

TWO BELLS

VOL. 1

FEBRUARY 28, 1921

No. 39

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

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

Handicap Set for New Safety Race

CROWDS BRING GREATEST NEED FOR SAFETY

By JOHN C. COLLINS
Traveling Supervisor of Safety

People are continually crossing the street in the middle of the block just ahead of your car. This is always dangerous. There may be an auto running alongside of your car, speeding up to get ahead of you.

As a person runs out of the danger zone of the car, he or she runs into that of the auto, and in most cases jumps back in the path of the car again. Most people would rather take a chance of the car hitting them than the auto. If this happens, be in such a position that your car is standing when he looks up at you with that sickly grin. He realizes that you saved him all right, but a grin is about all you get. But you are in a position to smile at him. That counts most to yourself.

Seventh Inning Score

Running through very large crowds, people may be on the tracks or lined up close to the tracks, looking at score boards. These people are not thinking about cars, and you may be anxious to get a glance at that same board. Don't do it. Watch where you are going. If you must know, ask someone. If you just have to look at the score board, stop your car to do it. This should not be done, but it is better than to take your eyes from where you are going. The best way to use the gong is a series of single taps about two or three seconds apart. Try not to stop, but be ready to stop at a moment's notice. Your road space is a matter of feet, your safety stop of inches.

Hurry Is Contagious

I have seen the times when it was necessary to gently push the people back with the car in order to get through. As you are pulling into a regular stop, and people are lined up,

Mtr. Commended
By Gen. Manager



Motorman E. M. Eaheart

A MOTORMAN was handling his car in proper manner with smooth operation and no jerks. He was not thinking about any praise for it because he knew he was doing his duty to the best of his ability, and after all that is the greatest satisfaction a man can have.

But the general manager, Mr. G. J. Kuhrt, was on the car and he noticed that Motorman E. M. Eaheart of Division 3 was doing good work. He knows there are many more who do just as good work but he took time in the rush of business to send the following letter to the manager of transportation commanding Motorman Eaheart. The letter may be taken as commendation for all good motormen and an encouragement for the others to make an effort toward the best in service:

Mr. George Baker Anderson,
Manager of Transportation.

Dear Sir:

I wish to comment on the manner in which motorman 1899 handled his car on the evening of February 16th. It was perfect and it was a pleasure to observe him.

I know we have many other motormen just like him, and we also have some who are not just as they should be.

As stated before, it is certainly pleasant to observe a man when he handles his car perfectly.

Yours truly,
G. J. KUHRTS,
General Manager.

CAP NUMBERS MUST SHOW

In rainy weather when trainmen desire to wear rubber cap covers, openings must be made in same so that the cap numbers will not be covered. No excuse will be taken for having cap numbers concealed.

Lost Articles Worth Million Given Owners

Lost articles worth approximately \$1,500,000 were handled by the Los Angeles Railway lost and found bureau in 1920, according to H. E. Clothier, who is in charge of the office. Of this, more than \$1,000,000 worth of property was restored to owners.

When articles are turned in to the lost and found bureau, they are not merely tagged and allowed to wait on the shelves until claimed or until 30 days has elapsed. Every effort is made to identify the owners and to notify them. This calls for some fine detective work and has been the means of restoring property which the owners might never think was lost on the cars.

Ninety-five per cent of the articles are lost by women but the five per cent of mere men more than make up the odds by the excitement they display in endeavors to recover the goods, according to Mr. Clothier.

About 65 per cent of the lost articles are restored to owners. This always represents the more valuable goods. Goods unclaimed at the end of 30 days are turned over to the finder. Approximately 18,000 articles were handled by the bureau in 1920. December was the heaviest month when Christmas shopping was responsible for most of the 1758 articles left on the cars or around terminals.

Checker Sharks to Wage Fierce Battle

What promises to be a battle for blood and cigarettes impends as the result of a challenge issued in last week's Two Bells by Conductor M. W. Nelson of Division Two for a checker duel.

Motorman James W. Spalding of Division Three, who claims to have lived such a checkered career that he is quite a shark at the table game, has accepted the defi. He is now arranging for Conductor Nelson for the weight of gloves and size of the ring. Six games will be played at Division Three and the other six stages of the terrific fray will rock the rooms of Division Two.

She—"I never could see why they call a boat 'She.'"

He—"Evidently you never tried to steer one."—Widow.

DIVISION FOUR HAS HEAVIEST MARGIN OF RISK

Based on accident records made during the first safety contest showing the proportionate risk of accidents for each division, standings to govern the second contest are announced. The contest begins Sunday, February 27, and continues 10 weeks.

A considerable change is made from the ratings which governed the first safety contest.

Under the new ratings Division Four will carry the least handicap. This should be encouraging news to the Wimberley clan as Division Four was in fifth place at the end of the first safety contest but was rated third in order of risk. That Division Four, with the least mileage of any division, should be shown to have the greatest risk, is an interesting sidelight on the contest.

Division Two had the least handicap in the last contest but will come after Division Four this time.

Following is the schedule of liability which will govern the new safety race starting this week:

Division Four35
Division Two36
Division Five38
Division One43
Division Three44

Miss Felch to Wed on Easter Sunday

Easter Sunday is announced as the wedding date for Miss Ardena Felch of the claim department and Mr. Charles Medler. Only a few of the relatives and most intimate friends of the couple will witness the ceremony. Miss Felch has many friends in the Los Angeles Railway who wish the young couple every success.

KEEP DISCS IN PLACE

Motormen must not remove Car Run Discs from proper position until car has arrived at terminal.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Good Work Brings Praise

IT is a pleasure to direct your attention to the first column of page three of each issue of Two Bells for there we find the expression of the public about street car service. This week you will notice that there is a list of trainmen who received commendations for good service in the week prior to sending this issue to press. It is intended to print this list every week and print the letters as space permits.

In some weeks the Los Angeles Railway receives enough commendations to fill an entire page, not just a column, of Two Bells. The number of bouquets has increased considerably in the last year or so. It indicates clearly that the street car service given today is the best that has ever been given and it indicates that the general public notices the improvement and appreciates it.

The general public sends in letters of thanks and praise and this editorial is about praise for good service. Now Two Bells has the pleasure of conveying to trainmen this week a hearty word of praise from the operating department for correcting one of the worst evils that can afflict a street railway system. It is running ahead of time.

It is a seemingly small thing but it makes the difference between good, even service and poor, intermittent service. It means the difference between even loads in the heaviest travel and quicker movement of traffic and overloads and traffic congestion. Obviously if one car is late and the next is ahead of time, the crew of the first car has the big job and the crew of the second car is not doing a fair share.

Today a check shows that practically all cars are running as close to their schedules as it is humanly possible to do under present traffic conditions. It shows that in only a few cases do cars start from terminals ahead of time or late. Proper spacing is being maintained as far as possible.

It is fine work, fellows, and it is appreciated. It shows what intelligent men can do toward giving the public the best service and the public appreciates it. For the few who fail to fall in line with those who are doing right little need be said, except that the small list of trainmen in this class will be made smaller.

"JACK" SHERIDAN CHANGES DUTIES

J. H. "Jack" Sheridan, who has been investigator of litigated cases for the claim department in the past four years, has transferred to the operating department under the direction of George Baker Anderson, manager of transportation.

"Jack" has that good-natured personality that has made friends out of scores of persons who have packed a chip on the shoulder as the result of some accident. Were it only for the friends he has made, "Jack" has done very valuable service for the Los Angeles Railway. He is known by scores of trainmen who have been involved in accident cases and he can say "howdy" to employes in every department.

Mr. Sheridan's place will be filled by E. B. Harris, who has been clerk of the Riverside board of county supervisors.

SAY "TRAIN NUMBER" NOW

In the future, all car-runs will be known as "TRAIN" numbers instead of car-run numbers; this to prevent confusion on the part of everybody concerned, between working run and car-run numbers. Conductors may use the letter "T" as an abbreviation in indicating train number.

*"Have you ever done any public speaking?"
"I once proposed to a girl over the telephone in my home town."—Life.*

*"Here is a preacher who announces that the automobile is a menace to religion."
"Maybe the poor fellow bought a second-hand car."—Charlotte Observer.*

FENDERS BROKEN BY SUDDEN DROPS

By R. A. PIERSON
Chief Instructor

The question of damaging fenders has been taken up through this department, and I would like to state that often a fender is bent, sprung, or the chain broken by the carelessness of the trainman, who simply unhooked the chain and allows the fender to drop. This may spring the frame so fender catch will not hold, which would be the cause of a car change, or, if catch is bent so as to require one to get on fender to get it released, there is always the liability of one falling and being injured.

Also, if the balance chain is broken, car would have to be operated with apron hooked up, which is violation of the Company's rules and also City ordinance. I am inclined to think that the trainman who, through carelessness, allows the fender to drop in this manner, little realizes the damage he might do, or the inconvenience or delay he might cause simply because of not doing his work in the proper manner. Always take hold of the fender frame and let fender down gently, as it requires no extra exertion on your part.

Walk-Over Transfer Allowed

Please make the following change in your Transfer Rule Books:

Angeleno & Crown Hill transfer when punched "W" on the In-Trip, will be good West at Temple and Edgeware—this being a walk-over privilege.

Hoodoo Proves Lucky Horseshoe to Motorman Day

MOTORMAN JULIUS EDGAR DAY says that the "unlucky thirteen" stuff is all bunk. He does not carry a billiken in his pocket, and the only accidents he ever had were when autos "ran into his car."

But he is haunted by the number "13." He has thirteen letters in his name, left Kansas on the 13th of January (1920), hired out on Feb. 13, broke in thirteen days, bought home on Aug. 13 at 1313 W. 10th St., had \$13.00 left in the bank, sold his place on Jan. 13 (1921), works train number thirteen and always finds his car on track thirteen. Good luck to you, Ezra.

Diogones, Go Soak Your head! We have Honesty Champion

Every once in a while someone comments on specially honest and creditable work by suggesting to Diogones that he blow out his lantern, soak his head in the pond or do something else out of the general routine to show that he is a flivver.

Now we have a case of the kind and refer you to Conductor R. C. Perry, cap number 778, of Division Five. A card received from a patron praised the bearer of cap 778 for courtesy in helping an elderly lady on the Eagle Rock and Hawthorne line. Accordingly Conductor Perry received 15 credits.

A little later the credit slip was returned and Conductor Perry asked that the merit mark be cancelled as he does not work Eagle Rock and Hawthorne. The passenger with the good intentions apparently got the wrong number and now a search is on to find who should have received the credits.

CHOICE OF RUNS EFFECTIVE MAR. 6

The general choice of runs at all divisions according to seniority, which was conducted last Thursday, becomes effective March 6. On that day trainmen who are making a change will go on their new lines. As in the previous general choice, safety car operators have the privilege of retaining their runs and the extra pay which goes with that branch of the train service.

The choice is of particular interest to Division Three due to the recent withdrawal of the Postoffice line which put several men out of regular runs.

Motorman to Change Trolley; Conductor to Stay on Car

On two-man cars equipped with fare boxes, upon arrival at terminals, motorman will attend to trolleys, fenders, and headlights, conductor being in position for return trip and collecting fares as passengers board car.

Conductors must not change fare box, or turn vacant seats until immediately before reaching terminal, and must not permit passengers to board or alight between tracks.

REPORT SLUGS IN FARE BOX BY PHONE

By R. R. SMITH
Asst. Supt. of Operation

In answer to a number of inquiries as to the accounting for slugs, scraps of tin and other improper articles which have been placed in fare boxes, I wish to call your attention to the following facts:

If you were running a grocery store, selling a fine line of goods, giving good weight and measure, and throwing in a liberal allowance of trading stamps with each purchase a customer made, would you place a box by the door and simply rely on the customer depositing the proper amount of cash in the box as he went out? Assuredly you would not.

You and your salesmen would see that the proper payments were made and would not trust to the chance of washers being deposited for silver dollars or newspaper clippings for greenbacks.

If it were not necessary to make some one responsible for the proper collection of fares and the issuing of transfers, conductors could be entirely dispensed with and passengers could be allowed to deposit their own fares, make their own change out of the box and help themselves to transfers.

Watch Your Business

You say that it would be absurd to expect such a plan to be a success and yet that is the plan you are using when you stand with your back to the fare box and allow a number of coins to accumulate on the inspection plate and then when you find that you are "stung" with a slug or a piece of tin you want the cash receiver to take it as though it were good money.

Of course these things will be dropped into the box at times but if the plate is clear you can politely call the attention of the passenger to what has been deposited, a proper fare will be obtained and the person who tried to put one over on you will realize that you are awake and on the job and will soon give up trying such stunts.

Collect Fares First

About the only place where any difficulty might be expected in this regard is at steam crossings or places where the conductor has to leave the car to pull a switch, but if fares are collected before leaving the car from those ready to board, a live conductor can always spot the one or two stragglers who come up late.

While we are on this subject let me call your attention to the fact that entirely too many conductors are accepting coins from passengers and depositing them in the fare boxes instead of politely requesting the passengers to drop the fare in himself. With one member of the crew looking after the fare box at terminals the necessity for making hand collections there is almost eliminated and therefore about the only excuse a conductor has for depositing fares in the box himself is when the car is so heavily loaded that some passengers are unable to get close enough to the fare box to deposit the fares.

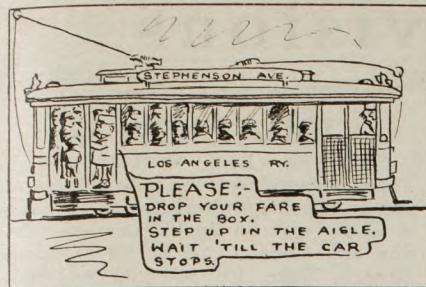
Where you note that improper articles which might interfere with proper operation of fare box, has been placed in same notify dispatcher as soon as possible, by phone.

NOT A CHANCE

*"How is it you've never married, Norah?"
"G'long wid ye, Mike! Sure, the man I'd marry ain't been born yet, an' his mother's dead."*

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

Bouquets Received Last Week

Conductor F. F. Long, Div. 1.
Conductor E. J. Marceau, Div. 2.
Motorman H. E. Crooks, Div. 3.
Conductor I. C. Acuff, Div. 3.
Conductor J. C. Cave, Div. 4.
Conductor E. Smith, Div. 4.
Motorman E. Duvall, Div. 5.
Conductor A. W. Hall, Div. 5.

❖ ❖ ❖

Here's real service, Conductor C. E. Pascoe of Division 3 combined lunch car service with street car service and his kindly deed brought forth this commendation:

Los Angeles Railway.

Gentlemen:

Having read something in the paper about your merit system, I wish to report the obliging conduct of Conductor 146 on the Garvanza car, who found my lunch lying in the car and then on his next trip to the end of the line, where the school is that I go to, he came running in to give it to me.

I trust you will credit him for his kindness and oblige,

Yours truly,
CLARA FRANCISCO,
2007 South Grand Avenue.

❖ ❖ ❖

This bouquet praises three trainmen. They are Conductor L. G. Ackerman of Division 2; D. O. Kammer of Division 3 and Motorman J. W. Morgan of Division 5:

Los Angeles Railway Co.

Gentlemen:

I understand that your company has some kind of a merit system for your conductors and motormen, and so I am writing to commend No. 330, 702, and 2455 for their unusual courtesy, consideration and unfailing good nature.

I travel much on your street cars and I take great pleasure in calling your attention to the admirable manner in which these three men handle the irritated and irritating crowds during the rush hours.

Sincerely,

MRS. M. J. RICE,
4209½ So. Flower Street,
City.

❖ ❖ ❖

From a fair-minded patron comes this commendation for Conductor W. J. Scanlon of Division 4. Part of the writer's letter criticized a phase of service and the following paragraph belongs in the bouquet column:

A few days ago I boarded an eastbound 9th Street car at Bonnie Brae and asked the conductor for a transfer north, which he not only gave, but a little later came to me and explained more fully just where I should get off, the marks on the car to be taken, etc. I noted his number—2230.

Yours truly,

A. A. CABANISS,
903 South Westlake Avenue,
Los Angeles, California.

❖ ❖ ❖

When we are told we are better than lots of cities in street car service it makes us feel mighty good and the following letter is an example. It boosts particularly Motorman J. E. Hauff of Division 4 and Conductor F. D. Ware of Division 4:

Los Angeles Railway.

Gentlemen:

I am a reader of "A-z-u-r-i-d-e" and think it a splendid medium to remind the public to help in giving better service. It is only fair that the public should aid in every public way.

As a class your car men are above the average in regard to courtesy. I judge from cities like Indianapolis, Chicago and Des Moines, where I have lived. I wish to particularly mention Motorman 399 and Conductor 2022 on the Dalton Avenue line.

Respectfully,

W. H. LEUPEN,
1759 West 43rd Street.

New Track on Central Is Part of Extensive Improvement Program

Reconstruction of Central Avenue tracks with new track, ties, special work and paving from Fifth to Fourteenth street, with the exception of a short distance between Seventh and Ninth streets, is under way. This will involve new work on three tracks into Division One and special work at Seventh street.

Several other important improvements in track are under way or are to be started soon.

The feature of building a special track on Hoover street from Slauson to Sixty-first street during improving of double track will be used to prevent interrupted service. The special track for temporary use will be placed

at the side of the street. The grade of the street is to be lowered preparatory to paving and improving.

On Temple street from Belmont to Park View new ballast and ties will be put in with the present 72-pound rail remaining.

New 116-pound girder rail will be installed on West Seventh street from Bixel to Park View with new ties and ballast.

St. Patrick's day, March 17, will mark the beginning of work on West Washington from Arlington street to the city limits. New ties will be installed, using the present track. New ties and ballast are to be put on West Third from Norton to Larchmont.

Haste By Crew Develops Careless Passengers

(Continued from Page 1, Col. 1)

apparently in the clear, some curious child might step out in front of step as you are right onto them. Don't hurry. Your hurry makes other hurrying men thoughtlessly jump on the front step as it passes, and he knocks someone down before you realize what has happened.

The conductor must take extra precautions to prevent step accidents when the car is crowded or is running through a crowd.

The time you are most likely to hit some person is when starting your car, whether in the down-town district, or when unloading passengers in the outskirts. People run across in front of your car to catch it up town, and those you unload will walk around in front of your car to cross the street instead of waiting for the car to pass, and walking in back of it. This is the time the motorman may be looking in the mirror while starting. People are more liable to fall while crossing car tracks than any other place, as the

rail makes a good place for them to stub their toes.

Careful at Curves

If you have a very large crowd on the car or where people are hanging on the steps, be careful while rounding curve or pulling down past where autos are close to tracks, so people will not be scraped off the step, by wheel or hub of machine. In curves, other car may be a little close and cause people to get rolled between them.

Don't day dream, or get spectacular. Don't try to make any grand stand stops just to show off. You may fool a few people and make them think you are a pretty good motorman. But the man who knows the game is not fooled. He knows that you should not have had even what looked like a close call. There is enough danger as it is without trying to pull stunts.

If a man pays attention to his own business on the car he has enough to keep him busy all the time.

Western Ave. Crews Are Given Praise

Los Angeles Railway.
Gentlemen:

I think the conductors and motormen on the Western Avenue line deserve special mention for the way in which they care for the safety of the public and the gentle and courteous treatment to the passengers.

Since the line was extended to Santa Monica Boulevard the cars are crowded in the rush hours, yet they are very careful and so far have escaped any serious accident.

I use this line every day and have heard many other passengers compliment them.

Yours very truly,

FRANK H. TRUE,

500 Citizens National Bank Bldg.

Expresses Sincere Thanks

Expressing personal thanks to every trainman at Division Four is virtually impossible, Mrs. L. M. Poindexter says, so she asks that through Two Bells her expression of sincere thanks be extended for the help given following the recent and untimely death of her husband. Mr. Poindexter was a man well liked by all his associates and the expression of the Division Four boys was one of esteem for his memory and condolence for Mrs. Poindexter.

WHAT SHE THOUGHT

"I think the boss wants to retain me," declared the blonde stenog.

"Brought you some flowers?"

"Brought me a dictionary."—Louisville Courier-Journal.

On The Back End

(Contributed)

A few days ago J. W. Allen of the Division Three office presented Supervisor Ted Harrison with a perfectly good pencil specially adapted for carbon work. A few days later Ted received a request from the higher ups to use a pencil, not a nail.

* * *

Conductor Lange of Division One said that he is always lucky in getting a big husky motorman in the shake-ups. C. L. says he knows who to call in case of a ruckus and C. L. is quite a husky lad himself.

* * *

The cigar hounds at Division Five sniff fresh smokes and report that the recently announced engagement of Motorman J. L. Bruno is climaxed now by announcement of his wedding February 3, despite his best and modest endeavors to keep it quiet. The newlyweds took a short honeymoon after the wedding. Division 5 extends congratulations with one hand and reaches for a cigar with the other.

* * *

A near sighted woman got on a car in charge of Conductor "Abie" Bunde of Division Four and just before she got off she said to him, "Your company is getting pretty accommodating."

"How so?" asked "Abie."

"Why, I see they have put up charts showing the cuts and prices of meat in different cities," she replied.

* * *

Conductor "Daddy" Keran and Motorman Tom Fletcher were relayed last Sunday at Buena Vista Terrace. After changing cars, the relay crew found a package behind the controller containing four perfectly empty bottles and they had the original labels on them too, Beef Iron and Wine. No wonder they are of "iron nerve."

* * *

Mr. T. A. Chambers was observed smiling to himself the other day, the reason thereof being the fact that he had a vision of another trip to the legal department. Although he has not been able to hit anything, the flagman at the Santa Fe kindly let the gate down on his car and he is now anxiously waiting the call, but he claims that it was not the "Steno" but the switchboard operator that smote him.

* * *

Mr. Ben Schupp, purchasing agent, was "off his feed" a few days last week and was confined to his home.

The following was taken from a notation written on the margins of a copy of A-Z-U-R-I-D-E. Conductor R. I. Burton of Division 2 will stand up and bow:

"Conductor 2588 needs to be mentioned for courtesy. I believe a little praise is as necessary as complaints."

"Am still using line every day, but have had no more trouble."

Sincerely,

MRS. VAARWERK,

Hawthorne.

MUNICIPAL LEAGUE,
326-27 Bradbury Bldg.,
Los Angeles, California.

Looking 'em Over at the Divisions

DIVISION 1

There were several trainmen who laid off to go to the races—but since the races were called off to a later date, and their runs filled they will have to consider themselves stung.

Two unfortunate motormen fell into the pits in the barn within two days last week. They were Motorman Woods, who was off a couple of days, and Motorman Latta, who sustained the worst injury, but is improving.

Conductor Fenskey, who has been at the Golden State Hospital for the past 10 months, resulting from a serious accident, would like to have some of the boys call on him. The visiting hours are from 2 to 4 and 7 to 8 p.m. Call on him, boys.

Motorman C. Seybold says that this shake-up he is going to choose a swing because he can't sleep in the daytime and work a night run.

The boys on the West Sixth street line were very much pleased by the line choice February 19.

Motorman S. H. McGary said that he happened to get a run that just suits him. He said that he does not have to worry about his relief man bringing the car late. Mc said no reliefs in his run. All pull outs and pull ins.

DIVISION 2

J. E. Crawford, one of our popular motormen, had the misfortune to be burned in a gasoline explosion February 19th. He is in the hospital with some bad burns but will recover.

C. A. Howard, on "old timer," is taking two months' leave to rest up.

E. R. Forsythe, the boss car juggler, took in the Orange Show Thursday. That is, he said he did, but bringing along a few oranges would be more convincing proof.

Conductor A. L. Leavitt passed the cigars the other day to celebrate an important event. No more miss outs, the new boss says.

The popular question, "When are we going to have a shake up?" and the usual answer, "February 29," has been definitely stopped by Bulletin No. 81 which said February 24.

Divisions No. 1, 3, 4 and 5 are cordially invited to come down and "lamp" the Safety Gonfalon. We confidentially predict the trip will have to be made if you see it, boys, so come any time.

Introducing: New Men of The Week

The following men were assigned to divisions during the week ending Feb. 19, 1921:

DIVISION 1

Motormen—E. J. Beaufait, E. W. Knapp.

Conductor—J. E. Coate.

DIVISION 3

Motormen—J. W. Gilreath, W. W. Somerville, A. R. MacDougall.

Conductors—C. R. Aker, A. E. Whitehead.

DIVISION 4

Motormen—F. Kane, G. H. Priddy.

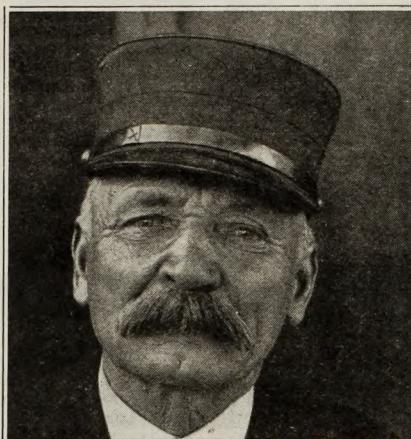
Conductors—W. H. Smith, C. R. Long.

DIVISION 5

Motorman—P. Schnieder.

Conductor—H. D. Webster.

Who's Who



"FRISCO BILL" registered in Sunday school as William Robertson and his name so stands today on the list of motormen at Division Four.

When Bill was young he craved excitement, so he divided his time between roving the seas on a merchant schooner and driving a horse car in San Francisco. Bill will admit that he is a Scotchman and began his sea experience at the age of 13 on a British sailing vessel. He was driving a San Francisco horse car at the age of 17, in the year 1882. He was a sailor, off and on, for 20 years.

Motorman Robertson has been with the street car game in Los Angeles for 16 years and seen some changes in that time. He looks after the welfare of a West Adams and Lincoln Park car on a daylight shift. He is a great fisherman and gives as reference on this statement, Supt. C. A. Morrison of Division 5, who has been a close friend for many years.

QUESTION BOX

QUESTION: What should I do in a case of this kind? Eastbound at First and Spring picked up about fifty school children, all had transfers except seven, who had school tickets, and it was 6:30 P. M. Should I accept these tickets?

ANSWER: No. School tickets are good from 7 A. M. until 6 P. M., except on Saturday, Sunday, and holidays. When these tickets are accepted at any other time, according to the contract, the Company is being cheated out of one-half the revenue to which it is entitled. If a passenger should get on your car and present two or three cents for his fare, you would not accept it because it was not the required amount, and I see no difference in the principle of the two. I would accept these tickets only when they are presented during the hours called for in the contract under which they are sold.

On the Sick List

Following is a list of men on sick leave. They will appreciate a visit: J. E. Colby, 947 East 55th St.; G. W. Carlisle, 412 North Boyle; M. A. Joseph, 914 East Edgeware Road; E. Fitzgerald, 780 Gladys Ave.; W. G. Miller, (no address given—wife sick); S. E. Foster, 965 East 11th St.; E. L. Wright, 1615 Buckingham Road; H. Cord, RFN No. 2, Box 701, So. San Gabriel; J. Frane, 1530 College St.; C. H. Friar, 2739 Pepper Ave.; W. Volken, 411 El Centro St., Pasadena, Cal.; S. R. Linck, 413 N. Belmont Ave.; A. L. Luce, 3723 Nopal St.; C. E. Carl, 1125 Colton St.; W. S. Campbell, 5510 South Western Ave.; W. R. Bland, 1115 West Jefferson; G. A. Baltas, 5403 Sixth Ave.; R. W. Lockwood, 5411 Second Ave.; M. J. Malley, 935 W. 54th St.; H. B. Conklin, 2319 1/2 W. 54th St.; H. B. Wolf, 953 W. 6th St.; F. Murphy, 829 1/2 W. 34th St.; A. G. Maharis, Barlow Sanitarium.

STOP SIGN REMOVED

Stop signs have been removed at Pico and Main and Slow signs installed instead, making an arbitrary stop no longer necessary.

All motormen must use extreme care in passing this point.

DIVISION 3

By the time of this issue of "Two Bells" the long-awaited for shake-up will have taken place and everybody will be happy. Everyone will have just the run he wanted and be tickled to death because he beat the other fellow to it, especially will the old boys who lost their runs when the P. O. line was discontinued be pleased as they have been bucking the list the past few months. The Birney boys are all swelled up over the fact that they do not have to change their runs, especially Operator Smisloff, who says the Birney Safety Car is the only thing as he does not have any conductor tagging him around sharing his favors with the ladies, and Operator Basdis says Nurse Mary prefers the Birney and the combination manipulator.

Conductor E. F. Hunter has ten days off on account of sickness in the family.

We are pleased to see that the representative of the Co-operative Association at Division 1 is meeting with such success in getting new members, he having already signed up over a hundred. Our worthy representative at this Division, Conductor Ira Gott, is also some busines getter, he having signed up two hundred and ten and has more on the string. And why not? It is the cheapest and best thing in its line, so if you are not a member get busy. See any of the office force or Ira Gott and they will be pleased to sign you up.

We are glad to report that Motorman Wilmot, who was so badly injured some time ago, is doing nicely and is now able to sit up. Go and see him if you can, he will be pleased to see you. He is at the Golden State Hospital.

Conductor Leo Garrett was running to catch the San Pedro "Hobo" the other morning when he had a nasty fall, cutting both knees very badly and having four stitches put in same. The old story of more hurry less speed.

Conductor R. L. Smith is at the Golden State Hospital, having recently undergone an operation for appendicitis. He is getting along very nicely and would be pleased to see any of the boys that could call.

Conductor McElfresh, who left for El Paso a few weeks ago, on account of his health, has returned greatly benefitted and is again on his run.

Motorman A. E. Johnston, who was unfortunate enough to get mixed up in two auto accidents lately, has been granted a layoff to recuperate.

Motorman M. J. Sherman has been granted a lay off to vist his brother in the northern part of the state.

Clerk C. W. Lawson, who left for Denver about January 1st to attend to some property interest there, has decided to remain and his resignation has been received. Mr. E. O. Baker will fill the vacancy.

Oh, yes, nearly forgot, but did you hear that our sporty switchman, Charlie Merrill, had been bitten by the auto bug. Yes sir, he turned up the other day all lit up like a circus wagon with his swell little flivver vintage of 1912 and just as soon as Charlie gets nerve enough he is going to drive it up and own Dayton Avenue at least. That is what Lee says.

DIVISION 4

Conductor Jack Yonken says he hopes a secret service man gets on his car before his uniform loses its press. A sailor got on Jack's car the other day and asked to be let off at Bonnie Brae. "Sure I'll let you off there, Buddy," replied Jack. The sailor gave him a lingering once-over. "Say conductor, didn't you just get out of the navy?" he asked. "I've been out about six months," replied Jack, "how did you know I was in?" "Because," explained the seaman, "I see you are still wearing your sailor pants." That is how Jack became aware that his trousers were very, very baggy. Are you a sailor, too?

Motorman G. E. Hedden, who has been with us for the past eight months, was attacked with a severe case of homesickness, so he is leaving for his home in Erie, Pa., Feb. 28. G. E. has worked for the company three times since 1914. He loves the Sunny Southland, but also loves his home "back east." He will be back again next fall.

Motorman T. H. Speed proves that there is nothing in a name. T. H. is one of the most careful motormen we have, is an advocate of "safety-first," and has found out in the four months that he has been with us that he does not have to keep the controller "on the brass" all the time to keep on time.

There was a happy smile in the assembly room last Monday evening when a bulletin was posted announcing that there would be a shake-up on February 24.

Conductor E. F. Hedtke has decided not to do any more shopping while on duty. E. F. is sometimes a little forgetful in giving the "ding-ding." While some passengers were getting on out on W. Jefferson, E. F. jumped off to get some change in a store. When he came out his car was a half mile up the line and still going. At Seventh and Central he got off to get some tobacco. When he came out his motorman, J. R. Hollander, was waiting for him to flag down at Alameda.

Motorman S. H. (Fatty) Duncan is on a ten-day leave to get his breath.

After reading about our little midget, Conductor F. A. Bryant becoming a daddy, a trainman met him on the street and desiring to know of the baby's welfare he said to him, "Hello Bryant, how's the little boy?" "Oh, I'm alright," replied F. A., "how's yourself?"

DIVISION 5

Cupid got busy within the past two weeks and as a result Motorman P. C. Kreitz took unto himself a bride. Also Conductor C. H. Llewellyn crossed the bridge of matrimony and is now a married man. All at Division 5 wish to congratulate them and our best wishes follow.

Conductor A. O'Donnell has returned from a 30 days' vacation and is now back on the cars.

Motorman J. A. Limes has returned from a thirty day leave of absence.

Conductor L. L. Boatman is now at work again after being off for 7 days.

Conductor Geo. Piccolo has returned to work after being off for 14 days.

Division 5 wishes to congratulate Division 2 in winning the Safety Pennant, but Supt. C. A. Morrison says Division 2 will have to watch Division 5's smoke for the next period, for he feels sure we are going to win it.