

FIRST HOMES READY

AUTO AND CAR COLLISIONS LEADING IN ACCIDENTS

BY JOHN C. COLLINS
Traveling Supervisor of Safety

The reckless or irresponsible chauffeur, or the over anxious ones, who cut around other autos which are running too slow, not only tie themselves up by taking this chance, but delay others as well. Every man makes mistakes in his own line of work. The best men make the fewest mistakes. The trouble with all of us is we can see the other fellow's mistake better than our own, and more likely to try to correct the one he makes than the one we make.



Trainmen will talk about the carelessness or recklessness of an auto driver, but they seldom see or talk about their own carelessness, which may be just as bad as the man they criticise. To keep mistakes down it is necessary to keep eternally after the men who make them.

Bumps Too Numerous

The chauffeur may be arrested, and perhaps fined. The trainman is cautioned or gets demerits. Ordinary common sense on the part of either would make this unnecessary.

There are more collisions with automobiles and street cars than any other kind of accident. We cannot hope to stop them, but we should be able to stop those of the rear end type. That is, where an auto is standing on the track too close for clearance, or running ahead of the car and makes a quick stop. The auto will turn onto the tracks to avoid hitting another one. Both autosist were following too close without a thought of a car approaching. They place themselves in a dangerous position without an instant warning. They can go so fast, and stop so quickly that it is remarkable that more of them are not hit.

Autos Often Hit Cars

We can avoid the accidents where we are responsible. Those of the rear

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

REPORT EVERY ACCIDENT

NABS LICENSE AS EVIDENCE

Note Must Be Made on Motorman's Card When Car Has Been in Collision

THE following notice is issued by Mr. George Baker Anderson, Manager of Service:

TO ALL TRAINMEN:

Whenever a car is in collision with an automobile, wagon, railway car, or other street car, regardless of whether street car is damaged or not, notation must be made on the back of the motorman's card, under the head "Remarks," that car has been in collision.

This information is required by the company at all times and under all circumstances. This note should be made if the car does no more than to touch another vehicle, even if no damage whatever is noted by trainman.

When the card used to show the condition of the car shows that there has been an accident, no matter how slight, the information is necessary so that the mechanical department may make an examination to determine if the car is in proper condition.

At the same time, it should be remembered that accident reports are required for the protection of the company and the individual trainmen—even if no damage appears. A very slight jolt to the hub of an auto will break the steering knuckle and result in a claim although it may appear at first that no damage has been done.

WHAT GRANT HAD ON

It was at the closing exercises of a city public school that Marjorie was reading a composition of her own on "Grant's Work in the Civil War." She got on most creditably until she reached Lee's surrender at Appomattox Court House.

She then related how Lee wore his sword and was handsomely attired in full uniform, "While Grant," she announced, "had on nothing but an old ragged union suit."

W. A. SMITH, Div. 3.

Overheard on a crowded Central Avenue car.

"I am in a pickle," said one passenger sourly.

"I am in a jam," said another sweetly.

Then the car stopped suddenly and they were both jammed.

CONDUCTOR COMBS.

Trainman Told to Get Number of Machine Brings it in His Pocket

FOR close adherence to rules, Division 4 boasts the motorman who wins the silk-lined garbage pail.

Night Clerk E. E. Roffee was on duty at the window, shifting the weight of his body and brains from one foot to the other. Soon an accident came back from happening and the motorman, new in the company service, asked the night clerk for an accident report blank.

"What kind of an accident did you have?" asked Clerk Roffee.

"An auto hit the fender," explained the controller artist.

"Did you get the license number?" the clerk inquired.

"Yep, here it is," said the motorman with the air of one who had performed a duty with honor. Then he pulled out of his overcoat pocket the license number plate the machine had carried!

15 CENTS DEVELOPS TEST OF LOYALTY

"Daddy" Pierce of Division 2 is mighty loyal to the good old state of Pennsylvania.

Recently three women boarded his car, each tendering a \$50 bill. "Daddy" asked if that was the smallest they had, then looked at them in amazement when they said it was. He asked where they were from and they said "Pennsylvania."

"Folks from Pennsylvania always pay up," said "Dad," as he rang up the fares and settled it himself. The younger one inquired if he was on the same line every day, and when he answered in the affirmative, she promised to meet the car some day soon and repay the 15 cents.

"Daddy" is still loyal to Pennsylvania, but he is still waiting for the 15 cents.

"Liza, what for did you buy dat box of shoe blacking?"

"Go on, nigga, dat ain't shoe blacking; dat's ma massage cream."—Chester Compass.

EMPLOYEES TO MOVE INTO BUNGALOWS SHORTLY

The first two houses of the group near Division Three being constructed under the Los Angeles Railway employes housing program, will be completed this week. Work on the other bungalows will be pressed as rapidly as possible to make them available at an early date.

Motorman W. W. Taylor and Conductor P. P. Bledsoe, both of Division Three, will be the first men to occupy new houses built by the Los Angeles Railway.

Three houses, moved from property near the Sixteenth and San Pedro station, have been rebuilt and placed on McKinley Avenue between Forty-eighth and Fifty-first streets. They are to be occupied this month by Conductor R. H. Barnard, Conductor B. Jones and Motorman W. G. Hancock, all of Division Two.

A small house in Hyde Park has been built for Motorman H. H. Anno of Division Five.

Sixty families have been placed in homes, under the housing program to date. In the majority of these cases the employes have had a home selected and the Los Angeles Railway has financed the purchase.

Try being a little more polite and see how much easier things will go this week.

Motorman J. D. Brubaker of Division 2, who receives this commendation, also received a Christmas bonus of close to the full \$40. He entered the service last April and received \$37.50 bonus. That it was well deserved is indicated by the following letter:

Los Angeles Railway.

Gentlemen:

I want to tell the company that Motorman 47 was most kind and considerate today when transferring at Moneta, which is not the case with all motormen, though I never did complain of any.

I remarked I would like to send him a Xmas present for his waiting for me to merely cross the track, when someone suggested I do this, and I am so happy to do it.

MRS. LOU G. MARTIN.

917 West Fifty-fifth Street.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

The Men Who Go Ahead

EVERY employe of the Los Angeles Railway holds a position by virtue of ability to accomplish certain definite duties. There is a minimum standard set on most jobs and if an employe cannot accomplish a certain amount and kind of work that person is considered unfit for the position. But it would be hard to find a job where there are maximum restrictions on the character of work accomplished.

Two men in the train service may go to work at the same time and put in an equal number of hours. Their runs may yield about the same number of fares or they may make an equal number of runs without accident.

On the face of things they have been of equal value to the company and received equal pay. But take into consideration the character of service rendered. Serving the public is a real job for intelligent men. The conductor who has met his passengers with courtesy and answered the questions to the best of his ability has done a better day's work than the other man who took in just as many fares but was sharp and grudging in the information he gave to inquiring passengers.

The same applies to two motormen if one made his trips with smooth operation and economical use of power and the other jolted the car and consumed more power than necessary. Both went through the day without an accident, but you know which one was of most value to the company and which would be selected for promotion.

Of these four men, two built up public good will, and two did not. Public good will is a commodity of such value to the company that no price can be put upon it.

Employes of the Los Angeles Railway are building up good will. They are making this street car system known among railway executives throughout the country as one that delivers good service, and this is indeed gratifying. The public is not slow to appreciate good service.

Girl Races School Report Against Dad's Merit Card

Editor "Two Bells."

MY papa is motorman out of Division 5. I am in the B6 grade at school. We are running a race to see which one can get the best rating card. I tell papa every morning to watch his mirror close and to keep his car on correct time. He got ten demerits for running ahead of time the other day and he tried to keep it hid from me, but I found it in his coat pocket.

I was at the car house and I saw the box where you put the letters in and I thought I would write one and put it in.

MAE LIMES,

Motorman J. A. Lime's Daughter.

QUESTION BOX

Question: A few days ago you instructed me regarding proper use of the air, telling me to apply the full braking pressure at first and then to gradually release the air as the car slowed down. Today, one of your traveling instructors "called" me for applying too much air at the beginning of the stop. Why the difference in the instruction?

Answer: When I spoke to you you were going south on Maple Avenue, getting your car up to practically full speed between stops, and were applying your air a little at a time, resulting in your having to keep increasing the air pressure until your car almost stopped, and then having to release the air quickly, which resulted in making a number of rough stops on account of still having too much pressure in the brake cylinder, as the car stopped, and also frequently sliding your drivers on rear end of car, even though the condition of the rail was good. When the traveling instructor spoke to you, you were operating in traffic on Seventh Street, never getting the car up to anywhere near full speed, and the heavy application was resulting in throwing all your standing passengers off their balance each time the brakes were applied.

Now, where is the difference? When you apply your brakes with the full average pressure, you get a pressure of approximately 4,500 pounds on each wheel; with the car moving at twenty-five miles per hour, this will not jerk the car, or slide the wheels on a good rail, but as the car slows down, the friction between the shoe and the wheel increases and the pressure must be reduced to prevent sliding wheels or making a rough stop. But when the car is moving slowly, there is not the momen-

tum to overcome, and a heavy initial pressure slows the car down too quickly, making it very disagreeable for the passengers.

On two motor equipment there is usually more brake pressure on the drivers than on the idlers, and as the shoes on the rear drivers have a tendency to "climb" the wheel when the car is almost stopped, these wheels frequently slide a few feet, even on a good rail, which prevents a smooth stop being made, and puts flat spots on the wheels.

On the slippery rail we are having these foggy mornings, a full application of the air, even when running at full speed, will frequently, cause the wheels to lock, and I can imagine no more helpless position in which a motorman can be placed than to want to stop his car to prevent an accident and have his wheels commence to slide. Applying sand while the wheels are locked will not prevent the accident, and will only result in ruining the wheels, so the only possible thing the motorman can do is to release the air until the wheels begin to turn, and then applying sand, use the air very carefully.

Moral: Give yourself room enough to stop smoothly and safely, using as heavy an initial application of air as the speed of the car and the condition of the rail will allow, and gradually reduce the pressure as the car slows down, retaining just enough to keep the car from "creeping" after the stop is made. You will save time by this, as your passengers will be on their feet at the exits ready to alight as soon as the car stops, and you will not be running by boarding passengers and having to wait for them to catch up with your car, and the red line on the accident chart at your division will stop making those upward jumps.

R. R. SMITH.

Goat is Playful

Butt!

Mechanic is Sore

BILLY WELSH, our controller mechanic of Division 4, came to work the other day with a skinned nose and a black eye. Our curiosity aroused, we begged him to give us the details of the accident. This was his explanation:

"I was bending over doing some work when my billy goat bucked me and sent me head-long into the fence, breaking the fence down, skinning my nose and shading my lamp."

We laughed because it seemed comical.

"But," continued Billy, "the worst of it was that I got up, filled with anger and craving revenge, gave the goat a kick in the head and almost broke my ankle, though he (the goat) did not seem to mind it at all."

C. J. KNITTLE.

OAKLAND MAYOR'S SECRETARY LAUDS L. A. RY. TRAINMAN

High praise of the spirit of Los Angeles Railway trainmen is contained in a letter received from Harold D. Weber, secretary to Mayor L. Davie of Oakland. Mr. Weber says he was at the busy corner of Vermont and Washington at 5:30 p. m., December 24. This was the afternoon before Christmas day and brought a record traffic.

A bad traffic tangle ensued and a trainman stepped from one of the cars to the center of the street and acted as traffic officer. Mr. Weber says, "The good work cleared up the tangle and the trainman remained on the volunteer job for a short time during the worse congestion."

Unfortunately Mr. Weber was unable to note the trainman's number so that fitting reward might be given him under the merit system, but it is significant to note that when the traffic jam came an employe of the Los Angeles Railway was on the job to clear it up.

"I Wonder"

What a conductor would do if he had an accident and when he asked a lady who saw the accident to sign a card, and after reading the card she said, "I haven't my glasses with me"?

What would happen if some means were found or should accidentally pop up to keep folks from folding their transfers from six to a dozen folds?

"And yet I wonder."

And when the public will realize a conductor is only human—some of them, I mean.

BY "TEXAS."

Here is a mighty nice bouquet for Motorman M. Perlin of Division Five, who is praised for courteously assisting a blind man:

Los Angeles Railway. Gentlemen:

I couldn't help notice the courteous treatment accorded to a blind man this morning by Motorman 2189, Hoover car, and in view of the encouragement you give to your employes to be always courteous, I felt that this incident should receive consideration.

Yours very truly,

J. PEARCE,

J. W. Lewis Company, 518 Security Building.

CORRECT CARD ON CONDITION OF CAR IS ORDERED

Here is a tip to motormen. If there is anything about the card for reporting the condition of the car that you do not understand, consult a superior at once and have him set you on the right track.

This advice precedes a warning that thorough efforts will be made immediately to have every card made out correctly. The giving of correct information on the card is one of the most important features of street car service and it is imperative that the information be given promptly and correctly. Information given on the report card is vital in keeping the car in proper condition and averting accidents, also for maintaining rolling stock in the way to give passengers the most comfortable service.

Failure to turn in the card is utter carelessness and there can be no excuse for putting down incomplete or incorrect information in view of the opportunities given for full instruction.

The following warning is given by Mr. George Baker Anderson, manager of service:

"So numerous are the mistakes on cards for motormen's daily reports on condition of cars and so frequently are cards lacking entirely in some of the information sought that we have been compelled to resort to vigorous measures to secure proper reports from those motormen who are not furnishing the information needed.

"Read instructions on back of report card very carefully; obey these instructions to the letter. In the blank spaces on the back of the card asking if your car is provided with shovel, broom, duster and trolley pick-up answer each question with "yes" or "no." Be extremely careful to see that the time, date, car number and other information is accurate; turn card in promptly."

LADY, YOU WIN THE UPHOLSTERED SPORT SEDAN COFFEE GRINDER!

Coming into town on a West Adams line, I noticed a lady running frantically toward the car about Sixteenth and Cherry Streets. Waving her hand excitedly, she shouted to me to wait. I waited as she seemed dressed up to go down town. She ran around behind the car and I looked in the mirror to see if she mounted the steps. Instead, she dashed toward the front of the car, and then, very much out of breath, said:

"Oh, dear (puff) I ran a whole block to (puff puff) catch the car. No, I don't want (puff) to go down town. I (puff) just want you to tell me the time, please. Our alarm clock stopped."

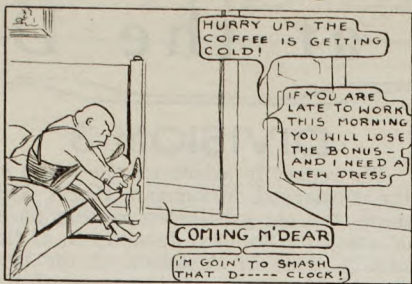
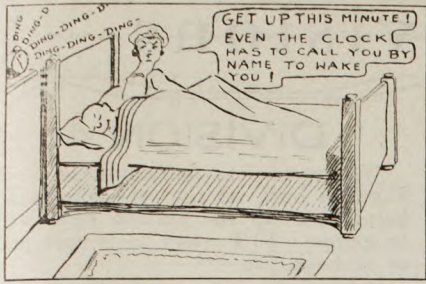
MOTORMAN A. C. JONES.

BEATING THE LANDLORD

An actor-manager was being shown around a lunatic asylum. Seated under a tree in the garden was a man who was counting his fingers again and again, muttering: "Eeney, meeny, miney, mo." "Who's this?" asked the actor. "A strange case, sir," replied the attendant. "We found him in the street. He's harmless, but hopelessly insane." The actor looked at the lunatic closely, while the attendant moved away. "Bless my soul!" he exclaimed presently. "He resembles a former member of my company." "Tell me," said he, addressing the lunatic, "aren't you Bawl, the actor?" "Cheese it," whispered the lunatic. "If they don't find me out I can stay here all the summer rent free."

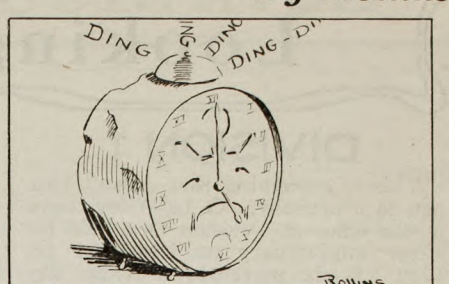
Conductor Ding and Motorman Ding Ding

By Rollins



THIS SCENE WAS CENSORED BY THE EDITOR. IT SHOWED A "FREE-FOR-ALL" IN WHICH CONDUCTOR DING ATTEMPTED TO KILL "TIME" AND MRS. DING SAVED "TIME".

FOR THE "TIME" THAT WAS SAVED SEE NEXT FRAME.



Bouquets And Things (Hand Picked)

Here is a bouquet for Conductor C. C. Mattice of Division 2 for special acts of courtesy:

Los Angeles Railway. Gentlemen:

I read in the paper that conductors receive a bonus for reported acts of courtesy, so I wish to report not only one, but several acts on the part of Conductor No. 2632, Huntington Park Line. On the trip out from the city he went out of his way to assist two women with small children in and off the car; relieved two women of large packages while they stepped on and off of the car, and showed great patience in directing several passengers. I think he is entitled to at least four or five points.

Yours truly, MRS. J. H. BLEDORE. Huntington Park.

The writer of the following letter states that he has been in the postal service sixteen years and considers Conductor H. L. Raines of Division 5 just about the most courteous trainman he has met:

Los Angeles Railway Company. Gentlemen:

Permit me to say a few words of praise of one of your company's conductors, Mr. H. L. Raines, No. 226, of the University-Central Avenue line. My attention was particularly attracted to him by the painstaking manner in which he instructed new men—new in the company's employ.

I have been in the U. S. Postal Service for over sixteen years, continually; have ridden the street cars at least twice daily, and don't recall meeting a more courteous and gentlemanly conductor, one who thoroughly understands his business and calls the names of streets and all transfer points as his car approaches them.

Thanking you in advance for your kindness in reading this note, I remain, Respectfully, JOHN F. HAZLIP. 4326 Central Avenue.

A number of special acts of courtesy are cited in praise of Conductor E. Brown of Division 3. The booster letter is in part as follows:

Los Angeles Railway. Gentlemen:

You will please pardon my liberty in taking up your time to read this letter; nevertheless I should like you to read it. I have been a resident of Los Angeles for a number of years and during that time have traveled over your lines considerably, principally over the East First and Pico, the Ninth Street and the West Eleventh car lines.

From time to time I have noticed letters in the papers—the Los Angeles Times in particular—touching on many varied subjects—either a criticism or a boost along that line—and also touching on the courtesy of our street car conductors. I must say in all my travel over your lines, with perhaps one or two exceptions, I have always received the greatest courtesy from them.

This morning coming over on the West Eleventh Street line, I was particularly attracted to the courtesy of the conductor on the car I was on. I do not know his name, but I do know his number, 826. At one of the crossings a man and his wife got on. The lady seemed to be quite a cripple in hands and feet, and this conductor almost lifted her from the steps of the car into the car and saw that she was safely seated. Her husband was helping as well, but had a number of packages to carry. When they got off this same conductor got off the car and helped her.

Hope you will excuse my intrusion. Yours very truly, MISS L. MYTTON.

COLLISIONS OF AUTOS AND STREET CARS LEAD IN ACCIDENT RECORDS

(Continued from Page 1, Col. 1)

end collision type may be avoided. The way to do this is don't run up too close before beginning to stop, and don't follow the moving auto too closely; they hit us as often as we hit them.

It is enough to give a man gray hairs just to stand and watch them, let alone try to operate a car through a mad, running, disorganized, conglomerated mess of machines.

To run a car safely through a street congested with autos requires all the foresight and caution of a motorman or operator; but if he uses the gong and the air at the right time he will never have an accident in which he is to blame.

It's a "Rear End" Collision

If an auto is on the track ahead of you and you hit it, it is exactly the same as a rear end collision and the motorman is held responsible. The auto may be moving and have to stop very quickly; if you hit him you are to blame. A street car may do the same thing; if you hit the car it is a rear end collision.

The congested district is not hard to go through if a man is in the right frame of mind and moves with the traffic, not trying to force his way ahead of it. Learn to go with the traffic. The new man can run as fast as the old experienced one through congestion. The more congested it is the less danger, as there is less speed; the car is under better control.

Prepared for Danger

When a man knows a street is dangerous, he prepares for it, more than at one not considered dangerous. When things are congested, both sides of a cross street are dangerous, autos start into the block and maneuver for position to make a run on the far side of the street. There is usually a hotel there, also, where autos are continually backing to the curb, or pulling away from it, cutting into the regular flow of traffic; making others pull into danger to avoid a collision.

As you leave the middle of the block approaching the next cross street, autos are stalled waiting for the traffic officer's signal,

and some of them may be out of line and on the car tracks.

If autos are on the tracks, wait until they get off; the driver is there and you have to wait anyway, so don't get over anxious, hammering the gong at him; he will pull out when he has a chance, and when a chauffeur stops in the middle of the block, he may be going to back into an opening along the curb. If he does, the front wheels will be cramped around so they will get in the path of your car.

Watch Autos Backing In

He has to do this to get the right angle to back up properly. The instant he stops get your car under control and sound the gong. In running along side a string of moving autos there is nearly always someone out of line far enough so the hub will hit the step of the car. Slacken speed, sound the gong a series of taps with a second or two between taps, to let them know you are approaching. If one looks too close, take no chances, approach slowly. Unless your judgment tells you he is in the clear, don't try to pass. Learn to judge by looking through the window in front of you, and not over the side of the car. If it looks too close through the front window, it IS too close.

If an auto pulls out of the string and stalls you in the middle of the block don't cuss him with the gong; look ahead and see how far you could move if he were not there. Ringing the gong does not get him out of the way, because he can't get out of the way until other autos get out of his way, and very likely there is a yellow car or two not more than a hundred feet ahead of you that would stall you anyway.

Worry Is No Help

Take things philosophically; do the best you can, that is all the other fellow can do. Don't worry. It is as bad for one as the other, so play the game. Figure you are matched against all other people, and they are trying to put you in a hole, or to make you have an accident, is their play, and yours is to keep them from doing that. Try to outplay them. If you get through the day without an accident you win. If not, you lose. Try again the next day, but try a little harder. Profit by your defeat the day before. Study out your plays ahead of time. Figure you are an expert, and they can't make you have an accident, no matter what they do.

Wife Sends Thanks for Hubby's Bonus

Los Angeles Railway Gentlemen:

I sincerely wish to thank you for my pass, also for the bonus to my husband. We both wish you a very happy and prosperous new year.

MRS. ELIZABETH FITZGERALD. 927 West 85th St.

Lapse of 5 Seconds In Signal Changes

There is a lapse of five seconds between changing of the traffic signals on Broadway. All motormen MUST allow this time to elapse before starting their car; this to allow traffic going in the opposite direction to be in the clear, thus avoiding the danger of accident and congestion.

Now that woman has equal privileges under the Constitution, she ought to have them under the mistletoe.—The Pretzel.

Headlights To Be Used In Heavy Fog

Whenever it is very foggy, making the movement of cars more dangerous than at normal times, motormen are to light their headlights, regardless of the time of day.

COLOR OF 1921 PASSES

Honor the following card passes for the year 1921, commencing January 1st:

Annual Passes—Color, "Buff," signed by either H. E. Huntington, president; W. E. Dunn, vice-president; G. J. Kuhrts, general manager; F. Van Vranken, general superintendent.

Annual Passes — Color, "Pink," signed by W. E. Dunn, vice-president. The pink passes expire July 3, 1921.

RETURNS AFTER ILLNESS

After an illness of three months in which he battled with typhoid fever, P. T. Powers, chief clerk of the general superintendent's office, was welcomed back on the job last week. The illness came at the end of Mr. Power's vacation trip.

On The Back End (Contributed)

Motorman R. W. Reed gives us the tip that the mirror is for the purpose of seeing the steps and not the pretty ankles. How does he know you can see pretty ankles, etc., on the steps? Explanations are in order, R. W.

* * * FOOLS

There are many fools, but there are some who are ever with us: The fool who rocks the boat, the fool who skates on thin ice, the fool who takes sharp curves on high and nine points, the fool who didn't know it was loaded, the fool who pays twenty dollars a quart.

MOTORMAN T. L. ROBERTS.

HEARD ON A PICO STREET CAR

"Who are the people behind the city papers?" asked a student of affairs. "The man behind the Herald there," replied his lady friend, "is an acquaintance of mine who does not want to let on he knows I am standing."

OTHERS WOULD LIKE TO KNOW

"Last night a dozen cars went by while I waited and I couldn't get on board one of them."

"That so, old man? What was the trouble?" "Too full."

"The deuce you were! Where did you get it?" * * * *Backward, turn backward, O time in thy flight, And make this old transfer Good for tonight.* * * *

If you complain of lack of opportunities, you will miss what you have.

Remember, when you are right you can afford to keep your temper, and when you are wrong, you can't afford to lose it.

Life is not so short but that there is always time for courtesy.

* * * EMERSON.

The other night I was eating a hot-dog sandwich at the lunch counter. Mr. Smith came in and ordered a couple of sandwiches to take out because he had to return to work. The woman behind the counter asked him where he worked and he told her he was a cash receiver at Division Four. "Oh, are you that marvelous cash counter that I have heard so much about?" she asked, "My husband is a motorman at Division Four."

I am a conductor and all the wives appreciate Mr. Smith's service so that we can get home as quickly as possible.

A DIVISION FOUR BOY. * * *

OU, LA LA!

"I vant to go to la statione, Souzen Pacifique, vere vill I change car?" asked a gentleman whom I thought was a Frenchman.

Willing to give him any information in his own language, I asked him, "Do you speak French?"

"No," he said, "I speak English." CONDUCTOR H. LE BLANC Division Two.

Looking 'em Over at the Divisions

DIVISION 1

This is something that doesn't happen to everybody. C. L. Wiley, clerk in the office at Division One held his silver anniversary on December 25, 1920. C. L. married on Xmas day 1895—in 1896 a daughter was born who is now Mrs. C. R. Davies and on Xmas day 1920 the Wileys are the proud grandparents of a daughter born to Mr. and Mrs. R. C. Davies. Division One extends congratulations.

Motorman C. G. Bond pulls this one. C. G. operates his car smoothly, but at a late hour the other night a lady passenger said to C. G. as she was getting off that it seemed to her that she had been taken a few high balls as the car rocked so much. It sure must have had some kick.

Conductor M. A. Joseph of Division One, who has been with the Los Angeles Railway more than 10 years, is confined to his home at 914 Edgeware Road. According to the reports received he had had a serious hemorrhage December 26 that resulted in paralysis of his left side.

DIVISION 2

The other day a crew was told to take a car to Thirty-ninth and Western for relay work. They went to 39th and called to dispatcher. But they forgot to take a car with them.

Conductor Gregory and Motorman Engledon should take a map when going for a tour in the country for they landed in the mountains and couldn't find their way home.

A well known conductor of Division Two missed out recently and then got the job of taking the mail to the office. He still waited around and when asked the cause of his delay he explained that he was waiting for a motorman.

Three ladies boarded a Maple and Heliotrope car and one of them dropped three nickels in the fare box. After doing so she said to Conductor H. C. Peck, "I have a machine similar to this one at home but when I turn the crank music comes out instead of nickels."

Two Irishmen who gave evidence of having come from a part of the island where street cars were unknown watched Conductor H. Combs for several minutes, then one of them exclaimed, "D'ye mind the poor felly with the blue cap. 'Tis beggin' his livin' he is. I saw him hold out his hand to twinty-seven people and every blessed wan of them gave him a nickel."

Introducing: New Men of The Week

The following men have been assigned to divisions during the week ending December 31, 1920:

DIVISION 1	
Motormen:	M. F. Bowen, Jr., J. F. Swant.
DIVISION 2	
Motormen:	J. J. Eck, A. C. Smith.
Conductors:	N. Hoffman, M. Smith, E. P. Miller.
DIVISION 3	
Motorman:	J. E. Gant.
Conductors:	W. J. Browne, M. G. Sanchez, A. A. Sears, W. W. Wright.
DIVISION 4	
Motormen:	E. P. Adams, G. Jensen, F. H. Hayes.
Conductors:	C. M. Gadson, C. W. Todd, C. E. Carl.
DIVISION 5	
Conductors:	H. F. Kurth, F. Murphy, A. J. Banczyk.

Who's Who



"SUNNY Jim" also known as J. B. Hayner did not have to be asked to look pleasant for the photographer. "J. B." couldn't be a grouch if he tried. His present position with the Los Angeles Railway is employment agent and as such he has brought happiness to many men seeking employment as trainmen.

Mr. Hayner has been with the Los Angeles Railway 17 years. Starting as a motorman, he operated out of Division One, from which all lines started in those days. After some time he became a dispatcher and later was a supervisor. For 10 years he was an investigator in the claims department and has been employment agent since last April.

Since April, Mr. Hayner has placed in the employ of the company 2628 trainmen. Last July 406 men were put to work but it is significant that in December the total was only 197. The company has at present a waiting list of experienced trainmen.

DIVISION 5

Motorman J. B. Wilson is taking a few days off with the intention of making a trip for the benefit of his wife's health.

Motorman F. C. Loyd has returned from his Christmas vacation and is back on the cars.

Motorman W. F. Hembd has taken a few days off, making a trip to Santa Cruz to attend to business.

Motorman A. O'Donald has taken a 30-day leave of absence to attend to business matters.

Foreman John Robinson is improving, so we understand, and expects to be back on the job soon. His little girl is also better, having been confined to her bed with the scarlet fever.

Foreman of the car barns, Carl Gordon, E. Forsythe, E. Yonkon and A. L. Weiser made a trip to the Imperial Valley, via Palm Springs and back via San Diego. The trip was made with the intention of bagging the limit of ducks, but unfortunately when they arrived at the spot they found the ducks a bit shy and having forgotten to take their rifles along, did not get a single duck. They are still trying to pick the dust out of their eyes and any one wishing to get a line on the condition of the road to the Imperial Valley kindly refer to E. Forsythe, switchman at Division Two.

DIVISION 3

We regret to announce the death of the father of Motorman Harry Gilmore, the old gentleman having passed away on Sunday, January 2, at the family home in Pasadena at the ripe age of 85 years. He was one of the old-timers of this district, having come here from Ohio over 35 years ago. He leaves to survive him his widow and two sons, Dr. Gilmore of Salt Lake, and Harry. We tender the family our sincere sympathy in their great bereavement. The interment took place at Mountain View Cemetery, Pasadena.

We are in receipt of a letter from Ex-Conductor E. Bundy from Fairmead, Cal. where he is engaged in ranching. He said everything was going well with him and he wished to be remembered to all the boys and wished them all the compliments of the season.

A lady stood at the crossing and Conductor Sapwell's car came along. She stepped up to the car and asked "Sap," "Do you think it is going to rain?" He said, "Yes, I do." She turned around and went back home. Some salesmanship, "Sap," some salesmanship—a nickel lost.

Conductor M. B. Wickline has taken 30 days off for a much needed rest.

Well, well, well, boys. "Oh, dear me," there's nothing to it. You just can't beat it, that's all. Last week we reported the arrival of the lively Xmas presents in the shape of two bouncing baby boys and now we are proud to report the arrival of two New Year's gifts of same variety, 10 pounds apiece, on January 2. The stork visited the home of Conductor B. E. Northrup and left them a dandy boy and then hopped over to the home of Motorman W. C. Rissman and left a duplicate there. Two more prospective motormen of ours. We are pleased to report mothers and babies doing fine.

Motorman J. A. Rudd has entirely recovered from his recent serious accident and is back on his run again.

Motorman J. M. Drogus, who has been off some time on account of a bad boil, is on the job again, but at present is not wasting any time looking for a stool.

The following men are off on sick leave: Conductors V. E. Davis, W. O. Bailey, D. R. Jayne; Motormen Jim Hardin, F. E. Wolfe, H. Christin, A. Conn, J. Schlageler, C. Ferkel and Bill Strong. Operator C. White wants to know what he has ever done to the Two Bells compositor. He says that he is continually giving him "L," always making it Wilke. I asked Wike what was the meaning of the word Wike. Well, he said back where he came from in Slavo Skeezicks it denoted speed.

VETERAN OF 25 YEARS STRICKEN

Conductor G. W. Chapman of Division Four, who has been with the Los Angeles Railway for 25 years, suffered a sudden stroke last Tuesday while working on the money car. He was rushed to the Receiving Hospital and later removed to his home.

Conductor E. B. Valentine who is also one of the conductors of the orchestra has left with his wife for Honolulu, where they will visit her folks. He is on a ninety-day leave. A temporary director will probably be appointed and announced in the next issue of "Two Bells." Valentine sent a New Year's Greeting to "Two Bells" by wireless from the ship.

DIVISION 4

We are glad to see Motorman F. P. Hommel back on the job again after being laid up for sixteen days with la grippe. F. P. says he is sure glad to be back, too.

Yardmaster H. L. Barden was in the rest room last Tuesday and was about to step up on a bench to change a number on the car number board when the bench gave way and down went Mr. Barden. "What do you mean busting up the furniture like that?" roared Switchman George Mosier.

"I was trying to break my neck," replied Barden, "so that Knittle there would have something to put in 'Two Bells.'"

Motorman D. W. Carter has found it necessary to take a sixty-day leave to care for his wife who is in very poor health.

Supervisor "Bill" Flannery was in the office the other day. During his visit he disturbed the peace and also rechristened our esteemed friend, Mr. W. A. Driggs. "Bill" asked Driggs to look up something and Driggs replied that he didn't have time. "Well, you confounded Airedale," yelled "Bill," looking down on Driggs' blonde pompadour, "stop and take time."

Then "Bill" walked over to Clerk "Mike" Michaels who was using the "Peck and Hunt" system on the typewriter and asked, "What's the name of that piece you're playing, 'Mike? It sounds to me like 'Annie Rooney' marrying 'Old Black Joe.'"

Conductor L. J. Heinson is on a fifteen-day leave and is remodeling his home a bit.

About two months ago our night clerk Mr. Roffee expressed wonderment about that question in the accident reports, "was car going up, slowing down or stopped?" He could not figure out what it meant for a car to be "going up." A couple days ago he informed us that he had solved the problem, that the question involved means, "was car 'starting' up."

Motorman W. Robbins has decided to rest up a bit so he was granted a fourteen-day leave.

Our night Mechanical Foreman, McIntyre claims that he can find more comical stuff on the car report cards than in a joke book. To prove it he showed us two striking examples.

Motormen Bartlett and Murphy turned in a card which had written across the face, "Overheads on No. 1 and 2 ends." "Mac" says, "Of course there are overheads on both ends." Another card which was made out by an "extra" motorman after he had worked on a "Mag" car for the first time stated that the car had no pump fuses.

Motorman Paul Russell has returned from San Luis Obispo, Cal., where he spent the first few days of the New Year visiting his folks.

A group of Division Four were talking about the dense fog we had about a week ago. One of the boys said, "Out on Vermont it was so thick that you could make a streak in it with a stroke of your arm." Motorman Misquit said, "That's nothing. Out on Temple street we could look back for six blocks and see the path we had been cutting through the fog." Then up spoke Motorman F. G. Snyder who had worked on West Pico. He said, "Why say boys, you should have been out on Pico. The fog was so dense that I cut a lump off and took it home and showed it to the wife."