

TWO BELLS

VOL. 1

JULY 12, 1920

No. 6

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

Credits Made Uniform

Safeguard For Conductor Is Given By Car Card

Additional protection to conductors and a more accurate history of a street car throughout the day have been the principal features of the daily register report cards which have been given a thorough test since their introduction with the rerouting, May 9.

The protection afforded one conductor against the mistakes of another has found special favor among trainmen of the Los Angeles Railway.

CHECK AVAILABLE

If any dispute arises over the reading of the register at the time a conductor took a car out of the carhouse or brought it in, the daily card can be produced with the conductor's figures in his own writing. They are a perpetual check, either from the switchman who started the car out in the morning or from the previous conductor if a relief is made at any time during the day.

WELL HANDLED

The efficiency with which trainmen have handled the cards has been very satisfactory. It is not complicated so the principal thing to watch is that you have the right items in their right place.

The clearer your writing, the quicker the card can be handled in making a check. Some of the trainmen carry small rubber stamps with the names and cap numbers. This is entirely satisfactory, but care should be exercised in stamping accurately in the place designated.

The same advice applies to the trip sheets. Clear writing and figures with the items in their right places make the office work considerably easier.

Fighting Men Bear Veterans' Spirit

"One thing at a time and that done well—etc."

That was the way the old copy book slogan read when grandfather was a boy and heck was a pup. But it has its shortcomings at times.

The honor roll of Los Angeles Railway service men contained a proud list of world war service men, but it should not be forgotten that they carried the traditional spirit handed down by men who fought in the previous wars of America. Many veterans of the Spanish-American war, who preserved America's dignity every bit as proudly as did the boys of the world war, are among the trainmen and of them the company is every bit as proud as of the younger veterans. Time cannot fade the story of their service and sacrifice.

Conductor Starts Merit and Bonus Plan for Wife

THE Merit System as an incentive for trainmen to render the most efficient service and to give financial reward has spread to new fields. Conductor Ed Urban of Division One, who has been with the Los Angeles Railway since 1904, says he has his wife on the Merit System—including the bonus. Of course it is true because Ed is also a fisherman.

"Ten demerits for an oversleep and 15 for a miss-out at breakfast," Ed describes. "Fifteen credits for practical suggestion on bettering my good looks when I get a new suit or hat, and so forth.

"There is one thing she will never get caught on," said Ed. "And that's failing to collect on pay day."

Standard Awards In Merit System Set For All Divisions

ESTABLISHING a uniform schedule of credits for the most common acts entitling a trainman to recognition under the Merit System, superintendents of the five divisions held a meeting recently and agreed on a plan to make awards equal on all lines.

Before the schedule was adopted a man might receive perhaps 15 credits from one division superintendent for some good act that the superintendent of another division might consider worth only 10 or another might set at 20 credits.

SCHEDULE ADOPTED

Trolley wire breaks and moving autos and trucks that blocked tracks are the most common incidents for which credits are given, in the opinion of those attending the meeting. Accordingly this schedule was established and will be the standard at all divisions:

For picking up wire 15 credits
For extra hazard in tying up wire 30 credits
For moving autos and trucks 10 credits

The 25 credits for a clear record during the month will be based on the calendar month, from the first to last day.

PRO-RATED FOR MONTH

Accordingly the cards for June showing efficiency ratings for the month, have been pro-rated by the calendar month. A new man whose month on the merit records dated from the tenth day, would have received for June approximately two-thirds of the usual amount, so that his month will now date from first to last day. All trainmen will be on this basis hereafter and it will apply to new men on their first month. This order became effective July 1.

No credits are to be given for a clear month to trainmen who were away on sick leave or lay-off, it was decided at the meeting, as it would obviously not be fair to men who were on duty.

If a man is away on a lay-off or sick leave for less than 15 days he may receive the 25 credits for clear monthly record, but will not receive it if he is away more than 15 days.

Don't Drop Cats In Well—Use A Car

The cruel practice of dropping kittens down the well has been supplanted by the more modern method of dropping them off a street car, according to the experience related by a conductor of division five. It is his story so we will let him shoot. You tell 'em, kodak, I've been exposed:

"At the east end of the East Fourth and Hoover line, July 2, a man carrying a big sack got on the car and took my stool so he could sit near the sack. He stayed on the car through town and when I got off to flag the P. E. crossing just south of Jefferson he was still there, but when I got back the sack was gone.

"He got off at the next crossing and took a car back to town. I learned from one of the passengers that he had emptied a sack of cats at the crossing."

OVERHEAD SIGNS TO BE PUT AT ZONE ENTRANCE

SIGNS showing the entrance points of traffic zones 1 and 2 are being prepared and will be installed on the overhead shortly. Zone 1 will be bounded by The Plaza, Central avenue, Figueroa and Pico streets. The area includes the congested business

district in which speed must be kept down for safety purposes.

All territory outside this district will be Zone 2. It signifies that a greater speed may be made with safety except at steam line crossings and other points where special safety rules are in effect.

FLUKE RUINS BANDITS

HOW the expression of disgust, "Oh, shoot," was mistaken by two street car hold-up men as an indication lead was to fly pretty soon and averted robbery of the crew of a Stephenson Avenue Owl car several months ago was learned the other day at the county jail when the two would-be bandits were about to start for the penitentiary. The interesting sidelight was discovered by an employe of the Los Angeles Railway who saw the two prisoners in the county jail.

The robbery of the Gage and East First street Owl occurred last April, Conductor L. C. Cormack being the victim. Then the hold-up men went

to the end of the Stephenson avenue line to make a second haul, according to their story.

One of the bandit team admitted that he thought the Stephenson avenue conductor carried a weapon and when he was spotted and the conductor chased him, he made the dust fly. Just then the motorman switched on the headlight to show the path of the fleeing youth and it was then the conductor exclaimed "Oh, shoot," because the light blinded him.

Wildly alarmed, the bandit, in his confusion, ran into the arms of two policemen at Hillvale and Stephenson. His partner was captured later and both drew long sentences.

Safety Cars Put in Service on 2 Runs

Actual service of one-man safety cars began last week on the East Jefferson line and the Vermont Heights shuttle. Two cars are operated throughout the day on the former line and one on the latter during the day and one on the latter during the day and night, with the exception of the morning and late afternoon rush hours, when two are put in service.

Safety Car Puts Joke of Instructor

At 10:30 a.m. on 53rd and Wall Mr. Grant Clear pulled switch for a one-man car. After the car was over the switch he tried to enter at the rear on the right hand side, but it would not work, so he ran to the other side and tried to force the rear step down. But it would not work. Some laugh on a student instructor.

Editorial Comment

The Limits of Your Job

PUBLICATION and distribution to Los Angeles Railway employes of the new rule book has furnished a lot of food for thought. The rules cover pretty thoroughly what a conductor or motorman must do and must not do. So far as the rules themselves are concerned, they tell you what is your job.

But looking at the book from another standpoint, the rules are but a beginning. It is against the rules to operate a car with both fenders down and trainmen who would do such a thing contribute to bad service. *The things that may be done to make good service are chiefly up to you.*

Last Wednesday afternoon a lady stepped on a San Pedro street car at Seventh and Main streets. She did not have the right change in her hand and she clutched an armful of parcels that bespoke a busy shopping session. The conductor had to count out her change as well as handle several other passengers that crowded the entrance for a minute or two. The lady dropped one of the parcels. That would have delayed loading the car a few more of the precious seconds. *Other men were standing nearer to her than the conductor, but he quickly reached the parcel and handed it to her, enabling her to move forward for the benefit of passengers behind.*

That was in a way a small incident and we are proud to say that scores of conductors do similar acts of courtesy every day. *The conductor in question happened to be a comparatively new man.* He entered service of the Los Angeles Railway less than two months ago, but that little act showed he had got the spirit that can make the Los Angeles Railway famous for service and courtesy of employes.

The rule book does not specifically mention picking up packages for late shoppers who do not have correct change and threaten to delay the loading of a car. But there is a universal rule, applicable to all trades and businesses that *the man whose aim is to make himself a better trainman, plasterer or banker—whatever he may be—is the man who will go ahead.*

The things that may be done to make good service are chiefly up to you.

Three Pair To Beat Seven of a Kind

Conductor F. R. Howard of Division 2 has this little story (You tell 'em, Irish confetti, you're a brick):

A buxom daughter of Erin with a babe in arms and two toddlers clinging to her skirt got on his car with a number of other passengers. He was conscious of a scurrying and scrambling behind him of small bodies slipping in at the exit and as soon as the car started he proceeded to look up the fare evaders.

They were inside the car, on and around the Irish lady, seven in all.

"Are these all yours, madam, or is this a picnic?" he asked.

"Sure, they're moine," said she, "and I'll have ye understand it's no picnic at all."

"I believe you, but you can't all ride on one fare, you'll have to pay for those over five," the conductor explained.

"Ha! then oive got ye, none of them are: they're all twins but one," exulted the daughter of Erin.

We are glad to say that we have been able to recommend credits for eleven motormen and twenty-three conductors who have taken especial pains with the instruction of men under the one line plan.

Sickey Vomment Sure We Go There

One of the little brown aliens threw this question at the conductor as he boarded a car at Seventh and Vermont:

"You go to sickey vomment?"
"Yes," the conductor answered. "All aboard."

Some of the passengers who overheard the dialogue are still trying to figure it out; can you?

WHEN A MAN MARRIES

He was ten minutes late at the end of the line,

Which was most unusual for him. As to how and why he made it up

Is told by his "con," Truthful Jim.

With both controllers on nine points,
Both trolleys on the wire,
He sailed up Santa Fe avenue
Like a flaming ball of fire.

The people who were on the street
Looked on with wondering eyes,
They thought it was a roaring mass
That dropped from out the skies.

But it was Hommell's pull-in trip
And his thoughts were on his home,
He made the tail end of his car
Whip dry dust into foam.

This may read like "Arabian Nights."
But as to the facts there is no doubt,
For Hommell has just been married
And "Two Bells" has found it out.
DIV. 4.

Don'ts From The "Vernon Stockyards"

EDITOR TWO BELLS:
Dear Sir:

A FEW DON'TS

Don't break cluster lights with trolley at Vernon and Santa Fe.

Don't block "through" cars at cross-over at any time.

Don't back around curve against the trolley.

Don't forget to stand up at railroad crossings.

Don't run ahead of time!

Don't get mad if an old lady is slow getting on or off, your mother will be old some day.

Don't leave the end of the line without the conductor; he is a very necessary evil.

Don't smoke while car is in motion; it sets a bad example for the passengers!

—From Vernon Stockyards.

704 MEN GIVEN CREDITS IN JUNE

A total of 704 credit awards and 200 levies of demerits is shown on the Merit System records for June, according to a check just completed. The greatest number of credits were given for tying up broken trolley wires, the total in this class being 478. This, however, does not signify that there were 478 trolley breaks in the month, as in some cases four men, the crews of two cars, have been given credits for this special service.

Thirty-five trainmen received demerits for oversleep, this being the heaviest number in any one class.

For taking special care of company property, 43 men won credits and 22 were rewarded for helpful suggestions. This is taken as an excellent indication of interest shown in the company's welfare. Miscellaneous credits were given 65 trainmen.

Missing relief caused 23 men to be demerited and 27 were scored for miss-outs.

The detailed report of the number of cases in which credits have been given is as follows:

Fixing trolley wires, 478; special courtesy, 5; helping with wrecks, 7; helping with stalled autos, 26; helping in accidents, 11; miscellaneous credits, 65; helping with bad order cars, 30; care for company property, 43; helpful reports, 22, and helping in traffic congestion, 17.

The detailed demerits are as follows:

Oversleeps, 35; smoking on duty, 2; fare trouble, 3; passing up passengers, 6; wrong signs, 2; following too close, 2; miscellaneous demerits, 27; missing relief, 23; miss-outs, 27; discourtesy, 18; absent without leave, 20; not securing witnesses, 12; accidents, 12; mishandling property, 1; starting too soon, 5; insubordination, 3, and running ahead of time, 7.

BENEFIT ASSN. DOES GREAT SERVICE

Some four years ago a mass meeting of the Los Angeles Railway employes was called and favorable action being taken, it was decided to form a Co-operative Association. Committees were appointed and a constitution and by-laws worked out and upon adoption of same the Co-operative Association of Los Angeles Railway employes was started, every employe of the road being eligible to membership.

The different departments were known as sections, making 10 sections in all; each section electing its own officers and committees; the chairman and secretary of each section, together with appointments made by the company, constituting a governing board, said board to be the final authority on all questions brought up before the association by its several sections.

Regular monthly meetings were held by each section, when suggestions for the betterment of the service and questions of interest to both employes and employers were presented and freely discussed.

Owing to the enormous demands made on the company's officials for their time by recent events and the rerouting and reorganizing of the system, our monthly meetings have been temporarily abandoned, but we hope soon to have them going in full swing again. Just now a committee is working out a new set of rules and promises to give us something much better than the old, good as they were.

There are three branches in the association—the benevolent branch, which has established a fund to pay its members when sick, paying 50c per day the first seven days after call or visit of doctor and \$1.00 per day thereafter. Thousands of dollars have been paid out from this fund without any expense whatsoever to the recipients or to the members.

The men's death benefit branch, for which there is an assessment of 50c for every death and the wife's branch being 25c.

Among other benefits gained through the association is the saving of from \$15 to \$20 on uniforms, as we get them at cost. A fund has been created to care for the bonding of the employes at a cost of only \$1.00 to association members; also reliable employes are loaned money without interest when it becomes necessary to borrow.

HELP YOURSELF

Now, boys, do you realize the possibilities for good there is here for every one of us? It costs you nothing to join and there are never any dues. You can get your application cards from your division superintendent or section secretary. Let us all boost for the association.

To co-operate means to work for and with each other for mutual benefit. The surest way for us to help ourselves to better things is to work not merely for but with our employers, to get the spirit and feeling of partnership, as we really are a part of our company. Do not let the thought that you are working for a soulless corporation enter your mind, for it is not so. Any company whose general manager would pledge every dollar the company possessed to stand by and protect its faithful employes during a time of stress and danger, such as was passed through last summer, surely is not soulless, but is big-hearted and has the welfare of every one of us at heart. So let us all cultivate the three street car graces—courtesy, patience and loyalty.

R. S. BLISS,
Secretary Section 4.

Bouquets About Us

(Hand Picked)

Conductor C. F. Stevens of Division Five, who dignifies badge No. 1580 is the trainman receiving this bouquet:
Superintendent.
Dear Sir:

I wish to apprise you of the fact that your company surely have one conductor that is A-1. I had occasion to go out on West 54th St., so took a Moneta car, on which this conductor works. He is a grey-headed man, and his number is 1580. He really is an exception, and knows his business from the word "go." Having a kind answer for every question, and is so courteous to all regardless of color.

His car was so crowded and he stood on his stool and every time one got off he called, "Look out for the door." I was so struck with his manners, I just took his number and thought I'd let the company know. That carload of people surely appreciated him. He shows a wonderful stock of patience in handling the public.

Sincerely,

MR. J. M. SCHRADER.

June 28th,
500 Del Rosa, Pasadena.

Here is a letter that shows how folks riding the cars are quick to notice courtesy and by no means slow to show their appreciation. The conductor is H. J. Burk of Division four.

Los Angeles Railway.
Gentlemen:

Thursday about 10:40 P.M. I was passenger on a westbound West Adams car, No. 843, in charge of Conductor No. 724. He handled the crowd on this trip in a very even temper and courteous manner and though the register showed 122 cash fares about Washington Street and the conductor showered with questions, he was careful in calling all streets and courteous in his answers.

In view of the fact that there are numerous criticisms against the men, I could not help but note the comment from different men standing around me as to what a "gentlemanly conductor."

Yours truly,

MR. J. M. SCHRADER.

This shows a very nice spirit of cooperation between trainmen of the Los Angeles Railway that sets a good example:

The Editor
Two Bells:

Get some witnesses first! That was the first thought of C. C. Dustin and James R. Hollander, division 4 men, when they rode on a West Ninth and East Second street car on July 1 at 10:30 a.m.

The motorman on the car (Joe Barber) had an accident on Spirng street between Fourth and Fifth streets. While I was getting the name of the auto driver and fixing the twisted fender on my car and getting everything ready so that traffic could keep on going, the two above named motormen got the witness cards all signed by passengers on the front end of the car.

When they left my car at Ninth and Vermont, I forgot all about saying thanks. Some time, Friends Dustin and Hollander, if something happens to you out on the road and I am there, too, I will not forget to help both of you the same way you did for me.

Yours very truly and thankfully,

JOSEPH BARBER,
Motorman Division 1.

Motorman A. A. Matsen of division 1 is the man who received this bouquet:

July 4, 1920.

Mr. George B. Anderson,
Dear Sir:

I take pleasure in reporting to you the prompt action of Motorman No. 1947, working on Pico and East First street line. I was a passenger on his car on the 16th day of June, and as we approached Santa Fe avenue about 6:20 p.m., a collision with an auto truck was narrowly avoided, the quick action of the motorman in stopping his car saved possibly a serious accident at this place. The car number was 731.

I fully intended to write to you sooner in regard to this matter, but my memo in regard to same was mislaid, hence the delay.

Yours very truly,

GEORGE A. PRITCHARD.

THE LATE UNPLEASANTNESS

FOLLOWING the Fourth of July edition of Two Bells with the proud service record of trainmen, the following poem has been sent in as a forceful reminder that the war was not won on the battlefield alone, but the fight was a keen one in the home sector.

Father didn't go over there,
His feet were a little flat,
But he hit out a home run every time
When at labor he came to bat.
Mother didn't go either,

There was no place where she'd fit,
So she stayed by the babies' cradle
And knit, and knit, and knit.

But our boys and girls went over,
And you bet they never quit;
The girls took care of the wounded,
And the boys just fit and fit.

And some of them never did come back,
God bless their courageous souls,
So never you mind, you who stayed behind,
Their names are on heaven's scrolls.

LOS ANGELES RAILWAY

Lots of people every day,
On the street cars, they will say,
Such service as this, I do declare!

And never stop to reason why,
Nor try to help the crew get by,
Going forward would help us out a lot;
Even if some do try to trot,
Let those that are really ready to go,
Elbow the lazy and budge the slow,
So that all may get home to dinner on time.

Remember that helping us, is no crime,
And let the autos stay in the clear;
I assure you then, you need not fear
Lest accidents happen to mar your ride.
Will you step forward and go inside?
And by so doing, all will agree,
You can arrive home early, don't you see?

C. HAMILTON,
Motorman 427, Div. 4.

Plan Stools for All Cars

Number Them, Suggests Motorman

Los Angeles, Calif.,
June 30, 1920.

L. A. Railway Co.,
Sirs:

I have been reading your paper, "Two Bells" for two or three weeks and think it's very good, and saw where you wanted news and suggestions from the boys, and I have this suggestion to make.

I think you should have two stools for each car,—one for the conductor in the back, and in the front one for the motorman, the number on the car being on the stools.

Then if anyone took the stools off the cars for any use under the merit system there ought to be a penalty as one would take them.

The way it is now the boys go to the barn to take their cars, and they give the Company fits because they have no stools, and they give the boys

fits because they took their stools. I think they ought to do something on the above method worked out to get stools.

I would like to see an answer or suggestion through the columns of your paper.

Yours truly,

W. A. BREAKENRIDGE,
Motorman Division 3.

A check is being made at present over the entire Los Angeles Railway system to determine the number of stools in service and how many will be needed to equip each car with two, so the matter is expected to be adjusted soon.

Motorman Breakenridge's suggestion is a good one and timely. Such suggestions are invited and always welcome.—EDITOR.

Calling Streets Calls for Credits

Saturday evening, just before the glorious Fourth, car No. 606 of the West Jefferson line was steaming outbound. Conductor V. R. McGregor lustily called out every street from Grand Avenue to Arlington. At Arlington a passenger stepped off, but before he did so he said to the conductor: "I want to congratulate you for calling out streets the way you do. You will probably hear about it."

The rest of the story is shown on the merit record of Conductor McGregor at division four.

FOR SACRILEGIOUS PURPOSES.

The Rev. Rastus Eber Robinson called on a United States revenue official the other day, and said:

"See here, Mistuh Revenue Agent, what 'bout this here pro'hition law? Is our church gwineter have wine for sacrilegious purposes? An' how's we gwinter git it?"

"We can fix you up all right with an order for wine to be used for sacramental purposes. What kind of wine do you want?"

"Well, Mistuh Revenue Agent, our congregation took a vote last night and decided 23 to 0 to have gin!"—Erie Railway Magazine.

On The Back End

(Contributed)

WHICH ONE ARE YOU?

Motorman Blank and Motorman Dash
Each have a daylight run;
Blank also has a pleasing grin,
While Dash is as sour as a Hun.

Now Motorman Blank is a pleasant cuss
As he drives his car along;
He never raves and makes a fuss
When some little thing goes wrong.

And everyone who rides with him
And sees his cheery smile,
Forgets how long they had to wait,
And life seems more worth while.

But those who ride with Motorman Dash
Are cross and tired and nervous;
His growling gets upon their nerves—
They curse the "rotten service."

Now Blank and Dash draw the selfsame pay,
Have the selfsame work to do—
But which of the two could most truthfully say
That he earned the pay he drew?
—J. B. HASTON, 2575.

FOR SALE—All kinds of uniforms, changers and anything you want. See the switchmen at Division 2.

Answer to the query: "Why is a Johnson fare box like life?"

"Because it is a steady grind."

I was born in the days of yore,
Then a man was a man to the core.
Now when I see a great big chap
With his curly head beneath his cap,
Oh, but he thinks he's fine,
Running on nine,
Just three minutes ahead of time.

And when you stop to pick up a crowd,
He sounds the gong very shrill and loud,
As much as to say,
"Hurry, you're in my way,
Sure you are entirely too slow
For I want to go."

And then it makes you laugh
Like a young calf,
When out comes the boss
And gives him a toss
And says to him, "Stop—
For I am the cop.
This isn't worth a darn,
Just wait and take your turn."

—A MOTORMAN, Div. 3.

Some boys were celebrating Independence Day by placing torpedoes on the car tracks for the street car to explode. After one such demonstration an old lady turned to the conductor and asked, "Is that what you car-men mean when you say, you blew your over-head?"

When it comes to ringing the gong Motorman Harry Lozier of Div. 1 has them all beat. If Harry ever has an accident it will not be because he didn't ring the gong. He can sure play music with the gong.

L. F. Carmack, who has charge of the back end of a San Pedro car, is some conductor when it comes to helping the pretty girls on the car. The young ones do not need as much help as the old ones.

Anyone not having enough time in his run should call on Conductor L. C. Greenig to fix it for them. He says from 3:50 p. m. to 7:28 p. m. makes 3:78 min.

H. O. FUNK.

THE NIGHT-WATCHMAN SAYS:

"Head" is four-fifths of "Ahead."
Any man can get ahead if he has a head—and uses it. This is true of any work. There's no job from which a man can't win promotion by heady, steady work.

The Editor,

Two Bells:

Thank you for Two Bells. It is fine.

A. H. HERRMAN,

Editor of Public Service News of the Virginia Railway and Power Co., Richmond, Va.

Looking 'em Over at the Divisions

DIVISION 1

Motorman W. O. Snavely and wife have gone to Colorado for a month.

Conductor E. J. Brown has gone to Arizona for a short time to look after some ranch land interests there.

Motorman C. W. Jordan is taking a quiet but restful vacation.

Motorman Sam Stoffe has gone to Oklahoma and will be away two weeks.

Motorman J. E. Stewart is taking one of these "flivver vacations" in his new machine.

Conductor L. C. Pinkerton, better known as "Murphy," who has been sick, has been granted fifteen days leave of absence. He has been missed greatly by passengers of the Maple and Helitrope "Owl."

Conductor F. Slattery is back on the job after spending two days at Universal City helping Eddie Polo put over his circus picture.

Introducing: New Men of The Week

The following men have been assigned to divisions for the week ending July 3:

DIVISION 1

Motormen: J. V. Garrett, J. F. Patrick, J. Manred.

Conductors: L. J. Koonsen, Geo. Luker, L. C. Greenig, G. E. Gorham, W. Arant.

DIVISION 2

Motormen: A. Barber, L. G. Barnard, H. J. G. McDermitt (re-employed), F. J. DeMott.

Conductors: G. W. Pinney, S. Goldsmith, Frank Jones, Wm. F. Metzger, F. Barnes, I. F. Renaker, H. F. Goddard, M. I. McShea, H. M. Childers, H. Miles, M. L. Robbins, R. C. Perry, D. H. Horton, A. L. Leaverenze, J. Venable, R. E. Woods.

DIVISION 3

Motormen: E. Van Fleet (re-employed), E. Fleming.

Conductors: P. C. Stroud, M. Nathan, J. Frane, P. B. Bledsoe, F. W. M. Dorchester, J. F. Steiger, E. T. Bledsoe, G. J. Curtis.

DIVISION 4

Motormen: G. E. Hedden, L. M. Poindexter, W. H. Hollenbeck.

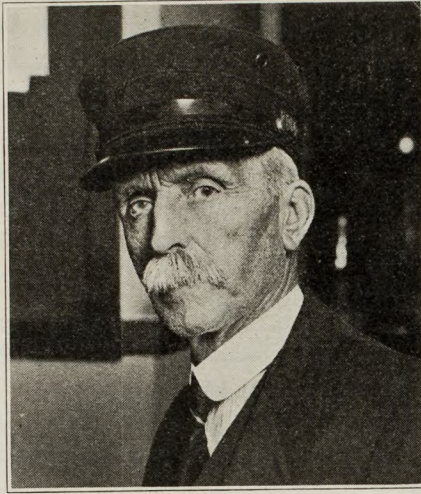
Conductors: G. B. Graham, T. W. Arnold, E. C. Wilcoxon, E. M. Norman, H. A. Poe, C. E. Means, C. J. Jensen, G. H. Hoffman, C. Carter, E. F. Hedtke, J. R. Krohn, J. R. Keyes, D. Tagerman, J. C. Forrester, J. B. Harrell, E. I. Arundel, R. L. Hildreth, R. G. Conan, W. F. Brown.

DIVISION 5

Motormen: H. B. Webster, H. D. Johnson.

Conductors: G. R. Fanning, A. E. Harrison, J. S. Kartaba, H. O. Nelson, E. L. Slagley, H. L. Brickley, J. E. Lockwood, J. Grace, U. S. Tillman, S. R. Brown, M. M. Tillman, J. L. Jaffe, F. A. Clawson.

Who's Who



CONDUCTOR G. M. Brassington, who's picture is shown above, is honored as being the oldest conductor in length of service in Division Four. Mr. Brassington's history with the company dates back to May 10, 1891.

Coming from "Frisco" as an experienced conductor he started on the Temple Street cable line and worked both ends, according to the place he was needed. After the cable line was taken out he chose a run on the Angeleno and Crown Hill line. That was eighteen years ago and Conductor Brassington is still working there. He has a straight daylight run and is on the job nearly every day.

When interviewed he said that several times he had been offered a position as inspector but he said he liked conducting much better.

Mr. Brassington is very good natured and always has a good word for the company. Although he has worked for the company more than twenty-nine years he has only worked on two different lines, so you see he is quite a sticker.

C. J. KNITTLE.

DIVISION 3

The student instructor, Harry Beals, who lives on Jeffries avenue, has one of those first-class brand new Oldsmobiles. He sure has a good time buying "gas" for it.

Conductor E. C. Molster's youngster went to another youngster and said:

"What's the difference between a watermelon and a freight car?"

The other answered: "No I can not get it."

Then the conductor's progeny said: "I'd hate to send you for a watermelon, you might bring me a freight car."

Here is one to be answered by the editor:

Why do the young women ride on the back end of the car and stand up rather than sit down when No. 672 has charge of the car? He does not talk to them—he does not even look at them, but even at that they hang around him. How do they do it?

Editors Note—Conductor No. 672 is "Handsome Claude" K. Weeks.

I think it would be of much interest to the boys of Division 3 to know that "Kelly" of the West Washington and Garvanza line is rapidly improving in hitting his time points. It is the general opinion that he is speedy (not in running a car).

A Kelly Follower.

DIVISION 2

Motorman H. C. Williams has been called to Kansas City on account of illness in his family.

Conductor W. L. Settles has taken a few days off to paint his house.

Motorman J. W. Sharp has been given an extension of his leave, which is being spent at Springville, Calif.

Motorman J. M. Broam has taken a few days off to rest and work around his house.

Sunday morning, Conductor J. F. Orth raced madly upstairs just two minutes too late for his run. Somebody said he saw a fellow that looked like him driving a little Ford around the block. He said the driver piloted the machine around the same block just 15 times.

Motorman Gunner returned from his annual one-day vacation at the beach recently. His conductor, Casserley, aged somewhat and fretted so that he lost his punch while Gunner studied nature at the beach. You see, he is artist, astronomer and gardener. Nature, if you like.

A division 2 motorman says he overheard an old lady on a Vernon avenue car remark as she espied the beautiful blooms of a hydrangea: "Oh, look at those masses of hydrogen."

DIVISION 5

Uncle Eben (Conductor M. C. Craig) spent the Fourth of July at Venice and he says he knows now what put the sand in sandwich.

We have always been proud of division five. We were perfectly safe in leaving our twelve-dollar silk sweater around most anywhere, but we have received a disturbing shock to our conscience for one of our boys took a tripper and Conductor Wheeler brazenly admits that he took a siesta.

It may be hard work to keep your hands clean and still change trolleys and fenders and pull switches, still I think it pays in personal satisfaction to have clean hands when you hand a lady her change, at least it makes a better impression on the patrons, so wash up when you can after making the change at the end of the line.

CONDUCTOR H. J. WOOD.

One day last week a young lady got on my car, East Fourth and Hoover. When she paid her fare she didn't say anything. When we got to Santa Barbara street, she came back and asked me where the car went. I told her to Manchester and Vermont. She said: "I guess I am on the wrong car." Then I asked her where she wanted to go, and she said: "I don't know; my husband put me on this car this morning and I didn't know which one it was." I then asked her where she lived, and she said: "I don't know." I asked her if she knew the name of a street near her home. She said she did not know any, then asked me to tell her how to get home. A lady in the car suggested I put a lost article tag on her and send her to the lost article department.

CONDUCTOR LEE LASSNER.

Theodore Roosevelt said: "This country will not be a good place for any of us to live in unless we make it a good place for all of us to live in." The first good step in this direction would be to pack all the agitators in this country who are not citizens (and omst o fthem are not) in one big boat and send them bac kto the shore from where they came.

DIVISION 4

Motorman Frank Kippenburg, who has been with us for about five months and who served two hitches in the army before he started working for this company, has resigned. Frank was a mighty fine fellow to work with. He did not say where he intended to work, but we'll bet six-bits he isn't going back to the army.

Conductor W. B. Summerhayes still dignifies one of our "Yiddish Flyers" over on Temple Street. He says life has become more worth liv-since his motorman, F. P. Cowles, has begun to work steady.

Conductor C. W. Harrison is off on a ten-day leave. Harrison's health was getting a little below the standard so he is "sorta" toning it up during his ten-day rest.

The response to our call for suggestions, articles, jokes and poems for "Two Bells" was certainly very much appreciated by the editor. Several articles were found in the "Two Bells" mail box every day for the past couple weeks. The editor says, "Keep it up, brothers. I thank you."

Motorman G. LaCreauex is off on a sixty-day leave. Some of the boys are wondering if he is taking the sixty days off to find another job. That sure is an awful big leave, Gas.

Mr. C. E. Robinson, our P. M. transfer clerk and who is also our chief cook and bottle washer between 5:00 p. m. and 10:00 p. m., was just getting over the bomb scare we had here last August when the earthquake shock came along and almost wrecked his nerves again. "Robbie" rushed out of the office door so fast that he broke his starter. If his Super-six had been standing out by the curb we probably would not have seen "Robbie" any more that day. He sent in an article about "A Kiss" which we are going to publish when we run short of suitable articles.

Conductor H. J. Burke is taking a nine-day rest. We hope to see him back on the job soon feeling fresh and happy from his little vacation.

We wish to thank Motorman J. B. Haston for the interesting poem he submitted. Your co-operation is very much appreciated, Brother Haston, and we would like to hear from you again.

Motorman Frank Murch is going to leave for "Frisco" soon. He resigned July 8. We wish him all kinds of good luck and hope that some day he will be back with us again.

Motorman C. H. Travis acted as supervisor last Sunday, July 4, in place of Supervisor Price. Conductor P. Tromblay acted as supervisor in place of Supervisor Adams.

Conductor J. R. Edwards found it necessary to take a month's leave of absence so he could pay a visit to his mother, who is in ill health in Rockville, Md.

Cash Receiver, Raymond Smith, is going on his vacation soon. We all hope he has a good time. What gets some of us is what we are going to do about goat milk while he is gone. The "Goat Milk Dairy" does not allow credit, but Smithy would always wait until pay day for his "mazuma."