



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

# CAR REBUILDING HALF FINISHED

## POSSIBILITIES OF YOUR JOB JUST UP TO YOU

Many of the articles in Two Bells deal with some particular phase of street railway work but here is one written by "Sunny Jim" Hayner which is different. It seems to reflect his characteristics of enthusiasm in his work and determination to accomplish the difficult things. Mr. Hayner is one of the men who has risen from the train service to an important position. His message is one that can benefit the trainman, the mechanic, or the office clerk. Read it carefully.

—THE EDITOR.

By J. B. HAYNER  
Supt. of Employment and Instruction

As we hear and see hundreds of cars passing, it often occurs to us how many of the men operating those cars really appreciate the responsibility, and importance of their respecting positions.



Hundreds of you have passed through my department in the usual process of employment and in the course of our conversation and according to your applications, I have found that many of you have held responsible positions in various capacities and along entirely different lines of work.

When you started here you began at the bottom, same as you had done many years ago in your former occupations. This of course, was naturally somewhat discouraging, especially when you had formed an opinion that the job was very simple and of no great importance.

**Realize Its a Big Job**  
The first few days after you started on your duties here, your mind was in a whirl and when you finally came to your senses, you commenced to realize that you had a real job before you and that dealing with the public was

## NEW SAFETY CONTEST ON

### Luck In Numbers Returns Bag Lost 7 Times in 2 Years

THE oracle of the Memphis marbles, (academically known as gallopin' dominoes) decrees that seven is a lucky number otherwise one street car rider might be somewhat disappointed.

Mr. S. Israel, of 511 Western Mutual Life Building, wrote a nice letter to Conductor W. H. Durham of Division Two recently thanking him for his efforts which resulted in the returning of an alligator leather satchel left on a street car.

According to the best recollection of the writer, he had left the satchel on the car for the seventh time in two years when it was rescued by Conductor Durham. The letter says "I want to compliment your company on the care that conductors take in returning lost articles."

It is possible that the satchel may be lost and returned eight, nine, ten and eleven times. But will Old Man Fate consult the oracle and shout "Box cars, you lose" on the twelfth turn? Quien sabe?

## COLLINS AT HEAD OF SAFETY WORK

With the promotion of Hugo K. Visscher, former supervisor of safety, to the position of assistant superintendent of operation, the command of the safety bureau passes to John C. Collins, who has been traveling supervisor of safety.

In his work on the cars and through articles in Two Bells, John Collins has become well known to trainmen and they realize his extensive effort to help the cause of Safety First. He has shown ways of avoiding accidents that may have been overlooked even by men years in service and as supervisor of safety he aims to be of still greater help.

John has been with the Los Angeles Railway for about twenty years and worked up from the train service to his present important position. For several years he was a valued member of the instruction department.

## Data Shows Men Responsible for Small Part of Accident Total

While Supt. L. L. Wimberley of Division Four and Supt. E. R. Dye of Division Three are polishing up speeches of alibis and exultation respectively to mark the surrender of the Premier Safety Division Flag at the monthly dance and entertainment Saturday, August 27, plans have been prepared for the fourth safety contest beginning Sunday, August 21.

The percentage of risk of accidents for the divisions is computed from the mileage figures and the showings made in previous contests. With this as a basis, the handicaps for the new contest have been so arranged that had they applied to the previous ten weeks' safety race, all divisions would have been practically tied at the finish. The next contest should show, therefore, which division makes the most progress in safety over the last standings.

**Div. 2 Risk Greatest**  
Division Two runs up more than one-fourth the mileage and has the greatest risk. Division Five has the second greatest mileage and risk. Division One comes next and although the mileage is not so great as Division Three, it is over the most hazardous streets. Division Three is next to last in risk and Division Four has the least hazard and therefore will carry the greatest handicap.

The order of risk in the last contest was Division Two, Three, Five, One and Four.

**Responsibility is Low**  
An interesting fact developed from the last safety contest is that Divisions One and Two had the lowest percentage of primary responsibility for accidents. This is an encouraging point for although Division One cars were involved in a large number of accidents, it shows that the men were trying hard to make a good showing. Division Three, winner of the pennant, made the next best showing in keeping responsibility for accidents down to a minimum. Division Five ranked next and Division Four had the largest percentage in responsibility. The general tendency of responsibility for accidents is down but with traffic conditions growing heavier daily, the necessity for the greatest caution continues at the maximum.

## \$75,000 PUT IN 50 NEW TYPE CAR MOTORS

Two important items from the main shops are in the forefront of company news this week.

The extensive program of rebuilding 98 cars has passed the half-way mark and 50 new car motors of latest type have arrived and are being installed at a total cost of about \$75,000.

The cars being rebuilt are to have larger loading platforms. This lengthens the car about ten feet. It gives more loading space and an additional "walk-over" seat at each end. A number of the cars have been completed and are in service. It is planned to have the entire program complete in time for the Christmas travel rush.

**Big Improvement**  
The new car motors are a big improvement over some of the present equipment. They are Westinghouse No. 526 ventilated box type. To attempt to describe their advantages is like comparing a 1902 automobile to a 1921 model, according to P. B. Harris, chief engineer. They have an improved oiling system and a strong fan to keep them from overheating.

They are rated at 50 horse power, but have a higher continuous rating. They will replace No. 38-B motors which have a lower continuous rating but have done faithful service on a number of cars for many years.

**Letter Signs Helpful**  
Letter signs for 300 cars have been made and are in service or ready to be installed. The illuminated letter is proving a big convenience to car riders. It enables them to distinguish the lines in day time, when three or four cars are standing at a downtown corner waiting for the clear traffic signal, and the illumination of the sign at night makes it possible to see what car is coming and to a considerable degree eliminates stopping of the wrong car.

# Editorial Comment

*Two Bells Is The Official Paper of The Los Angeles Railway*

## Seize an Opportunity to Show Extra Service

IT IS surprising how a school boy or girl will apply some deep calculation and higher mathematics to cheat a street railway company with an improper ticket, then at a football rally make a loud and lusty speech about the honor of playing the game fairly and according to rules, etc. But that is just one of the phases of human nature and it is part of a conductor's job to be on the watch for the dishonest persons as well as the honest ones.

August 12 the summer sessions of school closed. Ever since students have been given a reduced rate by use of school ticket books, a certain percentage has steadfastly shown its appreciation of this privilege by attempting to cheat the railway by using improper tickets. The last days of school seem to call for attempts to exceed all previous efforts along this line and if Jimmy Jones' car book is running low, Sammy Smith will gladly repay some social obligation by tearing a few tickets out of his book and giving them to Jimmy. Jimmy then proceeds to tender a No. 117, 562 ticket out of a No. 213,485 cover and sometimes gives the conductor a sweet smile for good measure.

The closing days of summer school session were no exception. Conductors had been notified by bulletins and by Two Bells of the closing date. The notices gave conductors a chance to demonstrate their ability above the routine matter of taking fares and issuing transfers. A conductor, Division Four, E. B. Valentne, detected eight cases in which Sammy Smith and Jimmy Jones had conspired and he took up eight ticket books because they were being used improperly. No doubt Jimmy or Sammy had a difficult time explaining to pop why they needed a full dime a day car fare for the remaining days of school and if caught a second time Jimmy and Sammy will probably be paying full cash fare during the rest of their school careers.

Now, it is not natural to believe there were only eight violations of the school ticket privilege in the closing days of summer school or that they should all happen on Valentine's car.

The incident furnishes an indication of what it means to be thoroughly on the job. No employe who is worth a pinch of salt wants to see the company cheated and should be willing to put forth necessary effort to see that the company's rights are protected. School tickets represent only one way in which employes may guard the rights of the company of which they are a part. Company spirit is a broad thing, but it is just as necessary for the successful and continued operation of the railway as a whole as pay day is for the individual employe.

## Make Transfers the Best

WHEN running on a split line, conductors must indicate the leg of the line on which a transfer originated. A few cases have come to the attention of operating department officials in which this is not being done and it causes considerable confusion.

Some conductors have made unnecessary trouble for themselves by punching too many transfers ahead. The available supply can soon be exhausted this way then if a conductor tries to issue them with a later time punched, the receiving conductor is perplexed and passengers put to unnecessary inconvenience.

Let us check up on all these small features of the transfer system and bat just as near to perfection as possible.

## Harry Stone Leaves To Enter Business

W. Harry Stone, who was superintendent of electrical construction and has been with the Los Angeles Railway for many years, has resigned and entered business with his sons. Mr. Stone has taken an agency for art materials, with offices in 716 Pacific Electric Building. Hundreds of friends connected with the railway wish him every success.

*Conductor A. E. Kemp dropped into the Division Five office and announced the safe arrival of a nine-pound boy, Albert E., Jr. He remembered to prop a box of cigars on the counter so the boys could help him celebrate. Many happy returns of the day.*

## Div. 3 Entertains Party of Notables

Superintendents Mann, Wimberley, Morrison and Williams, chaperoned by Mr. George Baker Anderson, paid us a visit on Tuesday afternoon. Although we did not hear them say it, we are sure they went away fully satisfied that this is some division.

Conductor Bill Bailey was on his way to Catalina. As the boat approached Avalon a lady asked him where the submarine gardens were. Bill pointed out the direction. The lady turned to her friend and said: "Oh that's great. Let's go down there and have our dinner." Bill anticipated that it would be a fish dinner, and wet.

## Woman Tries To Deposit Nickel Fare in Air Valve

A few days ago a woman boarded an East Fourth and Hoover car at the rear. The conductor had "gone to get 'em" and was busy collecting fares at the front end.

When he came back he found the woman working away at the air valve. He asked her what she was doing. She replied:

"There was no conductor here when I came in and I was trying to put my fare in that box but it won't go.—Here you take it and put it in!"

CONDR. N. A. MATLOCK.

## Claim Agent to Talk on Movies at Coast Convention

C. M. McRoberts, general claim agent leaves this week-end for his vacation. He will attend the annual convention of the Pacific Coast Agents Association in Butte, Montana. Mr. McRoberts is scheduled to make an address on the use of moving pictures in exposing maligners.

The type of man or woman who claims to be seriously injured in an accident and demands a large sum of money from a railroad when in reality the injury was little or negligible, is by no means unknown in Los Angeles. Moving pictures have been employed successfully by the claim department to show some of these persons active and well during the time they claimed to be crippled.

Mr. McRoberts was chosen, therefore, to speak on the subject before claim agents of the Pacific Coast.

## Her Photo Found In Transfer Sack!

A picture of a handsome lady decorates the desk of the Public Relations but unfortunately or otherwise there is no romance connected therewith. Ho hum!

The picture came from a most unromantic place, namely, the transfer sack of Division Two.

Maybe some one wanted to transfer his affections. Anyway the picture may be had upon identification and no questions asked.

## On the Sick List

The following is the list of men who have gone on sick leave recently:

**DIVISION NO. 1**  
Conductors—H. Capps, 975½ E. 10th St.; P. J. Gerhardt, 304 Gail Apts., 230 S. Bdwy.

**DIVISION NO. 2**  
Motorman—E. W. Lyon, 1227 E. 34th St.

**DIVISION NO. 3**  
Conductor—A. P. Keran, 3400 Elthea St.

**DIVISION NO. 4**  
Conductor—J. M. Dyson, 1307 W. 12th St.; E. T. Smith, 2411 W. Jefferson St.

**DIVISION NO. 5**  
Conductors—G. J. Cowden, 2319½ W. 54th St.; N. T. Norris, 5425 3rd Ave.; F. F. Fletcher, 4525 2nd Ave.; M. S. Donovan, 1253 W. 60th St.; H. Dean, 160 E. 67th St.

Motorman—N. Jamison, 902 W. 110th St.

# DIV. 3 TO HOLD MELON FEED SATURDAY

Saturday night, just a few hours after this edition of Two Bells comes off the press and is turned loose at the divisions, Division Three is going to stage one rip-roarin' watermelon feast to celebrate winning the Premier Safety Division Flag.

The following summons has been issued to all Supt. Dye's clan:

*All you watermelon fiends and others, don't overlook the big doings Saturday night. There is going to be melons and more melons and melons that are melons, that were raised by that famous melon producer, Cond. Bill Rogers, on his ranch at Tropic. And there has been invitations sent to the higher ups to be present and altogether we expect to have one elephant time. Any of you boys who are unable to be present during the evening on account of being on your run will be looked after when you arrive. My advice to you all is to lay off the cats all day Saturday so as to have lots of space as there will be lots of filling for everyone.*

## PHONES TO BE FOR USE OF TRAINMEN

For the convenience of trainmen who have to telephone home from the division headquarters to tell wifey to lock up the dog and hobble the cat before she goes out, a telephone with direct connection to central will be put in each division.

Heretofore it has been necessary for a trainman who wanted to use the telephone to put the call through the main office exchange with a resultant loss of several seconds in which the dog might get seven blocks further away from home, and an excessive number of calls on the office exchange.

This phone has been installed at Division Five, and will be placed at the other divisions as soon as the equipment can be procured. The telephone will repose on the main window, convenient for everyone.

## Did We Win? (I'll Say We Did)

(Dedicated to Division 4)

Did we win the Pennant? I'll say we did!

But a pretty close race, eh, old kid?

Maybe the boys we received from you Helped, that's no doubt very true.

They were in the race and helped to win,

Altho the margin was pretty thin.

The fact remains we won the flag,

And are now getting ready for the melon jag.

When we get that flag, take it from me,

It's going to remain at Division 3.

As I make this remark I am touching wood,

But it's my heart's desire that it really should.

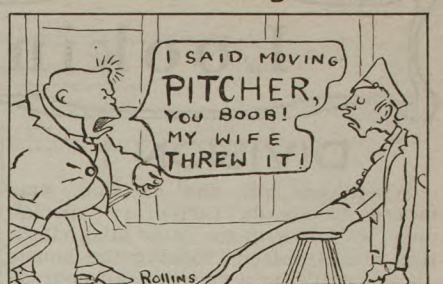
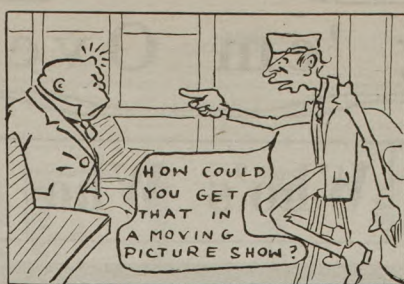
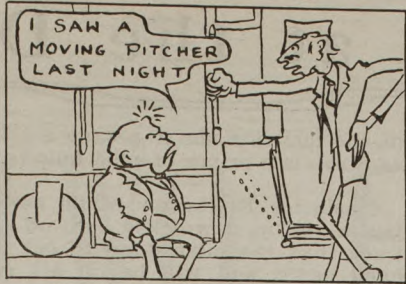
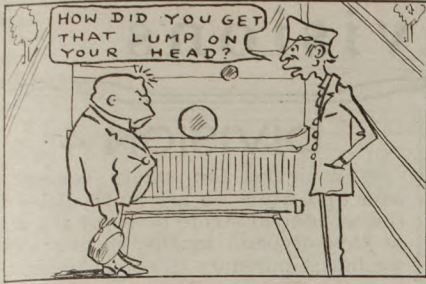
We decide this time to win it or die

As a compliment to our Superintendent, Mr. Ernie Dye.

H. A. R., Div. 3.

# Conductor Ding and Motorman Ding Ding

By Rollins



## Bouquets And Things (Hand Picked)

## Supervisors Will Take Turns Working on Street and Emergency Board

## On The Back End (Contributed)

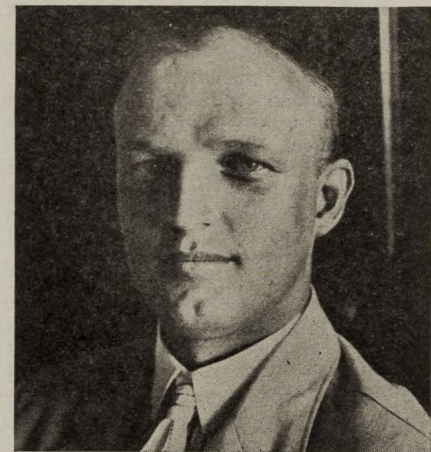
Bouquets Received Last Week  
Condr. H. Collingny, Div. 3.  
Mtr. F. M. Newell, Div. 3.  
Condr. J. C. McKasson, Div. 3.  
Condr. E. Richards, Div. 5.  
Mtr. F. J. Morrill, Div. 5.

FOLLOWING the issuing of Bulletin No. 284 announcing the appointment of Hugo K. Visscher to the post of assistant superintendent of operation

and instruction, a change has been made in the operation of the telephone emergency board.

Here is a story in a nutshell, fellows. Operator J. Briggs was operating a Griffin car up Spring St. At Seventh St. a crowd got on. He changed a five spot for one of the passengers. Started off. Noticed front window had dirty spot on. Grabbed small piece of newspaper and wiped off spot. Took on several passengers at Fifth St. Had rammed the piece of newspaper in his pocket. After starting again he reached in the pocket, got it, and threw it out the side of the car. Going out N. Broadway he discovered he still had the piece of newspaper in his pocket which he had used to wipe the window. What had he done? Simple enough. He had thrown away the five-dollar bill that he had changed at Seventh St.

For Mtr. A. J. Porter, Div. 3  
Los Angeles Railway,  
Gentlemen:



Hereafter dispatchers will have the rank of supervisors and all supervisors will take turns working on the emergency board and on the streets. Supervisors will continue to report to A. K. Plummer, director of traffic, and will assign men for duty outside and inside. The plan will give all men of the department more chance to learn actual traffic situations and to keep informed on changing conditions.

### PROBABLY TRUE AT THAT

An article in the Evening Herald prompts the following epistle, which I trust will be in order. This article informs the public that a class has been established and will be conducted by an able teacher, to develop in motormen and conductors a more courteous manner towards patrons.  
Motorman No. 381 has a smile and kindly words for everyone whom he meets and this smile has gained for him the sobriquet of "smiles" among the many Hawthornites who ride his car. As for myself, last fall I often passed up a car to catch his turn at 6th and Broadway and each time I had a package of gum as a little token of regard. And I wish to suggest that the words Miss Martin's pointer rests on in Herald photo 1. "Be Courteous" be underlined with two more - i. e., "Many Are."

The schedule and mileage departments will remain as at present and no changes are forecast in the instruction and employment departments.

Two fresh boys were being admitted to a school where the master was a very particular and rather severe looking man. "What is your name?" he asked the first.

### Hugo K. Visscher

in charge of department of schedules, dispatchers, supervisors, employment

Mr. Visscher has been supervisor of safety and is a qualified motorman. He has had experience in several departments of the railway. Beginning February 13, 1919, he entered the mechanical department in the truck repair section. Later he was in the electrical department and worked in substations. Following this he was assigned to the general manager's office up to the time the creation of the safety bureau was detailed to him.

"Tom, sir," meekly replied the lad.  
"Tom? Tom?" snapped the master. "Nothing of the kind. Your name is Thomas."

Respectfully submitted,  
CORNELIUS BURNS,  
Hawthorne.

The second lad overheard, and when he was asked his name, to avoid mistake, he promptly replied "Jackass, sir."

For Condr. G. M. Wentzel, Div. 1  
Mr. George Baker Anderson,  
Manager of Transportation.

## CLOSE STUDY OF DUTIES IS KEY TO ADVANCEMENT IN ANY DEPARTMENT

(Continued from Page 1, Col. 1)

Dear Sir:  
Being a patron of your Western Avenue line and quite naturally interested in public utility operation by reason of my connection with the Board of Public Utilities of this city I have observed with keen interest the efforts made by both conductors and motormen, generally, on this line to render courteous and efficient service to the public.

quite a study in itself, to say nothing of the regular routine of the work.

Many of you have railroaded in the north or east where the mercury stays close to the zero point for months and the ground is covered with snow for a third of the year, or perhaps you may have worked in the south where one fairly melts the greater portion of the year. The climatic conditions alone are worthy of great consideration.

ward yourself and others. Even your duties will be easier.

One conductor, in particular, attracted my attention several times recently during the evening rush hour, with particular reference to the tact and patience he exercised in getting his car loaded and having the passengers move forward, so as to permit others to board the car. His number was 548 and I understand his name is Wentzel. I don't know how he does it but he keeps the passengers in a good humor, at a time when everybody is tired and worn out after the day's grind, and I believe he would tell you "there's nothing to it except keeping your head when the other fellow has lost or is losing his;" anyway, just let him explain the secret of not only pleasing the public, but getting a great deal of pleasure out of that job himself.

Your duties bring you in constant contact with thousands of people in all walks of life. People with all sorts of dispositions and characteristics. Some with a pleasing personality, others who eternally have the "grouch habit," and those who have no judgment at all.

Study your job from every angle, and by so doing, you can make your position more pleasant and interesting. Study the people, especially your passengers. Familiarize yourself with the general surroundings and conditions under which you operate.

**STUDY YOUR DUTIES**  
The lack of application by most men seems to be one of the most serious drawbacks. They fail to study their duties in order to make themselves more proficient in their respective lines of work. They don't seem to realize that this is the age of progress, and that it is essential that everyone has got to keep moving with the time, or he will fall behind.

Very truly yours,  
"H. S. PAYNE,"  
Secretary, Board of Public Utilities,  
City of Los Angeles.

Right here one has to frame his own disposition and actions to meet the many requirements and often times your patience may be taxed to its fullest capacity. But little by little you will see that courtesy, diplomacy and good judgment on your part will win for you the admiration and respect of the traveling public.

### TRY TO MAKE FRIENDS

The big men of our country were, in many cases, born of humble parentage and surroundings. They oftentimes were deprived of good educations, and consequently started out in life seriously handicapped. This did not retard their progress, however, as they started out in some line of work, stuck to it, applied themselves, studied the business thoroughly and devoted their spare time to educating themselves; thereby winning the recognition of their employer and the public.

For Condr. S. S. Wollam, Div. 2  
Los Angeles Railway.  
Gentlemen:

### Passengers Observing

The average passenger is far more observing of the fine points than most trainmen are aware of, and do not hesitate to mention special meritorious acts or special courtesies shown them. We realize that many of our men have never had the opportunity of developing the essential requirements of this particular line of work, having been isolated from the busy world in occupations which gave no claim to study human nature as we find it in large cities.

If you are on a regular run, you carry many of the same people daily. Right here, gentlemen, is a chance for you to put a little more "sunshine" into your job by greeting these people with a pleasant countenance, a pleasant "good morning," or whatever the case may be. Extend to them every courtesy you can and by so doing, you will find that the burden of your daily toils will be very much lightened.

### BE WILLING TO LEARN

I take pleasure in calling your attention to the thoughtfulness and courtesy of one of your employes.

Railroading has a certain peculiar fascination which is hard to get out of your system if you follow the business for any length of time, and especially in a climate like ours, where one always wants to be out of doors.

There are other reasons why a man should put forth his best efforts, as many of you have the ambition to advance from your respective positions. This organization, like our City, is growing steadily, consequently the management is constantly watching for the proper material to fill vacancies which are created from time to time in the various branches of the operation and other departments.

Don't say you are too old to learn, gentlemen, or that you know all about everything. If you just stop to think—you can learn something new every day. If your ambition is such that you are really anxious to learn and advance to a higher plane—make it a practice to visit our library or the Public Library and you will find many books that will be interesting and instructive. The man who wants to grow bigger must develop his capabilities, enlarge his usefulness and increase his efficiency before he can possibly rise.

In order that it might be possible for me to avoid a walkover from Seventh to Sixth on Grand during an especially heavy shower today, Conductor 1728 came to the front of his car and told me I might change to a following car which ran along Sixth street.

Now gentlemen, look yourselves over and see if you are going ahead or falling back. If you are slipping or merely marking time, start right in and turn over a new leaf, change your methods and make it a point each day to correct at least one weakness which you may have and soon you will feel better to-

You may be one of those despondent sort of fellows who continually thinks that the whole world is against you and that no matter what you do you are still falling behind. Not so, gentlemen. Opportunities are knocking at your door daily, and it is strictly up to the individual himself to open the door and let it in.

Very truly yours,  
R. L. HASLETT,  
1642 West 39th Place.

For Condr. C. V. Judd, Div. 3  
Los Angeles Railway.  
Gentlemen:

I wish to speak in praise and appreciation of Conductor 844 on the West 11th Street line. I am an elderly lady and lame and was treated with unusual courtesy by him.

Respectfully yours,  
MRS. MINNIE CASPER,  
1132 So. Oxford Avenue.

# Looking 'em Over at the Divisions

## DIVISION 1

When we left the division, one month to go on temporary special duty, we left with the same misgivings that usually attend locking the house up and going on a vacation. Of course, we didn't worry about putting the cat out or who would feed the canary, but we feared for our weekly column, our office force, our stenographer and other necessary nuisances, but our fears were groundless. Our column progressed very nicely under the capable management of Mr. Morton, the "Good Old Scout" of the division and the office force peddled the same old bull and pulled the same old boners, while our musical stenog pounded the same old typewriter in the same old way. In fact everything is just as we left it, for which we give heartfelt thanks, as a load of unmeasurable anxiety is lifted from our careworn brow.

—H. E. MEESON.

There are not very many people outside of our division, who can claim the honor of knowing our handsome night yardmaster, Mr. G. C. Monaghan, and in consequence, we believe it our solemn duty to bring him before the public eye. Therefore, list unto this harrowing tale of woe:

Mr. Monaghan had a car—just an ordinary every-day go-get-em street car, different from others only in one respect—namely, it didn't have an ounce of atmosphere reposing within its cylinder. Anyway, Monty told himself that the proper place for this particular car was in Barn 3, and with his usual prompt methods proceeded to put her there. About two seconds later he found himself and car drifting to the pit, where the turntable should have been and wasn't. Upon ascertaining the fact that the air was conspicuous by its absence, he simply pulled the reverse and stopped her, did he not? Yes, he did not. After dumping half a street car, one truck, one fender and himself in the pit, he calmly sat up, brushed several pieces of broken goose-neck out of his hair and called for the wrecker. Boy, dust off the beautiful fur-lined cigarette holder and hand it to Mr. Monaghan. He wins.

F. W. Hacker, our millionaire motorman, drifted in about 6 a. m., and called for his run. After the entire office force had been searching for an apparent error about half an hour, F. W. piped up and said he had made a mistake and called for a tripper he works every afternoon.

At the time of writing we hear that Motorman L. L. Ferris, who was dangerously hurt when one of our local speed fiends struck him while he was in the act of adjusting his trolley to the wire, will be back in a few days and ready to go to work within a week.

Conductor H. J. Wells modestly asks us to notify the whole world that there was presented to him an 8 1-2 pound baby boy. Of course, out of politeness we appeared interested and asked if it was well, and J. H. launched forth into a graphic account of the baby's wonderful showing of intelligence, and insisted that the moment he came into the world, instead of crying as most babies do, he looked up at him and said, "Papa." Some baby.

## DIVISION 2

Motorman B. M. Ihrig is on two weeks' leave, "roughing it" in San Bernardino Mountains.

J. A. Madigan, clerk, has left for New York and Boston on a two months' leave, to visit friends and relatives at his former home. When returning, he expects to bring his

## Who's Who



THE picture of J. R. Brittain is quite true to life as far as the absence of a coat is concerned, but he jammed on his hat only a moment before being told to look pleasant for the camera. Despite his bald head he is good natured and a highly efficient man. He is mechanical engineer and holds forth at the main shops, Fifty-fourth street and South Park.

Mr. Brittain began as a draftsman fourteen years ago and has made steady progress. He is in charge of all the engineering at the main shops and directs the designing and oversees work for car construction and all other construction work handled at South Park.

mother with him to the Sunny Southland, to establish a permanent home.

Motorman E. A. Williams, who was a member of the deer hunting party, has returned to work, but forgot to bring any deer with him. However, E. A. says, he did see one, but was not near enough to shoot at it.

Motorman R. Van Soest is on two weeks' vacation, motoring to San Diego.

Motorman H. Dunning is spending two months at his old home in Cincinnati, Iowa (not Ohio).

Our genial Superintendent, P. V. Mann, has returned to his desk, after a well-earned two-weeks' vacation.

C. L. Christensen, of the office force, is spending his vacation touring Southern California from the mountains to the sea, but somehow is lonesome for the many smiling faces he is accustomed to see at the window.

## DIVISION 3

Well done boys, we won the Safety Pennant, although by a small margin. We are proud of each other, as we all had a hand in it. We knew it could be done, and it is now up to us all to see that we hold it. Having won it once and knowing how it was done, there is no reason that we cannot make it a fixture at Division Three, so keep your eyes open and your mind on your job at all times and hit the ball. So let's go for the next session.

The Arthur Walker and the Harry Beals families have returned from their auto trip to Frisco and Oakland, and report having had a very pleasant trip and no casualties.

Motorman S. Gannon has applied for a lay-off commencing the latter part of this month, for the purpose of pulling off a matrimonial stunt. That is, we have been so informed. We have no idea who the fortunate young lady is, but we can congratulate her

on the fact that she is getting a prize as Steve is a prince of good fellows.

Conductor E. Proctor, while assisting in getting a wrecked auto off the track, had the misfortune to cut his hand badly, and will be off his run for some time.

Conductor W. W. Kidd is some kid all right when it comes to missing out only twice in one day. Good night, Kidd. Quit your kidding and pull yourself together.

Conductor W. J. Browne has returned from spending a few days at Catalina. He reports having had a Very enjoyable time.

Motorman Chutz is on the job again after a long siege of sickness. He is working a short run for a starter.

The old bird Stork is evidently on vacation after his strenuous duties of last week, as we have no stork stories to relate this week, but expect to have one or two for next issue.

Our genial foreman, Dan Handley, is on vacation, taking a rest, fixing up around his newly acquired home on Carton street. He expects to put in his second week at San Diego and Tia Juana, and in the meantime your humble servant is holding down his jog, doing his most possible to hold things together until Sam's return.

Our frisky Assistant Yardmaster, Charlie Merrill and family, are rusticated at Hermosa Beach. No doubt Charlie will make things lively in that high-brow town.

Conductor Brothers told us the other day that he needed a bath. We knew it already. Anyway he bought two; he got one cheap because they were seconds. We were misinformed that he had also bought an auto, but it turned out to be just an ordinary tin Lizzie.

## DIVISION 5

Well boys, if you do not find the news under Division 5 particularly interesting this week, or perhaps it would be better to say as interesting as in former weeks, you can just lay the blame to the fact that our Superintendent, Mr. Morrison, is away on his vacation, and no doubt you will miss his contributions and suggestions. He left, with his wife, for Murrietta Springs bright and early Monday morning and will probably return about the 28th or 29th. As usual he left us with a smile, and said he knew that we would do our best in his absence, so let's try and not disappoint him.

Conductor J. Forbes is now a summer vacationist, having secured a 10-day leave of absence.

Conductor G. D. Chick is passing around the cigars and receiving congratulations and best wishes for his bride and himself.

Mr. A. F. Grant is now acting as Superintendent in Mr. Morrison's absence, so we shall have to shuffle boys to keep up with him.

Motorman E. Danova has returned to work after traveling all over Southern California and taking in all the sights therein.

Acting Foreman W. E. DeMuth returned from a two weeks' vacation. Some of the boys got it wrong when W. E. left, as they thought he was under the care of a physician trying with medicine to bring back his lost hair that at one time graced his noble dome. We wish to correct that impression and only ask for substantiation that when you happen around the window at Division 5 you take a

## DIVISION 4

Well gents, the safety contest is over and while we are much elated by the wonderful stride made by the boys of this division in the closing week, we feel it our duty to congratulate the boys of Division Three on their success in holding onto first place after climbing up from fifth place. This contest was the most accurately handicapped and spirited race of the three and while we hate like Sam Hill to see the "Premier Safety Division" flag taken from our division, still we feel that as a trophy it has been hard earned and is well deserved by the boys of Division Three.

Conductor A. McKenzie has just returned from the Dempsey-Carpentier fight. "Mac" seems to have had a real nice time. Here is the way he sums up his journey. Stayed at the Pennsylvania Hotel. After the fight went to Boston and Nova Scotia to visit mother, brothers and sisters whom he had not seen for eighteen years. Stopped at Toronto, Can., on the way back to visit another brother whom he had not seen for twenty years.

The following boys are on vacation: Motormen W. J. Harris, twenty-five days, (auto trip to Frisco); W. Brotherton, seven-day rest; J. Z. Gascon, fifteen-day rest; Operator A. E. Seyers, nine-day rest; Conductor A. W. Grunwald, fourteen days at Catalina.

Motorman A. J. Jones is grieving over a very sad disappointment which came to pass last Monday. It seems A. C. was coming south on N. Broadway and while coming across the bridge a White Bus passed the car. A. C. noticed an awfully pretty young lady looking through the glass panel in the rear of the bus. She was so exquisitely beautiful that even the hard boiled soul of A. C. experienced a thrill which he had not felt for twenty-five years. (Yes, boys, he has been married that long.) The bus was getting farther ahead of the car when A. C. made up his mind he must get another look at the smiling queen. Pressing the sander he put on full speed ahead and sailed down the grade south of the bridge. He remembered she had been smiling at him. He would have to see her again. At the Baker Iron Works the bus had to stop and A. C. drew a sigh of relief. He stopped his car about twenty-five feet back of it, and looked up to get another eyeful and—well I'm horn swoggled!—the smiling and beautiful young lady was still looking back at him but it was only a picture stuck in the panel.

Conductor C. W. Davis who recently joined the ranks of the benedicts has started a baseball game on his upper lip. C. W. says a mustache makes a man look more dignified. Did we call it a "baseball game"? We take it back. If it was a little bigger it would resemble a five cent scrub brush.

We would call your attention to the fact that the black mail box near the office window is used to collect bids for runs. If you have any articles or suggestions for "Two Bells" just hand them to the clerk or Janitor "Sam" and they will be forwarded O. K. Do not drop any items in the mail box as heretofore.

look at him. No sir, Mr. DeMuth had an enjoyable vacation from his report and there was not an M. D. mixed up in it at all.

P. D. Chamberlain is now on his run after an absence of about ten days.

Car-house Foreman Carl Gordon is all cocked and primed for a vacation and hunt in the near future. Watch for the news in "Two Bells."