



Whip Them With Smiles Pierson's Slogan

Every trainman is vitally interested in the Merit System and even though that bonus is already spent so far as Cantu Claus is concerned, still the talks of R. A. Pierson, Supervisor of the Merit System, were interesting and the meetings were very well attended.

Pierson stated that the purpose of these meetings was simply to see if a better understanding could not be arrived at and even better records established than last year; to get a little different viewpoint than some trainmen have, and to encourage the old-timer and the new man to carry on. "If I fail in encouraging you or the man who doesn't just understand how to get a different viewpoint in his work, then I have failed," said Pierson.

'consistent performer.' Then there is the man who is a bad performer and his card is splattered with red. He has practically broken all of the rules. Some men have turned over a new leaf and this year have maintained good records.

"The man who has the wrong viewpoint is the man I am particularly interested in," Pierson went on, "and hope to reach him and also to encourage the other men. Possibly 98 per cent of our men in the service want to do the right thing and 90 per cent have maintained fairly good records." Pierson pointed out that that percentage of men will not, of course, participate in the special awards, but he emphasized the fact that he had a tall stack of good records.

Demerits

In commenting on the different classifications of demerits, Pierson stated that only six of these out of a total of forty have shown increases. Two of these classifications, "Giving Bells Too Soon," and "Away From Fare-box," showed quite an increase, due to the drives of enforcement of these rules during the latter part of 1926 and also during 1927. Pierson advised trainmen to make proper observation of the steps by turning and looking down. "Don't just glance down, but turn to look at the steps when you reach for the bell cord. Turn your head and there will be no question whatever," he says.

On the classification, "Missing Out," Pierson stated that during the fiscal bonus year approximately 3000 cases have been reported. This is a record the trainmen may well be ashamed of, and there is considerable room for improvement, he said.

Discourtesy showed a decided decrease. Collisions, Excessive Speed, Running Ahead of Time, Leaving Terminal Late, Failing to Change Dash Signs, Giving Bells Too Soon and Starting Car Too Soon all showed decreases for the fiscal year. Road space showed considerable reduction in the number of cases.

Courtesy

On Courtesy, Pierson says: "You men are simply selling transportation. You are our representatives on the cars and the general impression the traveling public receive of you boys is that of the Los Angeles Railway. If you are discourteous, they are going to judge all the Los Angeles Railway Company as being the same. You expect courtesy if you go into a department store and if a clerk is dis-



courteous you can go somewhere else, but what if you were a rider on our cars. You would have to use the street cars the next day, and consequently the disgruntled passenger having had an unpleasant experience with a discourteous conductor, judges all are the same, and then again some conductors are narrow-minded enough to judge the traveling public by one discourteous passenger.

"Whip him with a smile," advises Pierson. Treat all your passengers as you would like to be treated."

Accidents

In regard to accidents, Pierson said either the Claim Department or John Collins, Supervisor of Safety, is better able to advise the trainmen, but he is concerned with cases where the trainman's statement varies from the report.

"In regard to cancellation of demerits a number of the boys see me and give me a very different story," said Pierson. He related how a checker will be sent out to a certain section. "He may be a man I have known for 20 or 25 years, and he may be a perfect stranger to you. I know his report is 100 per cent, and I also believe you are honest and sincere and that you feel you have been unjustly dealt with. But with the evidence before me, and on listening to your side, what are you going to do? I feel that that man has gone out for that particular purpose and he has told me exactly what has transpired. There is no personal feeling whatever."

"We have a very small percentage of trainmen who 'don't give a whoop,' and once in a while we find a man with that attitude. If you feel you cannot do the work as the railway wants it done, tell your division superintendent and turn in your equipment," advises Pierson.

In concluding his talk, Pierson expressed pleasure in being able to talk to the boys and invited any trainman to his office who felt he had been treated unfairly, and gave assurance that everything will be done in his behalf.

Old Time Pals

"When one takes a look at this picture," said Old Timer, "he does not need to be a Sherlock Holmes to be able to deduce that it was taken on pay day and I will be willin' to wager a good American dollar to a slick nickel that our good friend George Lane is over on a nearby track with his well remembered pay car, handing out the \$10.00 rolls of halves, or perhaps giving a few \$5.00 gold pieces in payment for the time spent as representatives of the Los Angeles Railway Corporation.

"In the accompanying photo are many familiar faces—fer instance in the back row, in fourth place reading from left to right can be seen the well known visage of then Motorman Lee Heath, who only a few months ago was retired as head of the Los Angeles Police Department. He never regretted the experience he gained as a member of our big family and throughout his successful years as a member of the city's big organization, his words of good counsel and his many favors endeared him all the more to his former comrades.

"Just peeping over the horizon in the doorway is none other than A. B. Merrihew, who at that time was Chief Inspector, and over at the extreme right with his flowing mustache and a two-gallon black Stetson is Al Crank, who at that time was Chief Instructor.

"Among the others whose faces are familiar are William Snyder, now Assistant Director of Traffic; I. F. Hickox, who is a member of the personnel at Division Three, and while I can't remember all, I can easily pick out Motorman Charles Morrison, Conductor George Scudder, Motormen Yarrow, Spangler and Bayne, who are now out of the service. Look 'em over and see how many of your old pals are present."

New Special Work

The Engineering Department is at work installing special work and curves at Fifth and Figueroa Streets.



R. A. Pierson

"In the assessing of demerits," says Pierson, "a great many feel they are not guilty. They come up and protest. I do not want to assess demerits, and if a man should receive credits, I am anxious that that man get those credits. I am only too glad to look it up. A great many have violated some rule at some time—and have not been caught at it."

"The purpose of the Merit System is to keep a record of your work and not to tear down, but to build up," continued Pierson. "For the past two or three weeks I have been going over the official records for the fiscal year and have been picking out men who are entitled to receive the special award.

"I am very much impressed with the man who had a good record all along and has the same kind of record this year. He is what we call the

~ TWO BELLS ~

Published by and for the Employes of the Los Angeles Railway

A Herald of Good Cheer and Cooperation

Janett Converse
W. T. Shelford

Publicity Manager
Editor

Which Twin?

“We are what we are because we will to be.”
Wanting is the weaker twin of willing. Many folks want many things—radios, sympathy, cars and admiration, for instance. But few people get the many things. A few feeble crys of “I want—I want—” and they fly from the lists, beaten before they have begun.

Would you put a scrub team against a force of well-trained professionals? With corresponding logic, why call on **I WANT** when the strapping players, **I WILL**, are feverishly stamping to get into battle?

In games where **I WILL** is on the field, contenders are evenly matched, both animated, sportive, sure.

Willing is wanting-plus.

Which team do you call out?



BOUQUETS



Left to right: Motorman H. F. Seward, Conductor C. V. Barada, Motorman J. M. Luddon, Conductor G. E. Gibson, Conductor J. R. Dean, Conductor R. E. Johnson, Conductor C. O. Boyd.



For Motorman H. F. Seward of Division Three from William C. Masson for his kindness in waiting his car for Mrs. Masson and himself to board, and also for his courtesies to all his passengers.

For Conductor C. V. Barada of Division One from John Murray for his courtesies in lending him car fare.

For Motorman J. M. Luddon of Division Two from George C. Wright for the great interest shown in his work and his thoughtfulness in calling all streets and connecting cars at intersections. Mr. Wright says: “It seemed to me a fine thing to do, as there are many strangers in the city and people in the front part of the car cannot hear the conductor.”

For Conductor G. E. Gibson of Division Five from Mrs. J. G. Allison for his kindness in securing a seat for her by asking a woman to take her small child on her lap.

For Conductor J. R. Dean of Division Five from Mrs. Robert McComb for his unflinching politeness to his passengers.

For Conductors R. E. Johnson and C. O. Boyd, both of Division Two, from A. B. Dodge. Conductor Johnson extended him the courtesy of lending him car fare. Conductor Boyd he commends for his efficiency in calling streets and giving directions to his passengers.

That's Wealth

A calm devotion to one's native sod,
That's wealth,
A faith implicit in the Living God,
That's wealth;
A few choice friends that feel life's fuller meaning,
Who sense reality yet prize the dreaming,
Who from the skies see knowledge ever streaming,
That's wealth.
A body sparkling with the health of youth,
That's wealth;
A mind serenely poised, restrained by truth,
That's wealth;
An eye that feeds on flowers and fields and skies,
That sees the heaven in a baby's eyes,
That finds in life the door to Paradise,
That's wealth.
A home among the trees, the blue above,
That's wealth;
The perfect goodness of a woman's love,
That's wealth;
The sense to grin when all the world looks wrong,
To take defeat with gameness and a song,
To smile a mile when worry comes along,
That's wealth.

—Charles F. Steele.



When Thanksgivin' Comes Around

Seems to me, in all our frettin'
Over all th' storms o' Fate,
An' th' problems that confront us,—
Seems to me 'twould just be great
If we'd take our cares an' drop 'em,
Fer a little, on th' ground,
An' be really, truly thankful
When Thanksgivin' comes around.

Times, o' course, ain't what they should be,
But they've been a blame sight worse,
An' there ain't no sense in ridin'
On to progress in a hearse.
Seems to me a lot less trouble
In this country would be found,
If we'd all be truly thankful
When Thanksgivin' comes around.

Fill your stomach, then, with turkey,
An' your mind with gratitude,
An' go on to meet th' future
In a healthy, happy mood.
Think of all you love an' cherish
Till your hearts begin to bound,
An' be really, truly thankful
When Thanksgivin' comes around.—Ex.



LARY LAFFS



“Now,” said a Boston school teacher to his class in French, “can anyone here give me a word ending in ‘ous,’ meaning full of; as ‘dangerous,’ full of danger, and ‘hazardous,’ full of hazard?”

For a moment there was dead silence. Then a small boy raised his hand.

“Well,” queried the teacher, “what is your word?”

Then came the reply, “‘Pious,’ full of pie.”

Anthony: “We had a party last night.”

Antonia: “Anything to drink?”

Anthony: “Yes, I went out for gin and oranges and had to go to five places before I could find any oranges.”

The stewed one was vainly trying to find the keyhole; for an hour he had been poking and couldn't find it. A passerby, seeing his predicament, said, “Say, old chap, you can't open the door with that; it's a cigar.” The pickled one looked at the object in his hand and stammered, “Hully gee, mushta shmoked my latch-key!”

Head-of-Stock: There's Jim carrying two ladders at a time, and you're only taking one.

Pat: “Sure, he must be too lazy to go back twice.”

Rastus, out in a boat with his best girl, Mandy, had been teasing for a kiss, but she refused again and again. Finally he became desperate.

“Mandy,” he threatened, “effen you don't lemme kiss yo' I'se gwine to upset dis here boat.”

Getting home, Mandy told her mother all about it.

“An' did you let the genman kiss you?” her mother asked.

“Well, did you all see anything in de paper dis mawnin' 'bout two nig-gahs drownin'?”

Johnny, ten years old, applied for a job as grocery boy for the summer. The grocer wanted a serious-minded youth, so he put Johnny to a little test.

“Well, my boy, what would you do with a million dollars?” he asked.

“Oh, gee, I don't know—I wasn't expecting so much at the start?”

“Brother Johnson,” said the parson, “can't you all donate some small contributions to de fund for fencing in de culud cemetery?”

“I dunno as I kin, parson,” replied Brother Johnson. “I don't see no use in a fence around no cemetery. You see them what's in there can't get out and them what's out sho' doan' wanta get in.”

Bulletins

ISSUED NOVEMBER 21, 1927

Street Car

NO. 168—NOTICE TO CONDUCTORS
Pass No. 6757, issued to M. Mason of the Maintenance-of-Way Department, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

R. B. Hill

Motor Coach

NO. 65

Beginning at once, the name "Los Angeles Railway Bus Division" will be changed to "Los Angeles Railway Motor Coach Division." Please be governed accordingly.

NO. 66

Operators of Double Deck Coaches pulling into the terminal at Pershing Square must be exceptionally careful not to pull in such a way that passengers on the upper deck will be injured by the projecting arm of the electroliers, and especially the second one on the east side of Pershing Square, south from Fifth Street.

W. H. Hanksen

"Chief" Meyers



The man who wears the "smile that won't come off" is the subject of discussion this week. E. M. Meyers, Motorman of Division Three, has been piloting street cars around Los Angeles thoroughfares since November, 1906, and to us who have known him through all these years, we have yet to see gloom clouds chase away the joy smile that seems to be perpetual with this man. Knowing the "Chief," as he is called by his many friends, for his lasting good nature, can't let us help but believe that the C. B. & Q. Railway System lost a "dern good" engineer and the Los Angeles Railway gained a loyal employe when he shook the dust of Illinois from his shoes and came to California to remain.

His main diversion, aside from his street car duties, is viewing America's national pastime from the grandstand seat at Wrigley's Field each Sunday.

Here's luck, old top; we wish we had several thousand like you.

For Sale

Nine-Piece Dining Set, Solid Oak and Fumed Finish. B-147.

Roller Canaries—Furer strain, genuine 1927 birds, full note, registered stock. B-148.

Latest Type Of Car



The above picture shows interior view of No. 2501 with the new leather upholstered seats; increased ventilation and increased vision due to metal window sash; folding safety doors; lower platforms, saving one step; front exit and rear entrance with wide doorways; maximum amount of aisle space; sanitary retrieving hand-holds; improved lighting for both trainmen and passengers. The car is equipped with lockers for trainmen's lunch boxes, coats, etc. The exterior view shows illuminated dash sign; the step lights flood steps and pavement; metal visor over motorman's position protects him from glare of sun and also helps to keep rain or fog off window. This car is now in service on Line "S."

Square and Compass Doings

Before a large attendance of Club members, the Third Degree Team conferred the Sublime Degree of Master Mason on Ray L. (Rex) Guignard of South Park Shops, in Manchester Lodge, Tuesday evening, November 15th, last.

Members of the Club also had the distinct privilege of conferring the degree of Master Mason on Jack G. Kuhrts, son of G. J. Kuhrts, in Clarence F. Smith Lodge, Wednesday evening, November 16th.

Members of the Club are to be the guests of a local Chapter of the De Molay in the Sunset Temple, Pico and Orchard Streets, on November 26th, at 7:30 P. M. Members are requested to keep this date in mind.

New Schedules Line "P"

New Schedules became effective on Sunday, November 20th, on Line "P," Daily, Saturdays and Sundays.

Readjustment of running time has been made on the east end of the line between State Street and First and Broadway and also between Pico and Georgia and 11th and Broadway.

One additional car has been added to the line, and 5 A. M. and 3 P. M. tripper runs have been taken off.

Seriously Injured

A. J. Bowen, Uniform Inspector, and a popular employe at Division Four, was seriously injured last Thursday while crossing Pico Street near Division Four. Bowen was struck by a speeding automobile while he was crossing in the pedestrian lane. He has been removed to the Good Samaritan Hospital, where it is reported he is suffering from a fractured skull. His condition is reported critical.

Company Dance

Saturday, November 26th, is the date of the Monthly Entertainment and Dance to be given in Foresters' Hall, 955 South Olive Street, according to notices by C. V. Means, General Chairman of the Entertainment Committee.

The usual good bill of entertainment and the dancing to follow ought to be an inducement to all employes and their families. A good time is assured. If you have not been going, why not give this one a trial?

Division Assignments

The following men have been sent to their various divisions during the week ending Wednesday, November 16th:

To Division One: Motorman G. G. Helm.

To Division Two: Motormen G. J. Leddy, C. D. Gilmer.

To Division Three: Motormen W. L. Formby, L. W. Kern.

To Division Four: Safety Operators D. C. Thiltgen, J. L. Kline.

To Division Five: Motormen N. J. Arrington, J. H. Gorby.

Expresses Thanks

J. J. (Jimmie) Gallagher, Information Man, takes this opportunity in thanking all employes of the Railway who have generously contributed in making a complete success of the bazaar held recently in St. Mary's Parish, 407 South Chicago Street.

By the time Two Bells is off the press, the winner of the 1928 Buick sedan, donated by Edward L. Doheny, will be awarded its new owner.

Legal Question Box

Q. If a husband or wife is adjudged insane or incompetent, how can the community property be used or disposed of?
M. L.

A. The competent or sane person can petition the Superior Court of the county in which the property is situated for an order permitting him or her to sell, convey, mortgage or lease for the purpose of raising money to provide for the support and care of either, or their minor children, also to pay taxes, interest and other charges incurred and required to be paid for the protection of the community estate.

Q. What is meant by eminent domain?
G. N.

A. Eminent domain is the right upon compensation of the people or government to take private property for public use. Whether a particular use is public or not is a question to be decided by the Superior Court.

Q. From what property can a home stead be selected?
W. E. H.

A. From the community property, or separate property of the husband, or by consent of the wife it may be taken from her separate estate, or from any of the property of one not married, but the head of a family.

Q. I have placed a bridge over the gutter in front of my lot for an entrance to my property and my neighbor tells me I must remove it. Will you please settle the argument?
M. R.

A. He is correct, as bridges over the gutter are not permitted. The curb must be cut down for an entrance to your driveway.

Q. What is meant by "escheat?"
R. B. J.

A. Whenever any person dies, leaving any property within the state, not disposed of by will, and there are no persons entitled to succeed thereto under the laws of this state the same shall escheat to the state for the support of the public schools.

Q. Who may take acknowledgments of a deed in California?
W. S.

A. Justices of the Supreme Court, judges of the Superior Courts shall have power in any part of the state, a justice of the peace within his city and county, a police court judge and other inferior court judges within their jurisdiction, a notary public, a clerk of a court of record, a county recorder, a court commissioner within their jurisdiction.

Walter Hancock Celebrates

A consistent performer, a regular participant in the bonus and a real old-timer is none other than Walter E. Hancock, Motorman, Division Two, and young Walter just celebrated his thirty-sixth anniversary with the Railway on November 9th.

Walter looks as good as ever and is still going strong. The fact that he graces No. 9 on his cap might indicate he possesses the proverbial nine lives.

Here's wishing you many more anniversaries, Walter.



Division One

H. N. COLE

One of those fellows who does not believe in patronizing the Lost Article Department must have been around last Monday night when Conductor C. F. Rogers left his wallet, containing \$31.00, on the ledge in front of the Cashier's window. Rogers is that much poorer in cash, but richer in experience, and the other fellow; well, he is too far gone for us to even comment on him.

Conductor E. R. Dewhurst seems to be equal to the occasion, and is always on the job. He is not only efficient as a conductor, but is equally so when it comes to caring for the baby while its mother is shopping. Last Monday a passenger left his car at Ninth and Broadway and evidently forgot her child, about four years of age. Dewhurst took the child to the terminal and when he arrived at Broadway, the lady was there, and in an unperturbed manner asked for her child.

The early pull-out men, while waiting for time last Wednesday morning, had quite a debate as to whether the "R" cars or the "J" cars were more efficient in dragging when one was following the other on Seventh Street. It was unanimously decided that Motorman Koltenbaugh, representing the "R" Line, won the debate, as he talked the loudest.

At the same meeting a resolution was passed thanking Motorman J. O. Huffman for his beautiful early morning entertainment, in the way of singing. He is a dandy singer.

A steady stream of men, at intervals, is going to the Instrument Department for examination.

Among those that came back with a 100 per cent smile this week are Motormen G. M. Koltenbaugh and M. M. Spence, Conductors L. I. Kiser and J. P. Carson, and perhaps more to be heard from.

Conductor J. H. Stanley has returned to work after being off on the sick list for about eight days.



Division Four

C. J. KNITTLE

Another group of men from this division ganged up last Monday and hied to the pounding surf to hunt fish. The result was a number of sheep-head bass and rock cod lost their lives and a baby shark was taken from its mother. Several saltless mackerel, barracuda and whatnot also lost their happy homes. Conductors O. J. Palmer, R. W. Dix, A. Norman, J. W. Nelson, Motorman M. M. Aufderheide and Safety Operator A. C. Barclay made up the raiding party. The plunder of thirty-two fish weighed approximately 160 pounds.

Motorman H. J. Kahl enjoyed the unique sensation of finding himself at the division two hours too early Thursday morning, November 10. Ordinarily such an occurrence is mere news, but to show up at 2:30 A. M. for a 4:30 run is mighty interesting.

Pico trainmen had a line shakeup Thursday evening. The new schedule goes in effect Sunday, the 20th.

We enjoyed the meetings Wednesday. Our attendance was 100 per cent.



Division Two

E. A. MOXLEY

Motorman J. W. Bond, who at present is on leave, made a round trip to San Diego last week. He left Los Angeles at 9:00 A. M. and arrived in San Diego at 10:45 P. M., after spending about three hours in Wilmington waiting for the boat. Not wishing to use a whole day to return, he decided to try out the new twelve-passenger Ford plane. The return trip was made in one hour and fifteen minutes, and he enjoyed every minute of it, but says a person could ride the street cars for several days for the same price.

Motorman-Line Instructor B. T. Glenn reports the arrival of an eight and one-half pound baby girl at his house. All concerned are doing fine.

The meetings at the Division Tuesday were well attended, there being three hundred and fifty attendance slips turned in.

Motorman L. E. Priestley returned to work Tuesday after spending thirty days in Canada getting things lined out with the immigration authorities.

Our Stenographer, H. F. Nelson, rolled in about fifteen minutes late Tuesday morning. Coming down Figueroa, a Ford coupe decided to try out his brakes and made a sudden stop and the three cars following did also. It took about fifteen minutes to untangle the mess and get the right bumpers on the right cars. Nelson happened to be second in line and received the brunt of the several pushes.

Motorman F. Weseloh has been off several days this week with a sore hip, but expects to be back on the job soon.

Motorman H. R. Chubb made a trip up to the barn Tuesday afternoon to attend the meeting. He is looking good after being at home for the past seven months.

Motorman J. A. Godwin, who is still in the hospital, is getting along fine and his leg is healing fast.

A. S. Herrick, the Conductor who fell from the roof of his car several weeks ago, called up the division Wednesday, feeling very much better, and expects to be able to try his work again.



Division Three

L. VOLNER

Motorman B. F. Blake has secured a leave of twelve days, during which time he is going to auto to Portland, Ore. His return trip will be made by boat.

A wire from Conductor J. E. Erwin, who is now in Orange, Va., asks for an extension of fifteen days on his leave. On account of his father's death, Mr. Erwin wants this extra time to settle up the estate.

Our Foreman, J. G. Owens, is off on a painful vacation, having all his teeth extracted, after which he is going to Murietta Hot Springs for a while.

Motorman R. Romani has returned from Italy and his bride is here also. Mrs. Romani cannot speak English, but we feel certain she will soon master the language. The best wishes of the division are extended to the happy couple.



Motor Coach Division

ELMER WOOD

The boys of this division wish to express their sincere appreciation and thanks to the L. A. Motor Coach Company for the wonderful entertainment and good cigars given them at the smoker held at the Virgil Street Clubrooms. Those who "missed out" on this treat will not let another slip by them since they heard how good the affair turned out.

A fruitless trip to Sacramento for ducks and geese was made by Operators Bruce Pentland and W. H. More last week. But they weren't the only ones to find out that ducks fly high on summer days. Because Ye Scribe, Jack Bailey and "Army" Armstrong of South Park Shops rowed all over Buena Vista Lake a few weeks ago and only dropped four ducks.

Operator O. J. Ryan is working his run again after his ten days' leave of absence was used up.

Garage News

"Gee, what a grand and glorious feeling it is to have all your bills paid and be out of debt again," says E. Herrera, Mechanic on the Second Shift. He paid all of his creditors with a roll of bills that would choke a cow, and not only that, but he showed the roll to everyone he met. Then came the climax. When Eddie reported for work that afternoon a detective was on his heels and called Eddie to one side and questioned him concerning his sudden financial increase and he had to do some tall explaining to convince the officer that his mother sent him a check.

J. F. Keller, Mechanic on the First Shift, has been put in charge every other Sunday, taking the place of O. R. Deam.



Division Five

FRED MASON

Conductor L. L. Boatman and his dad arrived from their hunting trip last week. Each got a deer apiece and ducks aplenty. Leonard is now on another little trip to Salton Sea after more game.

Conductor R. U. Noakes is the proud papa of a baby girl, which arrived last Saturday, and tipped the scales at seven and a half pounds. Both mother and baby are doing fine.

After a couple of weeks' vacationing, Conductor V. R. L. Brown is back on the job again and rarin' to go.

Well, boys, we had three very good meetings last Monday, and R. A. Pierson gave us quite a few tips on credits and demerits which we didn't know before.

Don't wait until the first of the year to turn over that new leaf. Do it now and you'll be that much ahead of the other fellow.

Conductor A. E. Neff got the little old Star all shined up last Wednesday and stepped out for Phoenix, Ariz., for a couple of weeks.

Johnnie Weir, our crippled news agent, is getting ready for Christmas and has some nifty tie and handkerchief sets. Drop over and see 'em, boys.



Shops

JACK BAILEY

W. E. Leisure and H. Campbell, Truckmen, left last Friday for a week-end trip for parts of Ventura.

J. Giles, Truckman, spent the week-end at his cabin at the L. A. County Play Grounds.

Anyone knowing of a likely place for ducks, where it is comfortable to sit, and the ducks are tame and will not fly too fast, please notify D. J. Anstedt, Electrician. Dave had a nice week-end trip down San Diego way just the same.

H. Heuer, Electrician, endured a slight operation and is on the sick list.

T. O'Connell, of the Winding Room, made a week-end trip to San Bernardino. We wonder at the attraction.

Is it hard to be a weather prophet? Severe criticism does make it so and we have Painter Bradley almost ready to quit. One day last week the dawn came dark and gloomy and Bradley came forth with his umbrella, but as the sun was setting in glory in the West our hero went "forth" with the umbrella. An observant child of four years or so was playing on the walk. "What's the umbrella for?" she asked, "I thought it might rain," said Bradley. "But it's not raining now—you must be crazy!" came the child's quick reply and ran away.

Do you know that Painter John Schneider has been with the Company some 22 years and has not yet been mentioned in Two Bells. "Know your fellow workman," he's a good scout.

H. Deibert, General Plumber, is back with us again. Harry wishes to take this opportunity to commend the Company Doctors for their splendid care and attention toward him during his illness.

Our deepest sympathy is extended to Carpenter J. H. Miller upon the passing of his wife last Tuesday.

A. O. Malm, Millman, has been absent on account of the serious condition of his wife. We hope for a complete recovery for her.

Stork makes two more calls at the Shops. Switchman H. Lock reports a big eight and one-half pound boy (and not a tooth in it's head, just like its father). Mother and baby doing fine. Also congratulations to Carpenter D. Rinehart, who is the proud father of a seven and one-half pound boy. Congratulations to the proud mother.



Jack Bickford learning to walk at his cabin near Big Bear. Jack works for Mr. Longway while at the Shops.