A Herald of Good Cheer and Cooperation Published by and for Employes of the Los Angeles Railway

Edited by J. G. JEFFERY, Director of Public Relations

Employes Association Pays \$100,000 Insurance Benefits

COURTESY HAS CASH VALUE

By C. M. McROBERTS Geneal Claim Agent

Courtesy pays large returns at all times and under all conditions but it doubtless brings the biggest returns when things are not moving smoothly and when the ordinary routine of one's work has been disarranged by delays of some character. Most any of us can keep a smiling face and a



cheerful voice when things are moving smoothly, but the test is how to act when things are going wrong?
Then it is that a
cheerful voice and
a courteous demeanor pay their
biggest returns.

Describe L had

Recently I had my attention called to three cases where a courteous word would have paid big returns to the corporation. In one of these cases a woman had alighted from the car just before it reached its stop. She car just before it reached its stop. She was elderly and may have thought that the car was standing. Regardless of the manner in which she was hurt, the crew should have been polite and attentive. The conductor very promptly alighted from his car, assisted the woman to her feet, made an effort to determine the extent of her injuries, etc., while the motorman alighted from his car, came back and in a loud and rude tone of voice told the woman that she should not have the woman that she should not have gotten off the car before it had reached

Courtesy Avoids Trouble

The conductor told the motorman to get back on his car while he busied himself getting witnesses. Not content with this exhibition of temper the first time, the motorman again

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

A MAN

He's clean inside and outside;

He looks neither up to riches nor down on the poor;

can lose without He squealing, and win without

He's considerate to women, children and old people;

He's too brave to lie, too generous to cheat;

He takes his share of the world's goods, and lets other have theirs.

He's—A MAN.

—Partners.

PICO ST. TRACKS TO BE IMPROVED

The West Pico line is to be improved between Vermont and Western avenues. This is a stretch of about one mile. New ties are to be installed and new ballast will be used. A tile drain at the edge of the ties, will be installed to carry off the water that leaks through from the gutters. This will protect the ties and help to maintain a steady roadbed. tain a steady roadbed.

New ties are to be on Wall Street from Fifty-third street to Santa Bar-bara Avenue.

Claude Campbell 26 Years in Service

Claude Campbell of the engineering Claude Campbell of the engineering department, who has charge of telephone contracts, has just completed his twenty-sixth year in street railway service. Claude has seen some extensive changes in city transportation and has some interesting photos of old cars and car houses.

Safety Contest ---Standings---

Coming back with a jump, Division Coming back with a jump, Division Three, holder of the safety pennant, has taken first place in the fourth interdivision contest with a score of 932 and holds a lead of two points over Division One. Divisions Three and Four tied for low point in the number of accidents last week while Division One piled up a big total, by leading the field in automobile accidents. leading the field in automobile acci-

Division Four holds third place with a mark of 928 and Division Five is less than a fraction of a point behind and holding fourth rank. Division Two seems to have taken a fancy to the bottom position and has only 917 points. But the men of that section are hoping to pull out before the end of the race.

The scores given above are for the fifth week so the contest is now at the half way point.

"Go on, gal, or I'll bounce you so hard on the head I'll kill that rat. I'll hit you so hard you'll go into a long tunnel."

"Colored man, if you ever starts anything with me you'll be ridin' in a parade tomorrow that you won't know nuffin' 'bout."

NEW SUBSTATIONS HEAD APPOINTED

F. Warrington, who has been in service for many years will have charge of the new automatic substations, according to an announcement made by L. J. Turley, electrical engineer. Mr. Warrington is at present relief substation operator.

The automatic substation in the Vernon yards will be the first one in operation. Because they largely take care of themselves, automatics will not need the constant attention of an operator but the rounds will be made at least once a day to see that everything is running satisfactorily.

BIG HELP

No. 18

More than \$100,000 has been paid More than \$100,000 has been paid out as sickness and life insurance by the Los Angeles Railway Employes' Association since it was organized in January, 1917. This figure is announced by C. V. Means, traffic manager and assistant secretary of the Association in a review of the organization's activities.

The Association has an important

The Association has an important social side which sponsors the monthly entertainments and dances at Recreation Hall. The three benefit branches are the Death Benefit Fund, the Wife's Death benefit fund, and the Benevolent or sickness branch.

\$53,000 Paid Out

The heaviest premiums have been made under the men's death benefit fund which was created in January 1918, one year after the organization itself was formed. In the 43 months this branch has been operative \$53,000 has been paid on 51 deaths.

The benevolent branch was established in February 1918 and has paid \$37,000 to those who have been ill.

The wife's death benefit branch came into being in August, 1918 and has paid out about \$10,000 on 38 deaths.

No Charge to Join

There is no charge for joining the association and no fees. The death benefit funds are created by assessments of 50 cents in case of employe's death and 25 cents in case of the death of the wife of an em-

Under the benevolent branch Under the benevolent branch an employee who is sick more than seven days receives a dollar a day. Fifty cents a day is paid for the first seven days, time being computed from the first visit of the doctor. There are no assessments or dues in this branch, the funds being supplied by the company supplied by the company.

(Continued on Page 2, Col. 4)

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

You Make Your Friends

WHAT the public thinks of street car service is registered in two places. One is the complaint counter and the other is the "Bouquets" column in Two Bells.

If the complaint department suddenly found that it had no work to do, it would be a sign that something was radically wrong. It is possible that more than half a million people could be carried daily with every one feeling perfectly satisfied with service, but it is not probable.

There are complaints and "kicks." If you can understand the difference between the two. One involves service and the other involves personal tastes on such matters as ventilation. The company cannot control personal tastes.

By far the majority of complaints involve matters of actual service and over these the company has control. Such complaints are welcome because they enable the company to correct errors and give the best possible service. These complaints come from people really interested in

On the other side we have people who commend individual trainmen and street car service in general. The company is gratified to note that the number of these "bouquets" is large. They come from people really interested in good street car service.

Now from both sides what conclusion can we draw? It is simply this:

The man who pays a nickel for a car ride is interested in good street car service. He is *OBSERVING* the manner in which the car is handled by the crew or operator, and therein lies the moral of this discus-

Every passenger is having his thoughts molded as he rides the car. If the actions of trainmen are such that a friendly feeling is developed the passengers will help the work along.

THE ATTITUDE OF PASSENGERS IS MADE BY THE TRAINMAN IN CONTACT WITH THEM.

COURTESY RAISES YOUR STANDARD WITH PUBLIC

alighted from the car and repeated his remarks to the inured woman in a loud and insolent tone. His conduct aroused the hostility of his passen-gers and two of these passengers who had heretofore taken no part in the proceeding, went to the woman and gave her their names.

Claim was filed by this woman, due entirely to the fact that these two witnesses who were passengers on the car gave her their names and urged car gave her their names and urged her to file a claim, saying that they would help her. The motorman's actions resulted in a claim being filed and the company being put to considerable expense and trouble in investigating the claim where no claim would have been filed if the motorman had used ordinary politeness.

Makes Hostile Passengers
In another case a woman had
parded the car and after reaching the platform the car started in the usual way without any lurch, but the woman, being old and somewhat feeble, and not having secured a firm hold on the gate, was thrown to the floor of the car against the controller box. a matter of fact the woman was ly slightly hurt and then through no fault of the company.

The conductor, instead of rendering

assistance in a pleasant and courteous way, as he should have done, spoke to the woman in a rude tone of voice and told her that she ought to know better than to stand on the platform without holding to anything when the car started, and further stated to her that she ought not to be traveling alone, that she was too old, etc.

His talk was so rude and discourt-eous that two witnesses reproved him for the manner in which he talked and both these witnesses gave the woman their names, and one of them went so far as to come to the office and report the occurence. As in the case previously mentioned this woman filed a claim supported by the state-ments of two witnesses that the car started with an unusual jerk. As a matter of fact the car started in the usual manner and the Company was not legally liable for the woman's inuries. No claim whatever would have been made by this woman except for interest displayed by the two passengers who sympathized with the woman and objected to the manner in which the conductor spoke to her.

"Bawl Out" Not Needed

"Bawl Out" Not Needed

Courteous conduct on the part of the conductor would have gained the sympathy of the passengers, enhanced the standing of the company with the public, and the woman would have had no thought whatever of presenting any claim nor would she have imagined that the company was in any way at fault for her accident.

We recently had a collision between one of our street cars and an automobile under circumstances placing no legal liability whatever on the company. The facts overwhelmingly showed that the auto driver was at fault. The witnesses without exception stated that the motorman was free from fault and that the auto driver was negligent. However, a number of our witnesses commented on the discourtesy of the motorman whoto use a slang term—"bawled out" the auto driver for his carelessness.

The motorman had a chance to raise himself and his co-workers, as well as the company, in the esteem of the traveling public, but instead of that his discourteous remarks might easily have caused some of the passengers to believe that all trainmen are discourteous and they would unconsciously be prejudiced against all trainmen.

Loss of Temper Costly

Loss of Temper Costly

These three cases show the true value of courtesy, not only from a standpoint of a bettter understanding with the public, but cold dollars and cents from a

Reports Collision and Offers Jitney for Another One

The Editor, Two Bells:

Does the following incident justify an accident report?

A buxom young maiden of the East Side, boarded my car with a transfer that was three hours old and we were having quite an argument and she was very angry although good look-

She drew her face close to mine and with flashing eyes was just telling me where to get off when the car gave a sudden jerk and threw her towards me and our lips met.

enjoyed it very much and wished to continue the argument but some idle passenger spoke out, "Kiss him bye. bye," and she entered the car.

I then paid her fare myself and must admit I don't mind spending another jitney as far as that goes.

Conductor D. W. Gibbs. Division Four.

"How can I become adept the shimmy dance?
Nora: "Walk fast

Nora: "Walk fast. Stop quick and continue this exercise."

LIBRARY BOOKS TO HELP PROMOTION IN RY. INDUSTRY

To men aiming to advance in street

To men aiming to advance in street railway business, attention is directed to three particularly helpful books in the company library.

"Training for the Electrical Railway Business," written by C. B. Fairchild, Jr., is a very interesting work which deals particularly with the office and executive and of the indusfice and executive end of the industry. It contains many helpful articles for men on all rounds of the promotion ladder.

"Electrical Railway Transporta-

promotion ladder.

"Electrical Railway Transportation," is a book devoted largely to the actual operation of a car. Trainmen can get many useful points from this book which will help make them experts on car operation. The authors are Henry W. Blake and Walter Jackson.

"Electric Car Maintenance" deals with the mechanical end of the street

with the mechanical end of the street railway industry and appeals par-ticularly to men of an engineering turn of mind.

Claim Department standpoint. I have no doubt there are many annoying things which take place on our cars and which try out the patience of our train crews, but for a trainman to lose his temper at the time of an accident is the very worst thing that could happen to him. A display of temper on an occasion of that kind is sure to result in trouble, not only for the trainman, but for the company he represents.

"I've toiled with the men the world has blessed, and I've toiled with the men who failed: I've toiled with the men who failed: I've toiled with the men who strove with zest, and I've toiled with the men who wailed. And this is the tale my soul would tell, as it drifts o'er the harbor bars—the sounds of a sigh don't carry well, but the lilt of a laugh rings far.

The men who were near the grumbler's side, or, they heard not a word he said; the sound of a song rang far and wide and they hearkened to that instead. Its tones were as sweet as the tales they tell of the rise of the Christmas star: the sounds of a sigh don't carry well, but the lilt of a laugh rings far.

If you would be heard at all, my lad keep a laugh in your heart and throat: for those who are deaf to accents sad are alert to the cheerful note. Keep hold on the cord of laughter's bell, keep aloof from the moans that mar; the sounds of a sigh don't carry well, but the lilt of a laugh rings far."—Anon.

WEST 9th CAR WILL RUN ON BROADWAY

Special work consisting of a curve from south to west arrived recently from the East and is to be installed soon at Ninth and Broadway. This will permit the West Ninth Street car to run on Broadway instead of on Spring Street, as at present. This change in routing was advocated by engineers of the State Railroad Commission who consider it will equalize the traffic on the downtown streets.

The turn east will be made at Sec ond and Broadway. No new work will be required at that point.

The work at Ninth and Broadway will be started this month so the new downtown route will be used about November 1.

A new lap of the Spring Street re-construction job is under way. The two blocks from Fifth to Seventh Street will be renewed with all pos-sible greed. sible speed. The work from First to Third streets is complete.

MAJORITY HOLD ASSN. MEMBERSHIP

(Continued from Page 1, Col. 4)

An employe must be a member the association to join any of the three benefit branches and membership in the association ceases when an employe leaves the service.

Offers Cheap Insurance

The Association offers a form of insurance which is considered by many of its members to be far superior to any offered by insurance firms. More than two-thirds of the employes are members of the association and some of the branches. To those who are not members, the advice is given to get in touch with your section chairman, superintendent or foreman or write to Mr. Means.

An important warning to members taking leave of absence is given by the assistant secretary as follows:

"Many employees taking leave of absence or away on sick leave, seem to forget the fact that non-payment of Death Benefit assessments is forof Death Benefit assessments is for-feiture of membership in the Death Benefit Branch. Those about to take a layoff should leave a deposit with the Treasurer at Room 906, L. A. Railway Building, to apply toward the payment of assessments which may be levied during their absence, the amount deposited to be propor-tionate to the time away from the service. It is, of course, impossible to specify a definite amount, but \$1.50 to specify a definite amount, but \$1.50 per month should be enough, and if it is not, then the back assessments can be paid on return to work.

Payments Within Month

The by-laws provide that all back assessments must be paid within 30 days after return to service. Otherwise, membership is forfeited, and a member cannot rejoin the Death Benefit Branch until one year after the expiration of the said thirty days.

The assessment in the men's death benefit branch has been \$25,50 for 51 deaths in 43 months. Under the wife's death benefit branch it has been \$9.50 in 36 months with 38

He—"What's your dog's name?"
She—"Ginger."
He—"Does Ginger bite?"
She—"No, Ginger snaps."

Conductor Ding and Motorman Ding Ding









Bouquets And Chings

(Band Picked)

For Conductor R. Aldworth, Div. 2

Los Angeles Railway,
Gentlemen:
I wish to commend Motorman 569
for courtesy to strangers. Very truly,
L. A. Amsden. (Tourist)
1435 Alvarado Terrace.

For Conductor H. T. Hansen, Div. 2 Los Angeles Railway, Gentlemen:

Gentlemen:
This is to report on the kindness and courtesy shown me this evening by Cenductor 480 on Jefferson Street car line, car No. 358.
If a word of praise will help him, I am surely glad to give it.
Respectfully,
Mrs. M. L. Fletcher,
3245 Royal Street.

For Motorman J. W. Nichols, Div. 2 Los Angeles Railway, Gentlemen:

Los Angeles Railway,
Gentlemen:
Thursday afternoon, while on the car
to Manchester, a lady, who was very
lame, got on the car and came to the
front where I was sitting. Not a man
offered her a seat, but the motorman
seeing her standing immediately got up
and insisted on her taking his chair.
I've been a patron of your cars since
1897 and have never seen such courtesy
extended to anyone by any of your employees before, and thought perhaps it
might create more interest for him if
there was a promotion in view.

Very respectfully yours,

Miss Maggie B. Spence,
421 W. Adams Street "The
Palms."

For Conductor W. J. Millicar, Div. 3
(Taken from a letter received from Miss Oliva B. Osborn, 404 Consolidated Realty Bldg., Los Angeles, California, "I have been riding on a Westreet car for

June 23, 1921).

"I have been riding on a West 11th street car for several years, moraings and evenings, and for some time I have noticed a young man "Conductor 2236," who deserves the highest commendation for his attentiveness to business and courteous treatment of passengers.

I have never ridden on his car that I have not heard someone remark about him.

I have never runer ...
have not heard someone remark about him.

I think if the good points of the conductors were reported it would be much better. My motto is the "Golden Rule."

For Conductor H. S. Turner, Div. 4
For Motorman C. F. Kirkland, Div. 4
Los Angeles Railway,

For Motorman C. F. Kirkiand. Div. Los Angeles Railway, Gentlemen:

I use the Pico car and wish to compliment your having in your service two such gentlemen as those bearing the numbers 1636 and 1777. They certainly are deserving of any advancement that might be open to them. Have often felt I should bring this to your attention, as they are working for the interest of the company they serve.

A. S. Morgison,

A. S. Morgison, 1406 Alvarado Terrace.

For Conductor F. R. Sweet, Div. 3

Los Angeles Railway,
Gentlemen:
If your trainmen were all like a young
fellow on our line, Eagl4 Rock and
Hawthorne, the world would be happier.
I do not know his name, but his cap
number is 1256, and I think he is entilled to this little testimonial.
I am an old woman and have had lots
of trouble lately, but many a time when
I have started to the city to work feeling blue and discouraged this boy's
cheery "good morning" and bright smile
made the day brighter for me.

May God bless him, whoever he is,
and may nothing happen to bring a
cloud to his sunny face.

Yours respectfully,
GRACE MARTIN,
Hawthorne.

"BRINGING UP FATHER"

Here are two reasons why Supervisor Frank Westcott is interested in the street railway industry. Reason No. 1, standing on his right, is his daughter, Miss Frances Westcott of the Manager of Transportation Office, and Reason No. 2 is another daughter, Miss Anna Westcott, of the Employment Department Office.



SUPERVISOR AND TWO DAUGHTERS IN SERVICE

WHEN Supervisor Frank Westcott WHEN Supervisor Frank Westcott tried out the street railway game here he found it a good thing and informed the world to this effect. As his family hears him talk almost as often as the emergency board telephone men, it was only natural that his family should take immediate interest. As a result Two Bells has the pleasure of presenting the two attractive young ladies shown above as Miss Frances Westcott, and Miss Anna Westcott, daughters of Supervisor Westcott. Miss Anna Westcot Supervisor Westcott.

Mr. Westcott, entered street car

service here in 1913 as a motorman service here in 1913 as a motorman and is remembered by the old heads of Division Four. After two years train service he was made supervisor and has continued in that position doing excellent work. At present he has the West Adams, University, Inglewood district on a night shift.

Before coming to Los Angeles he was a lieutenant of police in Philadel-

Miss Anna Westcott has been with the railway since October 1919 and Miss Frances Wescott began office work a few weeks ago.

BOUQUETS AND THINGS

For Conductor C. A. Bryant, Div. 4

(Taken from a letter received from A. P. Watts, Director, Financial Extension Department, Young Men's Christian Association, 715 South Hope St., City, June 17, 1921).

Association, 715 South Hope St., Cuy, June 17, 1921).

"While writing the enclosed letter to you it seemed to me that it might be an appropriate time to speak a good word regarding one of your Conductors, whose name I do not know but whose number is 1498. He operates on the West Jefferson line and is a quiet, unassuming, obliging chap, which makes it a pleasure for one to ride on his car. I have been on this conductor's car several times and have been impressed on each occasion with the uniform, quiet, effective, good-nature of the man, and only this morning, he gave me information regarding the question of transferring at various points, which I considered to be most valuable to me."

Yours faithfully,

A. P. WATTS, Director,

A. P. WATTS, Director, Financial Extension Department.

For Motorman D. L. Patterson Los Angeles Railway, Gentlemen:

Los Angeles Railway,
Gentlemen:

On the evening of June 7th, your Motorman 2427 avoided collision with an automobile at the corner of Washington Street and Grand Avenue by his prompt application of brakes.

I was seated in the front section of the street car and saw the automobile coming—there was every indication that a serious accident would have occurred had it not been for the creditable manner in which motorman handled his car.

If possible, I would like to see this motorman given the credit due him.

Yours truly,

MISS C. J. LAGFEGREN,

1745 W. 46th Street.

Conductor C. L. Daves, No. 634 Divis-

Conductor C. L. Daves, No. 634 Division 5, is commended by Mrs. H. S. Slack. 219 W. 24th Street, for being thoughtful and considerate. Mrs. Slack is crippled.

On The Back End

(Contributed)

Division One used to present the alibi that it didn't want the safety pennant because it was short of room. How about it now?

Conductor.—"The new L. A. Railway Building is a bird isn't it?"

Motorman.—"Are you referring to the wings?"

Conductor W. Lane refused a transfer to a colored man one night, who had asked for one a long time after paying his fare. Another colored man watched the proceedings, then came back to the conductor and asked:

"Did you all give that colored man a transfer?"

Conductor, "No it's against the rules.

Passenger, "Boss, I'se sure glad you didn't give him one. He's president of an advancement association and last week he gave a talk on "law breaking."

Motorman Gunner says the bees and butterflies are so thick on his famous geraniums rauch that he has knock them down with a hose pipe before he can go to work.

"I always move to the front of the car, then I can get off easily," remarked a lady who occupied the front seat of a center entrance car.

The following recently appeared in Chicago newspaper's advertising columns:

"If Wilbur Blank, who deserted his wife and babe twenty years ago, will return, said babe will knock his block

Casey had been employed by a traction company as a motorman and was told to be careful always and stop for the fire department. One day the fire wagons went by and Casey stopped the car till he thought all was clear, then he started and ran into the truck and ladder equipment. In his report he said: "I waited till they all went by but a bunch of drunken painters came along and I ran into them."

Valentine Opens Studio of Music

E. B. Valentine, former conductor of Division Four, has left the service and has opened a studio teaching violin, piano and saxaphone at 1968 South Vermont Avenue. Valentine was a teacher of music in Seattle before he entered the street railway game here. He was leader of the orchestra composed of company employes and rehearsals will continue every Thursday evening at his home.

Looking 'em Over at the Divisions

DIVISION 1

Motorman C. S. Johnson is connned in the Golden State Hospital with a broken leg and would appreciate a visit from any of the boys.

We notice quite a number of old familiar forms around the division again after weeks or months of vacationing with friends in the East or fishing or hunting in the mountains.

Mr Williams, our Division Superintendent, was very successful in his hunting trip, bringing back a huge buck as his prize, which he proudly exhibited to a number of the boys. Motorman A. Anderson and Supervisor Ownby were with him and secured similar trophies.

Motorman J. L. Penny has just returned from a visit to his old home state, Missouri, where he attended the Centennial Celebration held at Sedalia. He reports having the time of his life.

We don't care to tell you all of the experiences of R. W. Brigham on his vacation as it would take up too much of your valuable space but will say he is a good sport and can tell you about some interesting experiences while away.

Mr. Fergueson is getting to be quite a familiar figure around the division and the boys are always glad to seek his imformation and advice on knotty problems of street car operation.

Our old time friend and co-worker Geo. Feller is again in the Good Samaritan Hospital for another operation. Let us visit Uncle George and help to cheer him along.

Conductor J. T. Shelton resumed duty after a three months' leave of absence. He visited friends and relatives in North Carolina.

DIVISION 2

Wise old stork still doing business around Division Two. Conductor V. W. Gore reports the arrival of a 9½ pound boy. Mother and baby doing fine. We congratulate you, also thank you for the smokes.

Found: An Honest Man—He is Motorman C. F. Paine, No. 1107, Division Two. Picked up a purse in waiting room and turned it in. There was a wad of coin in it. Perhaps the owner will slip him one of the 5 spots.

Our old friend with the sweet voice is with us again. You all know who he is, T. L. Leyva. Glad to have you with us again.

Conductor T. E. Smith is trying out a job with Uncle Sam. If he likes it he will buy Sam out and give us all a nice fat job.

Conductor C. R. Preston, (who used to be a great sailor), with a party of friends, went fishing, in a rowbaot one day, and we couldn't believe it, when we were informed, that one-half hour after the party left shore, the fishes.

Conductor E. F. Loyd is the proud father of a big 10-lb. girl, both mother and baby doing fine.

Motorman D. S. Pagliassotti has returned to work again after an absence of four months, the most of which was spent at his old home in Italy. He also visited London and Paris, and reports a very pleasant time on his long journey.

D. E. Fletcher, for several years a Supervisor, has returned to platform service, and is working a run on West Lefferson

Who's Who



IN writing Who's Who stories about old timers, it is usually said that "he started at Division One" as a motorman or conductor. For in the old days Sixth and Central was the center of things.

Well this week we have one of the men who helped build Division One so he certainly ranks as a veteran. He is Walter Brown, general foreman of the main shops at 54th Street and South Park.

It was back October 24, 1898 that Walter started as a carpenter when Division One was being erected. The main shops were located at Sixth and Central in addition to the car house and main offices. In 1904 the present shops were opened and Walter was among those present. He is always helpful and pleasant and a mighty good man on the job.

DIVISION 3

Well I will have to admit that I am a bum prophet. I thought sure that we would be in first place in Safety Contest last week, but instead we fell behind a point, but the best of us fall down at times; but get that but, watch us this week. We have been having an exceptional spell of hot weather and as thoroughbreds do best in the heat, no doubt we will be where we belong this week at the head of the list anyway, that's where Mr. Dye wants you. So hit the ball and keep everlasting at it and incidentally keep the flag.

Conductor Manly Brothers has leased his holdings in the Valley for a term of years and has sent his wife to the country and can be found anytime gayly singing, "My wife's gone to the country, Hooray! Hooray!

Conductor Geo. Chapman having seen in this paper that Conductor Will Russell had gone into the poultry business would like to state through the column of this issue that he would like to form a partnership with him, he having a flock of five roosters and one hen.

Motorman J. A. McKnight has resigned and is now doing duty on the front end of a gasoline wagon.

Hush! Ex-Motorman McCartney almost got a run. Keep at it Mac, there were only two bid and you were second, next time you ought to win.

Conductor Frank Mead is going around with a smile these days, he having recovered the watch that was stolen from him sometime ago. A hop-head was caught pawning it, he having bought it from a sailor that is supposed to have stolen it.

Motorman Charlie Doughty is now convinced that he is a motorman, as

he has been informed of the fact by Conductor Joe Mechan.

Conductor Harry Birkner has been laid up the past week with a severe attack of rhumatism. We hope to see him on his run again shortly.

Conductor Issac Bewly, who is some bidder, having bid on nearly all of 'em, has at last landed one hundred and six on the Hawthorne Line with Johnny Branwick and Johnny says "Bigorra, I'm delighted. I've had him before and he is some conductor."

Did you get a **Dud** yet? If not don't lose anytime as they are the it in their line at 75th. They ought to sell like hot cakes, and keep yourself looking fit at all times. Fatty Wolfe and Slim Barrett are going to buy one between them.

Motorman A. Johnson took his pay check home the other day and very carefully tore the stub off and laid it on the table and then proceeded to tear up his check into teeny weeny pieces and then discovered that he had torn up the wrong end. He was fortunate enough to be able to gather up the pieces, of which there were hundreds, and pasted them on a piece of paper, eventually cashing same at the bank, but declares he will be more careful in the future.

Los Angeles, Sept. 23, 1921. Editor "Two Bells": I wish to remind the men of Divi-

I wish to remind the men of Division Three through Russel's column that we have a perfectly good gymnasium on the second floor.

Quite a number of the boys can be seen up there daily. But more could easily be accommodated. It's a shame that others do not take advantage of these apparatuses for exercise. The fellows who come up there for ten or fifteen minutes twice a day note considerable improvement in themselves, (ask Motorman Sanford, Sherman, Liberty, etc.)

If you have a couple of lines of

If you have a couple of lines of space, give the idea prominence. I know the new fellows who are not as yet acquainted will appreciate this distinctive feature of our division.

Sincerely.

C. E. PASCAL, Conductor.

DIVISION 5

Motorman J. Saffous was secretly married last week. The newlyweds will be home to their many friends 5424 10th Ave.

Motorman L. Hienzman, famliarly known as "Hienie," was united in marriage at 8:00 P. M., Monday. A number of the boys went out to chavvari him and his bride about 9 o'clock. But "Hienie" had left about five minutes before the boys arrived. They started after him in an automobile but the machine broke down, enabling "Hienie" to get away from his pursuers. Alright "Hienie" you foiled us, but beware we are waiting patiently for you. Better clear yourself and pass the cigars to the bunch.

Conductor P. Flynn is to be "secretly" married, but we are wise, Pat old boy.

The pinocle sharks of this division will challenge any two players to a series of games. Ask E. J. Knapp or W. D. Stephens. Sh. They were beaten two games out of three last week by two professional players. Take them on, they are easy!

Motorman J. H. Hewitt two weeks ago left a feather cushion on a Hawthorne car. Now Mr. Hewitt suggests that the crew turn same in to lost article department, whereupon he will be able to secure it, as he has been

DIVISION 4

Owing to the fact that the office force here and also the switching force have each been cut down one man, Clerk Ellis and Switchman C. E. Robinson will return to the "road."

Several of the boys have inquired about Conductor G. H. Drinkwater. This will inform them that G. H. has overstayed his sixty-day leave and automatically resigned. We understand he is doing well in the "selling" game.

If the L. A. Railway Co. were his parents, Conductor R. S. Bliss would become of age next Tuesday (Oct. 4) for on that date he will begin his twenty-first year of service. Mr. Bliss is not only a very active conductor but is a mighty hard worker for the Co-operative Association. After succeeding in writing up all the regular men for the association, he laid off of his run last Thursday and wrote up thirty-two of the extra men. He says, "If you think the Co-operative Association is not there with the goods ask the widow of some trainman"

Operator E. W. Moore is on a thirteen-day vacation and Motorman L. J. Cyr is taking a thirty-day rest.

Say fellows, what do you think of this? Conductor Allan Budne, better known as "Abie" called me aside the other day and gently knocked me down to the fact that he had laid off on the 22nd, and got married. As he talked, his countenance took on an expression which was a blend of unparalleled happiness and anticipated trials. The lucky girl was Miss May Silberman. They will leave soon on a honeymoon trip to Catalina.

Last Friday afternoon our division was honored in being visited by Messrs. Geo. B. Anderson, J. B. Hayner and R. A. Pierson. After "looking 'em over" for a while one of these was overheard to say, "A fine bunch of boys." The word passed along and now we just cannot help feeling a little swelled up.

Motorman T. H. Speed and Operator M. Michaels went to Tia Juana recently by auto expecting to return in two days, but owing to auto trouble (?) they returned a day late. Speed had had an accident a couple of days before they started on the trip and we have an idea he was trying to forget his troubles down there.

Motorman Geo. Mozier left for Tia Juana on Saturday last, expecting to return Sunday evening, but his "Stude" stalled and he also arrived a day late. (These Tia Juana trips are sure hard on our suspicions.)

to the lost article department several times already.

Our Foreman John Robinson has returned to L. A. He reports a wonderful trip to England. He will be on duty Monday, Oct. 3rd.

We have the following men still on sick leave: W. H. Murphy, A. M. Miller, Ben Gardener, F. F. Fishder, E. Muller, C. R. Zoll, R. H. Harris, G. E. Moore, A. Johnson. These men would appreciate it very much if the boys would call and see them. Their addresses may be procured from our acting foreman W. E. DeMuth or any of the clerks in the office.

W. H. Stoll, switchman, has a small Rogues gallery in his office. He only has two important pictures and he would like to get a few more. Where is your picture, Bill? I didn't see it there.

G. T. Grant is our stenographer. He is just pinch-hitting for a while.