



TWO BELLS

Vol. II

JULY 25, 1921

No. 8

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

UNIFORM DEPARTMENT ESTABLISHED

Div. 5 Passes Div. 2 in Safety

USING WINDOW AS ENTRANCE WILL STOP

By R. R. SMITH

Asst. Supt. of Operation

Some windows are made to be opened and some to be kept closed and some betwixt and between.

The slide windows on center-entrance cars seem to be in the third class as there are times when it seems very convenient for conductor to open this window to replace a trolley which leaves the wire, especially in rainy weather. But it also seems to be very convenient for patrons to evade paying fare by crawling through this window and this results in a very considerable loss of revenue.

Replace Trolley Outside

Now we know cars will not run unless the trolley is on the wire, and despite the claim of the line department to the contrary, we know that the wire sometimes gets so that it will throw off the trolley. But if the slide window is fastened so that patrons can not crawl through, it will be necessary for conductors to replace the trolley from outside the car. Also he can do some good missionary work with his motorman to have him take the curves slower and do everything else he can to prevent the trolley flying off the wire.

The shops will equip the windows of the center entrance cars with blocks that will permit opening of the window sufficient for ventilation but not sufficient for patrons to slide in by the back door, as it were. The installation of these blocks will protect the company against a loss of revenue and relieve the conductor of the embarrassment he feels when he sees someone slide in the back window and then grin at him because he cannot leave his post by the fare box where he is busy attending the regular passengers.

Fortunes of War

But it will be necessary to change the trolley from outside the car. All of which classes as the fortunes of war or the street car game. At any rate,

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

Talking Safety Useless Unless We Act Safely

TALKING safety does no good unless we act safely. Our duty to the public is to protect the public.

Every trainman should make his car a safe car. You can do it by acting safely. Consider for a moment the coming week.

SUNDAY—Promise yourself to be careful.

MONDAY—Think safely and act safely.

TUESDAY—Don't think you own the street.

WEDNESDAY—Don't be careless at cross streets; always ring your gong.

THURSDAY—Don't hit the auto. Stop. Let it get off the track.

FRIDAY—Don't take a chance with anything or anybody.

SATURDAY—Finish the week with no accident.

—Exchange.

HIGH PRAISE FOR SERVICE RECEIVED

The following appreciation of Los Angeles Railway service and commendation of the courtesy shown by all trainmen came to the Public Relations Department after the last A-Z-U-R-I-D-E appeared on the cars:

I have been riding your Western Avenue, Vermont and Pico lines daily for over three years. Never a contest. Your conductors and motormen are all courteous and accommodating.

Thank them for me, and yourself for Azuride.

OSCAR McNEIL,
2869 West Pico.

Condr. Meets Dad as Passenger on Car

Conductor L. L. Boatman of Division Five was greatly surprised a few days ago. While working his run, his father, whom he had not seen for some time, boarded his car. Mr. Boatman sr. intends making Los Angeles his future home.

Div. 3 Holds Lead at End of 7th Week

With the close of the seventh week of the safety contest, Division Five passed Division Two and stepped up to second place. While Division Three still holds the lead by a comfortable margin, Supt. Dye's men may have some real lively competition before the race is over judging by the stride made by Division Five in the past.

Supt. Morrison seems to have a way of pepping up his men near the end of every contest so that they are right on the leaders in the final scrap for the pennant. This was the case in the last contest but out at Avenue 28 and Idell a fine location has been selected for the flag which now decorates Division Four.

The standings for the week show Division Three well in the lead with a score of 910. Division Five has passed Division Two and has a mark of 893, while Division Two in third place has 892. Division Four is fourth with 886 and Division One has 874 and has not shifted positions with any other division.

HUNTS HEALTH ON CARS FOR 31 YRS.

Motorman C. J. Steinbuck walked into Supt. Wimberly's office at Div. 4 last Monday and told a rather pathetic tale of how he had been trying to regain lost health, but found it impossible; how he had been "street-carring" in Frisco, St. Louis, and L. A. for over thirty-one years, and how he wanted to stay on the job, but in sight of his failing health he deemed it best to tender his resignation. His voice was filled with emotion, and as he finished his little story he laid down his cap numbers, pass and rule book.

We were very sorry to learn about it. C. J. had been with us for almost two years, which made him practically an old timer. He has gone back to St. Louis, Mo., where he has several properties bringing in income.

CHANGE GIVES CLEANING AND PRESSING SERVICE

The Los Angeles Railway will operate its own uniform department beginning about August 1. This announcement is made by Mr. George Baker Anderson, manager of transportation, and carries with it the appointment of Mr. Clayton C. Beers as superintendent of the department.

With the termination of the plan under which uniforms have been handled in the past, headquarters of the department will be established in Room 223 of the Los Angeles Railway building.

General arrangements are being made by Mr. Beers to operate the best possible service for trainmen, realizing that effective cooperation means a lot to men in maintaining a neat appearance.

A feature of special interest is the cleaning and pressing service that will be given by the uniform department. Announcement of the creation of an independent uniform department follows the recent bulletin reducing the price of uniforms.

New Envelope Big Help to Office Boy

For the convenience of the office boy who sprints around the building with the mail and for the other executives of the company, a new style of envelope for inter-department messages has been put in service. The envelope is similar to the old style except that it has a more complete list of department and department heads.

L. C. Morton Returns From Fine Vacation

Clerk L. C. Morton of Division One returned recently from a pleasant trip up the coast to Santa Barbara and points of interest in that locality. He snapped some fine photographs, particularly of the elaborate gardens in the abodes of the rich.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Tough Job Handled Well

MOST people can carry through a job when everything is arranged and outlined for them and they have little call upon their own resources. The job of a motorman, conductor or safety car operator is not in this class. Trainmen are called upon continually to exercise their best judgment in operating a car or in handling passengers.

Last week was an exceptional one from the standpoint of street railway operation. With the Elks convention and the resultant four parades in 30 hours, presenting an unprecedented traffic handicap, every trainman was called upon to exercise the utmost in head-work.

Conditions were difficult. The crowds were intense. Cars were diverted from their regular routes. No doubt some reliefs were missed. But through it all there was maintained such service as is a credit to the company and to the men who operate the cars.

Elsewhere in Two Bells is a news story mentioning some of the high points of the week, but editorially congratulations are extended to every man who was a factor in maintaining such good service. It shows a right spirit and indicates the caliber of men in street railway service.

An Ounce of Caution Or---

SOMEONE is credited with the statement that accidents don't happen, they are caused. The statement has been repeated and quoted over and over again and perhaps emphasizes the need for "safety first and last" better than any other expression that has been coined.

Attention has been called recently to a number of interference accidents at curves. There is absolutely no excuse for a motorman not knowing at what curves he has clearance, and a further check against his class of accidents is given by the right-of-way rules and gong signals.

The ninety-ninth case out of one hundred may involve slack brakes, but a motorman usually ascertains whether brakes are slack before he comes to a non-clearance curve. An ounce of caution beats a ton of excuses and prevents accidents "happening" or being caused.

A Hand On Your Shoulder

When a man ain't got a cent,
And he's feeling kinda blue,
And the clouds hang dark and heavy
And won't let the sunshine through,
It's a great thing, aye my brethren,
Fer a feller just to lay
His hand upon your shoulder
In a friendly sort o' way.

It makes a man feel curious,
It makes the teardrops start,
An' you sort o' feel a flutter
In the region of the heart!
You can look up and meet his eyes;
You don't know what to say
When his hand is on your shoulder
In a friendly sort o' way.

Oh, the world's a curious compound,
With its honey and its gall,
With its cares and bitter crosses—
But a good world after all.
An' a good God must have made it—
Leastways, that is what I say
When a hand is on my shoulder
In a friendly sort o' way.

—James Whitcomb Riley.

Popular "Athlete" Returns To Div. 3

Division Three is glad to welcome back to the fold an old and popular friend, Mot. J. A. Moreno, better known as the "Athlete." After having been Mayor, Chief of Police and Postmaster of a city in the northern part of the state, he decided that the front end of a L. A. Car was a pretty fair job, and to prove that he is some speeder he strapped on his Packard 8 the other day in order not to miss out, but he failed to miss the speed cop. Result, 10 dollars or 10 days. The Athlete paid.

On the San Pedro line a young man got on the car and accidentally stepped on an old man's foot. The young man politely said "Excuse me" and moved ahead.

The old man turned to the conductor and said, "Does that young shrimp think begging pardons excuses everything?"

No. 1678.

An Eye for Business

"To what do you attribute your great age?" asked the city visitor of Grandpa Eben Hoskins.

"I can't say yit," answered Grandpa cautiously. "They's several patent medicine fellers dickerin' with me."

Congressman and Senator to Vouch for New Trainman

It isn't everybody who can give two state and national law makers, a senator and congressman respectively, as reference in applying for a position, but men of such distinction were presented by James M. O'Donnell, who has entered service as a motorman at Division Four.

O'Donnell gave as references Hon. William H. Perry, senator of New York, and Hon. Claude E. Hudspeth, congressman of Texas.

The new motorman has been a police officer in Texas and a motorman in New York, so he comes well acquainted with traffic and street car service.

Even Office Folks Hunt Exertion and Rest on Vacations

While every division reports a quota of vacation hunters, a number of the folks at the main offices are gone or going to the beaches and mountains in search of rest or exertion.

George W. MacDonald of the auditing department writes from Portland, Oregon, that he had a fine trip driving along the coast and canyons to an autoist's paradise. According to his postcard he found some beautiful scenery and camped out every night.

Miss Cecelia Eimers, of the manager of transportation office, took a week to enjoy life at Big Bear Lake.

Fred Clothier of the lost and found bureau is off for parts unknown and Lee Adkins, conductor of Division One, is pinch-hitting for him. Lee says as yet he doesn't know whether he is lost or found.

T. G. Duvall, assistant paymaster, has returned from Frederick, Maryland, looking as good natured as ever. Fortunately his absence did not interfere with the customary payday ceremonials.

H. K. Visscher, supervisor of safety, is devoting his vacation time to looking over some mining properties in which he is interested.

Eugene P. McGurk, clerk of the employment department is now on vacation. His place is being filled by P. J. Haskell, who has been substituting for division stenographers while they go away and enjoy themselves.

ELKS PARADES SET TRAFFIC RECORDS

In the face of the biggest traffic difficulties the railway has ever faced, satisfactory service was maintained during the Elks convention week. The parades Thursday and Friday which halted downtown service four times in 30 hours proved a big test. They brought thousands of people to the streets. The heaviest automobile traffic was encountered Thursday night.

Thursday morning the downtown section was cut off from the rest of the city, as far as transportation was concerned, for three hours. Every effort was made by the company officials and the trainmen to render good service for the visitors and to help them in their travels about the city.

One result of the big parades has been a strong recommendation by Police Inspector, W. A. Murray, that hereafter such affairs should not be allowed to tie up the downtown section. He emphasized particularly the danger of a big fire with thousands jamming the streets, the inconveni-

REGULAR WATCH INSPECTION SCHEDULE PLANNED

A new plan for regular monthly watch inspection is being prepared by J. B. Hayer, superintendent of employment and instruction and will be announced by bulletins soon.

Recently watch inspection has not been checked up closely pending arrangement of the new system which will put the entire matter on a definite business-like basis. The new plan will go into effect about October 1.

Certificates will be issued to trainmen by watch inspectors after each inspection and under the plan now being arranged, these certificates must be turned in to the inspectors semi-annually who will in turn forward them to the company. The present plan requires that this be done quarterly.

The inspection cards will be given by the instruction department when new men qualify. The cards will be issued by the operating department to men now in service. The cards will be presented to an inspector at one of the following places:

- G. D. Davidson Co.....445 South Spring St.
- P. J. Flaherty.....631 South Main St.
- A. P. Tarter.....Eighth and Spring Sts.
- Nathan Metersky....748 West Pico St.

The inspectors will issue the certificates on which comparisons will be recorded every time the watch is inspected within the six months. Men desiring to purchase new watches may buy them whenever they wish. Arrangements for time payments can be made with any of the watch inspectors and the money can be deducted from payrolls, if the employe so desires.

On the Sick List

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

- DIVISION NO. 1**
Conductor—S. C. Tuffield, 719 Central Ave.
- DIVISION NO. 2**
Conductor—F. C. Ham, 1806 W. Vernon St.
Motorman—L. W. Cole, 3957 Woodlawn.
- DIVISION NO. 3**
Conductors—E. Koehm, 2612 Jeffries Ave.; C. H. McElfresh, 5812 Monte Vista Ave.; J. M. Wilson, 2612 Idell St.
- DIVISION NO. 4**
Operators—G. B. Hubbard, 1326 Georgia St.; E. C. Upthegrove, 493 Agate St.
- DIVISION NO. 5**
Conductors—B. A. Lea, 5317 2nd Ave.; J. E. Laws, 152 W. 24th St.
Motorman—J. A. Limes, 1143 So. Olive St.

ence to those wanting to use street cars and the loss caused by interruption of normal business.

Safety was maintained in an excellent way. On the 14th (Thursday) there were four step accidents and two the following day. That this is no more than normal is shown by a chance comparison with last Tuesday when there were six accidents of this kind.

Collisions between cars and autos showed a slight increase, but this was largely due to auto hitting cars. The figures for the same three days as cited above are Thursday—38; Friday 25, and last Tuesday, 24.

One pedestrian was hit Thursday and one Friday. In one of these cases there was no injury.

Conductor Ding and Motorman Ding Ding

By Rollins



Rollins

Bouquets And Things

(Hand Picked)

Bouquets Received Last Week

- Conductor A. L. Bristol, Div. 2.
- Conductor H. Coligny, Div. 3.
- Operator J. L. Cates, Div. 4.
- Motorman L. H. Sharke, Div. 5.
- Conductor F. Smith, Div. 5.
- Motorman W. L. Hague, Div. 5.

For Conductor H. J. Osborne, Div. 5. (Notation taken from a letter received from Mr. Alfred Fenton, 1466 West 49th Street.)

"By the way, your conductor No. 174, on the Grand Avenue line, is really a splendid example of efficiency and politeness."

* * *

For Conductor S. C. Webster, Div. 2 Los Angeles Railway, Gentlemen:

I wish to commend the action of Conductor 1970 on the University car, in restoring to me a gold pin which had fallen off my coat and rolled into the aisle.

The conductor had no way of knowing to whom the pin belonged, but questioned the passengers until he found that I supplied him with an exact description of its appearance.

I understand that the employes of your system are operating under the merit system. I take great pleasure, therefore, in bringing this kindness to your attention.

Very truly yours,
MISS AGNES FRISINS,
628 West 16th Street.

* * *

For Motorman D. Cronin, Div. 1
For Motorman R. Barnett, Div. 4
Los Angeles Railway, Gentlemen:

I wish to express to you my sincere appreciation of two kind acts of your good Motormen No. 879 and No. 1659.

I am somewhat lame in the leg, and I was trying to catch the car at 8th and Vermont, going east. Both motormen, on two different occasions, stopped their cars in the middle of the block to let me on.

Very sincerely,
M. E. HILLIS,
Care The Times.

* * *

For Conductor G. S. Mattern, Div. 4 Los Angeles Railway, Gentlemen:

I know it is your aim to employ polite and efficient men to run your cars and try to reward the men according to their merits, therefore this letter to you.

I wish to comment favorably on the civil and polite treatment my wife and myself as well as others, have received at the hands of one of your conductors on whose car we have been passengers several times. This man of whom I write is Conductor No. 1370. I think he is a credit to the service.

Yours truly,
B. H. THAYER,
128 Ellita Place.

* * *

For Conductor H. H. Sonnerberg, Div. 4 Los Angeles Railway, Gentlemen:

Conductor 1960, West Pico line on April 11th acted with extreme courtesy and tact under trying circumstances of advising a garrulous woman who "knew where she wanted to go yet had no idea how to get there." His conduct was excellent and worthy of emulation.

I am
Very truly yours,
RALPH L. BYRNES, M. D.,
607 Investment Building.

* * *

For Conductor A. L. Kidd, Div. 4 Los Angeles Railway, Gentlemen:

On returning home from business yesterday I, unconsciously dropped my bank book in car number 1300, and in the evening Mr. A. L. Kidd phoned me that he had found it. I told him where I was employed and he went out of his way to return the book to me. I think he deserves much credit, as he located me just through my name on the book, and the courtesy and effort he showed in returning the book to me was more than appreciated.

Sincerely,
HELEN DONLEY,
911 Fourth Ave.

DANGER SIGNS TO BE NOTICED AND OBEYED

It Should Not Require A New Coat of Paint to Focus Your Attention on Plates

By JOHN C. COLLINS

Traveling Supervisor of Safety.

HAVE you ever noticed how men observe a new rule, or a new sign placed on the wire? How cautiously they approach a cross street where they came near having an accident? All observe these rules or signs for a little while, then gradually get careless, until enough get careless to make the place dangerous again.



If the slow signs on the poles at the Verdugo Road Crossings, Eagle Rock city line, and those at the museum curve, Marmion Way, on the Garvanza line, were painted again, the men would observe them although they could not see them any better than they can now.

They have been there so long that men do not notice them any more. The newness has worn off.

See But Don't Notice

These signs painted on the poles between the tracks on Private Right of Ways, are in the most conspicuous place. The motorman can see them either night or day, but few notice them.

At Verdugo Road crossings, both chauffeur and motorman have a clear view. The crossing is signed for both. They both overlook the fact, are traveling at high speed, each expecting the other to slow down or stop until they get so close that the speed carries them to the danger point, at a place where each man was cautioned to be careful.

On the Garvanza line, museum curve, the car ahead is not supposed to stop southbound in this curve, but no one can tell when it may have to stop. A hanger may throw the trolley. The conductor will try to replace it more often than he will think

to go back and flag the next car while the motorman replaces it. This curve is dangerous at some points.

Cautious All Times

It should need no signs to tell a man entrusted with a car that it is dangerous. But for the man who lacks the proper judgment, the sign tells him what to do. The X mark is danger of special nature, for the motorman to sound warning, slow down and be on the alert until he passes the dangerous place. The S means slow speed. Slow speed means to slow down enough so the clear space in front of your car will always permit a safety stop in the clear of any danger in the place protected by the signs. At this curve the night men are the ones who travel at the highest speed. They have greater headway, better power on account of less cars on the line. The average is in their favor over the day men, but they cannot see so well which shows for one to be protected. There is just one thing to do each time you round that curve. Be cautious enough to be careful.

At Casanova and North Broadway, most all motormen approach that street too fast. The Automobile Club has signs warning autoists to be careful. This street is used by strangers, coming from free parking place maintained by the city, and they are less familiar with the streets than our men. For this reason we should be careful, and not have accidents at this street.

At 25th and 26th on Santa Fe Avenue, the building alone should tell our men that these are dangerous streets, but to make the place more safe, the Automobile Club has signs of warning on the side of the street. These signs are just as much of a warning to our men as to the chauffeur.

MIXING TRANSFER PADS CAUSES MUCH CONFUSION

(Continued from Page 1, Col. 1)

you will know what is being done and why the change is being made.

There is one other point I want to bring before conductors and safety car operators at this time in regard to transfers.

Some men have caused no end of confusion by getting their pads of transfers mixed and in this way issuing "out" trip transfers when "in" should have been issued, and handling "A. M." transfers when the rest of the world believes it is afternoon or evening.

No Excuse for Carelessness

Surely there can be no excuse for

such carelessness, for it is carelessness pure and simple. The transfers have distinctive coloring different for the different period and trips so that they can be recognized easily when presented by passengers. If a conductor is going to be so careless as to issue the wrong transfers he is not likely to show very good judgment on receiving them, and good judgment is one of the requisites of a conductor.

I can see how a careless man can let this happen by disarranging his transfer pads in his pocket, but the idea is to keep them separate as a little mistake on this line causes a lot of trouble on many cars.

On The Back End

(Contributed)

Conductor T. J. Dessert and Motorman McConnell, both of Division Five, are members of the B. P. O. E., and spent the last week getting back to normal ways of living after the hectic days of the convention with its parades and—and—eh, hospitality!

Good Humor is the Health of the Soul, Sadness it's Poison

H. H. Russell, Two Bells scribe at Division Three, comes back from a vacation at the beaches and pulls this one:

"A gent was heard to remark at the seaside, 'Well, the boys of California don't have to take much of a chance when picking a girl for a wife as they sure have a chance to see what they are getting.'"

Note:—Mrs. Russell was with him.

Much has been said and little believed about the abilities of Motorman G. W. Gunner of Division Two to out-Burbank Burbank as a wizard of the garden. But now comes the big motorman with the claim that he is raising geraniums which will blossom in Elk colors by the time the Bills are here again. Yes, the plant is just east of the amthalulu bush if you go to look for it.

A red-headed boy applied for a job in a butcher shop. "How much will you give me?"

"Three dollars a week, but what can you do to make yourself useful around a butcher shop?"

"Anything."

"Well, be specific. Can you dress a chicken?"

"Not on three dollars a week," said the boy.

Mistakes are assets—if you don't make the same mistake twice.

There are two new organizations in the making at Division 3, one to be known as the Corpulent Club, with Mot. John B. W. Barrett Chief B. W., which means Bay Window; the other to be known as the Skinny Club, with Cond. O. G. Thompson as Chief Silver and Mot. C. H. Wolfe Treasurer. And now if we could only organize a B. S. (Beautiful Sunshine) Club, with Cond. M. A. Brothers and Mot. J. Hellman at the helm, we would just about be all set as to clubs.

Courtesy makes folks shake hands rather than fists.

Motorman Dustin of Division Five turns in a story supposed to have been related by Conductor Carry and may or may not be based on actual experience.

A small town was greatly excited by the appearance of an amorous man dubbed Jack the Kisser who kissed the girls and ran away. A young man out walking with a girl said that a man could kiss a girl whether she willed it or not. She denied it, and they proceeded to settle the dispute. The man won in the demonstration, but the girl said:

"You didn't play fair, my foot slipped. Let's try it again."

Looking 'em Over at the Divisions

DIVISION 1

Figuratively speaking, Motorman E. H. Coltzan is dead, and the Division mourns accordingly. It appears that someone once told E. H. that if he grabbed a trolley pole in one hand and the wire on the other he would hear of something to his advantage. Having nothing of importance on his mind, and a few minutes to the good at the end of the line, he decided to try it. After getting a strangle hold on the stringer he reached up and playfully flirted with about 550 volts backed by enough amperage to kill a division office clerk. According to eye-witnesses he then did an Annette Kellerman dive and landed on his back on the top of the car and murmured, "Oh list to the pretty meadow-larks singing in the woods." So again we say Motorman Coltzan is dead, FROM HIS CHIN UP.

Clerk Roy C. Ruggles is among the missing this week, having packed his grip and caught the boat for San Francisco, where he intends to stay for two weeks. Everybody gave him all the information and advice they could think of, such as "don't try to cross Market Street without a traffic cop holding your hand," and "Watch out for the big grey squirrels," while the Division Sup. warned him to carry his money in his sock as the bunco artists were death on the hicks from the small towns. However, we think he'll get by and find his way home in time to go back to work by August 1st.

Division 4 Editor cheerfully advises his clan not to beat us out of fifth place in the safety contest, in case a booby prize should be offered, and for once, we must let him rave, and not have an answer for him, because what he says just about hits the spot, and it seems that none of us are trying to remedy the situation. It is even rumored around headquarters that Johnnie Collins is growing a head of gray hairs on our account, while the entire safety bureau and instruction department shudder when anyone says "Division I."

DIVISION 2

Motorman F. C. Sommers is on two weeks leave to rest up.

Motorman R. A. Mayfield, W. D. McCollum and Conductors H. S. Crawford and M. S. Green, are all away on short leave.

C. J. Clark of the office force, is on his vacation. C. J. said, however, he was going to get a real rest, Conductor W. S. Culver taking his place.

Conductor G. W. Gardner, who resigned a short time ago, has returned to the foot of the extra list (they will come back).

Motorman A. C. Beck, who came to this division from Division 4 last shake up, has returned again, by trading with E. J. Macheret.

Conductor C. C. Mattice was so badly sunburned at the end of his leave of absence he could not return to work. The end of a perfect vacation.

Conductor K. E. Sloan has been granted 30 days off for a trip to Kansas City. Conductor Sloan's father is in very poor health.

Hurriedly sending regards to the boys of Division Two, Motorman E. J. Fray has shipped on a boat bound for the south seas on a ten months' cruise. All sorts of wild stories about cannibals, wild animals and wild women may be expected when he returns to civilization to explain why he went A. W. O. L.

Who's Who



CONDUCTOR W. O. BAILEY, or "Bill Bailey" as he is now more generally known, hails from the illustrious city of Lowell, Mass. He trekked from that city to the City of the Angels in September, 1905, and on January 15, 1906, entered the service of the Los Angeles Railway at Division One.

His first regular run was on the West Second line over the hills. He held down that run for six years then when the Hooper line was annexed by Division Two, he transferred with it. "Bill" has always had a good record for punctuality, neatness and courtesy.

Of late his health has not been of the best so he is now holding down a position as watchman and is making good on the job. He and his wife have just recently moved into their new home on Huron street, convenient for his work at Division Three. Their garden is their pride and the envy of all the neighbors.

DIVISION 5

Conductor L. L. Bandle has taken a few days off to rest up and visit the beach.

Motorman H. E. Brown says it is too hot to work and has taken a lay-off for a couple of weeks.

Motorman S. W. Porter is taking 61 days leave to visit friends and relatives in the east.

J. C. Clarke, E. Danova, H. D. Sipperly and C. D. Rupperecht are taking a vacation and trying to keep cool.

G. R. Stanley, E. W. Watson, C. G. Lind and E. Gillen have returned from their vacations and are back on the cars.

Motorman A. O'Donald has resigned and is going to Cincinnati, Ohio, on business. In the fall he is going to participate in the sinking of an oil well on property in which he is interested, located in California.

Our Foreman, Mr. A. F. Grant, is taking a day off to go to the beach and cool off, Asst. Foreman W. E. DeMuth officiating in his absence.

We learn, with pleasure, that N. Jamison, who was operated on for appendicitis, is improving. He would be glad to see any of the boys who have time to make him a visit.

We have noticed lately quite a few of the boys formerly working for the Company in the lobby at this division casting a longing eye at the various schedules hanging around. Each of them has stated his desire to get back on the road, but the boys here are stickers, and while their chances for getting back are remote right now, they have signified their determination to get on again by sticking around and waiting their time.

DIVISION 3

After a very enjoyable two weeks' vacation at Catalina and Long Beach, and being somewhat poorer but wiser and much rested, I desire to thank our Andy who so kindly and efficiently acted as scribe for "Two Bells" during my absence. He proved himself a literary genius of no small calibre, and Dan tells us that Andy has been besieged with offers from some of the leading journals of the country. At any rate he makes me feel very small in this line of work.—H. A. Russell.

The Baldheaded Club, according to Worshipful High Shiner Jarvis Phillips, is going strong. Motorman Arthur Cole and Cond. A. C. Stover being now full fledged members. There will shortly be a prize offered for the highest polished dome, and Jarvis has great hope winning it.

Cond. Gandro said good-bye with a sigh as he dropped the Jintey in the fare box, having unfortunately left his pass at home.

If Warren should be stumped for dope on the Soldier Bonus Bill he could not do much better than drop around to the switchman's headquarters at Division 3, as he would find the dope as presented by the following coleric very refreshing. Yardmaster A. Walker, his Assistant Charlie Merrill, ably supported by Mot. Hardy Fowler, in fact most any topic of the day is warmly debated at the aforesaid location.

Mot. Charlie Freer received a returned lost article the other day which for odor had a thoroughbred Pole cat backed off the map. He refused to put us wise to the contents, but he has not worked since.

Clerk J. W. Allen is at present enjoying a two weeks' vacation. O. E. Baker officiates during his absence.

Boys you are just doing grand in the safety contest. Just keep everlastingly at it and we will land that pennant. The last few days we have been having a little hard luck, but without wishing anybody any hard luck, maybe the other divisions are experiencing the same kind of weather. So just tend to your knitting and hit the ball. Do not take any unnecessary chances with that man ahead. Keep your car under control at all time and make up your mind that he is going to do just the opposite to the right thing, and make up your mind when you take a car out with a full complement of steps that you are going to bring it in the same way.

Motorman R. W. (Efficiency) Reid had the misfortune to miss his relief last Sunday much to the distress of Motorman Oscar Dunman, bringing on a very serious attack of brainstorm. Oscar took treatment Monday and is now considerably better.

Conductor L. H. Parker (Painless) spent the week end at Playa del Rey with some friends who have a summer home there. Louis says that it is his intention to purchase a home there himself, if the milk trust can keep out of jail.

Bill Hayward of the Mechanical Department is pulling strings to be appointed assistant to Slim Armstrong, Chief Barrel Inspector. Dad Truitt is curious to know why this job is in such great demand, but he has an idea that these new barrels just furnished for fire purposes originally contained "Old Taylor" and there is a process by which these said barrels can be sweated, but he is not sure about it.

Conductor C. A. Pence and W. J. Millikan have left for a two weeks' vacation in the mountains.

Motorman Billy Southers has left for the East to visit his mother in the old home town.

Motorman J. Spalding fell heir to run via the hold down route, and the shock was so great that he has been on the sick list since.

A few nights ago our artistic friend, Motorman Tom Canning of the Owl pulled up at First and Spring. He opened the gate to let a passenger off. Before he could get the gate closed a man stepped up and asked if this car went to Lincoln Park. Tom said, "Yes, sir." The man immediately proceeded to board front end. Tom hastily closed the gate, saying, "The back end goes there, but this end don't."

DIVISION 4

Clerk C. E. Robison has returned from his vacation but has decided not to resume his regular duties. "Robbie" figured that he ought to be out in the air more so he has taken to switching on the day-shift.

The following boys are on leave. Motorman J. B. Keller, ninety days, to go "back east" to sell some property.

Motorman C. V. Bonner, twenty-one day vacation.

Motorman J. A. Kummer, thirty days, to visit relatives in Seattle and look over some property he has recently acquired.

Conductor C. W. Beckner, ten days vacation.

Conductor A. B. Chambers, fifteen day vacation to Santa Monica.

Motorman R. C. Lindsey, fourteen days. R. C. was offered a free auto ride to Frisco and back and could not resist the pleasure even tho he is elated over the new run he received last Monday under the new bid system.

Conductor J. M. Dyson, fourteen days, to build a home.

Motorman B. L. Bounds, sixty days, to finish his auto mechanic course which the government gives to disabled veterans of the late war.

Assistant foreman, W. A. Driggs is now on his annual fourteen-day vacation and has taken his family on a camping trip up around Santa Barbara.

Cash Receiver, Raymond Smith wishes us to remind you boys that he is on the job to accept the cash from the first part of your run anytime after 2:00 p. m.

His excellency, Janitor Samuel Johnson has been duly appointed associate-division correspondent for Two Bells. Any one who has a good news item or story and does not see "yours truly" about will call Sam over and convey the information to him. Sam is going to be some reporter. He carries a pad and pencil in his overall pocket and is looking forward with much anxiety to the "Two Bells' Press Club" convention next April 31.

C. J. Knittle.

Motorman J. W. Minter was granted a fourteen day leave just recently to escort his invalid aunt back to Arizona. Everything seemed well and good until last Tuesday. Supt. Wimerly was standing at the corner of Pico and Figueroa, when to his surprise J. W. came down the road driving a Yellow Taxi. We do not know whether J. W. intends to stay with the taxi people, but he might as well, because he has been taken off the payroll here for putting a false reason on his application for leave.

Introducing New Men

The following men have been assigned to their divisions during the week ending July 16, 1921:

DIVISION NO. 2

Conductors—H. Yardley, O. A. Palmer.

DIVISION NO. 3

Conductors—C. W. Olsen, R. E. Wilmot, H. F. Safford, R. R. Kerchner, G. C. Rowe.

Motormen—F. Fletcher, J. A. Moreno. Safety Operators—N. D. Daggett, L. A. Moyer.

DIVISION NO. 4

Conductors—H. R. Kelly, W. J. Schradler, G. O. Carpenter, W. E. Bowman.

DIVISION NO. 5

Conductors—C. Frilot, D. M. Seaberry.