

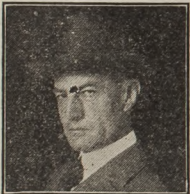
Company To Operate Restaurant

NOTE DETAILS FOR REPORT AT TIME OF ACCIDENT

By JOHN C. COLLINS
Traveling Supervisor of Safety

The man who reads the accident reports and checks the responsibility is governed by the statement of the man making the report. He assumes it to be an accurate statement of facts. At

times when reading the witnesses' report there is such a wide difference between the two that one is not sure if the trainman is stating things as they actually happened.



Near the top of the report blank, there is a question "speed of car." Most men put down from two to five miles an hour, having thirty feet in which to stop but failed to stop in time.

Important Questions

The speed of the car means how fast was the car traveling when you applied your brakes? The damage done to the auto tells about how fast you were going when it hit or how hard you hit it. The headlight, if burning at all, should be on the front of the car, not the rear. How far away were you when you rang the gong? Direction vehicle was going, whether clear of track; on the track; or how far away was the car when auto turned on the track, cutting in front of you, are important questions.

How far did you follow the auto after it pulled onto the track? What part of the car hit the auto? and what part of the auto did it hit? If vehicle had lights burning, if at night, is important. Relative position of vehicle to side of car; or how far the rear of car ran past the point where accident happened, and how fast vehicle was moving, are the important things.

May Mislplace Responsibility

A great many men are checked responsible for an accident that they were not so much to blame for, but according to their own statement were fully to blame. The report must be made out to tell the man what you thought about it. You know that part and assume he will know what you mean, when he could make four or five meanings from what you report.

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

Carpenter and Dempsey With L.A. Railway Men

THE best is none too good so it is quite natural that we should have such celebrities as Dempsey and Carpenter with the Los Angeles Railway boys. Sure enough, it's a fact.

The namesake of the heavy-weight champ is Motorman Z. P. Dempsey of Division Four who carries badge No. 1273. He is a little past prize ring age, being about 54 years old but he proved a real scrapper in the war on accidents and helped Division One win the safety championship in the last contest. He has been in service nearly three years.

France's hero, the soldier-prize fighter has a namesake in the person of Conductor G. O. Carpenter of Division 4 (a little more English version of the French name). Conductor Carpenter is 29 years old and went to work last February. He has badge No. 434.

They agree that Tex Rickard will be the winner by several thousand iron men.

Sons of Company Heads Cash In On Vacation Periods

Sons of two of the department heads are spending a useful vacation in the engineering department testing bonds. They are J. M. McRoberts, son of General Claim Agent C. M. McRoberts, and R. S. Rees, son of Burt Rees, librarian.

McRoberts Jr. is a student of Stanford University and Rees Jr. attends Alhambra high school, where he starred on the baseball nine.

C. E. Stryker is a new man doing electrical testing work.

Orchestra To Meet Wednesday Evening

Orchestra rehearsal has been changed to Wednesday night instead of Saturday night. The meetings are held at Recreation Hall at 8 o'clock. Members are requested to report to division superintendents, and arrangements will be made, as far as possible, for runs which will enable them to attend rehearsals.

Laundry and Cleaning Service Proposed Also

Check Ordered On Exit Gates

By R. B. HILL
Supt. of Operation

Supervisors have been instructed to make a check on the practice of some motormen and conductors opening the exit gates before the car has come to a stop, thus allowing passengers to alight while the car is in motion. At the same time a check will be made on starting cars before the exit gates have been closed.

Let me tell you that I hope they won't have a chance to report a single trainman, but I am afraid they will.

There has been too much laxity in this respect and several accidents have resulted. They should not have happened, but because of improper operation some persons have been hurt, some trainmen have put marks against their record, and some divisions have had their chances of holding the Premier Safety Division flag seriously reduced.

Proper operations of doors and gates is a part of the regular duty, but above this, clear safety records mean the credits which mean real cash when it comes time to pay the annual Christmas bonus. I believe I can expect your fullest co-operation in efforts to eliminate accidents which arise from carelessness in this particular.

Signs Tell Patrons of Transfer Ruling

Signs announcing "Transfers issued only at time fare is paid" have been printed and installed on all cars to help conductors and safety car operators and show passengers the rule as they board the car. The signs have been put in plain view of passengers entering all types of cars.

C. O. Rose Thanks Friends

To the Motormen and Conductors of Division 3:

Please accept our thanks and appreciation for the beautiful flowers and the sympathy extended in our late bereavement.

Chas. O. Rose,
and Daughter Zelma.

PLAN TO SELL GOOD MEALS CHEAPER

Operation of a company's restaurant which will enable employes to make a substantial cut in living costs, is to be started soon. The first one is to be started at Division Three and the result of the experiment will determine future policy in extending the plan to all divisions.

In connection with the restaurant it is planned to operate a laundry and clothes cleaning service at cost. This will eliminate agent's commission and enable trainmen to keep their uniforms neat and pressed at a minimum cost and to have laundry done for less than they pay at present. These features are to be developed later.

E. B. Carter in Charge

The restaurant program is being arranged by Edward B. Carter, who has handled eating places near the divisions and is known to a large number of employes. The first place at Division Three will be in operation soon, the building being well under way.

It is Mr. Carter's plan to arrange matters so that the married men who have their own homes can benefit by the project as well as the single men. In this connection he proposes to make it possible for a trainman who wishes to buy a bottle of milk or loaf of bread on his way home to get it at the company restaurant and get the benefit of the reduced prices.

Smokes on the List

Smokes will be another item on the reduced price list calculated to make the undertaking popular with employes.

Details for operation of the plan will be announced later as they are developed.

John Stork Still Has An Early Run

The old bird stork paid a visit to the home of Cond. John San Marco on June 23rd, and left therein a fine bouncing baby boy weighing 7 pounds, and John says he is some boy. Mother and baby are doing fine.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

The Library Offers You a Valuable Opportunity

AN official of an eastern street railway system was in Los Angeles recently and was being shown over the building. He was interested in the merit system. He had been told about the monthly entertainments. He came to the library and looked in. He saw several trainmen seated at the tables reading some of the varied literature provided.

"That's a good sign" he nodded, and moved along.

That comment of four words told a lot. It was a big man's way of saying that if he were selecting a man for promotion he would look for the man who seeks to advance himself by reading in whatever leisure moments a busy employe has to himself.

The Los Angeles Railway maintains a library in room 604 that is a credit to the company. The company's library is as progressive as the service it's transportation department gives to the public. It is as live and wide-awake as its employes.

The library is in charge of Burt Rees, a man who understands library work in every phase and who has been largely responsible for the popularity of the library. Give him an indication of the kind of reading you like and he will provide you with books aplenty. If you want a specific book that is not in the company library he will procure it for you.

The company library has a wide range of material calculated to interest every taste. It offers you entertainment through books of fiction or a chance to improve your education along almost any line in which you are interested.

If you can not get the time to visit the library and look over the shelves, write to Mr. Rees; tell him what you are interested in and he will have something ready for you when you can call.

Transfer Rule Example

A WRITTEN complaint was received last week by Mr. George Baker Anderson, manager of transportation, and it serves to illustrate an important part in observation of transfer rules. The writer says:

"I boarded this car about 2.50 P. M., and as you know a number of persons get on at each corner. I, of necessity, had to step forward around the rail and pay box to let the other people following me get on. I dropped my nickel in the box and took just two steps forward, mainly on account of the people following. I then asked your conductor, number, for a transfer south on Figueroa street and was refused."

Many conductors and safety car operators have similar situations. If the passenger in this case had only gone two steps past the fare box, and that to clear the way for those behind rather than moving to a seat, and the conductor knew he had just received this passenger's fare, then he should have issued the transfer, but if the conductor could not clearly single that man out as having just an instant before paid his fare, then the conductor was correct and followed the rules which have been put before the public as fully as to trainmen.

FUNERAL HELD FOR MTR. W. J. GIBBONS

The funeral of Motorman W. J. Gibbons of Division Three, who died June 24 at the Golden State Hospital, was held last Monday at Pierce Bros. chapel. Burial was in the I. O. F. F. Cemetery.

Motorman Gibbons entered service December 5, 1919. He was 53 years old and was a member of the Co-operative Association.

He leaves a widow, Mrs. Leila Austin, and two boys, James and Austin Gibbons, 8 and 13 years old.

Smith—"Who are you working for now?"
Jones—"Same people—wife and five children."

NEW BIRNEY MEN DOING FINE WORK

Instructor H. T. Scott is real proud of the way Birney men are getting along after his instruction. Accidents are getting to be an odd thing with these cars. Last Monday we only had one slight accident on the Birneys. That operator had worked a long time on these cars.

H. T. solved a difficult problem recently when he filled the hundred and four Birney runs and only had ninety-seven operators. We are beginning to think H. T. has Solomon skinned a mile.

Guard your health of body and peace of mind as the most precious of all your possessions.

Bandits Had Best Keep Away From Husky Man's Car

THE hold-up industry would get an awful set-back if one of the bandit gang happened to tackle Conductor J. B. Weil's car. This was the conclusion that the audience reached when the Division Two man presented his clever "Mind Controls Muscle" act at the monthly dance and entertainment in Recreation Hall last week. He has a wonderful muscular development and gave a very pleasing entertainment.

A large crowd attended the affair and everyone had a dandy time. The dances are held the last Saturday of every month.

Touring Trainman Finds Paris Has ZeLady Conductor

Ze street car, how she run in ze gay Paree, and a few other news items are contained in a note received by Supt. L. L. Wimberly of Division Four from Motorman M. Tessore. He is in France on an extended leave of absence to settle up an estate.

Apparently Paris has a housing situation worse than Los Angeles has seen, as Tessore says he had a tough time finding a room, then the best he could get was one which involved climbing six-floors in a hotel without an elevator. He says the street cars in Paris are like the Los Angeles center entrance only a little shorter, and the doors are never closed.

Then at the bottom of the card he states, just as though he wasn't interested, that many of the conductors are women. Oo! La! La!

WEST 7TH STREET TRACK IMPROVED

The maintenance of the way department will take the rough spots out of the West Seventh street road west of Alvarado. Work has been done as far as Bixel street and the track is now greatly improved. The new work will put the entire stretch in fine shape.

The cross-over at the end of the Stephenson Avenue line has been moved up 300 feet from the former terminal at the B'Nai B'Rith cemetery. The waiting station there has been moved to the new terminal.

Gets Lasting Habit

One evening about a year ago my oldest son Robert B. Young, Jr. was sent to bed without any supper because he would not eat his potatoes and gravy. He insisted on having jam instead. About 10:30 he either talked in his sleep or was pondering over the situation and he yelled, "I'm going to eat my supper, by gosh!" So the result was he has eaten his regular meal first before the dessert, since then. He was then three years old.

Motorman R. B. Young.

The street car conductor examined the transfer thoughtfully, and said meekly: "This here transfer expired an hour ago, lady."

The lady, digging into her purse after a coin, replied: "No wonder, with not a single ventilator open in the whole car."

DIV. 3 HOLDS THE LEAD IN SAFETY

By a slim margin of two points Division One is retaining the lead in the safety contest with Division Two in second place. Division Three has a score of 944 and Division Two has 942.

Just one point behind comes Division Four, holder of the Premier Safety Division flag and is threatening to put up a lively argument with the leaders. Division Four has a mark of 941 and Division Five is close behind with 940. Division One retains fifth place with 932.

Some important changes in the lineup may be expected next week when the new handicaps are announced. This work is being done by the mileage department and safety bureau. It was hoped to announce the figures in this week's issue, but due to the general choice June 26, which necessitated the building of many new schedules and calculation of mileage, the figures cannot be announced until next week.

Chance of Melon Feed Spurs Safety

Here is the latest tip on safety among street car crews:

Feed 'em watermelons.

It may seem like strange logic, but Instructor Starling placed a bet with one of his associates that Division 3 would win the present safety contest. "Bet you a watermelon," he said, getting real rash. "I'll set up watermelons for the whole of Division Three if they win," he exclaimed, as he decided to shoot the works.

Right on the heels of this, the safety bureau announced that Division Three had jumped from last to first place, and if the boys of Supt. Dye's clan have anything to say about it, Instructor Starling will have to order a wagon-load of watermelons when the contest closes and the totals are marked up.

Wife of Condr. Smith Div. 3, Passes Away

We regret to report the death of the wife of Cond. C. M. Smith, which occurred at their home on Ave. 52 the morning of June 29. The deceased lady had just given birth to a fine baby boy, and was getting along nicely, when about four hours after the birth of the baby, she suddenly passed away. This is a very sad blow to C. M., and we extend to him our heartfelt sympathy. The baby is living and doing fine. The funeral took place Thursday afternoon at Forest Lawn Cemetery.

ASST. PAYMASTER AWAY

T. G. Duvall, assistant paymaster, is in Frederick, Maryland, visiting his parents. During his absence George Lane, paymaster, will make a special effort to see that everybody gets paid the usual number of times per month, despite the fact that he is working short-handed.

FOOLISH QUESTION NO. 896

When about to deliver a lecture in a small town the well-known speaker asked the chairman if he might have a pitcher of ice water on the platform table.

"To drink?" inquired the chairman. "No," answered the speaker; "I do a high diving act."

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

Bouquets Received Last Week
 Conductor W. J. Millican, Div. 3.
 Conductor F. R. Sweet, Div. 3.
 Conductor F. J. Steiger, Div. 3.
 Conductor C. A. Bryant, Div. 4.
 Conductor H. S. Turner, Div. 4.
 Motorman C. F. Kirkland, Div. 4.

For Motorman R. B. Marquez, Div. 3
 Los Angeles Railway.
 Gentlemen:
 Before leaving today for the east, permit me to call your attention to a little but serious incident.
 I was on car No. 908 going south, the car going at a moderate rate of speed, an automobile, without lights, crossed from the opposite side of the street right in front of the car, without any warning. Had it not been for the alertness of the motorman, car number 1827, the auto and occupants would have been smashed. Auto drivers in this city are the most careless I have even seen.
 Respectfully yours,
 MR. AND MRS. CHAS. GRAVES.

For Motorman R. B. Hutchinson, Div. 4
 For Motorman H. O. Boutwell, Div. 3
 For Conductor J. E. Hoff, Div. 3

Los Angeles Railway Co.
 Gentlemen:
 We have something real commendatory to report. Conductor No. 1724 and his motorman (2087) are always so careful to stop for passengers. When we are all so tired with the day's work it seems so good to have the car men right up to their work.

Conductor No. 210 is another first class accommodating worker. Makes one understand where to go and calls out the streets.
 It seems as if all the speed fiends know when Motorman 1407 has the car. They aim direct for the car but he sails along as unconcerned—comes out untouched and the passengers heave a sigh of relief.
 Your new system is a wonder.
 Respectfully,
 LUELLA M. McCUNE.

For Conductor F. H. E. Pierce, Div. 2

Los Angeles Railway.
 Gentlemen:
 On one of your cars on the Heliotrope line this morning a lady in a hurry to get a seat had two nickels. One she deposited and found a seat. In a short time the little conductor rushed over to her and said, "Lady, excuse me, did I give you change enough?" The lady replied "No, I am short one nickel." He gave her the nickel. She thanked him. When he passed to his place he remarked (and we right near could hear) "lady, my conscience is clear." I copied his number, which is 430.

Yours sincerely,
 MARION ARMSTRONG,
 2129 Aaron Street.

For Conductor J. M. Boehm, Div. 1
 For Motorman M. D. Anshutz, Div. 1

Los Angeles Railway.
 Gentlemen:
 I want to express to you my appreciation for the courtesies received from Conductor 872 and Motorman 669, on the Pico line. I do not know the names of these men but have been on their car a number of times and have always found them pleasant, courteous and accommodating to the public.

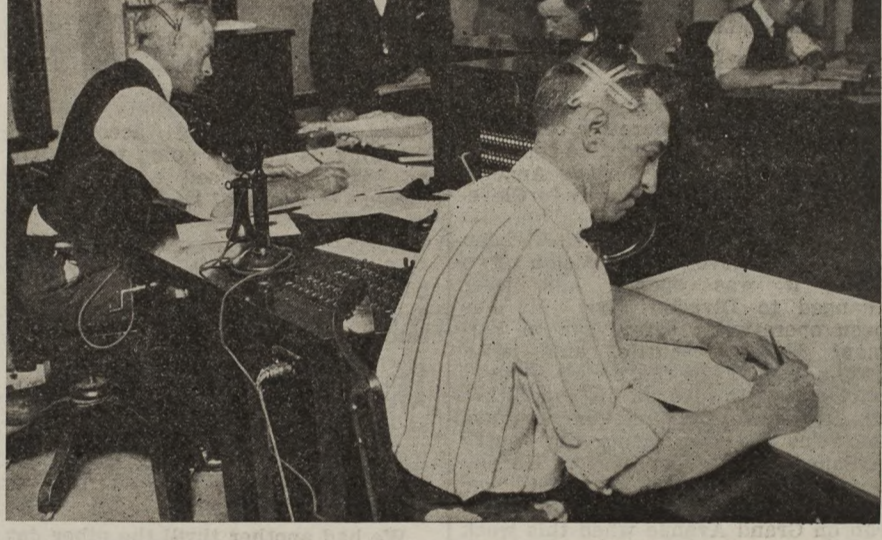
Yesterday I boarded their car No. 712 at Harvard and Pico at 1 p.m. and found that I had forgotten my purse. The conductor took the money out of his own pocket and placed it in the box, with kind remarks of politeness. I shall see this man today and return his nickel with appreciation.

Very truly yours,
 J. H. CARGILL,
 2977 West 12th Street.

For Conductor A. Tye, Div. 2
 Los Angeles Railway.
 Gentlemen:
 Conductor 1426 needs a few bouquets thrown his way. He is unusually polite and courteous. It's mighty fine to ride on cars that are handled by pleasant and efficient conductors and motormen.
 Yours very truly,
 MRS. R. F. TAYLOR,
 946 1/2 West 8th Street.

"CALL THE DISPATCHER"

This is the Los Angeles Railway Dispatching Room. In the foreground is C. E. Pelsue. At his left is J. E. Marsh. S. J. Beals just shows his head above the third board. Standing at the board is C. D. Clark, and in the background is Wm. Yandell. Harry Tuttle is seated by the wall phone box.



On The Back End (Contributed)

Once there was a school teacher who left the following sign pinned on his class room door:
 "Professor Blank will meet his classes in Room 402."
 A smart student erased the "c" and left the sign. The professor returned and erased the "1."

Along the same line, a funny incident happened at the L. A. Ry. offices. The glass door at the entrance to the auditing department broke. On the glass had been painted the names of the department heads including
 R. O. CROWE, ASST. AUDITOR

By a fluke the glass broke between the letters "s" and "t" so now they have a laugh on "Bob" Crowe, one Class A good scout.

One good result of the war being over is found in the fact that Tom Clothier of the lost articles dept. can get plenty of red ink as he sure can throw it.

Operator Lucifer McGinty, formerly of Division Three but now of Division Four, is already going to the bad, according to Spalding. He has purchased a flivver and has joined the ranks of the speed squad.

George Ferguson, special representative of the superintendent of operation, being a sea-going man, evidently likes to visit Division Five and hear what the wild waves are saying. He was seen there twice last week. Atta boy! George.

W. J. H. Hewitt objects to an advertisement in one of the daily papers advising young ladies to buy bicycles in order to save "annoying waits on uncertain trolley schedules." Cond. Hewitt admires the ladies, and would hate to part with their company. He states that his car always runs according to schedule, and besides it would be unadvisable for them to attempt this, if for no other reason than "Safety First."

Motorman F. P. Hommel tells this story which happened last Saturday on his W. Jefferson run: "A lady got on my car out on Jefferson and asked me to let her know when we came to the Shrine. I told her I would. When we arrived there I turned to her and said, 'here you are, lady.' She thanked me. I opened the door and sat there about ten seconds. Then I turned to see why she was not getting off. She was standing up gazing towards the ruins. 'This is your stop, lady,' I again told her. 'Oh!' she replied, 'I did not want to get off here. I just wanted to see how it looked since it burnt down.'"

Motorman F. G. Peden invested part of his hard earned savings in a brand new Lizzie recently and has left on a thirty-day leave for Portland and Seattle in it.

"Why is a woman like a street car?"
 "I don't know. Why?"
 "Because it takes a man to controller."

New Equipment Efficient

WHEN the Los Angeles Railway moved into the new building at Eleventh Street and Broadway, new switchboards and dispatching desks were put into service. The equipment is a decided improvement over the old and is operating satisfactorily. Instead of the high, slanting desks formerly used, the new desks are flat and ordinary table height.

Each table has a slot for the dispatcher to sit at so that even George Ferguson could be comfortable there. The switchboard plugs and keys are at the dispatcher's left and he has plenty of room in front and to the left for writing.
 The electrical equipment for the busy phone system is easily reached.

FAULTY REPORTS MISLACE ACCIDENT RESPONSIBILITY

(Continued from Page 1, Col. 1)
 The time to note these things is when the accident happens, while you are right on the ground. One man will say the car ran ten feet past the point where accident happened, when actual measurement shows the rear of car went ninety feet past that point before it stopped. The trainman made the estimate of the distance when he was writing out the report.

the man must know the conditions from start to finish as near as can be ascertained, just how it looked to you, then it will look about the same to the witnesses. There is a natural tendency for trainmen to cut down the distance a thing was ahead of them or the distance they ran past it after hitting it, just the same as the tendency is natural for the man who was hit to extend the distance or for each man to shade things to his advantage.

Measure on the Spot
 To judge how the accident happened,

DIV. 2 VOTE RECOUNT SHOWS STRAW CAPS DID NOT CARRY

With profuse apologies to everyone involved Two Bells hastens to correct an error which appeared in last week's issue. The proposal to adopt straw caps did not carry. A mistake in the office in compiling the returns is responsible.

of the ballots soon indicated the mistake. The correct count for Division Two on the cap proposal is "Yes" 617 and "No" 816. On the proposal to change uniform material the vote of Division Two is "Yes" 317 "No" 84.

The first count indicated that every division had given the present caps a preference except Division Two, and that this division has turned the election by a flood of "yes" votes. This looked surprising, and a re-count

The figures do not affect the outcome of the uniform vote which resulted in adoption of the blue serge material with the total count "Yes" 1033 and "No" 386. On the straw cap proposal the total final vote is "Yes" 617 and "No" 816.

Looking 'em Over at the Divisions

DIVISION 1

Well, well, the vote was taken on the straw helmets and serge uniform. Pretty soon, we'll all be looking like a cross between a mail carrier and a Supervisor.

We certainly congratulate Division 3 on their phenomenal jump from last to first place in the Safety Contest, but it puts us back in our seemingly favorite place, the cellar. Mr. A. K. Plummer, Director of Traffic, is reported to have said that he is going to put horse-cars on the lines out of this division in order to give us a chance to catch up with the rest of the divisions.

"Eddie Williams," our Super, has taken to beautifying his private office, according to Stenographer Sloan. We cannot possibly think of the reason for same, but are willing to help all we can, and will probably take up a collection to buy a bowl of gold-fish and a silk lined ash receiver.

DIVISION 5

John Hart, Conductor on the University Line, sailed on the Great Northern Saturday, for the "City of a Thousand Hills." He will spend a couple of weeks there resting up. We hope this trip will not bring back so many fond memories that he will re-enlist in the Navy, as this was the boat he served on during the war.

Harry Travis, the Pacific Mutual man, blew in, with his iridescent manner, as per schedule and reports business is fine. He says that most of the L. A. men, when approached from the right angle, see the light and decide to protect themselves for the future.

N. Jamieson, who was recently operated upon for appendicitis, is reported to be doing nicely. Mr. Jamieson would appreciate it if some of the boys would drop in at Room 227, Golden State Hospital, as it gets mighty lonesome.

Conductor E. Link and Motorman J. Holm were among those selected to give instruction on the Birney cars. Both of these men are old timers and know the game, and so those ambitious Safety Car Operators will know they have had instruction when they get through with them.

Conductor P. Brunold has taken a three months' leave of absence and has gone to the mountains in Northern California in the hope that it will improve his health.

Supt. Morrison has been laid up with a bad cold the last few days. He hasn't committed himself, but upon good authority I understand he got it while out gathering sea-gull eggs. He informs me that anyone wishing to sample these eggs can get a dozen by calling at his office. The price is fifty cents per dozen.

All the cars on this Division have been equipped with yellow stools. These stools were hard to get, and it is hoped the men will appreciate and take care of them.

H. H. Shrake has returned from Sioux City, Iowa, where he had been called on account of the serious illness of his father.

Claude S. Warrell a short time ago made a trip to Covington, Virginia, for the purpose of asking the "all important question." The answer was "Yes," for he returned last Monday with his bride. We hope she will like Los Angeles, and everybody extends to them their best wishes.

Who's Who



Next to fishing, the favorite occupation of Conductor Ed. H. Link of Division Five, is working a street car. Ed. has been at it here for ten years now so he knows whereof he remarks. Prior to working for the Los Angeles Railway, he was a trainman in Cleveland and Milwaukee.

Conductor Link started at Division One then moved to Division Two when it was opened and later changed to Division Five. He has been operating a safety car on Vermont Heights shuttle, and is a strong booster for the Birney models, but decided to give up his run rather than move to Division Four because he owns his own home on Fourth Avenue near the car house. He has been helping train new safety car operators, and will take a daylight run on Grand Avenue when this work is finished.

DIVISION 2

Cond. F. H. E. Pierce (Daddy) is taking 30 days off, on account of his health. Daddy says he has been working too steady, and needs the rest.

Cond. J. E. Grant, who some time ago was injured by an automobile, while on duty, and has been off on that account, was recently married to Miss Stella Cassabaum, daughter of a former motorman at this Division, so now J. E. is taking his honeymoon. Division 2 extends congratulations to the young couple, who will be at home to their friends at 687 E. 54th St.

Switchman Chas. Halderman is taking 30 days off, the greater part of which will be spent in an automobile school, so after this, boys, whenever having motor trouble, just call on Charley.

Mot. M. H. Hull, who has been off on account of sickness for the last month, is taking 90 days more off, and after that expects to return to work in good health.

Here is the best story yet, and according to Cond. F. Deering it is nothing but the truth, and is as follows:

A lady with a little girl boarded my car going north on Moneta, and asked me if I called the streets. I told her "Yes," then she asked me to call the names unusually loud, and I told her I would gladly do that for her.

When arriving at Mesa Drive, looking through the car, I found to my surprise that the same lady and girl was still on car, and I went and asked her, where she wanted off. She said: "Oh, I am just out for a ride, and it helps to keep the baby awake, when conductor calls the streets very loud. I thank you for your kindness."

DIVISION 3

Well boys, you are doing fine—we are at last in our right place in the safety contest. We knew you could do it, and we are proud of you. The thing to do now is to keep everlastingly at it and stay at the top. Although we have the largest handicap, we feel it in our bones that we will annex that pennant this time, so hit the ball.

We have just received a car load of new yellow stools. This is good news to the weary and a rest for the feet.

Cond. Jack Smith, who has not been in the best of health for some time, has taken a lay off, and will visit at San Diego. We hope the change will benefit him, and that he will soon be back on his run again.

Cond. W. N. Hobday, who has been on sick list for some time, is back at work again looking fine and fit.

Operator Lucifer McGinty, who left us to go to Division 4, according to Spalding, is already going to the bad, he having purchased a flivver and joined the ranks of the speed squad.

Operators H. C. Trabue, W. E. Box, J. D. Messick and W. P. Perry have been loaned to the instruction dept., and are busy breaking in men on the safety cars.

In last issue we reported Mot. C. Wike as having accepted a position as Register man at this Division. The typesetter spelled his name "Kike." He wishes to correct the impression—he is not a Kike.

We had another thrill the other day—to be correct on Sunday, June 26. We had a complete sheet as regards overs and shorts, not a solitary one: that is some record. Keep it up boys, you're doing fine.

Membership in the Baldhead Club is growing fast. Mot. J. G. Brittain and Ted Harrison have signified their intention of becoming members. Send in your application to Jarvis Phillip, who has the nakedst dome of them all.

When you read this your humble servant will have laid his pen away and started on his hard earned two weeks' vacation. First of all I will visit Catalina, and after clearing up the waters surrounding that enchanting isle of all stray tuna, I will beat it by air line to Coronado Beach, where I will mingle with the elite. From there I will trek to the City of Mermaids, Long Beach, and proceed to look 'em over, under the watchful eye of my expert chaperon, Mrs. R., who knows well the old man's feelings. But believe me, I will get an eye full, and in the meantime if you have any news items of "Two Bells," kindly turn them into Andy, our genial stenog., who will officiate during my absence, and thank you.—H. A. Russell.

Introducing New Men

The following men have been assigned to divisions for the week ending June 25, 1921:

DIVISION No. 1
Motormen—W. H. Murphy, A. C. Runyon.

DIVISION No. 2
Conductor—W. L. Green.

DIVISION No. 3
Motorman—F. Strauss.

DIVISION No. 4
Motormen—R. J. Stark, F. W. Reed.
Safety Operator—G. C. Bennett.

DIVISION No. 5
Conductor—A. E. Kemp.

DIVISION 4

In our last issue, Division 3 correspondent asked the other divisions to lay down a bit and give them a chance to win the present safety contest. This was a perfectly legitimate request for Mr. Russell to make at that time, but things have changed considerably since then, and we feel that he will not be offended if we continue to look out for ourselves. The handicaps were set with very keen judgment this time, and it is going to be a neck to neck race. However, we feel that we have a better chance this time than in former contests. We have got all the safety cars and a bunch of good, conscientious men operating them. That is our strong point. So you had better take out some insurance on your lead, Division 3. You will have to go some to hold it.

Conductor A. J. Bowen left for Yosemite, June 26, on a thirty-day vacation.

We take this opportunity to introduce the barrel inspectors at our division. The 6.00 a.m. to 2.00 p.m. shift, C. A. Ferkel; 2.00 to 10.00 p.m., R. E. Palmer; 10.00 p.m. to 6.00 a.m., H. L. Mull.

Janitor "Jake" Bordis, who went on his vacation recently, has transferred from this division. The new janitor's name is Samuel Johnson. (He prefers that we call him "Sam.") "Jake" will relieve the janitors at the other divisions as they go on their vacations, after which he will work in the Division Two shops.

Cash Receiver R. A. Smith requests that the boys avail themselves of the privilege of turning in the money from the first half of their runs as soon as they get relieved, or before they work their second half. This is a good stunt, fellows, because it not only saves the cash receivers that much more work in their rush hours but it also saves you the inconvenience of carrying so much heavy mouey around all afternoon.

Conductor G. H. Drinkwater has decided to go into the selling game. He is on a ninety day leave to take up a course in salesmanship.

Conductor R. S. Bliss is on a sixteen day leave to rest up a bit.

Conductor L. J. Stone is on a fourteen day sick leave.



Following is a list of men who have gone on sick leave in the past 10 days:

DIVISION NO. 2

Motormen—R. R. Harrow, 131½ S. Broadway; H. A. Cornwall, 352 E. 84th St.

Conductors—C. O. Rose, 5118 San Pedro St.; F. H. E. Pierce, 717 E. Adams; L. V. Merriam, 334½ E. 54th St.

DIVISION NO. 3

Motormen—W. W. Yates, 5925 Monte Vista Ave.; T. T. Fletcher, 6302 Crescent St.

Conductor—D. O. Kammer, 3414 Loosmore St.

DIVISION NO. 5

Conductor—E. L. Lenney, 5423 3rd Ave.