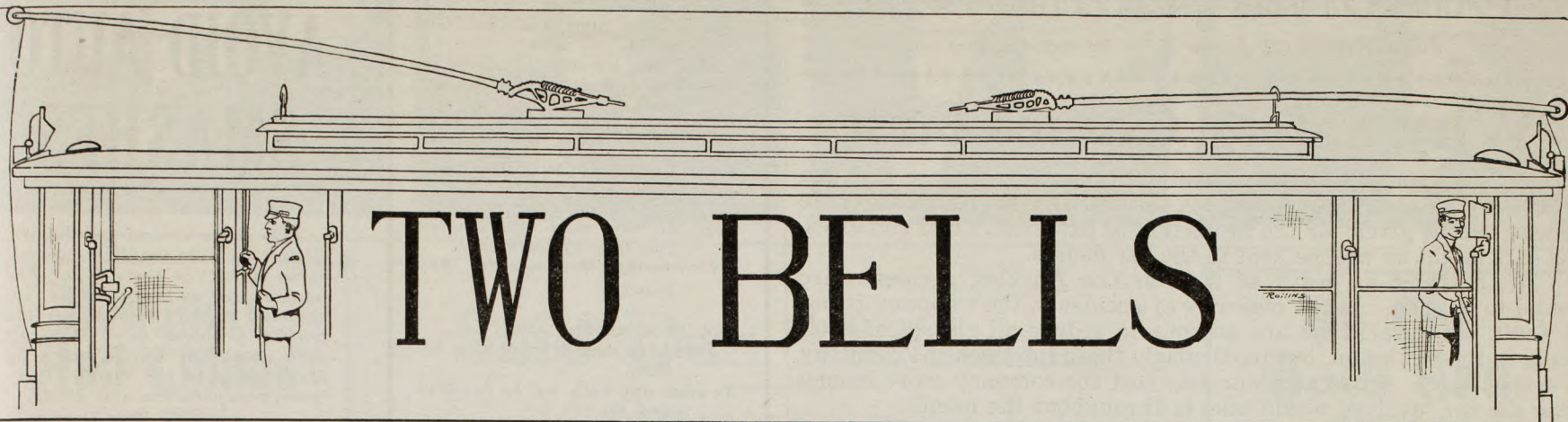


SAFETY IS THE BEST JOB INSURANCE



TWO BELLS

VOL. 1

JANUARY 17, 1921

No. 33

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

123 Cars to be Improved at Shops

RULES STRICT FOR WAR ON ACCIDENTS

BY GEORGE BAKER ANDERSON
Manager of Service

A large number of men from all over the United States, representing as high a type of man as ever sought employment with the Los Angeles Railway, are now on our waiting lists ready to go to work when called upon.

It has been found necessary recently, upon recommendation of the Safety Bureau, to dismiss from the service a number of motormen for deliberate violation of the essential rules of safety. These men have all been very carefully instructed, repeatedly cautioned and in some cases demerited for attempting to establish records as speed fiends or for general recklessness.

For example, in one day it was necessary to discharge five motormen who refused absolutely to obey important safety rules. One of these motormen would feed up to nine points when he was 125 feet behind a street car. At other times he would operate at excessive speed across such intersections as Washington and Grand. At another time he smashed into a truck on Central Avenue simply because he was not watching the track. Records show that he had six accidents between December 16 and January 3, for all of which he was responsible. He was dismissed as unsafe and unresponsive to instruction.

Like Punching Bag

In the case of another motorman, he operated against switchpoint at First and Spring when car on the other track was in a very dangerous position. He ran full speed past standing cars. He collided with trucks because of inattention to his duty and seemed to take delight in handling his car as though it was a punching bag.

Another motorman had three bad accidents in five days, in which he was found fully responsible by the Safety Bureau. He ran like a maniac down

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

An Incentive For Safety



You're Welcome
At Safety
Bureau

NOW here is a mighty fine reason for taking a live interest in the inter-division safety contest. She is Miss Mildred Huffman of the Safety Bureau displaying the "Safety" pennant which will adorn the division showing the best accident prevention record for the three months ending February 5.

Standings of Divisions, January 1, were:

- Division 2—863.
- Division 5—852.
- Division 3—843.
- Division 1—831.
- Division 4—823.

The safety championship pennant, which reads "Premier Safety Division," and will fly from the flag pole of the winning division February 3 and continue there until it is won by another division, has been made and is ready for the clan leading in accident prevention.

NEW COMFORT FOR RIDERS AND CREWS PLANNED

A total of 123 cars of the Los Angeles Railway is to go through the main shops at Fifty-fourth Street and South Park for improvements that will give the cars larger loading platforms, folding doors and gates, thereby adding to the convenience of passengers and trainmen. The work will require the greater part of 1921, as only a few cars can be spared from service at a time.

Thirty-four of the interurban type of cars, which now have the long curtains which may be pulled down during bad weather, and have no gate or door at front except the drop bar, are to be equipped with folding doors. This will be a great help in rainy and cold weather. Of particular interest to conductors is the installation of the doors, as it will make the cars of P-A-Y-E type, loading at the rear. This will make it unnecessary for conductors to crowd through the car collecting fares.

The cars to get the folding doors are numbered from 618 to 654.

Eighty-nine cars are to have the loading platforms lengthened and made Standard P-A-Y-E No. 1 cars. Their present length is 34 feet 1½ inches and the new length will be 44 feet 7 inches. This will allow for one more "walkover" seat in each end. These cars are of the type now in use on the South Main Street line and the East Fourth and Hoover.

A trainman who visited the office of the Manager of Service left behind him his seat cushion. The owner may get it by calling at the office of Two Bells, Public Relations Department, Room 720A.

Jimmie—I had to kill my bulldog this morning.

Charlie—Was he mad?

Jimmie—Well, he didn't seem any too well pleased.

Important Notice To All Trainmen

A FEW trainmen have been making it a practice at certain hours of the day to remain at terminals several minutes over-time without necessity for doing so and then running at high speed and passing up passengers for a considerable distance on the next trip in order to make up the time lost.

For the first offense of this nature reported fifty demerits will be assessed; for the second offense after assessment of demerits the offending trainmen will be summarily dismissed from the service.

GEORGE BAKER ANDERSON.

Manager of Service.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Why Safety Comes First

Safety is emphasized in street car operation because it is the first essential of any transportation service. Unless reasonably safe service can be given for the protection of passengers and employes, the cars might as well be kept in the car houses.

With traffic as heavy as it is in Los Angeles, accidents are bound to happen. In the majority of accidents, the company is not at fault. Naturally, we are anxious to reduce all classes of accidents to the minimum, but particularly those in which the company is responsible. A bad accident may cost the company more money than the car involved would take in throughout the month.

To promote safety, instruction and discipline are necessary. When a trainman goes to work he is trained by the instruction department to handle his job as motorman or conductor with the greatest possible regard for safety. If he needs additional instruction, the Safety Bureau is ready with experienced men to give the necessary instruction.

The company can tell then whether the trainman responds to instruction. If he does not respond, discipline is necessary and may bring a realization of the importance of safety and result in the trainman becoming efficient and safe.

If, after all this, the trainman continues reckless and endangers the lives of passengers, it is time he changed his job, for he is doing no good to the public, the company, or himself.

It has been necessary for the Manager of Service to discharge some trainmen on recommendation of the Safety Bureau. The Safety Bureau has the services of John C. Collins and Walter Hole, two men who are experts in street car safety. They have operated cars of every type, over practically every foot of track and under all conditions of weather and traffic. They have the knowledge of safety operation that comes from long experience and study.

Therefore, when the Safety Bureau recommends demerits or dismissal, it is not a snap judgment. It is the result of close investigation and observation over a considerable time in which the trainman has had ample opportunity to demonstrate whether he is a safe man for street car service. Demerits or dismissal result from conditions he has brought upon himself after the company has given him every possible help.

Overheated Snowball Finds Mate in Reckless Trainman

(Continued from Page 1, Col. 1)

grades and seemed to take delight in attempting to wreck automobiles, the car, himself and his passengers. He had been cautioned and instructed repeatedly and upon the day of his dismissal he seemed to have been a worse motorman than he was on the day on which he was first put to work.

Failed to Wait for Bells

Another motorman made a practice of starting without conductor's bells, in spite of all efforts made to stop the practice. He would throw controller to five points and then off, four or five times in succession. He would start on five points almost every time. At one place he started his car on five points while a passenger called to him to wait. He threw the power off, applying air on emergency, and stopped as if he had struck a stone wall. A motor costing hundreds of dollars is liable to last with this man anywhere from one to five days. He proved himself to be one of the most expensive "rough-necks" with which the management has come in contact. He simply had to be dismissed, and I won't say that it was not a pleasure to do it in this case.

A Match for the Snowball

In the case of another motorman, who has not been dismissed but is liable to be dismissed any day, operating out of Division 3, he has formed the habit of requesting a conductor at another division to operate his car on an Owl trip, although the latter has never qualified as a motorman. The motorman himself wants to find some

time to sleep, so he asks the conductor to operate his car. In spite of this fact, he is always seeking extra runs. Any man who makes a practice of asking for more work than he can possibly do, gets somebody else without authority to do it and then, in spite of that, falls asleep at the post, has about as much chance of remaining in the employ of the company as the proverbial snowball has of remaining a snowball very long in a place which we will not mention in these columns because the article has to be typewritten by a demure young stenographer.

The company is paying hundreds of thousands of dollars every year on account of accidents. These accidents would not happen if trainmen would learn and endeavor to follow closely the absolutely necessary safety rules.

Discipline Tightened

In the matter of discipline, steps taken to enforce observance of these rules will from this time forth be more rigid. Some men who have been slipping along in an indifferent way are going to slip out, and any man who slips out under an order of dismissal from the service on account of continued neglect of safety rules will find himself up against the job of his life when he tries to slip back.

At this particular time we are considering motormen only. Conductors frequently come in for a share of the responsibility and their responsibility will be discussed in another issue of Two Bells.

Looking Ahead

The year is gone and the "Old L. A."

Has paid up man for man.
To every trainman who did his best,
They fulfilled the bonus plan.

They cheerfully gave this welcome prize

To each one who did his part;
And the new men who started too late to partake,
On seeing this, should take heart.

For '21 is another year.

Just play square from now till then.

As each day rolls by, be faithful and try,

And next December line up with the MEN.

CONDR. D. W. GIBBS.

Prizes and Fines at Costume Dance Saturday, Jan 29

The next monthly employes' dance will be a costume affair, but the masks will be left at home. The last Saturday of each month is devoted to a good time, so the date of the costume dance will be January 29, in Recreation Hall.

Due warning is given that you must be on your best behavior, as the town constable will be there, by heck, and he will see that you are fined a nickel or two if he sees any carryings on. Gol darn it.

The carryings on for which fines will be assessed are not announced, so the victims will probably not know their offense until they face the judge. The fines will go into prizes which will be awarded for the best costumes.

Wife Develops Bonus System

Los Angeles Railway.
Gentlemen:

Through the Two Bells I am thanking you for the pass I carried last year, and also for the one I received January 1 for this year.

I hear lots about the bonus our men received. Well, I figure we women who carried a pass received one also. I did, at least, for I put away every nickel that my pass gave me, and January 1, 1921, I had a nice little sum to spend. I say that was my bonus for the year 1920 from the Los Angeles Railway.

Thanking you for same, and wishing you a prosperous year, I remain,
MRS. E. C. PARSONS.

(Wife of Motorman Parsons, Div. 2.)

QUESTION BOX

A matter to which I wish to call the attention of conductors is the manner and language of a conductor when obliged to refuse a transfer which is presented at an improper point, or on which the time limit has expired. It is noticeable of late that in 75 per cent of the complaints made by passengers regarding the refusal of transfers and the having to pay an additional fare, objection is made, not to the fact that the transfer was refused, but to the discourteous manner in which attention was called to the fact that the transfer was not good. I fully realize that in a good many cases the action of the conductor is influenced by that of the passenger, but the main difference between a gentleman and a "rough-neck" lies in the ability of the former to control his temper under trying conditions, while the latter has no pride or self-respect, and makes no attempt to be temperate in his dealings with his fellow man.

R. R. SMITH,
Chief Instructor.

HERE'S HOW TO AVOID AUTO SMASHES

This is the second talk by Mr. Collins on auto traffic as it concerns street car operations. The number of automobiles is increasing rapidly and makes the traffic problem more difficult each day. The advice given by Mr. Collins is the result of extensive experience and study.

THE EDITOR.

BY JOHN C. COLLINS
Traveling Supervisor of Safety

The more congested the traffic is, the more danger there is at cross streets and track intersections. Never get over-anxious, or over-confident; never lose your temper, for then you lose your judgment, the most needed thing.

The whole secret of preventing collisions with anything in front of you is road space. You have all the distance from where you last stopped to get your car under control for anything ahead of you, so do it in time. Use road space on everything ahead of your car, auto or man, it makes no difference.

Don't Chase Auto

You notice a condition when you are a block away that might develop into danger by the time you arrive. Learn to coast up to the danger instead of having to make a heavy application of air to stop just a few inches in the clear. Ten feet clearance shows better judgment than ten inches. Make your own rule as to distance. Use the company's rules for guidance, but operate just as you should in Zone 2 when following another car; also set your safety stop. If following an auto which is traveling at the same speed you are, say twenty miles an hour, don't chase him. Road space about 200 feet, with about 25 feet safety stop. The auto can stop easily in one-third the distance you can. And you would have to know at the same time the chauffeur did that he was going to stop or you would have a very close call. Your car should be coasting until auto gets far enough away so there is no danger, or outside of your road space, before you feed up again.

If an auto pulls from back of your car onto the track ahead of you, throw power off instantly, coasting to get your desired road space. Your road space will vary all the time as to speed, distance and grades.

Plan Safety Stop

The main thing is to use it always and have a safety stop figured for the emergency. To know what the man ahead of you is going to do, or may have to do, it would be necessary for you to be that man. We can guess right once in a while, but guessing is poor business anywhere, and it certainly is poor business where the lives of human beings are concerned.

Things come up so autoists have to make very quickly some moves that they did not figure on making, such as another auto cutting in front. A man will take desperate chances with his own life to avoid injuring a child.

When following an auto don't look away from it.

Realize that you travel a hundred feet in about three seconds. It takes from five to seven seconds to make a stop.

This is when seconds count.

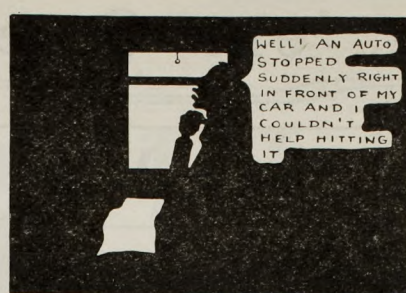
Keep an Eye on Machines

I have known men to knock autos off the track and not even throw the power off, and say they did not know where the auto came from, it got in front of them so quick. When, as a matter of fact, he had been following the auto for blocks when his attention was distracted for a moment as the auto slowed down to turn into a cross street.

I saw this very thing happen at Seventh and Burlington, car westbound, motorman was looking at the running time in his cap while following an auto. He collided with rear end of auto with nine points on the controller.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things

(Hand Picked)

When a trainman makes his courtesy stand out in the face of such conditions as are recorded here, his work is particularly commendable and he well deserves such bouquets as this one. He is A. W. Wright, Division 3:

Los Angeles Railway.
Gentlemen:

I wish to report operator No. 27, on Griffith Avenue Safety Car No. 1032, not for inscience, but for courtesy.

Here's the sad story: He was piloting his car down Spring Street and a woman said to him as she started to get off at Fifth Street (some corner to start an argument, don't you think?), "Will you give me a nickel?" I thought she was taking up a collection for "Hats for the Hottentots," maybe, but she explained that when she got on four or five miles away she had put a dime in the box. So he told her very courteously that all fares in the box were registered, but that he would ask the company to refund if she would give him her name and address.

Her polite answer was to the effect that he was keeping it himself, that if he needed it any worse than she did, he could have it, and that he looked like he needed it anyway. Which was untrue, as he was as neat as he was polite, and he still refused to tell her—well, to tell her what I should have! A colored woman was an interested auditor and she "cut in," "Does you all want youah nickel?" "I certainly do," was the answer. "Well," fishing in her purse, "heah is one."

That ended it—the white woman got off looking like her nickel.

Now, the operator was English, as his accent showed; the accommodating colored woman was decidedly black, and the woman who made all of us ashamed of her was American. What's the answer?

(Signed) C. M. THOMAS.

228 Bradbury Block.

□ □ □

Here is an example of how the little acts of kindness and courtesy are noticed. Motorman R. A. Jackson of Division 2 receives this commendation:

Los Angeles Railway.

Gentlemen:

I wish to commend Motorman 1125 for stopping, waiting and assisting an old lady to get on street car, November 23, at the corner of Alvarado and Orange Street.

Respectfully,
EUGENE BUCKHAM.

1801 East Twentieth Street. A working man who has an old mother.

□ □ □

For Motorman R. W. Demick of Division 4 this bouquet is offered:

Los Angeles Railway.

Gentlemen:

Bouquets of flowers placed on a man's grave after he is planted and can neither see nor smell is a mighty poor investment.

Your motorman number 2645 is a very courteous and obliging man. He helps feeble old ladies off the car and other little acts of courtesy, which certainly should be commended by men who travel on your cars.

Yours truly,

MR. SENECA C. BEACH.

417-419 Wilcox Building.

□ □ □

This letter is a dandy boost for six trainmen of Division 2 and Division 3. The writer is well pleased with the service given on the Griffith and Griffith line and has a good word for the Safety Cars. The letter follows:

Los Angeles Railway.

Gentlemen:

After having been a passenger many times daily on your cars, I feel that I owe a word of praise to the men in your service. I have in almost every instance been treated

Said Dan McCann:

S AID Dan McCann to a foreign man who worked at the self-same bench: "Let me tell you this," and for emphasis, He flourished a Stillson wrench. "Don't talk to me of the 'bourgeoisie,' Don't open your mouth to speak Of your Socialists, of your anarchists, Don't mention the bolshevek, For I've had enough of this foreign stuff, I'm sick as a man can be Of the speech of hate, and I'm tellin' you straight That this is the land for me.

"If you want to brag, just take that flag And boast of its field of blue, And praise the dead and the blood they shed For the peace of the likes o' you. I'll hear no more," and he waved once more His wrench, in a forceful way, "O' the cunning creed o' some Russian breed, I stand for the U. S. A.! I'm done with your fads, and your wild-eyed lads, Don't flourish your flag o' red, Where I can see or at night there'll be Tall candles around your bed.

"So tip you hat to a flag like that! Thank God for its Stripes and Stars! Thank God you're here where the roads are clear, Away from your kings and czars. I can't just say what I feel today, For I'm not a talkin' man, But first and last, I'm a-standin' fast For all that's American. So don't you speak of the bolshevek, It's sick of that stuff I am, One God, one flag is the creed I brag! I'm boostin' for Uncle Sam."

PHOTOS SENT TO BIG EXHIBITION

Photographic art studies made by George Campbell of the drafting department and exhibited in the recent employes' exhibit will be sent to three of the leading photographic exhibitions in the country. Mr. Campbell has received invitations to display his work in the Pittsburg salon at the Carnegie Institute, the John Wanamaker exhibit in Philadelphia and the American Photography Journal photo exposition in Boston.

Several of the pictures that won high commendation in the employes' exhibit will be sent east together with other studies made by Mr. Campbell.

with the greatest respect and consideration, and I am sure every man in your service prevents many accidents every day, for which they never hear a word of thanks.

Would like you to award credits to 242, 262, 1036, 2579 and 919, and there are many others whose numbers I do not know.

In fact, most every operator on Griffith and Griffin is very patient with strangers and aged people.

I noticed 919 avoid four accidents that would have proven very serious had not this operator had his car under complete control. He also always stands up to receive his passengers, and gives them his complete attention in regard to points and transfers and never forgets to tell passengers who are not acquainted with the streets the next stop is theirs.

Also a good word for the Safety Cars. I find I reach my destination quicker on them and I am always as comfortable on them as the others.

Respectfully yours,

NURSE MARY.

1036½ East Twenty-second Street, City.

CAR PROTECTION RULING ENFORCED

Cars must not be left unprotected at any point. The Manager of Service states that any laxity of the past concerning this rule must stop immediately. Trainmen who have been disregarding this rule must "about face" and live up to the rule consistently.

Either motorman or conductor must be on the car, especially at terminal. If for any reason one member of the crew finds it necessary to leave his post, then the other must remain on or about the car so that he may act quickly in case of emergency. This rule is most important for safety and will be rigidly enforced.

Trainmen responsible for leaving a car unprotected will receive the limit of demerits for the first offense and a repetition will be cause for summary dismissal.

CORRECTION ON CARDS

In last week's Two Bells, in the article on correct marking of motorman's card showing the conditions of the car, read: "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."

This was due to an office error, and should have read: "Do not answer," etc., as this information is not necessary.

On The Back End

(Contributed)

Motorman Gunner of Division 2 wishes to deny that he has subscribed to the Yiddish Times.

When you are handed a lemon, make that lemon aid. Ask Conductor E. C. Dougherty. He knows.

In taking revenge a man is but his enemy's equal. In passing it, he is his superior.

Gliding through traffic, a motorman on a West Ninth and East Second car has to be doubly awake as folks from the Santa Fe depot are eternally asking questions. One of the knights of the controller says he heard someone asked him, "Is this a Garvanza car?" He turned around to see Motorman W. J. Harris of Division 1.

Conductor Mitchell of Division One, who claims he is a lot better looking than "Bull" Montana, tells this one:

"Three well-dressed ladies got on my car and one asked what the fare was. I said fifteen cents for the three. They stood by me and laughed but didn't drop the nickels in the fare box. Just then a lady entered and said 'seven.' I noted the number on my book then one of the three asked why the lady had not paid a fare. I said, 'She is a police woman,' and you should have seen them jump to drop that fifteen cents in the box!"

Honor a man according to whom and what he honors.

Motorman Weaver, who pilots a Brooklyn and Hooper car through the traffic on Main Street, had this one pulled on him one day last week. Here's the how:

"Madam," said Mr. Weaver, politely, to a colored lady, "you must remove that suitcase from the aisle."

"Fo' de Lawd sake, Mr. Motorman, dat ain't no suitcase. Dat's mah foot," replied the colored lady, indignantly.

Northbound on Moneta Avenue at the junction of Main and Moneta, there is a Stop sign. We have reports that motormen are not making this stop for passengers, but pull up to the junction, forcing them to walk. This practice must be discontinued, and this stop made when passengers wish to leave or board the car.

R. B. HILL,
Supt. of Operation.

Arriving at Lincoln Park about 6:45 P.M., all the passengers got off except a woman of about forty summers. I remarked, "This is the end of the line, lady, we turn back here." Then she came back, "Is this Forty-ninth and Moneta?"

CONDUCTOR C. A. WOOD.

Will the moon be allowed to get full?
Will a ship be allowed to anchor over a bar?
Will a captain be allowed to put in some port?
Will cocktails be allowed on the farmers' roosters?
Will it be possible to name children Tom and Jerry?
Will "hops" be allowed in dance halls?
Will mourners be allowed to pass the bier at a funeral?
Will a person be allowed to become drunk with success or intoxicated with joy?
C. W. A., Div. 1.

Looking 'em Over at the Divisions

DIVISION 1

Motorman George DeFrain is on a leave for a couple of months, to look after an interest he has in a chicken ranch up north, and his conductor, Frank Nye, and Rapherty, our janitor, are looking after George's welfare here.

Motorman John Wilson says bucking the traffic on the cars all day long is too much, so he got himself on the work train as trolley boy.

Conductor Farrah is nursing a sore thumb, caused by pushing a pencil all night in the office marking transfers.

All of the crews on Stephenson Avenue appreciate the new stools, for we know it was harder to look for a stool than to stand up all day.

The staff at Seventh and Broadway wish to advise our well-known dispatcher, Jim Bodley, that the rocks they are taking out of the road at Seventh and Broadway are hard on auto springs. We all thought Long Beach was dry.

DIVISION 2

George W. Reynolds, for many years a motorman at Division 2, and a brother of John D. Reynolds, also a motorman at Division 2, died recently at the Clara Barton Hospital, where he was operated on for appendicitis. George W. was well known and well liked by his many acquaintances among the old-timers. To his wife and baby, his mother, sister and five brothers, the boys extend their sincere sympathy.

Conductor G. W. Gardner came into the office with a big smile on his face and a large box of cigars under his arm. On inquiring, we found out that the home of G. W. had just received a visit from the stork. Both mother and baby are doing well. Congratulations.

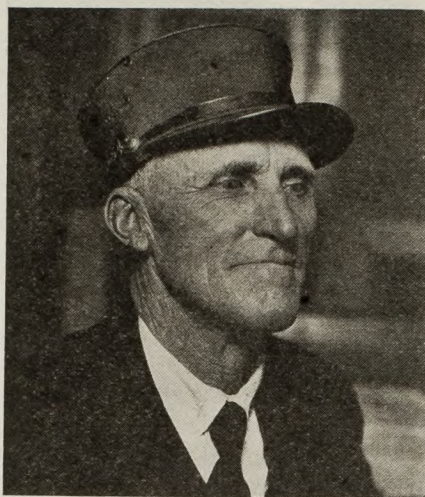
Motorman Thomas A. Bell can tell anyone how it feels to be tightly bandaged as a result of an automobile accident. During the holiday season Motorman Bell and some friends were enjoying an auto ride on the Redondo boulevard when some 'road hog' forced the machine into the ditch. Motorman Bell sustained two fractured ribs and a number of bruises.

S. B. Hitchcock, formerly a motorman at Division 2, died recently after a comparatively brief illness. He was known by many of the old timers.

Two narrow escapes from bad bandits were scored by Division 2 men recently. R. F. McDermed was stopped on his way to work and invited to "stick 'em up." Instead he poked his transfer punch threateningly at the bad man and the latter fled.

Conductor R. W. Damon encountered one of the same gentry and held up his hands so quickly that he struck the robber in the face, knocking him down. Damon did not wait to make out a miscellaneous report but started from that place on the double.

Who's Who



ON the electric cars since they started.

That is the service record of Conductor L. G. Dahlbrink of Division 2, who heads the conductors' seniority list at the division. Back in July, '91, when the cable cars and horse cars began to take the count and trolley cars were introduced, Mr. Dahlbrink was in Los Angeles, and in August, '91, he went to work as a conductor and has been at it ever since.

His first run was from the Southern Pacific depot to Westlake Park, over the Second street hill. The trolley poles were made of wood in those days and when the woodwork broke, a shoelace or piece of rag was necessary to make repairs.

Now Mr. Dahlbrink has a run on West Jefferson and Huntington Park. He owns his home at 349 East 52nd Street, where he lives with his wife and two daughters. The daughters are native daughters of Los Angeles and are now school teachers.

DIVISION 5

Motorman H. Conklin is back on the cars having spent several days at Murieta Springs taking the baths and resting up.

Motorman W. J. Burdick is taking 30 days off to go to Murieta Springs and enjoy the hot baths.

Foreman John Robinson is still home confined to bed. It is said that he has scarlet fever.

Motorman J. Casselle is taking a 20 day leave of absence.

The miner hunts for gold dust,

The swindler hunts for stools;

But the boys around Division 5

Hunt for yellow stools.

A woman asked Conductor J. A. Johnson what car to take to Patton. He told her to take a Santa Fe train. Then she explained it was Patton street she wanted and Johnson directed her to a Temple street car.

DIVISION 2

Motorman: C. F. Paine.
Conductors: P. L. Vail, R. G. Humphrey, F. A. Kean, A. Tye, M. W. Nelson.

DIVISION 3

Motormen: G. R. Riley, J. M. Nicholson, H. Sandstrom, L. J. Jones, J. H. Chambers.
Conductor: D. H. Foster.

DIVISION 4

Motormen: F. P. Dunning, R. J. Teal, J. E. Mitchell, J. B. Keller.
Conductors: J. W. Mintor, F. W. Deuber, E. G. Kennard, A. G. Steele.

DIVISION 5

Motormen: C. Grinde, A. C. Borden, R. Schaeffer, G. W. Hill, D. L. Frye, B. H. Held, J. J. Thornton.
Conductors: H. R. Mills, W. A. Trailor, R. E. Grace, J. G. Yeutter.

DIVISION 3

Conductor M. A. Brothers has just finished building himself a house in the Eagle Rock district, and there was just one thing needed to make the home complete, and the old bird Stork came to the rescue and presented them last Sunday morning with a beautiful baby girl, and from what M. A. says, it is the only one of the kind and the finest in the world. We are glad to report mother and baby doing well.

Conductor George Chapman, who was taken ill on his car recently, returned to work, as you can't keep a good man down; but we regret to say that he is again on the sick list, but hope to see him on his run again before long.

Motorman Pack, "Quack - Quack," has ten days off for rest and recreation.

Conductor "Bill" Rogers, who has been off on account of sickness for 90 days, has returned and is grabbing the nickels again on the Hawthorne line.

Conductor E. J. Clark has returned from a visit to his ranch in Mexico and is now bucking the list until such time as he can get a run.

Conductor V. E. Davis has been off a couple of weeks with eye trouble. He says the doctor calls it "eyerites," but he has another name for it—sounds very much like "L." We hope to see him back on the job shortly.

The following ex-employees have seen the error of their ways and have returned to the fold during the past week: Motormen George Neustedt, L. Edwards and W. P. Morris; Conductors A. A. Sears and M. Sanchez.

Motorman Jim Hardin and Conductor "Bill" Bailey, two of our old-timers, are on the sick list, but we hope to see them on their runs again before long.

There was a strong sulphuric odor around the office the other morning, caused by the fact that Cashier McAdams was very much het up by the fact that Receiver L. E. Tune had failed to relieve him; but Mac had a tune that was different.

Extra Motorman A. S. Johnstone was hitting it up on N. Broadway the other evening when his eagle eye caught sight of a purse lying beside the track. He made a beautiful stop (maybe) and jumped off, ran around in front of the car, grabbed the purse and then woke up in the Emergency Hospital. In his eagerness to get the purse he forgot there were speeding autos on the street, and ran head-on into one going a 40-mile clip. He can thank his lucky stars that he is alive to tell the story; but the sad part of it is that someone else got the purse. He is now able to be around, but will be some days before he can work.

Motorman T. A. Chambers is anxious for a shake-up, as he wants to get another run with his bosom friend, Fordyce.

It seemed as though it were time we wrote up something about Motorman Herman Dejager. So we started to try to find something out about him. After a long search we decided that he never does anything out of the ordinary, just comes to work, works his shift, and then goes home. So we got on his car and greeted him in the common custom. "What do you know, Herman?" He looked up, and with a smile replied: "Well, if you are looking for news for 'Two Bells,' just tell the boys I've lost my bulldog."

DIVISION 4

Conductor J. E. Dyer has decided to lay off a couple of weeks and do some "fixing" on his home. He was granted a fourteen-day leave.

We ought not do it, but we've got to tell this story about Conductor "Abie" Budne. "Abie" took a night off about a week ago. Like many other young fellows, he was playing that "millionaire kid" stuff. He strolled up Broadway. A sweet girl vamped him. He fell for it. He told her he was a director at Goldwyn's studio. She fell for it. They passed an ice cream parlor. She says: "Gee, it smells good." "Abie" says, "Let's stand here and sniff a while." She asked for a pass to the studio. He wrote out a bogus pass. Two nights later she incidentally got on his car. She recognized him and gave him—well, she told him he was "No darn good."

Conductor C. W. Beckner is getting to be a real business man. We find that he has been granted a fourteen-day leave to attend to some business here.

Division 3 seems to have a good many trainmen who are worthy of note, and we congratulate them, but allow us to call your attention to Conductor S. L. Christ of our division. Conductor Christ is sixty years young. His wife is eighteen years old. Now Christ never had any goat glands transplanted to his system and he never took any "thyroid juice" to restore youth, but we find him down at Solomon's with friend wife six nights a week, as young in spirit as any of them. He comes far from being a "wall-flower," knows all the latest dances and all the steady patrons of the place.

Motorman W. C. Scott is back with us again. He was re-employed about a week ago. This makes the third time he has hired out since August, 1919. Better settle down this time, W. C.

Conductor H. E. Ketchum says the best way for a new trainman to remember the streets in the business section is to think of this story: From "Main" we will "Spring" to "Broadway" and over "Hill." "Olive" will have a "Grand" time we "Hope" trying to pick a "Flower" on "Figuroa."

Conductor H. J. Burke brought his Hawaiian guitar over to the division the other day and gave the boys some real good Hawaiian music. We've got to hand it to H. J. He is real clever.

The following boys are on the sick list: Conductors F. A. Keeler, C. H. Becket, and Motormen J. B. Selby, A. Luce and R. D. Deucher.

Conductor L. R. Butcher received a green slip a few days ago which informed him that ten demerits had been charged against him for running ahead of time. It looked like a mistake, but on investigating he found out that his car had left Pico and Figuroa two minutes sharp pulling out one afternoon. So you see, boys, there are times when a conductor is just as responsible for the running time as the motorman.

Conductor J. M. Lassar says that the Editorial Comment in last week's "Two Bells" was the finest and most interesting article that has ever appeared in this publication.

Motorman D. R. Akin is on a nine-day leave and is going to rest up a bit.

He who thinks hard times, talks hard times, and dreams hard times will have hard times most of the time. —Angel's Flight.

Introducing:

New Men
of The Week

The following men have been assigned to their divisions during the week ending January 8:

DIVISION 1

Motormen: F. Eason, J. E. Cooper, H. F. Burt.
Conductors: R. L. Frey, J. O'Brien.