



VOL. II

JUNE 6, 1921

No. 1

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

Two Bells Celebrates Birthday

Vote Is Called On Straw Caps

COOL SUMMER HEAD PIECE PROPOSED

As the result of numerous suggestions and considerable discussion on the plan of adopting a straw uniform cap for summer wear, the transportation department has decided to let the trainmen decide the matter for themselves by a ballot to be taken Tuesday, June 14.

The straw caps cost about \$1.50 and, if adopted, will be modeled after the shape of the felt uniform cap now in use. If a special summer cap is adopted it will be part of the official uniform between May 1 and October 1 and must be worn in those months.

Ballots will be given to all trainmen at their divisions on June 14. A majority will decide the question.

A proposal for blue serge summer uniforms is to be submitted also. Details will be given in next Two Bells.

COMPLAINT SCORE FOR MAY ISSUED

Introduction of the coupon transfer last month was accomplished with comparatively few complaints from passengers. This is revealed in the May report of complaints which shows that despite the major change there were only 74 more cases of transfer trouble in May than in April.

There were 132 complaints made to the office in April and, including the transfer cases, the May total shows 211. There were 48 cases of transfer and fare trouble in April and 122 in May, giving the 74 increase, but if that 74 be deducted in consideration of the new transfer the report would show only five more complaints in May than in April.

In May complaints for discourtesy were eight less than in April. Carrying passengers past stop dropped four. Passing up passengers gained three. Wrong change reports dropped from five in April to three in May, and there were no complaints in May for failing to call streets.

THEY WRITE THE NEWS OF DIVISIONS

These men are the division editors of Two Bells, who give their time and efforts to making a newsy back page for the paper each week. If you know a little news item don't keep it to yourself. Tell it to them.



L. A. RAILWAY PAPER IS ONE YEAR OLD NOW

With this issue, Two Bells begins its second year as the official paper of the Los Angeles Railway. From a beginning June 7, 1920 as a three-column paper, little more than half the dimensions of the present paper, Two Bells has developed in size and in interest shown by employees of all departments.

Three issues of the small-sized paper demonstrated that such interest was being shown that it would be necessary to enlarge in order to make the publication of the greatest possible benefit and interest.

Helpful Articles Published

The mission of Two Bells is to give all the interesting news that can be collected and which space permits to be published. Articles helpful and interesting have been written by George Baker Anderson, manager of transportation; R. B. Hill, superintendent of operation; R. R. Smith, assistant superintendent of operation; R. A. Pierson, chief instructor; A. K. Plummer, director of traffic; C. A. McRoberts, general claim agent and others.

In recent months the safety talks by John C. Collins, traveling supervisor of safety, have been a feature of this paper. While his articles apply particularly to trainmen and chiefly motormen and safety car operators, there is much to interest readers in all departments of the railway as they give an insight into car operation and this information should be possessed by every employe.

In the editorial columns, Two Bells aims to give helpful suggestions and to encourage good work.

Commendations Presented

Publishing of "bouquets" written to the company commending the service of employes has become a feature anticipated weekly by readers. Incidentally the bouquets are coming in faster than they can be printed at present.

In the "On the Back End" columns and here and there through the paper are little stories of funny happenings calculated to strike a balance between

TRANSFER RULE SLIPS TO AVOID CONTROVERSY

By **GEORGE BAKER ANDERSON**
Manager of Transportation

THERE has been some misunderstanding among trainmen regarding my article in Two Bells, May 23, on the observance of the rule requiring conductors to give transfers if asked for at time fare is paid and at no other time.

I tried in plain language to interpret the expression "at the time fare is paid." If what I said has been misunderstood by some, which is apparently the case, I will ask all to read very carefully the following paragraphs:

"At the time fare is paid"—I would say that if I handed the conductor a two-bit piece for my fare and after he had handed me the change I put it in my pocket and said "I would like a transfer, please," it most assuredly

would be the duty of the conductor under the rule to give me a transfer.

Entitled to Transfers

If I had boarded the car with a party of three or four, allowing them to precede me, and paid the fares for all, and all but myself had passed beyond the conductor, and I then asked for transfers for three of the party, or two, or all of them, it would still be the duty of the conductor to give me transfers asked for.

When in the article referred to I suggested that conductors "use their heads," I realized that 99 per cent of the conductors on our cars do use their heads. I am sure that these conductors in using their heads will not

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

(Continued on Page 2, Col. 3)

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Two Bells Goes Ahead

LOOKING back over the year, it seems quite a long time since the first small issue of Two Bells made its appearance. Although it is only a short twelve months, that period has seen some important developments in the Los Angeles Railway. There has been the raise in pay, the establishment of the housing plan for employes, payment of the first bonus and a marked general improvement in the service given by individual employes in all departments.

Two Bells started with the "go ahead" idea. It still follows that slogan and it now seems a fitting slogan for every one in view of the improvement that is being made. The Los Angeles Railway has been commented upon many times recently as one of the best street car systems in the United States. It is a pleasure to be associated with an organization like that.

Keeping to the "go ahead" spirit, Two Bells hopes to occupy a greater and greater position of help and entertainment to everyone. The development of this paper would have been impossible without the help and interest of all employes of all departments. Two Bells leaves you to judge the results and on its birthday expresses to all hearty thanks for co-operation and interest that has been manifest.

Sticking To Your Job

IN TIMES when jobs are not as plentiful as they have been, one realizes the value of "sticking with the job." Such times bring a realization that a man who is always moving from one job to another is not making any progress in any direction. But on the other hand, such times bring a realization that progress comes by staying with the job.

In jumping to a new job you enter as a new man, and when the time for curtailment comes, the new man is the first one affected.

In the street car game it has been said that genuine service is the best job insurance. The Los Angeles Railway shows some good examples of the benefit of sticking to the job. Practically all the operating officials are men who have worked up from train service. The men who have the best runs gained them by using their good judgment in staying with the job and building up seniority as well as receiving the increased pay that comes with continued service.

Majority Showing Good Judgment On Transfers

(Continued from Page 1, Col. 2-3)

permit any violation of the rule that transfers must not be given except as requested at the time fare is paid, and that in interpreting this language they will in their own minds conceive of a proper and practicable and just definition of the expression "at the time fare is paid."

Majority Use Good Judgment

I say that 99 per cent undoubtedly will not only use their head, which means their intelligence, but all of this 99 per cent know that the other one per cent also can use their own intelligence with as good success if they try to do so, and that if they do not endeavor to use good judgment and horse sense, their lack of capacity to fill the position of conductor will soon become quite evident to all interested.

There is probably not a rule or a law, except a rule of mathematics or a law of nature, that is not at times subject to some slight modification by force of circumstances. The rule in regard to transfers is a rule that, while it means exactly what it says, allows a conductor to determine for himself when the act of paying a cash fare is finished.

It places upon the conductor's shoulders the responsibility for giving a transfer to a passenger if he knows positively that the passenger is entitled to a transfer and has asked for it at the time of paying the fare, as defined by me here, without adopting a course, if such a course can be avoided, that will result in a wrangle or unnecessary argument with a passenger.

Explanation Provided

But if in the performance of his duty the conductor finds that a passenger is inclined to be argumentative or quarrel-

some, it will be his duty to avoid such argument, not by giving a transfer if he knows that by doing so he is violating the rule, but by simply handing to the passenger a slip which will be provided by his Division Superintendent, and refusing to engage in any unnecessary controversy.

I do not want conductors to be misled by anything they read in my article in Two Bells of May 23. They should obey the rule literally, but it is absolutely up to them reasonably to determine for themselves the definition of the words, "at the time fare is paid."

The slip to be provided by the Division Superintendent reads as follows and is self-explanatory:

Owing to the great abuse of the transfer privilege in the past and the heavy financial losses resulting therefrom and in order that the present system may fill the requirements, the Los Angeles Railway finds it expedient to insist upon stringent enforcement of the transfer rules.

If any incident occur to which patron takes exception, he is requested to present his case personally or by letter at 710 Los Angeles Railway Bldg., Eleventh and Broadway. Conductors are instructed so to advise patrons and to refrain from altercations and unnecessary arguments.

Good Service Show

Although several hundred thousand passengers ride our cars daily, it is noteworthy that the number of complaints from passengers regarding the use of transfers at the worst period during the past two or three weeks was not a dozen daily. The number is growing smaller day by day. From this it is safe to assume that not one conductor out of a hundred has any just cause for suggesting that in order to satisfy his passengers he must stretch the rule to the breaking point.

Traffic Check Not To Hamper Usual Operation of Car

In connection with the daily trip and mileage report, checks on passengers carried will be of the greatest help to the schedule department in providing service according to the actual needs.

It should be remembered that it is not necessary to make the check at the moment the car is standing at the check point as this would interfere with the other duties of collecting fares and giving the bells. Going toward the center of the city conductors will note the number of passengers on his car and make the entry on the report just before arriving at checking point, then he should be able to handle passengers in the usual way at the check point.

On trips out of the city the conductor should wait until after all passengers are loaded at the check point then make his observation as the car gets under way. The check is not required on safety car runs and shuttle cars.

TWO BELLS HAS FIRST BIRTHDAY

(Continued from Page, 1 Col. 4)

the serious matter that will make the publication interesting.

Division News Given

An entire page is devoted each week to the doings of the different divisions. For these interesting news notes credit goes to the division editors who hunt out the elusive news items and send them in for the entertainment of everyone.

The "Who's Who" column has been a weekly feature with a picture and little story of some of the interesting men of the Los Angeles Railway family.

The columns of Two Bells are open to all employes. The paper is for all departments and is at the service of everyone as far as space will permit.

Conductor Carter of Div. 4 Is Married

Conductor Harold Carter of Division Four has taken the "love, honor and obey" pledge, being married May 24 to Mrs. A. Price. They are living at 1019 West Eighth Street. Conductor Carter was with the A.E.F. for 18 months and was wounded in the Argonne Forest scrap.

Division Four extends congratulations and best wishes to Mr. and Mrs. Carter.

Efficiency Expert Enters New Field

W. J. Van Valkenburg, efficiency statistician of the transportation department has resigned to accept an executive position with the Blue Diamond Plaster Company of 2200 East Sixteenth street. Prior to entering the transportation department, Mr. Van Valkenburg was in the auditing department.

He is well known to members of the main offices who regret his leaving and wish him every success in his new association.

WOULD LIKE TO SEE YOU

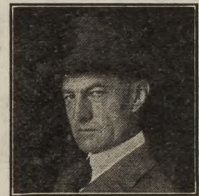
Motorman G. Jensen has been removed to his home 4708 Fisher St. after spending 11 weeks at Golden State Hospital. He is still in bed, and would be pleased to see some of the boys, who live in the neighborhood.

ATTITUDE ON CAR SHOWS CHANCE OF ACCIDENT

By JOHN C. COLLINS
Traveling Supervisor of Safety

This week John Collins has a mighty important safety talk. He shows the possibility of various types of accidents being caused by various mental attitudes of trainmen. This talk is somewhat different from the ones you have been hearing. It is important to front and rear end men.—The Editor.

Anything affecting the emotions of people such as music, power, or victory, throws them off their mental balance. They will stick flags or flowers in their caps and are usually in a dangerous frame of mind. The same holds good if intoxicated from liquor. They get worked up to a hilarious point, start to decorate themselves up like Indians or lunatics. They are at the time irresponsible.



Square Under the Cap

The trainman who wears flowers, feathers, or buttons on his cap, or the ones that wear the cap the farthest to one side, is not the man that can conduct the affairs of the company as well as the fellow who rests square under his bonnet. The decorations attract flighty notice, making few people feel sorry for the wearer. It brings no reward, just a look in one's direction followed by a peculiar smile, easily interpreted. It will not be long before it comes to the attention of some official of the company, they notice those things also. They realize that, in most cases, the one who decorates himself to attract attention, has the fault of being easily distracted.

Indications of Carelessness

This type of a man is liable to have most any kind of an accident, because he has a poor head. The accidents he will have are mostly of the lapse of attention kind, motorman looking around too much and inclined to be reckless.

Some conductors are young men, probably working at their first position. While their attention is needed at the step when starting or stopping, it may be some other place doing no one any good.

This type of conductor needs to train himself to concentrate his attention on the thing needing his attention at the right time, forgetting about himself, yet so he is consistent in doing the work. Watch a man wearing a flower in his cap, while he is working the back end of a car. Try to figure how much thought he gives to his work. If he comes near having a step accident by some bad move on his part, see if it taught him anything. You will find it did not. He will make the same mistake time after time, not thinking to correct it; as he gets older and wiser, the decorations disappear and his work improves.

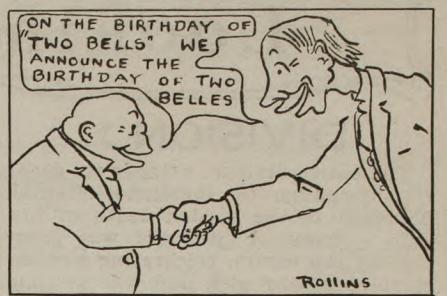
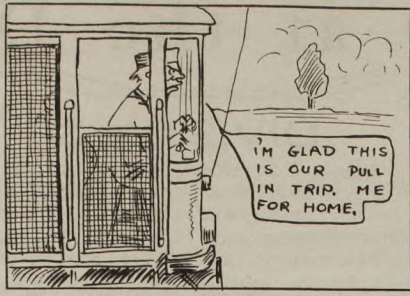
Neatness is Attractive

Attract attention by your neatness. That kind lasts, brings rewards where reward is merited. Notice brings but a look in one's direction rarely getting anything in the way of prizes.

The most lasting attention a man can attract is by being courteous to his passengers. Make it a point to be attentive to just one elderly person on each trip, and see the effect it has on all of your passengers. They always see a thing like that. They may not say anything about it, but are with you to the end. Some of them will call it to the attention of the company. The self-satisfied feeling of doing someone a favor is not to be overlooked, and it will build a reputation that can be gained no other way. There are very few people having the same opportunity of making friends that the trainman has.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things

(Hand Picked)

Bouquets Received Last Week
 Motorman E. B. Clark, Div. 2.
 Motorman A. Mariscal, Div. 2.
 Conductor C. G. H. Gronlund, Div. 2.
 Conductor H. C. Hales, Div. 3.
 Motorman C. J. King, Div. 4.
 Conductor A. O. Underwood, Div. 4.

For Conductor B. Gardner, Div. 5
Los Angeles Railway.
 Gentlemen:
 I wish to commend your conductor, Mr. Ben Gardner of Division 5, L. A. Railway, on his absolute honesty in returning promptly and in perfect order the bag I lost on his car.
 It was indeed honorable, and I wish to express my gratitude and tell how much I appreciate it.
 Very respectfully,
DOROTHY PELUNIS,
 638 West 49th St.

For Conductor E. Smith, Div. 4
Los Angeles Railway.
 Gentlemen:
 Just a few lines to call your attention to the good work of Conductor 2482 on the West First Street line.
 He is very polite and pleasant at all times. Calls all the streets, and is very thoughtful to help people off and on the car.
 I certainly think he deserves credits. Don't you?
 Yours truly,
M. L. HAMM,
 535 West First Street.

For Conductor I. C. Acuff, Div. 3
Los Angeles Railway.
 Gentlemen:
 Yesterday I, as well as other passengers, was so pleased, and all commented on the kind and courteous treatment extended to all by Conductor 490, and in particular to an old crippled lady. He was just grand to her.
 I hope you will show your appreciation of Conductor 490 for he is worthy of it.
 Yours truly,
H. A. PATTERSON,
 268 N. Johnston St.

For Conductor R. I. Burton, Div. 2
For Motorman S. T. Millard, Div. 2
Los Angeles Railway.
 Gentlemen:
 It affords me much satisfaction to speak a word of appreciation of the consideration of your employes, R. I. Burton and S. T. Millard, on the occasion of a collision between my automobile and street car number 422 on the night of April 3rd, 1921. With the details of that accident you are, no doubt, familiar. Briefly, it was necessary for me to let my car strike the rear of your car, number 422, in order to avoid crushing a woman passenger who was attempting to board the car at 3rd Street and Vermont Avenue.
 Burton, as conductor, was on the rear platform of your car and very close to the point of collision. He conducted himself with efficient promptness in ascertaining the damage done to the street car and in determining whether any of his passengers or crew had been injured. He showed a consideration and courtesy toward myself which I consider rare under such circumstances, and I appreciate it to the utmost.
 Both Burton and Millard, as motorman, did all that in reason could be expected for me and got their car under way as promptly as possible. Both men showed excellent judgment and I will be grateful if you will express to them my thanks for their courtesy and consideration.
 I beg to remain
 Yours very truly,
R. B. KIDD,
 5341 Melrose Drive,
 Los Angeles, Cal.

WEE BABY GIRL ARRIVES
 A wee mite of a baby girl weighing only three pounds and 12 ounces arrived recently at the home of Supervisor D. L. Gragg, 444 West Regent street, Inglewood. Both mother and baby are doing nicely.

Kiddies Win Prizes With Funny Sayings

HERE are the children of Los Angeles Railway employes who won prizes for comical expressions in the Two Bells contest.



THIS week the children step into prominence in Two Bells and dad takes a back seat. The occasion is the announcement of the prize winners of the Kiddies Funny Sayings contest conducted by Two Bells. Cash prizes are awarded the winners. A large number of kiddies' sayings were submitted and some that did not win prizes might have done so but for some error such as failing to give the age of the child, or name, or writing more than one hundred words, as was specified in the rules. Class A was for children up to four years of age, and Class B for children four to seven years old.

The contest was arranged as a feature appropriate to Two Bells reaching the dignified age of one year.

The winners in Class A and their sayings are as follows:

First, L. E. ADKINS, JR., son of L. E. Adkins of Division 1:
 Lee takes great delight in bringing in the eggs from the hen house, his mama handed him the basket last Sunday and sent him for the eggs. He was showing the eggs to his daddy and was very tickled to find one bantam egg. He pointed to the rooster and said: "He's made of chicken but don't lay any eggs, huh, daddy?"

Second, VERNA MARIE HERRICK, daughter of Conductor A. S. Herrick, Division Two:
 Last spring when Marion Herrick was born, her little sister, Vera, persisted in calling her her "boy sister" because she always wanted a brother, so one day she was asked by her mother why she called Marion a "boy sister." She replied, "Because, mama, you said she was a big fat baby for a girl, and so she must be a boy sister, and she will have to be because I'm enough girl."

Third, FRANCES WOLFE, daughter of Motorman Frank E. Wolfe, Division Three:
 At the age of three Frances climbed upon a chair to admire a new dress in the mirror and came near falling, whereupon she said: "Oh! I almost dropped myself."

Fourth, JOE CRESTO, son of Conductor J. J. Cresto, Division Four:
 Jack Cresto and Joe were talking about the earth. Jack said:
 "Well, if water is under the dirt, what's under the water?"
 To which Joe replied learnedly, "Mud."
 In Class B, the winners and stories and sayings are as follows:
 First, NITA MORGAN, daughter of Motorman G. F. Morgan, Division Two:
 "I saw a nice little pony at the show, daddy."
 Dad—"Was he tame, Nita?"
 Nita—"He was tame in front but awfully wild behind."

Second, GREEBA JOHNSON, daughter of Conductor E. P. Johnson, Division One:
 Dad was working San Pedro and Western. Mrs. Johnson got on the car to give him his lunch and the little girl was with her. Her daddy was calling the streets and as he called "Los Angeles," the little girl said: "Daddy, don't you think these people know they are in Los Angeles without you telling them?"

Third, WILMER WOOD, son of Conductor C. F. Wood, Division Three:
 One day a conversation among friends, when the small boy was present, brought out the theory that car sickness was caused by the motion disturbing the soft part of the brain. It was also said that standing up prevented the trouble.
 A few days later the boy was on the car with his dad and whispered, "Daddy, have all those people who stand at the back got soft spots on their heads?"

Fourth, ROBT. LEE THOMPSON, son of Conductor O. G. Thompson, Division Three:
 Having heard a lecture at school on safety first followed by a picture, the subject was well impressed on the mind of Robert. The next day he heard his dad relating to his wife what John C. Collins said.
 "Who's he?" asked the wife.
 "He's our traveling supervisor of safety," answered dad.
 With a leap and a jump Robert Lee came rushing in exclaiming at the top of his voice, "Gee whiz, dad, have you folks got one of them safety despisers too?"
 That's all. Congratulations little folks, and thanks, dad and mother, for the interest shown.

On The Back End

(Contributed)

Motorman R. B. Young of Division Four failed to be relieved when working on Pico last Monday. It developed the relieving motorman expected R. B. to be going east when in reality he was going west. So R. B. came up to the division office and wanted to know how to make out the overtime card. "Just fill in schedule relief time, actual time, work run, etc.," advised the clerk, "and put down for 'cause, Missed Relief.'" R. B. filled it all in and brought it back to the window. "I know how to fill them out now," he said, "but who in h— is this Mr. Leaf?" On examination the card revealed that the cause was "Mr. Leaf."

Motorman Wm. Sloane was about to cross 7th and Broadway last Saturday afternoon when a glance in the mirror told him that a lady was going to jump on. He stopped short, she got on and a moment later she was beside him. "Did you stop on purpose for me?" she asked. "Yes, lady," William replied, "I did not want you to get hurt." "Well, you are very kind; here, have a smoke," she begged as she opened her vanity case and held out a box of those deliciously perfumed Milos.

Conductors Fern Peterson and W. M. Clarry of Division Three are running a close race for the highest record in missing out, but we have an idea the best man will win.

Motorman A. B. Hamilton of Division Five has a new job these days. He is running a potato wagon when off duty. You could not tell him from a regular all-day peddler if it were not for the fact that his voice sounds a bit different; sounds like a man new on the job.

Our old friend, W. J. Sequin of Division One, who is now operating the front end of a night work train, was seen decorating the front end of a San Pedro daylight Memorial Day. W. J. said he could not afford to lose a whole day and he thought they would need a good man on the occasion.

A. F. Grant, assistant foreman of Division Five, has gone on a two-weeks' vacation. Pretty hard to tell where he went, but it is safe to say that wherever it is, there is chicken aplenty in that place.

Some men are known by their good work. Others are known by the things they eat. Conductor Gasparro of Division Three is a lover of garlic.

Some men are known by the company they keep, but Division One finds nothing in that a-tall. Stenog. Sloan and Condr. Bernstein are getting rather chummy of late.

Our Irish, though honest friend, Lee Lewis, mechanical foreman of Division Three submits the following riddle. If he can't provide an answer we'll be in an helovafix.

If it takes a four-months-old woodpecker with a rubber bill nine months and thirteen days to peck a hole through a cypress log that is large enough to make 117 shingles and it takes 165 shingles to make a bundle worth 93 cents, how long will it take a cross-eyed grass hopper with a cork leg to kick the seeds off a dill pickle?
 Aw, you tell him!

On the Telephones
 Conductor L. H. Gordon of Division Two is acting as an extra dispatcher.

Looking 'em Over at the Divisions

DIVISION 1

The entire division extends its deepest sympathy to Conductor Gerald Stoddard in the sudden death of his wife. Conductor Stoddard was passing out the cigars, celebrating the arrival of a baby girl, and was getting his share of good-natured joking from the boys a few hours before the young mother passed beyond. Words are useless at such a time, and we can only wait for time, the great healer, to deaden the blow of his terrible loss.

Conductor Tuffield is the owner of a cute little flivver, and as a rule, he parks it outside the office where all may gaze upon it and envy him. One bright morning he was observed cranking said fliv, without any apparent results. He was cranking for twenty-five minutes (by the watch) with the entire office force standing by offering good advice. Roy Ruggles advised him to lead it around a while until it got to know him a little better, but the day was saved when the one and only J. B. mildly suggested that he cut in the spark, when, lo and behold, the little fliv it rambled right along.

Have you noticed how many men out of this division are breaking in as Supervisors? There are Motormen W. O. Watson, F. W. Hacker, G. L. Daniels and R. W. Burdick, while our old friend, "Red" Gilmore is appointed regular. They certainly know which division to pick on when they want a flock of good men.

Here's a hot one on Motorman G. W. Wise: He was proceeding north on Maple a few nights ago, or rather should have been doing so, when the dispatcher's office got a frantic call to send out a mechanical man to 7th and Los Angeles Streets. When he arrived he found G. W. and his car being pushed around the curve by his follower. Upon asking the trouble, G. W. explained that the car was dead. After the autopsy the mechanical gent said it was no wonder with No. 1 motor cut out on one end and No. 2 cut out on the other.

Dear Division Two, we noticed your letter in last week's paper under the caption "Division One Speaks," and we blush to think that we could be accused of writing such a naughty note. Why, oh why, should you get so excited and upset over the matter of a few stools? Don't you know that by getting yourselves so hysterical and agitated, you invite the Demon Indigestion to play havoc with your little tummies? At least that's what the Doctor tells us. But apart from all that, what's all the excitement anyway? We have no records here of how many cars you owe us and how many we owe you, and whether or not they were painted pink on a mauve background, and how many wheels they had, etc., etc., but if you are minus a few stools, dear brothers, cheer up, there are better times coming, and if there should ever be a proposition on the city ballots, we promise faithfully to vote the right way, and in that manner save you of Division Two from wearing out your feet. Isn't that fair enough?

Cordially,
DIVISION ONE.

Introducing: New Men of The Week

The following men were assigned to their divisions during the week ending May 28th, 1921:

DIVISION No. 1

Conductors—S. S. McKee, J. F. Murphy.

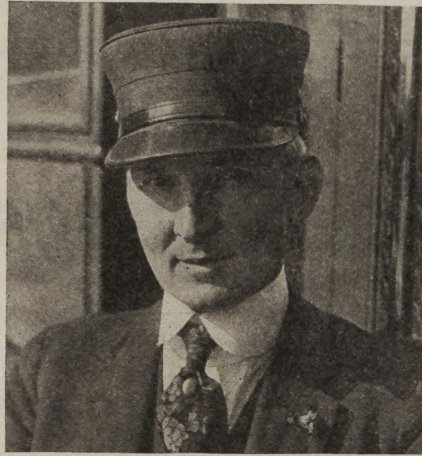
DIVISION No. 4

Motormen—W. S. Slagle, H. O. Nelson.
Conductors—J. Wallace, A. B. Colson.

DIVISION No. 5

Conductor—F. F. Kramer.

Who's Who



STARTING back in August 22, 1905, J. H. McClintock, safety car operator of Division Four, has seen some developments in the street car business in Los Angeles. When he entered service it was for the old Los Angeles Interurban system which operated out of what is now Division Four. The system was later taken over by the Los Angeles Railway.

McClintock decided to try street car service after he found the insurance business with the accompanying office confinement, was too much for him. He has broken in several students and is highly regarded by the instruction department.

DIVISION 2

Conductor C. I. Jones, who recently had a short vacation, is taking 30 days now, to visit friends and relatives in East Point, Ga.

Motorman R. Long is taking a short leave to rest up.

Motorman T. A. Brewer is working his run again after having spent about three weeks under a doctor's care on account of rheumatism.

Conductor H. Abrams has resigned returning to Cincinnati, Ohio, where he was formerly employed as conductor.

Conductor G. E. Whiting, who is on 30-days' leave, is putting in the time flagging at Temple Block, says he likes the work fine and intends to stay with it.

Conductor D. L. White has resigned and is returning East.

Conductor J. Hollingsworth is taking a month off. Says he has got too much work to do at home, so has to lose the time.

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—C. E. Dewey, 4273 E. 6th St.
Motormen—R. H. Schatz, 3507 Sabina St.; F. M. Berry, 3401 Siskiyou St.

DIVISION No. 2

Motorman—W. W. Stewart, Pacific Hospital.
Conductor—L. C. Welch, 348 E. 52nd St.

DIVISION No. 3

Motormen—M. L. Edes, 527 Hill St.; G. R. Redenbach, 941 East 43rd St.; C. R. Meador, 2613 Jefferies Ave.

DIVISION No. 4

Motorman—W. Doovas, 743 E. 17th St.
Conductors—H. J. Burke, 1327 Georgia St.; G. Prewett, 1522 S. Los Angeles St.; J. N. Maitland, New Ave., San Gabriel.

DIVISION No. 5

Motorman—D. C. Bacon, 1010 W. 46th

DIVISION 3

Conductors Harry Beals and Dave Garrett have been busy on the job lately instructing the conductors on the new mileage and checking cars, and if the men do not do their part it will not be the fault of the instructors as they are both indefatigable workers. Yes, indeed.

It is rumored around the mechanical department that Slim Armstrong is slated for the new post of Barrel Inspector, that is, if Dad doesn't beat him to it.

Conductor J. W. Justis, one of our old time daylight conductors, that left us a year or so ago to go farming, is back with us again and says cashier on a street car is a pretty good job after all.

Former Conductor J. A. Moreno, better known as the "Athlete," was in to see us. He says he sold his business in the northern part of the state and cleaned up a pile of dough at the same time he appeared to be casting longing eyes at old Division Three.

Motorman E. M. Frazer had the misfortune to have his pocket picked by some low-down Son of a Gun thereby losing about \$35. This was a serious loss for him.

Motorman "Big Chief" Meyers has given up his daylight on the West Adams line and is happily bucking the list again.

Far be it from my intentions to be sarcastic, but that sure is some cute little moustache that Conductor L. L. Sweet is raising.

Conductor L. H. Roberts, another of our prominent fishermen, dug up his fishing outfit and borrowed a couple of good sized baskets to bring home the game and hied himself away to Redondo, as he heard that the mackerel were running and he says, "Yes they were running so darn fast that he failed to connect," and all of us who were waiting for that free fish were very much disappointed.

Motorman C. E. Hanners has returned from a week's vacation, the same being used in putting his ranch in the San Fernando Valley in shape.

Motorman Wycoff of this Division is still second man in the fight contest, but we want to make him first and the only way he can reach that point is by getting votes, so don't forget, boys, to get hold of all the votes you can and turn them in as every vote counts and will be very much appreciated by Wycoff.

Conductor H. C. Kailey has taken a lay-off and is trying out on the police force. H. C. ought to make a good cop.

Well, the third safety contest is on and we are in it, don't forget that, and that we are in it this time to win, and we can if all you boys will only just keep that fact in mind and watch your step. According to the re-checking of liability of the different divisions, we are considered to have the least risk and therefore have the biggest handicap. But Instructor Starling says he knows that we can win in fact, he says we have got to win, so buckle in boys and let's see if we cannot annex that pennant. We would hate to take it away from the Wimberly bunch, but then again we need it and our Superintendent would be just tickled to death to have us win it, so for the honor and glory of the Division, go to it.

Inherits Busy Job

Assistant Foreman A. F. Grant of Division Five will act as foreman during the absence of Foreman John Robinson, who is leaving soon on a trip to England.

DIVISION 4

One year ago today we found ourselves reading the first copy of "Two Bells." It was much smaller than this issue but, like all other good things, it was bound to grow and gain in popularity. Our little paper has been pouring out knowledge, news and sunshine since its initial appearance. Thru it we have received a splendid series of lectures by Johnnie Collins, the fatherly sermons on courtesy and service by Messrs. Anderson, Hill and Smith, the concentrated wisdom and philosophy, camouflaged as "Editorial Comment," by Friend "Jeff," the nonpareil cartoons by Rollins and the snappy news, jokes, jabs and jolts by the trainmen and division correspondents. We sincerely hope for the continued success of "Two Bells." It is there with the goods. C. J. KNITTLE.

Conductor McKenzie who has been using all his spare energy and tact in an untiring effort to win the fight-trip contest has got into the lead now and it looks like a sure thing for "Mac," in fact we can almost imagine him telling us "how Dempsey did it."

Motorman G. H. Priddy is on a thirty-day leave to look after his mining interests in Lower California.

The addition of another shift in the cash receiving room is much appreciated by the office force who have found it necessary to leave their regular duties to count cash for many of the straight daylight men. It also speeds up "turning-in" between 6:00 P. M. and 9:30, at which time there are two cash receivers on duty. Cashier R. A. Smith who now works the 2:00 P. M. to 9:30 shift is becoming acquainted with a lot of conductors he never knew before, thereby increasing his sales of goats, goat-milk, rubber stamps and real estate.

Motorman C. J. Steinbuck is back from his trip to Murietta Springs and is feeling quite improved in health.

The premier safety flag is a real inspiration to us and we are doing our best to win the contest again. It would hurt our feelings to have to hand it over because, to our minds, it belongs where it is now. So come on, you other divisions, we are going to make you earn it, if you do win it.

Motorman P. A. Russell who has been studying to be a doctor during his spare time is on a fourteen-day leave to take the examinations for that profession.

Motorman W. N. Gaines is on a seven-day leave to have his tonsils removed.

Motorman G. S. Mattern, Jr. and his bride have returned from the honeymoon at Catalina and are staying at the Van Ness Apts., 1331 Oak St.

DIVISION 5

Motorman G. J. Smith has returned from a 30-days' leave of absence.

Motorman S. A. Johnson has returned to work on the cars after being off for a few days.

Motorman Harry Gorton has taken 30 days off. He is going to Toronto, Canada.

Motorman C. L. Fridd has taken a 90-day leave of absence, traveling back to the Eastern states.

E. J. Macheret and H. L. Parke, both motormen, are working as extra supervisors out of this division.

Motorman D. C. Bacon has been off for several days, confined to his home by illness.

Conductor F. G. Nash has resigned to go to Colorado.

Assistant Foreman G. E. Kleinschmidt has a 30-day leave of absence. He is going to devote 30 days to a general rest up.

Conductor A. A. Greger is back on the cars after several days of illness.