



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

ACCIDENTS ARE LESS

HERE IS WAY TO COMBINE TIME AND SAFETY 4 ACT SHOW SATURDAY 1920 RECORDS BEATEN IN PAST TWO MONTHS

HERE IS WAY TO COMBINE TIME AND SAFETY

By JOHN C. COLLINS
Supervisor of Safety

Going over accidents for one month, noting the places they happened, I counted over 200 in the uptown district, in Number 1 zone, or at known dangerous cross streets, accidents that should not have happened.

In this section something might collide with your car but there is no reason for your car colliding with anything. An accident wherein we are to blame, should never happen between 28th and Dayton, South through Number 1 zone to Jefferson & Main, or to Santa Barbara and Hoover via Grand Avenue; between 7th and Mateo and 6th and Rampart; in Number 1 zone, the section bounded by Figueroa, Central Avenue, Plaza and Pico Street. That section should be free from our accidents; others who do not understand how to take care of themselves will continue to hit your car, but your car should not hit anything.

Only Gain Criticism

A number of accidents happen at 5th and Spring, 5th and Broadway, 7th and Broadway, 6th and Grand and 8th and Main. I made several observations at 5th and Spring between the hours of 4 P.M. and 6 P.M., to see why we were having accidents at this point. Out of thirty trainmen crossing that intersection, only five crossed properly, handling their car like trained men; all the others either not doing, or overdoing some little thing, taking chances by which they gained nothing, unless it be criticism.

After observing a few of the up town corners I rode with one of our oldest men in service, who has the reputation of being a first class motorman; riding from 7th and Mateo, west to Rampart.

Wastes Time in Stops

At Maple Avenue, a Heliotrope car pulled in ahead of us. We had to follow this car to the terminal, 6th and Rampart. This experienced motorman followed the Heliotrope car so

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

Thanksgiving

(By Herbert Gay Sisson)

Seems to me, in all our frettin'
Over all th' storms o' Fate,
An' th' problems that confront
us,—
Seems to me 'twould just be
great
If we'd take our cares an' drop
'em,
Fer a little, on th' ground,
An' be really, truly thankful
When Thanksgivin' comes
around.

Times, o' course, ain't what they
should be,
But they've been a blame
sight worse,
An' there ain't no sense in ridin'
On to progress in a hearse.
Seems to me a lot less trouble
In this country would be
found,
If we'd all be truly thankful
When Thanksgivin' comes
around.

Fill your stomach, then, with
turkey,
An' your mind with gratitude,
An' go on to meet th' future
In a healthy, happy mood.
Think of all you love an' cher-
ish
Till your heart begins to
bound,
An' be really, truly thankful
When Thanksgivin' comes
around.

East Fourth Street Tracks Removed

The East Fourth track, which was abandoned in the rerouting of lines ordered by the Railroad Commission last year, has been removed. The line extended from Main to San Pedro streets. The track puller which yanks the steel out of the pavement was put to work, followed by the cement mixer for the street work. Good time was made on the job.

HELP GIVEN ORPHANS

Trainmen who participated in the sale of an automobile for the benefit of Los Angeles orphans, will be glad to know that \$401.50 was raised for this worthy cause in the Los Angeles Railway.

Full Program Will Precede Monthly Dance

A specially good entertainment will be given next Saturday night in connection with the monthly dance at Recreation Hall. Four professional vaudeville acts will give varied amusement and the Premier Safety Division pennant will be presented to Supt. L. L. Wimberly of Division Four.

The return of the pennant to Division Four and the surrender by Division Three is expected to attract a number of trainmen and their families. The presentation will be just the reverse of the last procedure for then it was Supt. Wimberly surrendering the colors to Supt. E. R. Dye of Division Three.

In order that the dancing may start at the usual time the program will begin at 8:30 o'clock sharp.

DEPENDENTS' PASS BLANKS ON HAND

Application blanks for dependents' 1922 passes are in the hands of division superintendents. Any trainman, who has been in service eight years by next December 31, may make application for the pass, but the blanks must be filled out and given to division superintendents before December 1.

Although dependents have received passes before, the regular application blank must be made out for the 1922 free transportation. The rules set forth by R. B. Hill, superintendent of operation, in Two Bells of October 31 will govern the requests.

Baby Girl Graces Garage Supt's. Home

Cigars and congratulations have been profuse at the company garage, Sixteenth street and San Pedro, because C. B. Lindsey, garage superintendent, is the proud father of a baby girl.

An equal amount of enthusiasm has been manifest at the South Park main shops as E. L. Stephens, master mechanic, is father-in-law of Lindsey.

The fruits of operating safely "and keeping everlastingly at it" have been shown in the past two months by accident totals less than in the corresponding months of 1920. The achievement is due to the earnest efforts that have been put forth by trainmen through the direction of the Safety Bureau, which was created a little more than a year ago.

Last month, October, produced 1260 accidents of all classes involving street cars. Trainmen realize that this figure includes many incidents classed as "accidents" which others might disregard. But in the corresponding month of 1920 there were 1441 accidents, giving a reduction of 181.

Seventeen of the 1441 accidents in October, 1920, resulted in serious injury or fatalities, but last month there were only nine in this class.

In September there were 20 less accidents than in September of 1920. While the difference is small, it indicates good work and the mark would have been even better but for an early rain in that month.

While the number of steps and fenders replaced in 1921 shows an increase over September and October, 1920, the total cost of repairs to cars shows a reduction of slightly over 25 per cent.

To prevent accidents, save suffering and distress is a laudible ambition and a noble work.

Now He Goes Home to Lunch---He's Married

Motorman Bowen, who returned a short time ago from the East with a bride, is now domiciled in a bungalow out on Stephenson and Euclid Aves., so when it comes lunch time now, instead of rushing across the street to the lunch room, he grabs a Stephenson car for home. It must be great to be married, Bowen.

The fact that some have, proves that others may, do their work safely.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Let Us All Give Thanks

IT IS a mighty good thing to pause once in a while just to be thankful and Thanksgiving is the appropriate season.

When we turn things over in our minds we realize what a lot we have to be thankful for. As a nation we are at peace with the world and taking a leading part in efforts to assure lasting peace. We can be thankful we are citizens of such a nation.

As individuals we have had the ups and downs of life. We have jobs, working with a fine bunch of men. We have our homes and our friends. We have the Christmas season coming with its wishes for happiness which we know come from those who mean what they say. We have the bonus checks coming as rewards for good service.

We are thankful that we have the ability and determination to accomplish hard tasks as they should be accomplished.

Let us give thanks.

Turn In Student's Card

THE instruction department requests that trainmen who have students assigned to them, turn in promptly Form No. 520-0 with notation of student's time. If this card is not turned in, it holds up the student's pay and holds up the extra money due the trainman for the line instruction work.

When a student is assigned to a trainman it usually indicates that the trainman is considered an efficient man. Failure to attend to such small matters as the student's time card and trip sheet would seem to indicate that the trainman does not show the efficiency that he should to earn the extra money for line instruction.

Shuttle Car Transfers

A FEW cases have been reported in which conductors have refused to issue transfers to persons who have presented the body of a transfer and wish to continue on a shuttle car. Although the body of the transfer indicates that the passenger is beginning his third ride on a nickel, he is entitled to a transfer to the shuttle car because the shuttle line is considered a part of the main line, as has been explained by instructors.

In these cases conductors should give passengers a new transfer with the body only, punching it for time corresponding to the headway of the shuttle. For instance, if the main car reaches the terminal at 3 p. m. and the shuttle car is on 20-minute headway, the transfer should be punched for 3.20 o'clock.

MORRISON CALLS FOR STAGE TALENT

Supt. Morrison wishes all men of Division Five who have had theatrical experience to report to him so that he may get a line on the talent available for the coming entertainment contest between divisions.

It is emphasized that if the actors do not come forward promptly they will have a slim chance of sharing in the prize awards as Division Four has some real professional talent lined up and is just about ready to put on a dandy show.

A mule makes no progress when he is kicking. Neither does a man.

Baby Arrives to Celebrate Holiday

In order to justly celebrate Armistice Day, the old bird Stork paid a visit to the home of Conductor C. D. Childs of Division Three and left therein a child in the form of a beautiful baby girl. This is the first in the family and, of course, the finest ever. Mother and baby are reported as doing well.

HANDSOME CLOCK WEDDING PRESENT

A handsome clock was presented last Monday to Louis Recappe of the schedule department as a wedding present from the employees of the mileage and schedule rooms. The presentation was made informally when he returned from the wedding trip.

Louis has a long record of service with the Los Angeles Railway. Back in 1910 he was a motorman of Division Three. Later he became a dispatcher and then schedule builder.

Nine Words Make Up Accident Report

A motorman on the West Jefferson Line out of Division Two had an accident; he sent in his report of same. In addition to the regular accident report he used up three sheets of paper on the accident.

The Superintendent called him in and told him to be more brief in his reports, to get right down to the point of accident in as few words as possible. So in a few days he had another accident. Here is his report: "Three dogs crossing the track; two didn't get over."

BULLETINS

BULLETIN NO. 370

Notice to Conductors
Transportation Book Lost

Transportation book No. 241, issued to E. J. Bitley, account Fire Department, has been lost. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 371

Notice to Motormen

A stop Plate has been placed in pavement at a point 40 feet West of the West property line of Santa Fe Avenue on First Street.

All West bound cars must pull down and make stop with the fender at this plate.

BULLETIN NO. 372

Notice to Trainmen

Arrangements have been made for toilet privileges in Oil Station located at 7200 South Vermont Avenue. This Station is open from 6 A.M. until 9:30 P.M.

Trainmen are earnestly requested to so conduct themselves that this privilege will not be taken away.

BULLETIN NO. 373

Notice to Conductors

Canadian Coins or smooth U. S. money may be turned in to Cash Receivers at face value.

Do not enclose this money in coin wrappers, but in all cases turn it over to the Cash Receiver loose, as such coins must be kept entirely separate.

BULLETIN NO. 374

Notice to Conductors
Transportation Book Lost

Transportation Book No. 74330, issued to C. Vernand, account Fire Department, has been lost. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 375

Notice to Conductors
Pass Lost

Pass No. 3941, issued to Conductor D. Craig, Division No. 5, has been lost. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 376

Notice to Conductors
Passes Found

Please cancel that part of Bulletin No. 363 relative to lost pass No. 5236, issued to Conductor R. B. Reinert, Div. No. 5, also Bulletin No. 369 re pass 4428 belonging to Conductor H. Hazen, Div. No. 5, as these passes have been found.

P. B. Hill

Superintendent of Operation.

The dreams of those who labor are the only ones that ever come true.

Miss Palmer Back With Smiles After Recent Illness

Miss Dorothy Palmer of the Co-operative Association office, who recently underwent an operation, has completely recovered and will be back at her desk this week. Miss Palmer's recovery is good news to everyone in the main offices. She was one of the cheeriest workers in the building and always ready to help and smile.

The following letter has been received from Miss Palmer:

"The Editor

"Two Bells:

"Please express to the employees of the main offices my sincere thanks for their kindness during my recent illness. Their remembrances and good wishes while I was in the hospital helped me to keep up heart and I am sure hastened my recovery.

"It seems that a little trouble brings out the real meaning of friendship and I realize now more than ever what a wonderful thing it is to be working with such people as are in the main offices. My thanks repeated a thousand times can not begin to fully express my appreciation.

Cordially yours,

MISS DOROTHY PALMER."

SUPERVISORS FOR XMAS TRAFFIC PICKED

To prepare for the Christmas traffic and general increase in work that comes with the holiday season, ten or twelve additional extra supervisors are being selected from the trainmen of the five divisions.

In trying out for this service, the men are instructed on the workings of the emergency telephone board. They handle calls with one of the regular supervisors on duty and learn to make out the proper reports and study the action necessary to clear up a line after delay.

The instruction department gives them a special class showing the various tickets and fare limits.

ENERGY!

By GEORGE BAKER ANDERSON
Manager of Transportation

THE movement of one body among others causes a certain degree of friction. The more rapid the movement, the more intimate the contact, and the rougher the surface the greater is the friction. That friction may destroy one of the bodies.

Similarly the rapid movement of one body among others is liable to result in collision. The more rapid the movement, the more disastrous may be the consequences of the collision.

Collisions between two minds moving in opposition directions or a collision resulting from one rapidly moving mind coming in contact with a more sluggish mind are followed by one of two results. As the direct outcome of the collision the two minds, if they be of the same mettle, may become welded or merged. On the other hand, if the minds are of entirely different mettle, the outcome is bound to be disaster for the weaker or the more sluggish mind.

Large bodies gain momentum slowly. Large projects require care and deliberation. The old saying that Rome was not built in a day is just as applicable to human ambitions and endeavor today as it was yesterday.

There is an old saying that patience is a virtue. Logically we may infer that impatience is a vice.

In the human melting pot the froth rises to the top, and the dregs settle to the bottom to be left in innocuous desuetude.

Boiling and fermentation frequently clarify and purify; if the germ which produces fermentation is present it is generally bound to "work." It may take time to produce the change in the body in which it is working, but the change is sure to come. Much froth is sometimes produced by a quick process of fermentation; fine, rich wine comes of slow fermentation.

The writer desires to offer the foregoing sundry stray thoughts to the consideration of those employees of the Los Angeles Railway who are active in constructive, progressive work in the departments having to do with service to the public.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things

(Hand Picked)

BOUQUETS RECEIVED LAST WEEK

- Mtr. W. Gibson, Div. 1.
- Condr. F. H. E. Pierce, Div. 2.
- Condr. W. L. Price, Div. 4.

For Condr. R. C. McGinn, Div. 2

Los Angeles Railway. Gentlemen:

I am an ex-service man, a patient in this hospital recovering from an operation for wounds received in France.

My wife and three months' old baby come down to see me every day at 2 p.m. On several occasions she came down at 7 p.m. and left at 8 p.m. She remarked to me each time about the special courtesy and attention shown her and the baby in getting on and off cars by Conductor 1292 on the University line.

Very respectfully,

EVERETT R. DOE, Room 125 Golden State Hospital. Home address, 1129 West 36th Place.

For Mtr. C. E. Freeman, Div. 2

Los Angeles Railway. Gentlemen:

I ride frequently with motorman 367 and conductor 430, known as Daddy Pierce. The conductor calls the streets clearly and loudly, and assists the older people to the street. He is helpful in tone of voice as well as physically and is much respected by his passengers. His motorman also deserves proper credit, for it is he that is obliging.

Yours truly,

GORDON A. CRANE, 725 North Ardmore Avenue, City.

For Condr. E. F. Rogers, Div. 5

Los Angeles Railway. Gentlemen:

I have just been reading Azuride and with the complaint figures it gives an article on courtesy, which reminds me of an incident I saw one night on a crowded Main Street car, where I thought the conductor merited praise.

He was very busy, but between stops I saw him work his way to the front of the car and order a little bit of a boy that was occupying a whole seat, to sit in another one's lap, thus giving a tired grown-up a seat, and giving a much-needed lesson in politeness to some ignorant parents.

I think his number was 1896.

Yours truly,

ALICE HAGAN, 246 East Adams St.

For Mtr. E. B. Clark, Div. 2

Los Angeles Railway. Gentlemen:

I had the good fortune to observe your motorman, No. 1047, on the Huntington Park line, do some commendable work this morning, and I feel that you will be glad to hear about this.

At the intersection at 7th and Alameda a truck turned in front of us and it looked like a sure collision. However, No. 1047 stopped the car in about six feet and averted a crash that looked inevitable.

After turning south a Mexican baby, just large enough to walk, toddled out in front of the car and stopped. Your man applied the brakes and left his car and took the baby back to its front yard just as it was about to walk in front of the automobile traffic, which is heavy at that point.

Yours truly,

C. E. SHERMAN, Angelus Hotel.

For Condr. C. H. Walkinshaw, Div. 3

Los Angeles Railway. Gentlemen:

Please find enclosure and many thanks for the courtesy shown by your Conductor Walkinshaw.

Yours very truly,

CHAS. E. CLIFFORD.

Transfer Job Is a Real Handfull



THE task of handling transfers for the Los Angeles Railway, is quite a handfull, as is shown by Miss Frances Westcott of the main offices.

She is holding just a few of the transfers that are turned back by conductors at the end of each day although the allowance is set as close as possible to give a margin of less than one pad.

An average of 415,000 transfers are issued to conductors daily and all but 34,000 are used.

The transfer bureau keeps a supply 25 days ahead and the divisions are supplied with properly marked packs four days ahead.

On The Back End

(Contributed)

As Condr. R. M. Knourck was about to enter the business district on a certain trip last Monday, he put his stool to one side, near a Jap who was standing. The Jap must have thought that R. M. offered him the stool because he beamed and sat down. When he was about to leave the car he beamed again and handed the conductor a fifty-cent tip.

Cashier Kelley of Div. 3 is thoroughly enjoying the company these days of several perfectly healthy boils, mostly on his neck. The others don't count anyway. As cash receivers never sit down we sympathize with him and feel sure that by the time he has the regulation nine, that he will be thoroughly satisfied.

The Father of Success is work, The Mother of Success is Ambition, The oldest son is Common Sense. Some of the other boys are— Perseverance, Honesty, Thoroughness, Foresight, Enthusiasm, Co-operation. The oldest daughter is Character. Some of the sisters are: Cheerfulness, Loyalty, Courtesy, Care, Economy, Sincerity, Harmony. The baby is Opportunity.

Get acquainted with the "Old Man" and you will be able to get along pretty well with the rest of the family.

Somebody tacked a little sign on the Div. 5 bulletin board, notifying the public that he had a goat for sale. Conductor Link was heard to remark that he needed a goat and thought he would go have a look at this one. A few days later someone asked him if he had bought the goat.

"No," answered Link, "I looked it over and decided I didn't want it."

"What was wrong with it?" he asked.

"Why the blamed thing didn't have any nose," he replied.

"Didn't have any nose?" "Why how did he smell?"

Link hesitated for a moment and then replied, "Awful."

Seven Div. 1 conductors and motormen missed out one morning. Each one had a different excuse. It is rumored that a club called the "Miss Out Club" is to be formed. To obtain membership you have to miss out 12 times. If you are still working you are then a member. We fear the club will never materialize.

ing the trolley, one minute; failing to operate an electric switch, 35 seconds; running into a curve, having to back up or causing the other car to slow down, feeling his way around to avoid a collision, means lost time.

Get Over-anxious

On account of too much speed new motormen and over-anxious ones make about one-third more stops than do others; failing to see this fault and think they are getting over the road. On a Stephenson car at Mateo following a Jefferson, the objective point is Grand Avenue. If you see a Maple Avenue car ahead of you, the objective point is 6th and Rampart or the terminal. With your leader in sight the diverting point or terminal is the objective point. No trouble should happen to you for you have all the time necessary to operate safely. The load, the conditions, or time, must make no difference to a man because safety comes F-I-R-S-T.

RIGHT SAFETY PRACTICES PREVENT WASTE OF SECONDS

(Continued from Page 1, Col. 1)

it was necessary for him to make seven 100-foot stops behind it, when he should not have made one. On account of making these stops the burden was heavier, taking more chances, without gaining one foot of distance. He had to wait for the Heliotrope car to get out of the way at Rampart Street.

This kind of running is caused by the man's inability to see anything but the car ahead, a thing requiring very little attention. The trainmen have more time than they think they have which could be devoted to safety without loss to themselves.

Proves By Example

A few days ago we had three men in the office, each one a "rawhider." Every spoken word showed speed, roughness, fast feeding and sweeping of controller. I tried to convince them that there was no need of always being in a hurry to make the time. This could not be done by talking, so I decided to show them, telling them I would operate so they would have to admit that at certain places along the line I would be ahead of them had they been operating—regardless of any speed. Boarding a Heliotrope car, west bound, at 7th and Maple, which was following a Western Avenue car, at once my objective point became 7th and Alvarado. How far would we be from that car when it pulled out of the way at the switch, for we are compelled to follow that car to that place? Anything between the front of my car and the back of that car, or any car ahead, did not bother me. I had plenty of time to let them clear the tracks. In fact I ran the car as slow as possible (and keep out of jail) to Spring Street when I had to stop while the Western Avenue car got out of the way. At Spring Street I noticed a Stephenson Avenue car ahead about a block away. Immediately my objective point became 6th and Rampart, where it would be necessary for this Stephenson car to take the crossover before we could get by. This would give us all the time we could use in order to run safely through that section. Taking a crossover the crew, working fast, requires at least a half minute to clear, although the average time will be over one minute. This fact permits me to use more time to safety, if needed, without losing any time myself.

Avoids Delay in Stops

From Spring Street to Olive we had to wait for the Western Avenue car to get out of the way, although we were running very slow. We were pulling

away from Grand Avenue as my leaders were leaving Figueroa. In following this car west of Figueroa we slowed down for each cross street and at the fire engine house, with no loss of time because, by keeping from the necessity of making one safety stop or the one hundred-foot stop, gave me at least 15 seconds to use for slowdowns, or a chance to make from five to six of them before using up what was gained. As the Western Avenue car stopped at Alvarado I judged my speed to avoid making the 100-foot stop, passing that point at a running speed as the Western Avenue car was starting up, which would have beaten any man to the switch point, who had made the 100-foot stop, and started from a stand as the car ahead was pulling away. At 6th Street, though ready to go, I purposely waited, letting a West 6th car ahead, observed road space approaching Rampart switch, the same as we did the one at 7th and Alvarado.

Makes Better Time

The men admitted they were beaten to the switches; but at this point each man would have been ahead of me as it would have been unthinkable for any of them to let the West 6th get ahead at Alvarado. Each man would have been standing still south of the crossover on Rampart anxiously waiting for the Stephenson car to get out of the way. I was watching this Stephenson car for if I was to convince these men of the purpose of the trip this was the time and place it must be done, because it is the only place possible to do so. Our speed was timed to avoid making this stop but to be close to it, passing the mark at a running speed at the time these men would have been starting from a stand or when they would be putting on the first point of controller, we would be using the eighth or ninth. Each man admitted he would have been beaten at least 200 feet at this one spot, the only place any one could gain time.

Moments Mean Safety

From this crossover to the end of the line we could assume there was nothing ahead of us except our leader, who was not in sight; but knowing we were on good time, having a layover at the terminal, I was willing to sacrifice fifteen seconds of my layover, to safety. This would permit me to make at least five slowdowns at bad places. There are about that many on this line from 6th Street to terminal. This fifteen seconds would be all necessary for absolute safety. Each passenger stop made gives a reserve slowdown. This time of 15 seconds does not mean we would lose time over the way another might run, for if the other, by hurrying, ran into a combination, necessitating one stop, he would lose at least 20 seconds; throw-

Looking 'em Over at the Divisions

DIVISION 1

Conductor C. F. Stagers, one of our new men, was injured last week in an accident at 12th and Central. Stagers had just pulled out of the car house and at 12th and Central the car split the switch and threw him against a truck that was standing beside the car. He was taken to the Golden State Hospital where he is at present in a serious condition.

Seeing a Garvanza car out in front of the car house the other day I thought maybe Dan Hanley had boarded the car at 28th and Dayton and had been talking to the motorman, telling him some of his war stories and he had become lost. However, Dan was not to be found, so I guess it will remain a mystery how the car got down in this neck of the woods.

I had the pleasure of meeting former Motorman Gerald "Speed" Hays last week. Hays will be remembered by the old-timers. He has a farm now out at Fullerton and wishes to be remembered by all the boys.

Supt. E. C. Williams requests that all the boys be careful and ring their gong and be sure no one is under their car working when pulling car up to front of car house or out of car house. A Japanese was hurt this way a few days ago.

Conductor McBain says if there wasn't a Gless st. out in Boyle Heights that the Boyle Heights line wouldn't be worth running out there. We quite agree with you, Mc.

Johnnie Ownby is back with us again after an absence of three years. Johnnie has been a supervisor and also was in the Schedule Dept. Glad to see you, Johnnie.

Motorman W. A. Smith has taken a 30 days' leave of absence. Gee! it must be great to be rich.

Conductor McKee, who left us a short time ago, is now back jiggling jits and punching transfers. They all get homesick and come back sooner or later.

Judging from the amount of autos getting to be parked out in front of the division, it begins to take on the form of an auto market instead of a car house.

DIVISION 2

Mot. J. W. Sharp has just opened up a new restaurant right at the entrance to Division 2. J. W. is giving real meals away. Only a small charge is made, so he can keep the dishes clean.

Two gentlemen boarded a Grand Ave. car, in charge of Motorman J. W. Phelps. After paying their fare, they selected a seat on front open section, from where J. W. overheard the following conversation:

"Say, Bill, what date is it today? I am working every day and it is impossible for me to keep track of the dates."

"Why, today is the seventeenth, but I didn't know it until I saw this car coming, displaying the date," answered Tom as he pointed toward train run disc.

Motorman H. Robertson has been granted 90 days' leave, intending to visit his brother, who owns a ranch about 5000 feet above sea level in the mountains of Colorado. Robertson thinks the climate will do him good.

Mot. Grant Clear is working as Student Instructor again.

Who's Who



IT OUGHT to be easy to attract the attention of Two Bells' readers to the "Who's Who" this week, because it involves something to eat.

If you haven't guessed already, let's introduce Mr. E. B. Carter, manager of the company restaurant at Division Three. He is a mighty popular man, whether it be a big T-bone steak on the 10th and 25th of each month, or an order of pork an' the days before. Under his direction the restaurant is giving a good money's worth and real service which are appreciated by trainmen.

Division Five claims him almost as much as Division Three as he is an old friend of the men of Supt. Morrison's clan.

DIVISION 5

C. Carrigan has a patent on a new accessory. He has been selling some stock so he can enter the manufacturing business of his new accessory. Having sold all the stock for the present, he is ready to start the manufacture of his new invention. He has two of our most popular men to take care of the sales and demonstrations. Any of you men who may wish to investigate Mr. Carrigan's new invention will please ask him, or his two assistants, Charley Worley or W. DeMuth (Mutt,) who will gladly furnish you with the necessary information. We wish Mr. Carrigan the best of success in his new venture. He will continue his official duties as cashier at Div. 5.

Jimmy Mullins, our popular motorman of this division, was given a mark up to a four o'clock show-up the other day. Jimmy missed out, failing to report before 5 o'clock a.m. When asked why he failed to show up at 4 o'clock, he explained the whole thing. He set his alarm clock for 3:30 o'clock a.m. and it failed to ring before 5 o'clock. As he said it wouldn't ring between the hours of 12 midnight and 5 a.m. the next morning. Well, that is a good way to get out of the earliest report.

Conductor W. A. Bird, while working Vernon-Vermont one night this week, had a lady get on his car and asked where he was going as she didn't see his name on the car. Cond. Bird explained to her that they didn't have his name on the front end of the car, but if she desired his name, he would gladly give it to her. The lady said, "I don't mean that, I mean where does this car go as I never noticed the sign on the front. Then Cond. Bird told her that he went to 1st and Vermont.

Cond. Estep had two ladies get on his car at 3rd and Broadway, asking

DIVISION 3

As Nov. 27th is the date set for the start of the next race of the Safety Pennant, now is the time to dig in and practice, and by the number of accident reports that we have been receiving the past week, you are practically all right although your aim appears to be poor. You miss a few of 'em, but as practice makes perfect, no doubt by the time the 27th rolls around you will be all set for the big race and get into the first place that belongs to you and stay there.

The cold weather being in sight, any of you gents that feel that you will need an overcoat, see Cond. C. F. Woods, as he is some philanthropist in that particular line. Pay day he hid himself away to one of the leading clothiers of Main St. and bought himself a perfectly new overcoat. Getting on his car he nicely laid it out on the rear of controller.

Act 2—Railroad crossing. Woods flags. Passenger observes perfectly good overcoat. Exit passenger and coat. Woods will now make out miscellaneous report requesting flagman at all crossings.

The arrangement for the theatrical to be put on by the men of this division, are progressing nicely and judging by the various noises that we heard coming from above during one of the recent rehearsals, it will be some show. Someone suggested that we stage a sideshow and feature Slim Barrett and Fat Wolfe, as before and after and "Red" Daniels as Col. Tom Thumb.

Mot. Perrine has purchased the shed offered by the Company for sale and will immediately commence the erection of quarters for his various breeds of rabbits, canaries and other kinds of wild animals of which he is the possessor in the Lary Bungalow Court.

You have all, no doubt, read the new order in reference to the giving of starting bells. Having done so, it is up to you to see that you carry it out. Considering the fact that one day recently we had five accident reports at this division alone of women falling off cars, it is about time that we sit up and take notice. Of course, it may be possible that none of these were caused by the too hasty giving of the bell, but then again, maybe. So pull yourselves together, boys, and no doubt a whole lot of this can be cut out. The old saying still holds. The more haste the less speed.

Before next issue, Thanksgiving day will be here, and I am sure that we have all got a lot to be thankful for. Thankful that we are living, thankful that we have health, thankful that we have a job with the L. A. and, I trust, that you will all have lots of Turk and the fixings and wish you all many happy returns of the day.—H. A. Russell.

him to let them off at the safety zone. Estep was quite puzzled as to what street they wanted. On arrival at 7th and Broadway, he told the ladies that this was a safety zone. They looked around and said, "No, we want the safety zone on Grand ave. below 39th st. Then Cond. Estep knew they wanted the safety stop on the private right-of-way below 39th st., so he explained to the ladies the difference between a safety stop and a safety zone.

C. D. McLaughlin has taken 90 days' leave to visit folks in the east.

Condt. H. F. Heney has taken 7 days off to attend court in San Diego.

DIVISION 4

Armistice Day should have been a day for solemn meditation, but how could we hold a sober expression when we learned that Abie Budne had kissed his sweet woman good-bye at 5:00 a.m. and on arriving here at the barn, found that he was working Sunday and that he was not due out until 10:10.

Conductor Paul Tromblay has put a supply of his transfer holders on sale. Cash Receiver R. Smith is the distributing agent for Division 4. Tromblay will soon have supplies in each division. The transfer holder is, without a doubt, a very handy thing. I am using one myself. They accommodate two pads of transfers and are compact, light, durable and non-rustable.

There is only one mean job around Division 4 and that one can be remedied by the boys themselves. Every morning between the hours of seven and ten a man is stationed in front of the barn to take down the register readings of all morning "pull-ins." Most of the crews do not give this man a chance to get the reading and he finds himself being carried into the barn and the yards. This means that he must be continually "on the gallop" to get them all. Let us give this fellow a little more support, gents. His job is no "picnic."

A lady boarded a West Pico car at Ninth St., escorted by a husky male being. He dropped a dime in the box. The lady asked the conductor if he went to Arlington St. He told her they did. She asked him to let them know when they got there. The conductor was to be relieved at Figueroa St., so he told them about it, adding that the next conductor would call Arlington for them.

"For the love of Pete!" roared the husky individual, "is it so far to Arlington that part of the run is handled by another division?"

A certain conductor called me aside a few days ago and flayed me violently for exaggerating an incident in which he played the stellar role. I humbled myself in his honorable presence, accepted the punishment and the reprimand which followed, but as soon as I got out of his sight I smiled. It was a grand feeling to know that it had only taken me eighteen months of reporting to arouse some men's interest to white heat. I admit the bull is mightier than the bullet, but I am earnestly endeavoring to give you the week's news as correctly as possible.

On the Sick List

The following list a list of men who have gone on sick leave recently:

DIVISION NO. 1
Conductors—A. C. Stanley, 768 Stanford; T. J. Loder, 215 N. Cummings; E. Gray, R.F.D. 161-B, Gardena.
Motorman—H. F. Burt, 1048 Yale St.

DIVISION NO. 2
Conductors—M. W. Nelson, 511 East 52nd St.; E. S. Moxley, 3602 Crawford St.; J. C. Allison, 220 East 54th St.; S. T. Nichols, 220 East 47th Place; B. F. Lowe, 5135 Towne Ave.; E. L. Bach, 637 East 52nd St.

Motormen—M. O. Swain, 9101 Barring Cross; I. Kudler, 110 East 78th St.; F. E. Peterson, 951½ East Jefferson.

DIVISION NO. 3
Conductors—A. P. Keran, 2400 Elthea St.; A. Johnson, 1553 Michel Tarena.

DIVISION NO. 4
Motormen—C. B. Hackett, 824½ N. Rowan St.; H. J. Robinson, 1906 2nd Ave.

DIVISION NO. 5
Conductors—F. B. Talley, 2408 W. 54th St.; E. Waterhouse, 5415 2nd Ave.; O. S. Briley, Hawthorne; J. Forbes, 5413 2nd Ave.; H. R. Johnson, 126 W. 65th St.
Motormen—N. Harris, 3009 Eagle St.; T. O. Gray, 730 Garland Ave.