

TWO BELLS

VOL. 1

DECEMBER 6, 1920

No. 27

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

Big Xmas Entertainment Planned

ROAD SPACING IS ADVISABLE THROUGHOUT ENTIRE RUN

By JOHN C. COLLINS
Traveling Supervisor of Safety

Every man thinks he has good judgment and is using it, but if every man had used good judgment it would not be necessary for rules. Rules are made for the few who do not use good judgment, and naturally catch the good man who occasionally makes a mistake.

Do you realize that it is the motorman who puts what he calls good judgment above a rule is the one who has the rear-end collisions and nearly



all other accidents? When a man questions a rule of safety, and according to his judgment, it is not a good rule, that generally shows what kind of judgment he has. His accident card will show the rest. The man who makes an effort to observe the rules is bound to improve; he can't do otherwise.

Interest in Work

To make the work a pleasure, you must be interested in it. If interested, you take pride in the way you handle your passengers; you study how to make each stop better than the last one, until you can make a smooth stop, just when you want to, then the smooth start. You also study how to use the mirror and exit gates properly; how to use the gong to the best advantage; when to ring and how to ring so it will have the desired effect without irritating anyone.

When you think you are as good as any other man up to this point, you can study coasting. There is no limit to the study along this line. Just because the rules says 600 feet is the distance you should stay back of your leader in Zone 2, there is no reason why you should consider that is the only place to use road space. Use it in both zones, and on everything ahead of you. Make your own road space.

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

Hope You Don't Know Her



TO START out and say we hope you don't know the young lady sounds typically awkward of a paper read principally by men.

To explain, let it be said that Miss Ardena Felch is a clerk in the claim department. Sometimes it is necessary for trainmen to visit the claim department after an accident. No one likes accidents, and trainmen who follow safety rules in car operation do not have occasion to visit the claim department. Now maybe that clears it up a bit.

But if a trainman has to visit the claim department he is most likely to see Miss Felch, and that makes it better than he had anticipated.

If that is satisfactory the story will stop right here before any more bad breaks are recorded.

Flagman To Be On Duty At The Plaza

A flagman will be stationed at the Plaza from 3 P. M. to 7 P. M. Inbound cars on Sunset will not make additional stop at Main street intersection after they have received signal to proceed. Outbound cars from Main to Sunset will not have to stop at North Spring intersection after receiving signal. South-bound cars on Main (West Adams and Hooper Avenue cars) will make stop at South-bound property line, where passengers will board or leave cars. After receiving signal it will not be necessary to observe arbitrary stop-sign during these hours. This in effect only during time above mentioned.

Conductor F. P. Walker, of Division 5, is showing a good spirit in his use of Christmas seals being sold under the direction of the Los Angeles Tuberculosis Association for funds to fight for a healthy new year.

Cars Will Load In Full Length Of Safety Zone

During the extra heavy travel that is now being experienced in the Christmas holiday season rush, street cars are to follow the San Francisco system of loading in the downtown safety zones. Cars will load and unload passengers the full length of the safety zone, whether they are at the front or back. Then when traffic is opened by a traffic officer or the automatic signals all cars that have been standing in the safety zone will proceed directly across the intersection without making another stop, unless the motorman receives a signal from a supervisor or loader to wait.

This is one of the many ways in which the Los Angeles Railway is endeavoring to give the best possible service traffic conditions will permit, and is particularly necessary in view of the increased number of cars being operated.

SAFETY CONTEST STANDINGS CLOSE

A general tightening up of safety records which puts four of the divisions closely bunched in the accident prevention contest marked the standings completed November 27. Division 2 is still leading, and has increased the lead slightly to a total of 946 points. Division 5 holds second place with 934. Division 3 ranges just three points behind with 931.

Division 1 holds fourth place with 925, but is now being closely pressed by Division 4 with 923 points. The gallant fight Division 4 is making to counteract the bad start made early in the contest and to climb out of the cellar position is proving one of the liveliest features of the race.

Watch is Presented To Chas. Setzpfand

A beautiful watch was presented Saturday to Charles H. Setzpfand, retiring supervisor of construction and maintenance, by members of the engineering department. Chief Engineer P. B. Harris made the presentation, which bespoke the friendship of those who knew Charlie in his long period of valuable service to the Los Angeles Railway.

DANCING AND ACTING FOR CONTINUOUS FUN FEST

Following the marked success of the monthly dance, held November 27 in Recreation Hall, when the "Hard Times" idea was carried out with great success, plans are under way for a series of special social features this month to celebrate the Christmas season.

While definite plans have not been perfected, it is intended to have the celebration and fun continue for two days or more, so that all employes may participate. There will be plenty of dancing, of course, and arrangements for entertainment will include varied programs for the pleasure of employes.

The November dance was a particular success because employes themselves had a part in the entertainment. The song, dance and talking act of Conductor A. Vejar, of Division 4, and his partner, with whom he was in vaudeville under the name of Weston and Weston, proved a big hit, and indicates the wealth of material that will be found among employes when the dramatics club brings out the stage ability of Los Angeles Railway folks.

BE WIDE AWAKE

The proper method to become a wide-awake man is, first, to think before you speak or act. Always keep your presence of mind. Never be hasty, as oftentimes we regret when it is too late. No paths are strewn with flowers; all have thorns. If you fail, try again and again, as experience is our teacher in most cases. Never think that the man with wealth has it the easiest after all, as he is wondering while you are sleeping at ease. Never give up.—A Conductor.

Have courage in everything you do, especially eating sausage at the quick lunch next to the dog pound.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

The Other Fellows Work

It seems to be natural for most people to fancy that their work is more difficult than that of anyone else. We stand and gaze and idealize on the opportunity that some more fortunate (?) brother has, and look only on the thin polished surface of the seemingly easy, "fat position" he has.

We worry and fret and grieve over our long hours—his short ones; our soiled hands and clothing—his velvety soft fingers and natty attire, but at the same time fail to note our ravenous appetites and restful sleep, while perhaps his worries have taken away all desire for food, and his overtaxed brain refuses to slumber.

"All that glitters is not gold." The prettiest flower may be the most poisonous. The homeliest person may have such a sweet disposition that all could love him.

As has been said, "Life is what we make it." In any vocation that may be ours, we, by our own actions, make friends or foes, and thus make our work pleasant or a failure. Often, some by their unthoughtful, uncivil, unsympathetic, noisy or foolish way may make or lose what one needs most—*friends*, and then wonder why the world seems set against us.

The Golden Rule applied when someone crosses adversely our life's highway will often remove a stumblingblock and make things right where otherwise serious trouble would have been the inevitable result.

The sure way to be happy and contented is to try to make others so. The way to be miserable is to do or say things that do not set well with those around you. Whatever your line of work may be, success depends, to a very large extent, on the way you meet those around you with whom you come in contact. Let us meet the other fellow more than half way, and make ourselves agreeable to all.

L. C. MORTON.

CHECK IS MADE ON GONG SIGNALS

A check for the safety of passengers and trainmen is being made in dangerous traffic points to see that motormen and operators do not start without giving the necessary tap on the gong. The regulations covering this were fully covered in the article written by John C. Collins, traveling supervisor of Safety, in Two Bells of November 15. If you wish to refresh your memory on this important matter, look up the complete file of Two Bells which is kept at every division.

Safety is more important than ever before with the record number of cars running and traffic heavier than ever before.

When a trainman shows high efficiency as a motorman and adds to his honors by being a traveling fireman, then he is certainly on the job. Such is the opinion expressed by the writer in commending Motorman C. F. Nixdorf of Division Four.

Los Angeles Railway.

Gentlemen: On the 2nd of November my car was standing in front of an apartment house. The car accidentally caught on fire. Mr. C. F. Nixdorf, motorman No. 2385, Division Four, one of your employes, noticed the smoke, and through his thoughtfulness and capability he saved the car with very little damage, and I want to congratulate you on the efficiency of your employes.

I am,

Sincerely yours,

THOMAS LYNCH,
1134 West Tenth Street,
Los Angeles, Calif.

Ten Commandments Of Success

DR. FRANK CRANE, the noted author, once gave out 10 commandments he deemed necessary to success for all salesmen.

They are given below, all of which are as well very applicable to street railway employes, and I hope they will willingly adopt them as their guide and rule of every "day's actions."

1. Be agreeable.
2. Know your business.
3. Tell the truth.
4. Don't argue.
5. Make it plain.
6. Remember names and faces.
7. Be dependable.
8. Don't be egotistic.
9. Think success.
10. Be human.

The Eleventh might be added:

Be considerate and impartial at all times.

CONDR. W. P. HASSLER,
Division 1.

In every case where a car pulls over a switch at any point preparatory to turning back, and another car comes up behind him, the second car is to stop at least fifty feet back of the switch point on the opposite track. This is to avoid the danger of an accident in case the rear trucks of the car taking crossover were to leave the rails.

More Homes Being Built On L. A. Ry. Housing Program

Thirty-seven employes placed satisfactorily in homes, 54 houses purchased and 17 houses under construction. This is the present score of the home building program of the Los Angeles Railway.

The first seven bungalows, showing the various types of homes to be built, are nearing completion, and are to be followed by another 10 new homes. When the builders have finished these bungalows, which are being erected near Division 3, they will start work on lots near one of the other divisions.

LEGAL ASPECT OF EJECTION GIVEN

The legal aspect of passengers being ejected from cars as a result of attempting to ride on bad transfers has recently received the extensive consideration of Los Angeles Railway executives. The decision, in brief, is that a passenger can not maintain a suit for damages against the railway unless unreasonable force or violence was used by a trainman in making the ejection.

The part of the state law covering this subject provides:

"A passenger who refuses to pay his fare or to conform to any lawful regulation of the carrier, may be ejected from the vehicle by the carrier. But this must be done with as little violence as possible, and at any usual stopping place or near some dwelling house."

The right of the railway to establish rules of fare and conduct is further set forth as follows:

"A carrier has a right to adopt reasonable rules and regulations for the conduct, comfort and protection of its passengers, and may enforce such rules or regulations by ejecting from its cars or premises one who wrongfully fails or refuses to comply therewith."

The Supreme Court of California has ruled that when a passenger was misdirected by the conductor of the first car and then boards a second car with a transfer which affirmatively shows he has no right to transportation, he can not insist on the conductor accepting his explanation as against the face of the transfer, and that when the passenger refuses either to pay cash fare or voluntarily leave the car, the employes of the carrier are justified in using the force necessary to eject him.

It is important, of course, that the ejection be made without the use of unnecessary force, and the question of unnecessary force is always one of fact, and the danger of these cases is not so much that the ejection was wrongful but that unnecessary force was used.

This letter was received by Conductor D. D. Bacon of Division Two, thanking him for his efforts in locating the owner of a key found on his car.

Dear Sir:

I wish to thank you for your trouble in returning the key to my apartment which I left on the street car a week or two ago, and I am endorsing a small check to show that I appreciate your trouble in the matter.

Yours truly,

EFFA P. SMITH.

A young street car passenger thought he had made quite a discovery when he noticed that the motorman had the same cap number as the number on his car.

A man, his wife and two boys went to cross a river in a boat. The man weighed 200 pounds, the woman 200, the boys 100 each. The boat could carry only 200 pounds. How did they get across?

GATES TO BE CLOSED TILL CAR STOPS

BY GEORGE BAKER ANDERSON
Manager of Service

I used to know a florist who made a lot of money setting up flower pieces, "Gates Ajar." It always means someone was through. Not necessarily through the gates at that. In reading Mr. Anderson's service talk this week, the thought of those floral pieces came to mind. Perhaps it is significant.

THE EDITOR.

There have been a number of absolutely inexcusable accidents recently, due to exit gates being opened before the car has come to a complete stop. There is no possible justification for this offense, and such acts warrant rigorous measures being taken under the discipline system.

The blame apparently falls to motormen and conductors alike. On the standard cars the motorman operates the front exit gates, but on the center-entrance cars the conductor operates the exits. On the safety cars, the possibility of any accident of this kind is happily impossible as the exit can not be opened until the car has come to a complete stop, and the resulting elimination of step accidents on safety cars has proved of great value to the company and the public.

Covered in Rule 28

The situation is covered in a few words under Rule 28, where it says: "Exit gates must never be opened until car has come to an absolute stop." That is as plain as it can be, and every trainman receives his instruction accordingly.

The only decision that can be reached is that opening of exit gates before the car has stopped is due to inexcusable negligence. The practice is dangerous at all times, and especially so at nights. With the car coasting slowly it is difficult for a passenger to determine whether the car has stopped. The result is a fall to the pavement or under the car, and a damage claim against the company.

There is one other matter that came to my attention recently, and while it is an exception, it shows a spirit that is out of place with the Los Angeles Railway and the trainmen who endeavor to give good service.

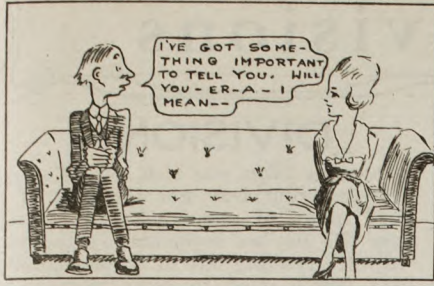
Transfer Not Punched

A complaint was received recently from a woman who was carried five blocks past her stopping place by the negligence of the conductor, according to her letter. She demanded a transfer to ride back, and one was issued. Being at night, she could not see quickly whether it was correctly punched, but alighted and boarded a car going back. She handed the conductor of the second car the transfer and then found that the first conductor had not put a single punch mark on it. Naturally, the second conductor could not accept it, but it put the brunt of the trouble on his shoulders.

While the majority of trainmen are exerting every effort to give the best possible service they can, such an act as that is decidedly out of place, and proper evidence against the offending conductor might result in the removal of a name from the run lists.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things

(Hand Pick d)

Motorman C. F. Kirkland of Division Four is commended for not only taking good care of his own car, but spotting what might have made trouble by apparently careless operation of another car.

Los Angeles Railway Company.
Gentlemen: Being a patron of your lines for a few months, I have paid considerable attention to your trainmen and the way they discharge their duties, and knowing of your credit and demerit system I would recommend Motorman No. 1777 of the West Pico and East First line for credits. As we were southbound on Broadway, motorman saw a car northbound on Broadway approaching with front trolley swinging in air, held by trolley rope only, the pole not being caught in proper place. Motorman flagged car and called the other motorman's attention to the same, perhaps saving considerable damage to property.

Respectfully,
W. S. McKEE,
Hotel Rosslyn, City.

Loss of a purse containing \$117 would be enough to worry most folks, so naturally the writer believed Conductor S. Jaffe of Division Five should be commended for his efficiency in collecting articles left on a car and turning them in.

Los Angeles Railway.
Gentlemen: Last week I lost my pocket-book on a Vernon Avenue car. The purse contained one hundred and seventeen dollars in money and a four-dollar check, besides a gold watch, a gold medal, and my eye glasses. There were also some smaller articles in the purse.

The purse was found and turned in by Conductor S. Jaffe, or No. 2388, of that line. That is a perfect example of the man's honesty, and I want to thank him through the company.

Sincerely yours,
MRS. J. H. LANDRY,
1639 East Thirty-second St.

Here is another of those fine "double-header" bouquets in which a regular passenger commends both motorman and conductor of a Maple and Heliotrope Drive car. The trainmen receiving this praise are Conductor R. H. Chishoom and C. E. Freeman, both of Division Two.

Los Angeles Railway.
Gentlemen: I, being an every-day passenger on your Heliotrope Drive line, must say that Conductor No. 1808 and Motorman No. 367 are the most courteous employees to all the passengers that I have ever noticed while traveling on so many Los Angeles cars.

A Constant Passenger,
MRS. GROSS.

Here is a bouquet for Conductor J. G. Richardson of Division Three, who is commended for his marked courtesy and accurate handling of tickets.

Los Angeles Railway.
Gentlemen: It is not a complaint that I have to make this time. Just wish to let you know of an especially honest conductor on your lines. His number is 332 and he runs the 8 o'clock car out of the city (Hawthorne).

Last Monday I boarded the car at Eighth street and gave him my ticket. He gave me a hat check and I sat down at the other end of the car. A few minutes later he came up to me and told me that I had given him two tickets and he handed one back to me.

It is really good to find out that there are still honest men left in this world. I hope you will keep him long on this run.

Yours truly,
FRED VON SCHACK,
Hawthorne.

PROSPECTS BRIGHT FOR DANDY BAND

Prospects are bright for an excellent Los Angeles Railway band, judging by the applications that have been received by C. V. Means, traffic manager, who is in charge of arrangements. The opportunity to try out for the organization under the direction of an expert leader has brought out numerous applications and more are to come. Several of the applicants state that they have had considerable experience in bands.

At the same time progress is being made in the organization of an orchestra, Mr. Means says. Motorman Valentine, of Division 4, is taking an active interest in lining up the musicians.

Cars Too Close To Cross-Over Risky

It is extremely dangerous for motormen to pull their cars so close to cross-over that they leave only just enough room for clearance for cars taking cross-over. Often they even pull so close as to block the turn-back cars, which means backing up again, in many cases backing the car behind them also.

If a car going against the switch point, under these circumstances, should split the switch, it would cause a collision of cars before the car going against the switch point would be aware of a derailment.

REPORTING ALL ACCIDENTS

All accidents must be reported to the dispatcher; minor ones at end of line; those of a serious nature at the first telephone that can be reached.

CARDS MUST SHOW CONDITION OF CAR

By R. R. SMITH
Chief Instructor

The Instruction Department is handling a considerable number of cases due to motormen being careless in not filling out properly cards showing condition of car when pulling into car house.

A large number of these cases are due to the leaving off of either the car number or the date, which renders the card valueless for the purpose for which it was intended, and for which carelessness there is no excuse.

We are also receiving complaints from the Mechanical Department showing cars being pulled into the car house defective, and no notation of this condition being made on the card.

In taking these latter cases up with the motorman we find that he frequently states he had the same car some time previous when it was in the same condition, the motorman claiming he reported the condition at that time, but that repairs had not been made. At the present time every car which is fit for service is being used every day, and the result is that in case of minor defects the shop men do not have an opportunity to make the required repairs in the short time that the car is in the car house. This, however, is no excuse for the motorman failing to continue reporting the condition of the car, and regardless of the fact that the defect has been previously reported, the card should show the actual condition of the car when pulled into the car house.

This matter was covered by a recent bulletin, but the bulletin has apparently produced no results. It is to be hoped that it will not be necessary for us to recommend demerits in any case on account of cards not being properly filled out and turned in.

On The Back End

(Contributed)

The other night one of the shuttle car operators forgot to turn in his unused transfers. Next day he handed them to C. E. Robinson, clerk of Division 4, saying, "I forgot to turn them in last night. "Robbie" made a face like a Chink in despair, and replied, "I'll overlook it this time, you being the only one on your line guilty of such stupidity."

CONDOR. C. J. KNITTLE.

A lady with two small children got on the car. She paid her fare. Nothing more was said. Then the little girl looked up at me and said, "I'm four years old." I answered, "Yes; tonight you will be six when you get home." The little girl turned to her mother and said, "How did he know?" So mother paid another fare, and all on the car had a hearty laugh.

EDW. J. MILLER, Div. 1.

The boys of Division 5 donated the price of a shave to C. R. Daves. Shorty had a broken razor, and as he is a good looking chap, the boys felt sorry for him. They made him promise to shave off the cootie garage, as it spoiled his appearance.

Leaving Seventh and Main, I started out to the front of the car to collect the fares; a young lady followed me and called, "Wait a minute." She paid me and said, "I thought you were not coming back."

CONDUCTOR LEE LASNER.

On a Sunday night I had a man stop my car and ask me for a match to light his cigar. He said he had not been to dinner and he would get killed when he got home. I told him next time something worse might happen to him before he got home if he stopped my car again to ask for a match.

MOTORMAN A. E. BARTLETT.

Safe Service Wanted On Cars

LET THE MOVIES SUPPLY THRILLS

(Continued from Page 1, Col. 1)

Treat everything the same as you do your leader in Zone 2.

Make Your Own Space
If you are approaching a blockade you can tell while you are two blocks away that it will not be cleared when you arrive. Throw power off, approach as in Zone 2.

If you are following two or more cars on Main, Spring, Broadway or Hill, you make your own little road space, but instead of 100-foot safety stop, make a five-foot one.

If an auto pulls in front of you, make your road space right away, whatever you think the proper distance should be, so if he had to stop quickly you have your safety stop to make so as to give him plenty of room for any move it might be necessary for him to make.

Calculate Stopping Point
Any object on the track ahead of you, if it is moving or standing still, should be treated as you would your leader, in Zone No. 2, but on a smaller

scale. In congestion, you can't get ahead any more than you can get ahead of your leader, your road space would be very small, at times about 20 feet.

While moving at a speed that would permit a five-foot safety stop, and anything is on the track ahead of you so you could see it far enough away to get car under control, and you do not do so but collide with auto, pedestrian, or any object, that is the same as a rear-end collision, and no excuse can be taken for it. Your road space will vary; it depends on speed and conditions.

An auto may be on the track ahead of you. You are both going at the same speed, say, twenty miles an hour. You are seventy-five feet in back of him, and you would think you were using good judgment because it is an auto.

Thrills Not Included
If you were following a street car the same way, would you think you

were using good judgment? No, you would not. But do you realize the auto can stop in less than one-third the distance it takes a car to stop, and he may have to stop any time. He, also has the right to be on the track. Autos don't have to get off the track as long as they keep moving. If you try to force him off, he will get off when he gets good and ready, and not before.

You can use road space from one end of your line to the other without having any set rule for distance. You can use it at every dangerous street, approaching all track crossings and electric switches, curves, and danger of all kinds.

When you have made a study of coasting and work it in conjunction with road space, your work will be interesting, and you will begin to see that after a few years of experience on the front end you are just beginning to learn the game.

When passengers board your car and pay their fares, they are supposed to get a good, safe ride to their destination. They don't pay for thrills, and we are not supposed to furnish any. Let them go to a picture show for their thrills.

Looking 'em Over at the Divisions

DIVISION 1

Motorman L. G. Lane is wearing a buckskin coat. Wonder what he will do when winter comes!

Conductor Sam Edwards is reported to have a side line, outside the street car line he works, that will interest anyone with the "rheumatiz."

Conductor A. F. Steiner tells a story of an old lady who got on his car Sunday morning and presented a nickel which the conductor decided was bad. He called her attention to it, and received an apology and the explanation that she had intended to put it on the church collection plate.

Conductor H. O. Funk pulls this one:

"A young man 60 years old boarded his car at Sixth and Alvarado, paid his fare, and stepped to the closed section feeling in all pockets of his overcoat. Then he took off the overcoat and continued the hunt. Finally he walked back to the conductor and said, "Young man, I guess you will have to give me a transfer. I had one left from yesterday, but I don't seem to find it now."

Better watch your transfers, boys, for such cases as this.

DIVISION 2

Clerk A. M. Emerson is back on duty after taking a leave of absence to commit matrimony. The wedding occurred November 24 at 326 East 52nd Street, where the newlyweds are now living. The bride was Bertha M. Daly. The hearty congratulations of Division 2 boys, and lots of others, are extended to the popular clerk.

Motorman "Fatty" Munn is still duck hunting, according to latest news dispatches.

Talk about force of habit! Conductor House, of the Vernon and Vermont line, picked up a dime when he went to flag the crossing and immediately rang it up.

R. Wilkins and Motorman E. A. Williams went fishing Thanksgiving day and reported a fine catch.

Introducing:
New Men
of The Week

The following men were assigned to divisions during the week ending November 27:

DIVISION 1

Conductors: I. S. Weddell, Wm. Stephan, C. L. Shackelford, W. H. Kuhne.

DIVISION 2

Motormen: E. H. Mohler, W. G. Hancock.
Conductors: T. M. Endsley, G. F. Ditzler, R. C. Riley, J. A. Jer. Ditewig, C. L. Wallinder.

DIVISION 3

Motormen: G. H. Ingram, R. L. Taggart, R. G. Redenbach, A. H. Swander.
Conductors: F. Coyle, N. W. Simmons, M. Boyd, R. A. Canfield.

DIVISION 4

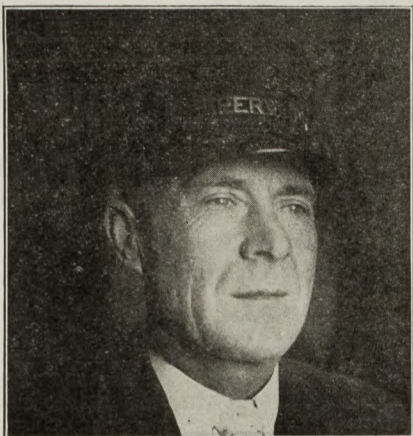
Motormen: W. F. Murphy, H. K. Bowman.
Conductors: W. C. Howland, H. A. Hall, J. D. Attebery, M. O. Butcher, L. W. Colville, A. E. Hubbard, G. R. Riley, G. W. Bott.

DIVISION 5

Conductor: W. Janner.

Exercise care, not only for your own safety but for the safety of others.

Who's Who



There is a dark page in the history of Supervisor J. L. Gough, and, in fact, several of them. It happened like this: Some time in the early years of this country there was quite a flood in Los Angeles, so much so that all the Pasadena cars had to be pulled into Division 1 that night, and all the local cars were removed from the streets at 9:30 p. m. Jesse was then a conductor on the University line, and got more than his feet wet. He kept a little book showing his various changes in street car business here, but the little book was a victim of that flood, so it took some calculating to determine his exact history.

As near as can be ascertained, he was driving a horse car from Los Angeles and Aliso streets to Central Avenue and Slauson about 1890. It took two hours to make the round trip and then horses had to be changed. He became a conductor next year, when the line was devoted to trolley cars, and next year was transferred to the University line, on which he remained until his appointment as a supervisor in 1904. He has the Boyle Heights district, and admits it's a great life.

BROKE AGAIN

'Twas the night before pay day
And all through my jeans
I was searching in vain
For the price of some beans;
But nothing was doing,
The milled edge had quit,
Not a penny was stirring—
Not even a jit.
Forward, turn forward,
O Time, in your flight—
Make it tommorrow, just for tonight.
—The Chart.

GIVE NEWS TO "TWO BELLS"

The first thing I wish you would bring before your mind is the "Two Bells."

The "Two Bells" is an employes' paper.

"Two Bells" is a paper that is of good cheer. It gives the news, jokes, etc.

Do you stop to realize what hard brain work it is to get this paper out? Do you stop to think you are a part of its staff? Do you remember when the "Two Bells" was but a small paper?

Now that you have read this over, let's one and all help the Editor by sending in to him suggestions, jokes, etc.

R. S. H.,
Auditor's Office.

Conductor (to lady handing him a \$5 bill)—Is this the smallest you have?

Lady (with child)—Yes, but it's none of your business. I've been married only three years.

DIVISION 3

With all due respect to Conductor C. E. Nelson's definition of what constitutes a landslide, I cannot agree with him, for Hoyle's definition of the kind of landslide that occurred on Nov. 5th last is as follows: "Something covered up, obliterated, buried beyond all hope of resurrection," and as to the Republican friend, would say wrong again. Just a dyed in the wool "Demmycrat" enlightened. Yes indeed, it was a sad story, mates.

News seems to be scarce this week. Some of you boys get busy and write up some dope for the Two Bells. Just drop it in the letter box for that purpose in the cash room, and it will be greatly appreciated. Any little joke that you know on the other fellow, just send it in.

Our efficient Student Instructor, Harry Beals, is there with the goods when it comes to giving the dope on street car operation, but, for goodness sake, don't ask him for any information on auto traffic regulation. If you do, it is likely to cost you all the bonus money, and then some, to pay fines, as Harry tried to make a left-hand turn at 6th and Main the other day, but Mr. Cop caught him at it.

Motorman John Barrett was seen the other morning with tears in his eyes. Someone asked him if he had lost his only friend. "No, I have just received 20 demerits for running ahead of time," he said.

Motorman R. C. Cook has taken 10 days off and has left for a visit to Sacramento.

Motorman O. E. Hood had the misfortune to have his house badly damaged by fire last Sunday morning, the fire starting in the attic, apparently from defective wiring. The fire department made a good job of putting out the fire, and likewise giving the contents a thorough soaking.

Conductor Charlie Uribe has 10 days' leave of absence, and will visit his mother at San Bernardino.

DIVISION 5

Supervisor Ed Link has been confined to his bed for several days. At the present we are pleased to report that he is getting along nicely, and within a few days we hope to see him up and about.

Motorman Homer Conklin has been confined to his bed for a few days, but we are pleased to report he is up now.

Conductor J. E. Laws is taking a few days off to rest up, etc.

Clerk W. E. De Muth is laying off on account of a bad eye. While he is up and around, he says his eyes cause him a great deal of pain.

Conductor N. S. Sarah is taking a few days off, going to Chowchilla, Calif., with his wife to look over some land. They expect to settle there in the near future.

Conductor William Riker, of the University and Central line, was married the last week of October, according to reports that have just started circulating. He is receiving the congratulations of many of the boys. Before coming to Los Angeles a year ago "Bill" worked the back end in New York state for several years.

DIVISION 4

Judging from our sick list, it seems Thanksgiving Day got the best of a good many of our boys. In looking over the list we momentarily thought we were reading one of those casualty lists which used to come over from France during the war. Here it is: Motormen K. A. Lick, H. J. Robinson, A. E. Sayers, T. W. Muller, W. McArthur, W. Sloane, C. L. Seibert, and Conductors D. W. Gibbs, J. S. Milburn, F. D. Ware, A. C. Freeman and C. W. Beckner.

Last June Motorman G. La Creaux went on a sixty-day leave. He never came back, but we've got to hand it to him for this:

One day he had a new conductor. After they had made a round trip the "con" said to him, "How do you get so much speed out of the car?" G. L. thought quickly, and replied, "Well, I'll tell you, but keep it under your hat. I bring the controller over here to 'nine.' Then I lift the controller handle up just far enough to get it over this brass nob, and shove it over five points more, making fourteen points altogether."

And the new conductor fell for it.

He is a smart executive who can always find time to help out a good cause along with his other work. And Mr. Wimberly is no exception. He is right on the job to take your dollar membership fee for the Red Cross, if your heart is in the right place, and you have not made a donation to the campaign already.

Conductor "Abie" Budne is so ambitious that when he gets to the end of the line he runs to the back end of the car, jerks the trolley down and puts the fender down, all in a few seconds. But the other night he was running to the rear end and he fell, the ground came up and hit him, and now he wears a nice black eye.

Motorman Dixon says he is going to sue somebody for libel if he ever finds out who the guilty one is. Somebody sent a piece to "Two Bells" stating that he missed his owl one night trying to find the car he pulled in so he could get his car run tag. He says, "I wasn't looking for the car at all, I was busy earning a few extra shekels by taking a car to Division 1." We apologize for the error, "Dixie," old boy.

The boys had a picnic around here last Tuesday night about 1:10. The wire came down near the barn, and "Mac," the mechanical foreman did some real supervisory work out on Georgia Street. Mr. Roffee, our night clerk, got real busy giving the boys their overtime, and the boys rushed around the place, fearing they would miss their owls.

FEELING SPITEFUL!

Came there ever to you
A feeling like this
When the other "con"
Your relief did miss?

When you had in hand
Two thousand nickels and passes
Gathered from a band
Of cross, crabby masses.

Think not so again,
My dear fellow "con."
By such state of mind
No credits are won.

"DEACON,"
Division Two.

Accidents happen at unexpected times. Eternal vigilance is the price of safety.