

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

SAFETY PRIZE IS WON BY DIV. 2

SAFETY DUTY LARGELY ON CONDUCTOR'S SHOULDERS

Dear Friends:

Mr. A. K. Plummer, director of traffic, requests all you motormen to run very carefully. Ring your gong at intersections and keep your car out of his way for the next couple of months, as he expects to be driving around in the auto which the Company is having overhauled for his use.

Mr. Plummer is a great believer in "safety first."

J. C. C.

By JOHN C. COLLINS

Traveling Supervisor of Safety

The best safety device that can be placed on a car is a careful man. Carelessness causes more accidents than want of knowledge.

Motormen should never allow their cars to drift along slowly for several feet when coming to a stop. Drifting fools your conductor into opening exit gates too soon. He is trying to help you make time, and you fool him into having an accident by bringing your car almost to a stop, then drifting. While drifting, conductor is in a bad position, as passengers are impatient to get off.



Means Trip to Office

Every time a passenger falls from a moving car, and investigation shows the car is equipped with gates, the trainman responsible for opening the gates before car stopped is sure to make a trip to the office to explain how it was possible for the passenger to get hurt when the car is equipped with gates to prevent that thing happening.

We have never had a man come to the office for this the second time. There was no need of his coming the first time, had he opened the gates just as the car stopped, and not before.

Every time a man has an accident of this nature he sees right away how

(Continued on Page 3, Cols. 2-3)

Statement of 1920 Earnings

---FARE!---



MISS Gertrude A. Schoonmaker of the Auditing Department posed as a conductor-ette with coat displaying collection of uniform buttons.

UNIFORM BUTTONS MAKE ODD ARRAY

For, lo, these many moons, Supt. P. V. Mann of Division Two has been patiently collecting street car uniform buttons from all over the country. There has been quite a bit of interest shown in the emblems, as they were displayed on a card out Fifty-fourth street way, but, just off hand, it is a fair guess that they may arouse more interest when exhibited as the above picture shows. Are we right?

Thank you. Incidentally, that collection shows the wide experience of trainmen with the Los Angeles Railway. The uniform buttons have been brought from Toronto, Canada, to Los Angeles and from San Francisco to Boston, and from Chicago to New Orleans. More than 60 cities are represented in the collection.

Data Will Help on Income Tax Report

Statements of 1920 earnings by every employe of the Los Angeles Railway who is affected by the federal income tax are being prepared by the auditing department and will be available for all departments soon.

Single men with income of \$1000 or more and married men with income of \$2000 or more are subject to the tax.

As was stated in last week's Two Bells, Attorney George A. Pritchard, who has offices at 933-35 Citizens National Bank Building, Fifth and Spring, will make arrangements to assist employes in making out their income tax reports. Mr. Pritchard says it is best to wait until the statements of earnings are issued before making out the report. He also advises that employes who made out returns last year keep the blanks sent to them this year by the government.

"C. D." Is Entertained at House Warming

"Quite one of the social affairs of the season" commented Harry Tuttle of the dispatcher's office when interviewed concerning the "house-warming" surprise party staged at the new home of Mr. and Mrs. C. D. Clark, 2507 Buckingham Road. "C. D." is one of the real veteran employes of the company. He holds forth in the dispatcher's office, but is known in all departments of the Los Angeles Railway.

"Yes, we sang and played and rehearsed the hymns for Sunday" continued H. T., the social lion. "Quite successful indeed. Why at one time I made nine straight passes."

Rule on Numbers of Passes Changed

The 1921 "Instructions to Conductors" relieves the conductor of the necessity of entering pass numbers, police numbers, etc., on the back of trip sheet; however, in all cases, party presenting such transportation must permit conductor to note number of same, and conductors must note these numbers in order to guard against bulletined transportation which may be in improper hands.

PENNANT AND FLAG TO BE PRESENTED TUESDAY

After a spirited finish, Division Two has captured first honors in the inter-division safety contest, with Division Five only eight points behind. Division Two scored 784 9/10 points and established the highest score for accident prevention. Division Five scored 776 8/10.

Division Three held third place with 753 and Division One ended in fourth place with 741 1/2 points. Division Four held the cellar position with 719 1/3 points.

Wins Flag and Pennant

The "Safety" pennant will be awarded Division Two for permanent possession and it will retain the large "Premier Safety Division" flag until it is won by another division. Arrangements are being made for formal presentation of the prizes next Tuesday.

The contest has been a marked success from various standpoints. It has created a spirit of friendly rivalry in accident prevention that has been carried to the public in some degree with considerable help from that source.

New Men Not at Fault

It has afforded opportunity for study of accident figures which reveal some interesting facts. One of the most interesting is the fact that the majority of accidents are not due to new men. Trainmen who have been in the employ of the company for two years or more have a greater number of accidents than men who have been working but a few months.

Just what this indicates is for the men concerned to answer for themselves, but it is certain that no man, whatever his period of service may be, can afford to disregard the rules and new instruction on safety, no matter how well he may think he knows his work. New conditions are continually arising and are set forth in Two Bells by John C. Collins, traveling supervisor of safety. It is not only a duty of trainmen to study this instruction, but it should be studied in fairness to themselves and for their own safety.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Where To "Use Judgment"

MANY times has it been said that the man who uses his head is more valuable than the man who fails to use judgment. Using judgment is right and expected where there is room for it, but in some cases it is apparent that there is no room to do anything other than obey the law as it is written.

The idea can be illustrated by our laws. There is a law against murder. No one could say it is a matter of judgment whether to commit murder. Murder is a breach of the law under all conditions.

Now let us apply the same idea to our company rules. Rule 65 says: "When passing Fire Department houses cars must be run at such a rate of speed that a stop can be made in 5 or 6 feet." That is specific and definitely limits the speed at all fire stations because a motorman operating his car at 15 miles an hour can not make a stop "in 5 or 6 feet" without the aid of a brick wall. Furthermore this is covered by a city ordinance and permits of no deviation. Obedience to the law is the only way and the man who attempts to alibi an offense by saying he was "using judgment" is using mighty poor judgment.

A Good Name Excels Gold

THE established policy of the Los Angeles Railway is to protect the good name and record of its employes. Where many concerns count their employes by the tens and hundreds, the Los Angeles Railway can count them by the hundreds and thousands. The Los Angeles Railway family is composed of honest and efficient people, as far as it is possible for such a big corporation to have it so.

Conforming with the established policy, the company will wage a relentless warfare against any employes whose actions would reflect discredit upon the entire personnel. Recently cases arose in which some men attempted to discredit the good name of the entire organization by stealing money belonging to the company and then making it appear that they had been robbed.

A lie is never successful for long, and these cases proved true to the rule. The men who sought to discredit this company and their fellow employes have been eliminated and met such justice as the law serves to such a class.

A good name is worth more than any amount of money. Unlimited energy will be exerted in protecting the good name.

VISITOR PRAISES L. A. RY. LIBRARY

Praise for the Los Angeles Railway library was expressed by Miss Monica Shannon of the Los Angeles city library upon a recent visit. She commented favorably on the varied collection of the company library.

Miss Shannon has charge of the library publicity department and is particularly anxious to bring before the public the need for a library building. Taxpayers are paying a heavy rent for the present quarters, and then have to pay the additional expense of moving to new quarters every so often.

First New Yorker—That goil I interdooced ye to is a Southerner, all right.

Second New Yorker—Yes. I wuz wise t' that foist thing fr'm the fierce way she has a' p'nouncin' her woids.

Continual Trip Sheet Errors to Bring Demerits

COMMENCING February 21 conductors will be demerited for CONTINUALLY making errors in trip sheets and for turning in "over" or "shorts" on account of such CONTINUAL errors.

The need for tightening up on the trip sheet reports is immediate. Scores of good-looking girls in the auditing department are spoiling their beauty by the wrinkled brows they incur trying to make head or tail out of some trip sheets. Strong men are turning gray-headed rather than turning to drink, and all in all let's tighten up on this.

It is realized that an occasional mistake is only human nature, but note that the order concerns CONTINUAL errors. For those there is no excuse.

Twin Accused of Turning Down His Own Transfer Slip

CONDUCTOR J. J. BURKE says that being a twin is no joke. We agreed with him after hearing this story. J. J. and his twin brother D. P. each had a two o'clock show-up one afternoon. J. J. was given a night run on West Pico. D. P. was given a night run on West First.

About 8:30 that evening a lady got on J. J.'s car at 4th and Broadway with a West First transfer. He told her it was not good at that point and also explained why. She argued quite a bit and finally J. J. told her she would have to pay the proper fare or leave the car. "All right then," she replied, with an air of "victory-in-sight," "give me back my nickel. That is the very same transfer you gave me on the other car."

C. J. KNITTLE.

Uniforms Will Be Inspected to Keep Neat Appearance

Do you fellows who were in service fighting for liberty and \$30 a month, remember how it used to be standing inspection while the C. O. came down the lines to see that your shoes were shined and your face washed and shaved. Yea verily, "them wuz the days," as "Red" was prone to remark.

Well not quite the same thing is to be applied to the Los Angeles Railway, but neatness of appearance is going to be emphasized.

Uniform Inspector on Job

The post of uniform inspector has been created and the man holding that position will make rounds of the divisions to see that trainmen present a neat appearance. That doesn't mean silk shirts and diamond tie-pins. Far from it. Lots of fellows can look neater in overalls than in silk shirts.

But, seriously, the conductor, motorman or safety car operator is the first person connected with the Los Angeles Railway that a passenger meets. If that man presents a neat appearance, the passenger is usually favorably impressed and will help to maintain good service.

Brushes to be Provided

A neat appearance means a uniform free from grime and holes. A neat patch is a sign of neatness just as much as a newly pressed uniform. Trainmen are expected to be shaven when on duty and to have boots tolerably clean. To help in this, clothes brushes and boot brushes will be available at the division.

The inspector of uniforms will have authority to prevent a trainman from going on the cars if his appearance is untidy.

Two Bells Starts School, Says Boy

Even school starts with two bells, according to a story told by Supervisor Gragg.

Carl Gragg, the supervisor's 13-year-old son, who attends the school at Fifty-second and Hoover streets, was asked: "Do they start school with two bells?"

"No," he replied, "but they ring one bell twice."

SUPT. OF EACH DIVISION TO O.K. LOANS

The operating department announces that in the future applications for loans will be made by trainmen to division superintendents who will, if they approve the application, forward it to the superintendent of operation. After investigation has been made, if the request is granted, the applicant will be notified through his division Superintendent. Three days must be allowed, if needed, to complete the investigation.

In changing the system of handling loans, it is the aim to look thoroughly into the plans of the applicant for expending the money. It should be remembered that these loans are made by the Employees' Co-operative Association, so it would not be fair to approve a loan for some trivial thing when the money might be wanted next day by another employe in a real emergency.

NEW SIGN INSTALLED

A passenger stop sign has been installed on Central Avenue just south of Fifth Street. This will be a regular passenger stop for south bound cars on Central Avenue. West Sixth Street cars will also make this stop for passengers to alight.

EVIDENT

A small boy was scrubbing the front porch of his house the other day when a lady called.

"Is your mother in?" she inquired. "Do you think I'd be scrubbing the porch if she wasn't?" was the rather curt reply.

Whenever you hear a fat man telling how he used to chin himself on the horizontal iron bars it is a safe bet that the best he ever did was to elbow himself on the horizontal mahogany bars.

Believe that today is better than yesterday and that tomorrow will be better than today.

Mtr. Wilmot, Hit By Truck, Recovering

Motorman M. W. Wilmot, who was run down by a truck, at Seventh and Main, about ten days ago, and seriously injured, is getting along nicely at the Golden State Hospital. He suffered a broken jaw and several broken ribs and badly bruised arm. We extend our sympathies and trust that he will have a speedy recovery.

STOPPING POINT CHANGED

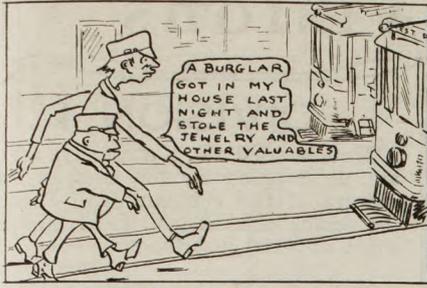
The passenger stop sign for north bound cars at Second and Rampart has been moved from Second Street to Rampart. All cars will therefore make passenger stops on Rampart Street before turning the curve west on Second.

Goes East In Auto, Returns In Train

Conductor M. S. Harrington, our globe trotting conductor, and his wife, have arrived home again, after their auto trip to New York, and report having had a grand time, but tickled to death to get back to old Los Angeles. They came back by the steam road, having left the auto with "Uncle," in the East. *Maybe.*

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

Some time ago the following bouquet was received, expressing appreciation of a car rider who had forgotten his fare. Conductor E. B. Valentine, who is now on leave visiting in Honolulu, is given this credit:

Los Angeles Railway Company.
Gentlemen:

I boarded one of your cars at Fourth and Spring without car fare, and Conductor E. B. Valentine, No. 956, paid my fare from his pocket, which I greatly appreciated.

I am returning to you stamps so that fare can be refunded to him. Please give this your attention.

Respectfully,
F. D. CRAWFORD,
Stowell Hotel.

□ □ □

Here is a case of real accommodating service for transferring passengers, and the following letter praises Motorman A. A. Matsen of Division One:

Los Angeles Railway Company.
Gentlemen:

Having taken some notice of your employees and their actions, I wish in this way to show my appreciation of what seemed to me a very good act on the part of Motorman No. 197, on the San Pedro Street and Merrill Avenue line.

At the corner of Vernon and South Park Avenue he picked up several passengers and started on, and in crossing Vernon looked and saw an eastbound Vernon car coming, reasonably close. Instead of going on, as he had started to do, he pulled across the street and waited for the Vernon car, on which there were ten or twelve passengers for the Goodyear Company's plant, and had they missed this car they would have been late to work.

Yours truly,
BENTON R. HENDRICKS.

314 East 61st Street,
Los Angeles, California.

□ □ □

Helping women on street cars is a mark of gentlemanly conduct that is greatly appreciated, as is shown by the following letter commending Conductor F. C. Buhles of Division Two:

Los Angeles Railway.
Gentlemen:

The conductor whose cap number is 958, working on the Vernon line, certainly deserves some credits. I was carrying a suit case and he helped me on the car; also helped me off the car. He had a pleasant word and smile for everyone.

Sincerely yours,
MRS. L. G. LOWRY.

235 East 53rd Street.

□ □ □

Motorman Joe K. Adams and Conductor L. S. Roney of Division Two receive this bouquet. General praise is also given every trainman by the writer of the following letter:

Los Angeles Railway.
Gentlemen:

I have been riding on the Los Angeles Railway for twenty years and have become acquainted with many of your motormen and conductors. I have never met a finer set of gentlemen in any business or in any profession.

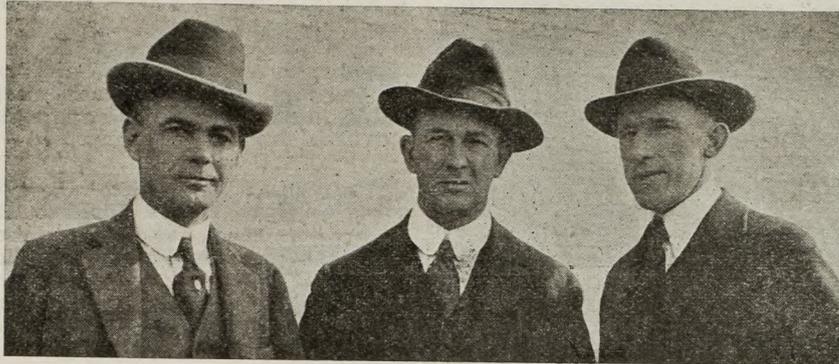
I like your merit system; it encourages and helps the men. I want to say this for one of them—I mean Joe K. Adams. I think, after knowing him and watching him for several years, that he is one of the most efficient, careful and courteous men you have. His conductor, No. 2428, whose name I do not know, is a fitting companion for Adams.

Respectfully yours,
WILEY J. PHILLIPS.

208 Bryson Block.

The Three District Supervisors

From left to right J. C. Onwes, W. H. Snyder and J. A. Bodley



NEW PLAN WORKS WELL

EVEN greater success than was expected has resulted from the plan of dividing the city into three districts for the work of supervisors. The system was established February 1st and immediately showed the benefits of having one man in charge of each district to direct traffic.

The three men designated as chief district supervisors are W. H. Snyder, J. G. Owens and J. A. Bodley. They have numerous and varied responsibilities. Theirs will be the job of straightening out traffic blockades that may result from an accident or any other cause. They will help the public in loading under crowded conditions caused by an emergency, and they will help motormen, conductors and safety car operators.

J. G. OWENS began street car service here as a conductor in 1903. He spent two years at Division One as a trainman and night foreman. He was a dispatcher for four and a half years and in the schedule department five years. He has charge of District No. 1, which comprises

territory west of Main and north of Seventh street, including the Brooklyn Avenue line.

W. H. SNYDER began as a motorman in 1903. He has been a dispatcher and for the past six years a supervisor. He has charge of District No. 2, which comprises territory east of Main street and south of First street.

J. A. BODLEY began as a conductor in 1909. He has been a dispatcher for eleven years. He has District No. 3, which comprises all territory south of Seventh street and west of Main street.

They are three "regular fellows" and will be on the job to correct, when necessary, and to help always.

You Can't Judge a Child's Moves so Don't Take Chance

(Continued from Page 1, Col. 1)

he could have prevented it. He thinks too late. Don't wait until a thing happens to do your thinking. Don't let it happen. The men that have this type of accident are those who open exit gates before car stops.

Stop Boys Stealing Rides

If boys are stealing a ride on your car, never scare them off while car is in motion. Stop the car and let them get off. If you start toward them as though to grab their cap or with a mean look on your face, they imagine several things might happen and will jump off and fall or start to run and get hit by a passing auto.

No man wants to be responsible for injury to a child, but a quick move toward one who is doing something he should not do will always make him want to get away, and he forgets all else.

The children of today are better conducted than we were at their age. Discourage their playing on or around the car terminals.

If every man would do this you would not be bothered with them. It is a funny thing that the man who doesn't like children seldom has one injured by his car.

It is the man who likes to have them around, through his kindly feeling toward them, that allows the child to get into danger and get hurt.

Children Dart Suddenly

If you see children playing in the street or near the curb, slow down as you approach. Because they happen to be in the clear when you are a hundred feet away is no sign they will be when you are passing. They are liable to dart out and run across the street and circle back to their starting point. They are irresponsible while at play, and you can't tell what they will do. They recognize no traffic rules. Slow down and sound the gong. Better be safe than sorry. In passing a school, or streets that lead to one, slacken speed and be on the alert. Where rails are open on private right of way, children like to walk on the ball of the rail, the same as you and I. Don't run into right of way at high speed; give them a chance, and sound the gong. Be careful if you see a car coming in the opposite direction; children may jump over on that track in front of the coming car.

We do not injure very many children. But one a year is too many.

On The Back End (Contributed)

A new trainman was standing in the rear end and said to the conductor, "Dad, your motorman is waiting for two bells."

Dad Pierce: "I know it, but say, young man, I am running this car, besides there is a young lady coming."

Ask dad, he knows.
* * *

Mr. Zink: "No, I'd better not take coffee, I want to sleep."

Mutt and Jeff restaurant waiter (indignantly): "The coffee we serve won't keep you awake."
* * *

A new conductor on Temple street was trying to do the job properly. A woman asked for a transfer. He asked, "which direction." She said, "Crown Hill," and the new conductor promptly punched out the N. E. S. and W.

Jack Williams says he wishes Two Bells would print a lot more pictures. He finds them easier to read.

—CONDR. PRESTON.
* * *

Yes, and if Mr. Preston had been reading Two Bells instead of paying attention to chorus girls, he could afford a day off now and again and give an extra man a chance.

—CONDR. WILLIAMS.
* * *

It was in the days when the fare boxes were new on Hooper Avenue. A very large colored lady entered and tendered me a nickel. For the 900th time I said, "Put it in the fare box, please." She looked it over and asked, "Which Hole?" I assured her it didn't matter, so she deposited the coin, then confided in me with a smile, "Lawdy, Mr. Conductor, I thought it was one of them gum machines."
* * *

Conductor M. S. Green of Division Four decided he would go to the colored ball game at the park on East Fourth street one Sunday. He got on an East Fourth street car, but at Third and Traction he saw a West Ninth car coming toward him and decided he was on the wrong car and jumped off. He waited until the next car came along on the same line, but missed the first inning as a result.
* * *

An automobile was struck head-on by an auto on the wrong side of the road. The conductor was distributing the witness cards and having pretty good success until he tendered one to a woman in the front section and she stormed, "No, indeed, I won't help you in any way. That foolish motorman never even tried to turn out."

So well did the work of Conductor F. A. Keersmaekers of Division Four impress Mr. Charles R. Fletcher of 402 Stimson Building that he wrote a lengthy letter of praise. The writer gave in detail the conversation that grew out of a controversy over a transfer presented at a wrong point and in which Conductor Keersmaekers fulfilled the rules of both service and courtesy.

Looking 'em Over at the Divisions

DIVISION 1

Conductor Chas. Haylock, who is the night owl on East First St., drags this: On one of his trips to town from Gage street he had a hard time trying to convince a lady passenger that all cars on East First St. went to West Pico St. The fair passenger insisted that some of the cars went to the "stables." Now C. H. tries to blame this on his wife.

One more conductor of our division has joined us in married life. The bells of matrimony rang Feb. 4 for Conductor Arguello. Oran is on the back end of the East First and Pico line. For a long time Oran has been getting advice from our good friend, Dan Handley, and others before he took this step. The wedding was a secret affair. Division One extends our heartiest congratulations to the newlyweds.

Motorman Cubberly, who has been on a layoff for several months, is back on the job.

Boys, don't forget that we have a box in the trainmen's room for any news that you have to offer for Two Bells. Anything that you have will receive prompt attention and will be appreciated by your division editor, M. R. Botello.

DIVISION 2

Everybody picks on a newlywed, but it is reported that these chilly mornings do not stop a certain motorman "honeymooning" at Forty-third and Wall until it is time to dash for the car.

Conductor J. Dennison had a funny experience the other day. A woman, who had a child with her, got up at Seventeenth street to be ready for the stop at Sixteenth. Dennison thought she owned the suit case reposing at the end of the car and asked "Is that yours?" The woman was thinking more of the child, and said, "No, she is my grandchild."

Honors came to the office of Division Two, recently, when with the tactics of Sherlock Holmes, the eight-year-old son of Conductor Le Blanc was located—sound asleep, when it was thought he had been kidnapped.

Cash Receiver George is on the early shift now. He is popular with the boys, and aims to get them home early.

Motorman "Fatty" Munn is reported to have made financial dealings for a season ticket to the ball park and is now waiting for the season to start, so he will have a chance to lay off.

Introducing: New Men of The Week

The following men have been assigned to their divisions during the week ending February 5, 1921:

DIVISION 1

Motorman—J. H. Stautberg.
Conductors—J. E. Chase, E. Gray, H. N. Cole.

DIVISION 3

Motormen—R. Kimberly, J. E. Toohey.
Conductor—G. D. Wheeler.

DIVISION 4

Motormen—W. D. King, C. J. King, O. A. Stengel, C. W. Lang, A. B. Aldrich, F. L. Minter.
Conductors—E. L. Corwin, C. A. Florio, J. M. Robertson, B. D. Smith, L. E. Fetsch, J. W. Forester, C. R. McClelland.

DIVISION 5

Motormen—W. G. Stephens, W. L. Foster, R. C. Lawson, R. F. Todd, E. A. Lambert.
Conductors—H. J. Stalter, J. B. Crow.

Who's Who



CONDUCTOR AMOS W. HALL of Division Five is good natured, partly because he is inclined to be fat and, like all men in that predicament, has to be good natured, since he can neither run nor fight with becoming grace. Then again, most of Conductor Hall's troubles have been little ones. Thirteen of them, to be precise. The kiddie with the lucky number arrived just a short time ago, as was told in Two Bells. He is the dad of two sets of twins.

Although he does not rank as an "old-timer," Conductor Hall has jumped into his work with a vim and says he would not want to leave it now. He came here from Boston, where he had a restaurant until fire destroyed his business. His wife wanted to come to California, so they steered for the best city in the Golden State, and here they are. The three eldest boys are still in the East, but they also intend to come here.

DIVISION 5

We are glad to report that our Foreman John Robinson has returned to work after several weeks of illness.

Motorman E. M. Austin is passing around the cigars. Mr. Austin took unto himself a bride, one day this week. We all congratulate him.

Motorman Homer Conklin tells this about some of the Jews he saw while at Murietta Springs. He says that after taking one of those famous hot baths, it is customary to roll you in a blanket and put you on a bed, not even allowing a finger to be out from under the blanket. One day he was taking a hot bath, and observed that there were several Jews also taking a bath. He could not distinguish any particular one doing the talking, but could hear quite a noise while the baths were going on, but when they were rolled in the blankets and put to bed so they could not gesticulate with their hands, he could not hear a thing, but stated that he could see the blankets shaking to beat the band.

Motorman A. W. Fletcher is taking a few days off fixing up around home.

Motorman W. J. Burdick has returned from a trip to Murietta Springs and is looking fit and fine.

We editors may dig and toil.

**Till our finger tips are sore,
But some poor fish is sure to say,
"I've heard that joke before."**

DIVISION 3

According to rumor, Motorman Glen Chapman is the conquering hero of the hour, he having beaten Frank to the "Grass Widder." Be careful, Glen, be careful!

Did you ever observe our genial Yiddish conductor, Harry Tupper, working at the traffic game? If not, you have missed a sight, as he is some traffic director, and he would rather direct traffic than eat.

Conductor W. R. Denman has two weeks off to work on his house in the Eagle Rock valley.

Motormen A. J. Porter, W. W. Taylor and R. C. Perrine are now nicely settled in their new homes on Ave. 28, purchased from the company.

A movement is on foot to take up a penny collection to raise funds to buy an indelible pencil for all those poor ginks that have so far not provided themselves with this very necessary part of their equipment, but as payday is at hand, maybe it will not be necessary.

Big Chief Meyers is still going around with his hand in splints, but expects to be on the job again, shortly.

The big boy, Johnny Corsen, motorman and extra supervisor, has blowed himself to a brand new Studebaker 7-passenger, thereby putting all Division Three bus magnates in the shade. He was around giving us a chance to lamp it, and, believe me, it is a peacherino. Guaranteed to run not less than ten miles to a gallon. Whew!

Many thanks to the scribe from Division Four, for putting us wise to the articles of faith of the elusive game of craps, but we have another name for it here. We call it Galloping Dominos, and we believe our genial chief editor is acquainted with the animal, as he makes a gentle reference to the beautiful combination of 7 and 11. Maybe he was in France, too! How about it, Jeff? Ah! Ah!

Two Bells' expert photographer was out at this Division recently, taking the photos of some of our handsomest, so we will anxiously watch for the display of beauty.

We are afraid it is getting to be a serious case with Operator Lewis Crabtree, as she sure does keep that telephone busy.

Conductors Acuff, Gott, Parker and Murch, who lost their runs on the P. O. lines, are having the time of their sweet lives bucking the board. Just tickled to death, and ain't that a Gr-and and Glor-ious feeling? Eh, what?

AFTER THE REWARD

Jinkson, visiting a small Western town, lost his pet dog. He rushed to the newspaper office and handed in an advertisement, offering \$100 reward for the return of his companion. Later he returned to the office to have inserted "No questions asked." When he arrived at the office a small boy was to be seen.

"Where is the editor?" he asked.

"Out."

"The assistant editor?"

"Out."

"Well, the reporter?"

"Out."

"The printer."

"Out."

"Where has the staff gone to?"

"All out looking for your dog!"

DIVISION 4

Motorman J. L. Cates says he is willing to play in the company orchestra if the company will furnish the comb. Thank you, J. L. We are short of wind instruments.

Motorman B. H. Hellman has been granted a twelve-day leave during which he is going to paint and remodel his home.

The night men on the Birney cars were quite surprised when pulling in the other night. A policeman stood at Pico and Figueroa and every time a Birney came along he walked over and pulled the switch for them. We learned later that the good-natured officer was F. C. Snyder, an ex-motorman of our division, who, though still in the employ of this company, is on a ninety-day leave to try out the police force.

On Hill St. near Fifth is a sign which reads, "Cow Buttermilk, 5c." Sounds as though the cow had St. Vitus dance.

Motorman L. B. Dundas, who jigs one of the Temple St. jiggers, is supplying the larders of the boys on that line with guaranteed fresh eggs. For every bad one they find he gives them another just like it. He is making so much money at it that he finds himself able to take a good many days off.

Someone said, "Let's drink a toast to Mr. Jake, our dear old janitor." What are you going to do it with, brother? Water?

Someone advised us to consult the ouija board if we wanted to know when the next shakeup is coming off. Our clerk, C. E. Robinson, considered that a good tip and after following those instructions he informs us that the next shakeup will be Feb. 29.

A strange man brought in a bunch of time books last Friday. The books were an advertising scheme. Every sixth page was very fittingly designed for trainmen's time memoranda. The rest of the pages were covered with ads. "Abie" Budne's Yiddish nature got the best of him. Two minutes after the man left them, Abie was selling them for five cents each or seven for a quarter.

Motorman W. Robbins has been granted a thirty-day leave to rest up.

It appears that a good many supervisors have gone back on the cars, but we are glad to see that Supervisor D. W. Heaton is still working nights in "Bill" Flannery's district.

Say, listen, boys, if when you submit an article for Two Bells, you do not see it in print shortly afterwards, do not feel slighted. Sometimes thirty or forty other articles might have been sent in ahead of yours. Please sign your names to your articles. It took us six months to find out who was "The old war horse," four months to figure out "One who knows," and we are still looking for "Anonymous."

HORRORS OF PROHIBITION

"Would you please help a poor man who was ruined by prohibition?" begged the mendicant.

"Were you a saloonkeeper?" asked the prosperous man, as he fished for some change.

"No, sir," replied the mendicant.

"Were you a brewer?" asked the prosperous man.

"No, sir," replied the mendicant. "I was a pretzel manufacturer."—Nashville Tennessean.