

TWO BELLS

L. A. RY. AGAIN RATED AS LEADER IN U.S.

Still another tribute from an experienced railway executive places the Los Angeles Railway at the forefront of street railway systems throughout the country.

This time the pleasing commendation comes from R. M. Wickland, executive of the International Railways of Central America, which include four lines. Mr. Wickland has headquarters in Mazatenango, Guatemala.

He says, "I find that your system in Los Angeles is just as good, and a great deal better than the majority of those I had the pleasure of riding."

The letter in full, received by R. B. Hill, superintendent of operation, is as follows:

"Reading some time ago that your company would be pleased to hear from the public, in regard to the movement of your trains, also the handling of same by your employes, I, being in this line of business for the past 35 years naturally take a deep interest in same.

I landed in New York about a year ago. I took in all of the eastern, middle west and northern cities, and make it a point to ride on street railways, as much as possible, and I find that your system in Los Angeles is just as good, and a great deal better than the majority of those that I had the pleasure of riding.

As to your motormen and conductors, they seem to be very considerate. In fact I have taken a deep interest in one of your conductors on the West Adams line, for his exceptional courtesy. His number is 1508.

Trusting that the good work will continue, I am,

Very truly yours,
R. M. WICKLAND,
301 South Grand Ave.

Conductor No. 1508 is J. J. Olexo, of Division Three.

A Shortage Somewhere

An advertisement of a popular spectacular play has this to say of two of its attractions:

"5,000 People.
4,000 Costumes."

"Look here, is this peach or apple pie?"

"Can't you tell from the taste?"

"No, I'm hanged if I can!"

"Well, then, what difference does it make?"

That's The Spirit!

BY R. B. HILL
Superintendent of Operation

I CAME BACK to my office, after a slight attack of influenza, to find the desk piled high with matters awaiting my attention and found that many others have been off sick, as I have been. But my first job is to write these few words of thanks to the trainmen who have responded nobly to an emergency.



Fortunately the influenza that has been going the rounds has not been serious, but it has been a tremendous inconvenience and has kept hundreds of men at home for short periods. But service must be kept up at all times as a street railway is supposed to be immune from battle, murder or sudden death.

The sickness caused a serious shortage of men, which resulted in runs being held in at every division. It was only by the hearty co-operation of trainmen that the railway was able to maintain service for the public. Time after time men who handled straight runs volunteered to take out morning and evening rush hour trippers. I know what that means in sacrificing rest and convenience. Often the men were feeling none too well after a hard day's work with heavy traffic.

It was another demonstration of the Los Angeles Railway spirit. It is the spirit that makes fair minded Angelenos and visitors from Maine to Mexico praise the system and its men. It is the spirit that brought our January accidents far below the mark of January last year. It's the Los Angeles Railway spirit.

Men, I thank you.

SAFETY TEACHING COPIED IN EAST

Seeds of safety planted in Los Angeles have blossomed in Columbus, Ohio, according to a letter received from C. E. Lacey, manager of transportation for the Columbus Railway Power and Light Company.

The railway sends out a letter to employes each week and aims to include one good thought on safety. John Collins' suggestion that motormen riding a car while off duty study the work of the motorman in charge, was taken as the basis for the one weekly letter after Mr. Lacey read Two Bells. He then wrote his praise of the idea and explained how he used it in Columbus.

SCRATCH

Said one little chick with a funny little squirm,
"I wish I could find a nice, fat worm."
Said another little chick with a queer little shrug,
"I wish I could find a nice little bug."
Said a third little chick with an odd little squeal,
"I wish I could find some nice yellow meal."
"Look here," said the mother, from the green garden patch,
"If you want any breakfast just get up and scratch."

BIG EVENTS FOR MONTHLY DANCE

When arrangements were made for the February monthly dance on Saturday the twenty-fifth, the program was designed as one of the best for several moons, with the following lineup, starting at 8:15 P. M.

Olivet Minstrels, composed largely of employes.

Presentation of premier Safety Division Flag to Supt. Morrison of Division 5 and a short talk by John Collins, supervisor of safety.

Dancing and refreshments.

Here's Bouquet for a Whole Crowd

Los Angeles Railway, Gentlemen:

I think the men operating the Huntington Park cars are very obliging to the public and I wish to express my appreciation for the service they give us.

Grant R. Young.

216 Walnut St.,
Walnut Park.

SCORES WILL BE POSTED ON BOARD WEEKLY

Just to demonstrate in a friendly way that one kind of a safety contest is as good as another, Division Five has started off to win the responsibility race after taking the flag in the last "total accidents" match.

During the present contest the standings will be sent to divisions weekly by the safety bureau. Investigation to determine responsibility often takes several days and this makes it impossible to give daily scores.

For the week ending February 18 the scores were:

| | Accidents | Preventable | Responsibility |
|-------------|-----------|-------------|----------------|
| Div. 5..... | 51 | 1 | 2.0 percent |
| Div. 2..... | 74 | 4 | 5.4 percent |
| Div. 1..... | 49 | 4 | 8.2 percent |
| Div. 4..... | 39 | 5 | 12.8 percent |
| Div. 3..... | 51 | 7 | 13.7 percent |

A check made shortly before Two Bells went to press showed Division 5 still leading with 3.9 percent responsibility. Within a short time it is expected that the five divisions will be closely bunched around 8 percent responsibility, as that is about the average for the system.

The safety cars of Division Four will not participate in the safety contest as a separate group, as was first planned.

In the last contest when total accidents was the basis of calculation, the safety cars made a very creditable showing in accident prevention and, along with the other cars of Division Four, put up a good fight for the pennant and only missed it by a few points. But in the present contest responsibility is the basis and these facts developed:

The two-man cars have a number of boarding and alighting accidents caused by passengers jumping on or off a moving car. Another common accident is the knocking off of car steps by careless auto or truck drivers.

Have Big Advantage

With safety cars, these accidents do not occur. The inter-operation of the door, step and controller make it impossible for passengers to board or alight with the car in motion and the

(Continued on Page 2, Cols. 1-2)

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

A Silver-lined Cloud

THE SICKNESS that has been going the rounds in the past two weeks has presented some serious problems in street car operation.

There is no concealing the fact that a large number of employes in all departments have "been under the weather" and nothing could be gained by an attempt to minimize the difficulties.

Colds, la grippe and mild influenza have affected many. Everyone is thankful that the sickness is mild and bears few of the ear marks of the epidemic of 1918. No deaths and only a few severe cases have been reported in the company, but that it has been a large sized nuisance, all will agree.

All divisions have had to hold in runs at times, due to the large sick list. Incidentally the sick list is not published in Two Bells this week, as the average time off is but a few days and many reported sick when the list was compiled will have returned by the time the paper is printed. Apparently the worst stage has been passed.

The sickness has brought out some fine demonstrations of company spirit at the car houses, in the shops and in the offices. Those unaffected have worked longer and harder to make up for those away.

The situation has given a lesson in the value of good health and the importance of maintaining it. It has demonstrated that worry is no help, but is a hindrance. Many have learned that proper precaution can prevent lengthy sickness and have learned how to take care of themselves. The lessons learned will be valuable in the future.

The spell has been a dark cloud, but it has had some of the proverbial silver lining.

PLAN FOR SAFETY CARS IN CONTEST ALTERED

(Continued from Page 1, Col. 4)

folding feature makes it impossible to knock off a step. Another advantage of the safety cars is that they have more clearance in curves than other cars, hence much less overhang and this does away with the chance of "squeezing" autos which run up too close to the tracks at such curves.

Since the safety cars protect passengers against their own carelessness as well as giving them all the protection of the operators and as they are practically immune from the majority of accidents incurred by other type cars, they would have a big margin of advantage over other cars. The features are a good advertisement for the safety of the safety car but they do not fit in with the contest plan.

May Compete Later

The facts stated above developed soon after the new contest opened and there was not time enough for sufficient analysis of past accidents to establish a way in which the safety cars could compete with the others on an even basis. If there were safety cars at each of the five divisions an inter-division contest could be arranged with the safety cars in a separate class, but all these cars are at Division Four.

It is the aim of the safety bureau to devote considerable attention to this matter at the end of the season so that when the contests start again next fall the safety operators will be competitors.

UNLIMITED ABILITY

The town band had been royally entertained in a neighboring village where a concert had been given. On the train home the conductor had some trouble getting the ticket of one of the musicians. After several futile attempts to get his fingers into his vest pocket, the musician gave it up and announced:

"I've losht th' dang thing."
 "Come, come" ejaculated the conductor encouragingly. "You couldn't lose a thing like a railroad ticket."
 "Oh, I couldn't, hey?" retorted the other with indignation. "Y' don't know me. I jusht losht the bass drum, thass what I did."—Disston Crucible.

New Track Placed in Div. 2 Entrance

Some of the track at the entrance to Division Two car house has been replaced after doing valiant service for many moons. The worn spots at cross-overs indicated the heavy service the rails underwent.

For Mtr. A. B. Parker, Div. 1

Los Angeles Railway, Gentlemen:

Would like to report a near accident on East First St., today, about 3:45 P. M. Car No. 730, Motorman No. 597. Auto skidded onto car tracks, motorman must have foreseen what was going to happen, and stopped, avoiding a serious accident by a close margin. As I drive an auto myself and also happen to be a Steam Railway Employee, U. P. R. E., I surely appreciated the presence of mind, and quickness of your employe and I believe he should be commended for his good work. Car was going east. I was standing in front end of car.

HOWARD ALLEN,
 4231 Louisiana Ave.

At the end of six weeks of married life a southern darky returned to the minister who had performed the ceremony and asked for a divorce. After explaining that he could not give divorces, the minister tried to dissuade his visitor from carrying out his intentions.

"You must remember, Sam, that you took Lize for better or for worse."

"I knows dat, parson," rejoined the darky, "but she wuss worse than I took her for."

BULLETINS

ISSUED FEBRUARY 27, 1922

BULLETIN NO. 30.
 Notice to Conductors.

Some party is attempting to ride on a Police Reporter's Badge.

These badges are similar in shape to the regular Police Shield, but are much smaller in size and must not be accepted for transportation.

BULLETIN NO. 31.
 Notice to Trainmen.

To prevent loading papers on cars in the congested district, evening papers are delivered to 7th and Alvarado, by truck and are distributed to the cars for transportation from that point.

Crews will, therefore, handle papers loaded on cars at 7th and Alvarado under same conditions as those loaded at downtown points.

P. B. Hill
 Supt. of Operation.

Cushion Crossing To be Installed at 11th and Flower

An experiment with a cushion crossing is to be made by the engineering department at Eleventh and Flower streets. Installation will begin soon.

The crossing has rubber cushions underneath the steel in the corners where the tracks cross. These cushions are calculated to absorb the jar of a car passing over the intersection and to act like shock absorbers on an automobile.

They are expected to be a benefit in keeping the special work perfectly steady so that it can stand up under the strain better and not make paving and ballast repair necessary as soon as some other intersections.

How to Catch Cold

Go out of the warm house without your coat, and walk to the street car or to a lunch room.

Over-eat. This draws the blood to the stomach to aid in the digestion, therefore hindering the circulation elsewhere.

Sit in an unventilated room in contact with other people who have colds.

Inhale all the dust possible. This irritates the lungs and nose and can cause pneumonia.

These are just a few of the ways in which some of the large number of colds have been caught, which have been besetting all the employes in the company lately.

Of course, we don't want you to catch a cold, but if you want a cold, the foregoing description on the way to get one will be very effective.

Gets \$5 Reward For Finding \$7

Conductor W. R. Hobby had the good fortune the other day to find a beautiful handbag on his car, containing, among other things, seven dollars in cash. Hobby was very much pleased the next day when he was notified by the Lost and Found Bureau that the bag had been called for and that the owner had left a crisp five dollar bill as reward.

TRACK WORK IMPROVES SERVICE

Considerable track work completed recently or now under way is improving operating conditions in various parts of the city.

The work on the West Sixth street line between Gramercy and Norton on West Third has been completed. New ties and new rock ballast have been installed, giving a fine stretch of even track.

The stretch along Pico street between Vermont and Western is nearly finished. The next step on this line will be the reballasting, paving and installation of tile drains, from Western to Arlington.

Another ten days will see the reconstruction on Washington between Vermont and La Salle avenue finished. The west end of Washington street track was put in first class condition a short time ago so that with the completion of the present work there will be excellent track and paving on that long run.

A new westbound curve has been installed at Fifth and Olive.

FOREMEN CHANGED ON OUTSIDE WORK

Adelbert Bartlett, who has been with the maintenance of way department since 1894 and began service as a motorman out of Division One in 1894, has been made inspector of excavations for the engineering department. He was foreman of a paving patching force. His new work is to check up on excavations for gas mains, sewer pipes, etc., made under company tracks, and see that the replacement work is done so that tracks will not sag and necessitate opening the street and reballasting.

Ed. Hafer is now in charge of the patching force. He started with the company in 1911 and left for a while to try ranching, but returned to his former work.

Waldo Smuland, who worked here for three or four months several years ago, has returned and has been put in charge of a small patching crew.

K. O. for ex-Boxer in Matrimony Bout

Motorman Frank Cimmino of Division Three is better known as Kelly, as he had that name tacked on to him when he took part in the bouts at Jack Doyle's. Now he has become famous by going into a matrimonial bout.

He went down for the count and capitulated to Miss Denuptis. The interesting event took place recently and many wishes for a long and happy life are extended to the newlyweds.

For Mtr. T. Forrester, Div. 1.

Los Angeles Railway, Gentlemen:

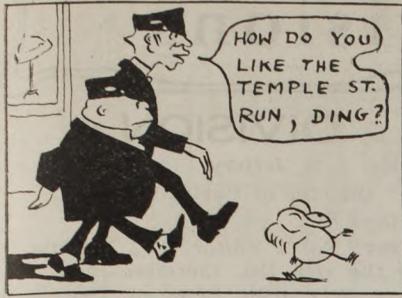
I wish to give a word of commendation for Motorman No. 1965, of the Maple Ave. line.

I am compelled to ride the cars at a late hour and have always found him very courteous and obliging. I sincerely appreciate his kindness.

Very respectfully,
 MISS GLADYS MYERS
 261 E. 50th Street.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

BOUQUETS RECEIVED LAST WEEK

Division 1.

Conductors E. P. Johnson, J. D. Woods.
Motorman W. H. Neighbors.

Division 2.

Conductors W. E. McKoewn, A. E. McLaughlin, D. M. Wood.

Division 3.

Conductors L. H. Parker, J. C. Phillips.
Conductor W. L. Price, Div. 4.

Division 5.

Conductors L. Hart, D. Craig, H. L. Gayle.

For Mtr. W. E. Hancock, Div. 2.

Los Angeles Railway,
Gentlemen:

I desire to say a good word for Motorman No. 9, car 532, on the Maple Avenue line.

I came into town on westbound car, which reached Spring and 11th about 10:30 this a. m. The streets all the way down were flooded, and that motorman seemed to find nothing too much to do in order to accommodate passengers, making his stops so as to enable them to either get on or off the car at the places where there would be either none or very little "wading" to do. Such men are worthy of notice and do much to overcome the criticism of the service, much of it justified, and caused by men who do not appear to have either the common sense, good judgment, or courtesy, shown to your patrons by No. 9.

Yours very truly,
R. W. HADDEN,
1119-20 Stock Exchange Bldg.

□ □ □

For Condr. C. L. Walinder, Div. 2.

For Condr. D. W. Beatty, Div. 3.

Los Angeles Railway,
Gentlemen:

Please forward this letter to proper department, as I want the employes to have the benefit of deserved commendation. Conductor 146, in charge of car 170, at 9:58 p. m., January 1, at 28th and Hoover, is entitled to be commended for courtesy at the time of accident and during entire trip from 35th, where we entered car. The night and storm conditions were very trying.

Also on Eagle Rock car No. 655, Conductor No. 444, deserves especial commendation during derailment of car at Division Street. It was an accident that could scarcely be averted, under the circumstances, and if accident or derailment was due to a mistake of judgment, their judgment was carefully exercised and they should be especially commended rather than censured by the company. We appreciate every courtesy by employes and while we censor when necessary we also commend when due.

The accident or derailment at Division Street, referred to, occurred January 2, about 10:30, or thereabouts.

My wife joins me in this commendation and we trust same will reach the proper department.

Very truly,
H. R. COLLINS,
1549 Hazelwood Ave.

□ □ □

For Condr. C. A. Park, Div. 2.

For Condr. C. O. Winkler, Div. 3.

For Condr. E. H. Link, Div. 5.

For Condr. N. W. Wagner, Div. 5.

Los Angeles Railway,
Gentlemen:

I send you four numbers of gentlemen of whom I spoke of some time last year.

As I am an agent and spend from 10c to 30c a day for fare I am in a position to observe quite a few of them. I must say they are all very good as a rule. The ones I send to you are those who take an interest in your patrons and seem to be ever watchful of their welfare, who go out of their way to make it pleasant for all. It appears to be natural and not put on. They are not aware of the fact I do this, otherwise I would not. Numbers 190, 2560, 2030 and 1940.

C. H. JOHNSON,
The crippled colored man,
781 Gladys Ave.

Tell Students WHY GOOD EXAMPLE MAKES GOOD MEN

Teach New Man to Assume Full Responsibility and Emphasize Safety First and Last

BY DAN HEALY

Assistant Chief Instructor

IN A RECENT issue of Two Bells I tried to outline a conductor's duties toward students. Now I wish to say a few words to motormen and safety operators.

On receiving a student, remember he has been on an "instruction" car a day or so, during which time he has gotten a start, and we have a line on his abilities. He is supplied with a rule book, etc., and a list of the most important things he is to ask you, and you in turn, are required to go over them with him. This should be done either at the car house or while you are operating car, or at terminals. While it is true this has been taken up on the "instruction" car, it is only by repetition and drilling that a new man, unfamiliar with the terms, can learn them.

Safety Comes First

Of course, the first essential is safe operation, and should be given close attention. For anything you tell him to do, give him a reason, if possible, but not necessarily while he is operating, as this takes his mind from his work. For instance, you might have a man whose habit is to run too close to intersections before starting to stop. Explain to him the danger, if the brakes failed, or if the track was slippery, and how he might collide with another car, and the damage and injuries that might result. If, after several days of this violation he apparently could not learn or did not care, you would be justified in telling him politely that unless he overcame his fault or faults you could not O. K. him.

Set Right Example

An instructor will ride the car to observe student during his breaking in. Please tell him any good or bad habits of the student. The student should report for the run and work

the same hours you do. If possible, let him operate through heavy traffic, keeping close watch on him. If he gets tired or nervous, let him rest a trip or so, and set a good example while you are operating by not violating rules or taking chances. When student leaves a line he is supposed to know it as thoroughly as you do. The last day or so he is with you he should be able to take a run out and work the full day without having to be cautioned. If he can't do it with you, how can he do it away from you?

Remember, it is not always possible or desirable to O. K. a man in the seven days he is assigned to you, and it is your privilege to keep him until he is safe and competent. If in your judgment a man will not make good, notify this office through the emergency board.

Do You Want Students

In making out trip sheets for time, show total on the one sheet; also make out the little card No. 520-0, and turn both of these in to division promptly, so that time can be made out for instructor and student. Any information you want to give to the Instruction Department about student please show on back of form No. 520-0.

New men will have a signout card, which you will please sign if he is O. K. Men for additional qualifications will be given form No. 520-0 only. Have these men operate car the same as new men and keep them until they know everything about the line. Be sure and make a trip sheet for your time, as from it we show the line a man has qualified on as well.

As I said in my article to conductors, we prefer to use a swing run for any class of students, and would be pleased to hear from men of proper qualifications for line instructors, and who, aside from the additional pay received, are willing to teach new men properly. We will be willing to explain what we think is the proper method, or give any information at any time. Likewise we appreciate suggestions.

VARIETY OF BOOKS ADDED TO THE COMPANY LIBRARY

Some new books ranging from Zane Grey's adventure stories to mathematics have been added to the company library and are available now. These books may be taken out for 14 days and are subject to renewal unless otherwise marked.

Following are the books:

Successful Family Life on a Moderate Income, by Mary H. Abel; The Training of a Secretary, by Arthur L. Church; Applied Science for Woodworkers, by Wm. H. Dooley; Mathematics of Accounting and Finance,

by Seymour Walton; The Care of Human Machinery, by R. M. Wilson; Principles of Depreciation, by E. A. Saliers.

Secrets of Earth and Sea, by Lankaster; To the Last Man, by Zane Grey; The Elements of Electricity, by W. H. Timbie; Effective Business Letter, by E. H. Gardner.

Interest Table, by J. E. Coffin; Boys' Book of Astronomy, by Ellison Hawks; Vandemark's Folly, by Herbert Quick; Passing of the Old West, by Everts; The Settling of the Sage, by Everts.

It was their first real quarrel. "If I were you," she said, during a lull in the domestic storm, "I would have more sense." "Of course you would," he retorted. She is still puzzling over his words, decisively.

The Police Sergeant: "I think we've found your missing wife." Mr. Henry Peck: "So? What does she say?" The Sergeant: "Nothing." Mr. Peck: "Says nothing? That's not my wife."

On The Back End

(Contributed)

"I found a fur today, Mac."
"S that so, where?"
"Found it on a street car."
"What kind of fur was it?"
"A trans-fur!"

G. R. STEVENS, Div. 5

* * *

Former Operator L. E. Cooper, who is at present on the police force, came tearing into the Division Four office a few nights ago ready to arrest the whole tribe. The reason was, he at one time owned a Ford. He sold it to one conductor. The conductor ran the Ford into another auto, doing damage to the other machine to the extent of \$12.50. Cooper's name still being on the license, the bill was sent to him.

* * *

When Conductor J. A. Madigan, of Division Two, starts on his run every afternoon one would think he was going to the North Pole. He has rubbers, overcoat, two sweaters and a few other things too numerous to mention. His motorman has to check over the equipment every day before pulling out.

* * *

The English are so original b'gosh. Motorman Gunner had to paint the roof of his home and attired himself in a B. O. bathing suit, then attached one end of trolley rope to chimney and put the other around his waist.

* * *

Conductor C. M. Smith, of Division 3, West Eleventh Street line, is in training for the next marathon. He was observed the other day sprinting behind his car toward the Los Angeles High School. It was rather mean of his motorman, Frank Bean, to go away and leave him at the phone.

* * *

Dear Editor:

In reply to the objection raised by Conductor Staten, of Division One, would say that when a poet writes a nice little lyric like the alphabetical transfer, he has always been allowed to draw on his imagination to a small degree, i. e., he uses his poetic license. Hoping that this will elucidate the matter, I remain,

CONDR. J. A. McDONALD, Div. 3.

* * *

Motorman Sanford tells this one on a new conductor who was working out of Division Four:

The new man, evidently of Swedish ancestry, was making one of his first trips alone on an East Second car. It was night time and the trolley came off. Our hero jumped out, put it back and gave two bells. Half a minute later they came to a railroad crossing and Sanford stopped the car. The new man thought the trolley was off again, so he jumped out and shaded his eyes from the light of the car to look for the trolley rope. He was blocking his own vision of the rope and after running up and down the car a couple of times he called to his motorman:

"Turn out the light a minute so I can see to put the trolley on."

* * *

A woman with a small child boarded a Washington car and asked for a transfer, specifying Hill street. The conductor handed her one of the several he had punched to be ready for the rush. The little girl saw and wondered, then exclaimed to her mother: "Mamma, he must be a good conductor; he can pick out the right one without even looking at it."

Looking 'em Over at the Divisions

DIVISION 1

Conductor Staten resigned last week to enter other work. Staten was well liked and the boys hate to see him go. We all wish him every success in the world.

Sickness is playing havoc just now at this Division. The sick list for this division broke all records, even that of Division 4, last week, when seventy-six men of the Division were on the sick list.

Roy Ruggles of the office is one of the many men who is sick. Roy came to work one day last week but felt so bad he had to be relieved. He is getting along nicely, however, and we expect to see him back soon.

Mr. L. W. Sweeney, assistant to Mr. Plummer, director of traffic, is another one who is laid up and is being missed a whole lot.

DIVISION 2

This division is experiencing the worst epidemic in many years, it seems, as nearly everybody has a touch of the "flu." Superintendent P. V. Mann had a few days' trial, but recovered quickly. C. L. Christensen also had a touch, and he revived in a weeks' time. T. Y. Dickey got the worst streak of it, returning to work, after a few days in bed, thinking he was cured, caught a bad cold, and had to go to bed again. At this writing Mr. Dickey is up again, and we hope he will soon be able to return to work. Eighty-six trainmen are off at the present time.

Conductor C. R. Preston, the handsomest conductor in captivity, has gone on a trip to Murietta Hot Springs, on a quest for a cuckoo's nest. The trip is expected to take a couple of weeks, and, some one said, was being financed by Ed. Foresythe??

Division 2 has a bright crew in Conductor W. D. Schafer and Motorman J. Knight, who a few nights ago pulled car into barn, when relief crew was waiting up town to make relief. Error in reading schedule was the excuse.

Motorman J. T. Hall resigned Feb. 21 to return to Kansas City, his home. He expects to continue the street car game in that city.

Reports for the first week of the Safety Contest are in and they show Division 2 in second place. We had four accidents that week which could have been prevented. This is what keeps us out of first place.

F. Brockman has returned to work. He was called East by illness of his wife, who was visiting there. Both returned safely home and he reports his wife much improved in health.

Motorman Gunner has thrown up his two-car train on Moneta and bid in a run on San Pedro. The only excuse he gives is that the mirror is too far away and he has to strain his eyes to see that the rear step is clear.

From the way some of the men are deserting Grand and Moneta it might seem that the two-car trains are not as popular with the trainmen as with the public, but for every man who throws up his run, there are two to grab it, so it is just a matter of opinion after all.

Since the opening of the new Safety Contest every man has shown a new and added interest in what is going on, and we are prone to believe that when this contest is finished that the pennant will return from whence it started.

Who's Who



MANY A MAN weighing in the vicinity of 280 pounds is known to his friends as "slats" or "skinny," while the chap who extends about 5 feet six from the ground and hits 128 pounds, ringside, is greeted with "Hello big boy."

Another example of juggled titles is offered by Division Four, where they give the champion Pedro player the title of switchman and thus we introduce Harold Leslie Barden, who pilots the cars through the channels to safe anchorage.

Barden started as a motorman, September 3, 1918, and was made a switchman in July of the following year. When his duties as switchman and Pedro shark do not occupy too much of his time, Barden takes a fatherly interest in the extra movie queens at the studio across the way.

While on the cars he was a first class motorman and in his present capacity he is actively on the job and always ready to help trainmen in every possible way.

TRAFFIC CASE

These men were blocking traffic Your Honor, while they had an argument.

Were they in an altercation? No, Your Honor, they were in a Ford.

—Louisville Courier Journal.

For Condr. A. W. Hall, Div. 5
Los Angeles Railway.

Gentlemen:
Yesterday afternoon, while southbound on University car which reached Florence Avenue about 4 o'clock, and which was in charge of Conductor No. 1906, I noticed the following act of courtesy and kindness by said conductor.

At a certain street the number of which I did not notice, an elderly lady with one crutch was waiting to board the car. As she was physically unable to mount the steps alone, Conductor 1906 got down and fairly lifted her up and very carefully placed her in a seat.

When this old lady left the car at 49th street, he again helped her to her feet, placed the crutch under her arm and fairly lifted her off the car. He put his arm around her gently and guided her to the sidewalk, smiling pleasantly as he tipped his cap and resumed his place on car.

Respectfully,
MRS. EMILY JOHNSON,
1109 W. 88th Street, City.

For Condr. C. H. Bateman, Div. 4
Los Angeles Railway.

Gentlemen:
I wish to tender my sincere appreciation on behalf of the alertness of one of your conductors, number 2318, in charge of a Dalton Avenue car at Grand Avenue and Jefferson Street at about 5:50 o'clock this afternoon.

I boarded the car from Jefferson Street and as it was not crowded I stepped in. As the car turned south, I lost my balance falling toward the door, and would have pitched headlong into the street but for this conductor being more than awake to duty.

Sincerely yours,
F. H. BROYLES,
10th Ave. and 65th St., Hyde Park.

DIVISION 3

Well, in the present Safety Contest you are doing fine. From the latest reports you have gone into a beautiful tail spin and are in a nose dive for the cellar. In fact, you have already arrived and have a strange hold on that position. How come, how come? Oh, well, maybe you will bob up, serenely. Let's hope so anyway. At least you owe it to yourselves to prove that your previous contention that you were not to blame was true, so pull yourselves together and get out of that nose dive and go after the altitude record.

The fact that Conductor Staten of Division 1 took exception to the right of Conductor J. A. McDonald to take the body of an "R" transfer at Vermont at least shows that Two Bells is read. Mac's answer to Staten will be found in another part of this issue. I suppose there are transfers good at that point. Har, har!

The present epidemic of la grippe that is going around is sure playing havoc with the men at this division. At the time of writing we have sixty-eight men on the sick list. It has been necessary lately to call in the daylight men to take out the P. M. trippers, and the most of them have responded nobly, and their good will is greatly appreciated. Although it is very strenuous on those that are well, they are fortunate in having escaped the sickness, and their checks will be that much larger on pay day. The present epidemic appears to be of a very mild form, lasting only for a day or two, and we hope by next issue that it will have subsided and that we will be back to normalcy.

Jarvis Phillips of the shiny dome has given up the idea of raising hair and is now endeavoring to raise money by taking orders for periscopes. He has a sample with him and would be pleased to exhibit same to anyone interested. Please see him at once.

Charile Gillespie, our genial stenog, has left us, having gone back to the old job in the mines north of Porterville. We hated to see Charlie go, as he was efficient and well liked by all the boys. Mr. J. Fontaine of Division 1 is his successor and we wish him every success.

We have had trainmen coming to work an hour or two ahead of time and blaming it on the clock, but when the relief register man, Mr. Fernand, comes twenty-four hours ahead of time, it's the limit, and who does he blame it on? The result was a fast run to Division 2, where he belonged.

Conductor Ray Dean has Tom Lawson of frenzied finance beaten a mile when it comes to figuring overtime. He says 408 off time, due in at 26 it is now 25, five minutes to turn in. Five minutes six days a week is two bits. Some mathematician! I'll say so.

Bughouse fable: Motorman Oscar Dunman is seen bringing in his report card and Motorman Slim Barrett with a pencil of his very own.

Fro Condr. W. G. Figg, Div. 4.

Los Angeles Railway,
Gentlemen:

May I commend the very noticeable courtesy and good nature of conductor number 888, on Ninth Street car, number 202, late yesterday afternoon?

During the trying conditions of the crowded hours, delays and congestion, owing to the rain, his unflinching good humor and politeness were striking comments, and deserve to be mentioned to his credit.

Yours truly,
A. A. LEWERS,
(Mrs. C. R. Lewers)
915 Coronado Street.

DIVISION 4

Mr. J. G. Jeffery,
Director of Public Relations.

Dear Sir:

Div. No. 4 Editor C. J. Knittle is on the sick list, therefore there will be a very little news in Two Bells from Div. No. 4 this week. We have been looking for him to take the count for some time, as since he purchased his "Twin Six." (?) He has been slipping in several ways. Would advise him to dispose of same before he slips too far.

Night Watchman J. S. Hobson reported sick several nights ago, and as both extra switchmen are half sick, at the present writing it looks as if Day Switchman Barden will have to work both day and night shift before the week is over.

Before the ink is dry on this issue of Two Bells the Safety Pennant will be going south to Division 5 for the next three months. At the end of this time Division 4 will no doubt ask for its return as they did before.

Division Four has had the largest sick list in the last ten days, it has ever had. However, there are only one or two serious cases, and within a week most of them will be back on the job.

Ask George Ferguson why he did not find out and inform a certain person that he did not have to work February 22, thereby causing this person to work one-half day of a perfectly good holiday.

If you want to hear a good story ask Sam to tell you the one of the colored lady's baby on the street car.

SUPT. L. L. WIMBERLY.

DIVISION 5

Motorman R. W. Jones has resigned to attend to the business of his brother, who has been ill for some time.

Foreman John Robinson was seen riding around in his Ford last Saturday with four "skirts." This was quite a surprise to everyone, for we all know that Johnnie is a married man. We learned later that the "skirts" were some that he had purchased for Mrs. Robinson.

F. T. McClendon returned last week from a three months vacation. He has been visiting relatives and friends in Southern Oklahoma.

Motorman L. H. Weber has resigned to accept another position.

Someone has suggested than a collection be made to buy a new hat for Conductor O. S. Nyhart. Nyhart has reported to work in the same hat for the last five years and it is beginning to show signs of the wear. Motorman Hewett will be in charge of the movement, so leave all donations with him.

We have been having a hard week on account of so much sickness, but believe everything will come out all right. The extra work, which the regular men who have escaped the epidemic have been doing, is very greatly appreciated.

L. O. Larson has returned to work after a leave of three weeks.

The switching service at Division Five has been very much demoralized by the sickness of Wm. Stoll, O. S. Trabue, and C. D. Worley, switchmen. Motormen H. O. Lillie and W. F. Webster have been assisting with their work.