calisthenics around South Park. On this particular morning he unexpectedly ran upon an elderly lady picking some flowers. The lady made a dash for freedom, leaving a path of roses behind her. "Everything is rosy now."

L. A. Johnson of the carpenter department goes duck hunting. One goose and one duck, but not for Thanksgiving.

**DIVISION FOUR**

C. J. KNITTLE

The news this week is furnished by Foreman B. B. Boyd. Superintendent Wimberly was absent all day last Tuesday attending the conference of division superintendents and officials to decide who earned the special awards in 1926.

Motorman Ed Smith spent Thanksgiving with his sister, who lives near Fresno. We imagine bringing Ed home after the turkey feast made his green flivver feel rather blue. Ed's regular weight is around two hundred and ninety.

Safety Operator W. E. Klima, who has been visiting his wife in Frisco the past ten days, returned Friday.

Just to show how particular our owl conductors are about their running time, the other evening Conductor J. J. Cresto, his motorman and Supervisor "Red" Atchison were chatting at Temple and Belmont. Suddenly Cresto exclaimed, "We must be due out of here!" and yanking his watch out, he discovered it had not been running for two hours.

Conductor H. J. Bland and his motorman, O. F. Surman, left Tuesday morning for Sacramento and points north to hunt ducks. They have sworn not to come back till they get their fill. They will be back in a few days. It doesn't take long to get your ducks in that part of the state.

Safety Operator S. W. Jeremiah has taken a liking to the position of clerk in the post office and has sent in his resignation.

**DIVISION TWO**

E. A. MOXLEY

The time of turkey and pumpkin pie has "came and went" and Messrs. Munn, Fletcher and Barlow are consequently a little fa—more plump. Fletcher has a new Buick. He states that he commenced with the lowly lizzy and has changed from time to time as his wallet has bulged.

Most of you fellows will have become adept as "yes men" when the new questionnaire has been answered.

The crossword puzzle in Two Bells two weeks ago proved quite exciting. Even our staid superintendent evinced an interest. Apparently the craze, which died out last year, is to have a come-back. 'S funny we haven't seen any cautious conductors or mercenary motormen doing the "Black bottom" yet.

Conductors on the new "multiples" on the "H" line are enjoying the change from the old cars. Particularly is this noticed in the precise way the bell cord is yanked. On the old cars one had only to look hard at the rope and the bells would go up, but now some "elbow grease" is necessary so that the motorman will know whether "we stop or go hither."

We have been wondering why Classification No. 27 hasn't been changed to No. 23. The number would be more appropriate.

Motorman F. C. Summers has returned from a 90-day leave to visit his father in Springfield, Ill. On his return he stopped off at St. Louis and other cities, where he no doubt compared the street car systems with our own highly respected railway.