

"The present and future progress of this business depends largely upon the manner of treatment our patrons receive at the hands of those who serve them."
—Kellygram



VOL. II

OCTOBER 24, 1921

No. 21

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

This Week Decides Safety Winner

NOTICES FAIL TO CORRECT TRIP SHEET ERRORS

By R. R. SMITH,
Asst. Supt. of Operation

When demerits are assessed against the record of a trainman, it is done for the purpose of calling his attention to some mistake which he has made, and thereafter to stand as a reminder to him to avoid making the same mistake in the future.

In most cases after receiving demerits, a determined effort is made by the trainman to avoid being demerited again on the same charge, but apparently this chance for improvement is overlooked by some of our conductors.

Slips Told of Errors

It is with great reluctance that demerits are assessed in any case, and for that reason it has been the custom in the past to send slips calling the attention of conductors to errors and omissions in trip sheets, mistakes in his cash turn-in, and to the depositing of envelopes in the wrong receptacle, etc., before demeriting.

In the case of trip sheet errors, after five cautions had been given in this way, then demerits were assessed for continued mistakes.

Lenient Method Followed

In the case of trip sheet errors, which resulted in mistakes in turning in the proper amount of cash, or mistakes made by failing to turn in the amount of cash called for by the trip sheet when it had been figured up correctly, demerits were not assessed until three consecutive errors had been made.

Regarding the proper handling of tickets and transfer envelopes, only a

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

LOOKING FOR TROUBLE



Faces and figures may reveal the identity of many in this group but the complete batting order from left to right is as follows: R. A. Pierson, chief instructor; Serg. Sherman Banks, traffic department; R. B. Hill, superintendent of operation; P. B. Harris, chief engineer; George Baker Anderson, manager of transportation; E. B. Lefferts, safety manager for the Auto Club; J. D. Maxfield, safety manager for Chamber of Commerce; A. A. Anderson, engineer of State Railroad Commission; F. H. Lorentz, asst. engineer of Board of Public Utilities; H. Z. Osborne, Jr., chief engineer of Board of Public Utilities; John C. Collins, supervisor of safety; Walter Keen, attorney of Auto Club; Dan Healy, asst. chief instructor; C. M. McRoberts, general claim agent; J. G. Jeffery, director of Public Relations.

OFFICIALS INSPECT THE DANGER SPOTS ON LINE

A TROLLEY trip which took in danger points primarily and scenic points incidentally was conducted by the company last Tuesday to familiarize representatives of official and civic bodies, with conditions and the need for close co-operation in accident prevention and efficient traffic distribution.

The trip was arranged by C. M. McRoberts, general claim agent, and involved a six-hour tour ranging from Eagle Rock to Hawthorne with a noon intermission at Division Three where the party had lunch at the new company restaurant.

Starting at 9 o'clock from the main office building the special car in charge of Motorman L. K. Plummer and Conductor G. D. Wheeler of Di-

vision Three, proceeded to Vermont Heights and observed intersections and switches en route. Objects that obscure a motorman's vision of crossings came in for special attention. Hawthorne and Eagle Rock were visited before lunch then the car was taken part way up the Garvanza line and returned to inspect the steam railroad crossings along East Seventh street. From there the car was run

RACE CLOSING WITH THREE DIVISIONS IN TIE

Accidents in the week of October 23 to 29 will determine the winner of the fourth inter-division safety contest and the abiding place of the "Premier Safety Division" flag which is now held by Division Three.

This is the final week of the contest. Standings compiled last Thursday showing the figures at the end of the eighth week, October 15, give Division One, Four and Five, practically an even chance for first honors. Division Three, although suffering from a slight slump, still has a chance to come up with the leaders and retain the pennant.

The ninth week closes as this issue of Two Bells reaches trainmen, Saturday, October 22, and the standings will be given in next Two Bells. The winner will be announced in the November 7 issue.

At the end of the eighth week Divisions One, Four and Five are splitting the fraction of 37/100. The scores lay between 882 and 883. Division Three ran away on automobile accidents and this is responsible for the drop to 876, but the hardest kind of work may bring Supt. Dye's men up with the leaders. The race is now at the point where every accident counts and a single smash may determine the winner.

Division Two made a commendable spurt by keeping the number of auto accidents down to 29. Had such work been done throughout the contest Division 2 would be up with the leaders instead of fifth.

through Mateo street to Santa Fe depot and then back to the offices.

The names of those who made the trip are given under the picture which was taken beside the car at Vermont and 116th street.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Your Paper Will Be as Lively as You Make It

THIS week we will fill the editorial columns out of the mail bag and see what happens.

Comment on Two Bells, and what one gets out of it, is interesting to every one as every one has a part in determining the degree of success and interest this paper has.

Two weeks ago when the picture of Mr. George Baker Anderson, manager of transportation, was printed on the first page, Division Three exhausted its supply before Monday noon and this fact brought forth the following comment from Mr. H. A. Russell of that Division:

"Interest in our weekly seems to be on the increase. Some say the reason for the big rush was the picture on the front page. That is all very true but the good points brought out in the various columns are having the effect of getting the men to look forward to the next issue and, take it from me, if the men will only read it and absorb all these good things, they are bound to benefit by them and become the "Real Men" that Mr. G. B. A. likes so well.

"My idea of a Real Man is an employe who can look his employer square in the eye at anytime and say "I've done my duty absolutely." Can you do this?"

"Anyone who has studied the matter at all must have noticed that the morals of our men has been gradually going higher than ever in the past two years, due no doubt in a great part to the Merit System of which I believe, Mr. G. B. A. was the originator. No doubt one of the big ideas of the system was to make Real Men of you all and if you follow his idea you will land in that class and in the end show to the world that the Los Angeles Railway system and employes are Par Excellancel."

The comment above is based in 13 years experience in local street car service. The sentiment of a man in service one year is voiced by Motorman J. N. Smith of Division One, who has been on sick leave recently. In a letter says:

"I would like to thank you for mailing me the issue of October 10, I have been a constant reader of your valuable paper since the first time I was able to get it."

"Some one was good enough to think of me in good spirit, fearing perhaps that I was unable to get a copy, but I watch the little box in which I find the Two Bells pretty closely as I certainly find it very interesting and I can't help but agree with your writers except the one who wrote the sick list for Division One and accused three motormen of being conductors."

Two Bells goes to every employe of the Los Angeles Railway from the track sweeper to the general manager; from the newest student to the veterans of thirty years or more. It goes to officials of the principal street railways of the country.

The interest you get out of it will correspond to the interest you put into it in news items and new ideas. Two Bells is your paper.

MONTHLY DANCE NEXT SATURDAY

C. V. Means, traffic manager and chairman of the entertainment committee of the Employees Cooperative Association, has been away with R. O. Crowe, assistant auditor, on a vacation auto trip.

They are expected back this week and Mr. Means will start immediately to arrange for the monthly dance and entertainment to be held at Recreation Hall next Saturday evening, October 29. The last Saturday of each month is set aside for the dance. Local theatrical talent is expected to furnish the funny stories and music preceding the dance.

Strive for a noble character. Nothing can make you so rich. Not even radium, nor gold, nor fine stones, nor houses and lands.

2ND. SUBSTATION BUILDING READY

Construction of the Garvanza automatic substation building has been completed. This is to be the second of the automatic substations, the first being located in the Vernon Yards where work of installing the electrical machinery is progressing satisfactorily.

The Garvanza station is located at Avenue 54 and Buchanan street. It is to improve power conditions in Eagle Rock Valley and a part of the northern territory.

Be companions to your children. Not just loving, well-intentioned parents.

Yes, Mable, love, fire and a reckless motorman are three things that can't be hidden.—Safety First and Last.

BULLETINS

BULLETIN NO. 350
Notice to Conductors

In all cases where a conductor has reason to believe that a child, for which fare has not been paid, is more than 5 years of age, the accompanying passenger should be asked as to the age of the child, and if they state the child is more than 5 years old, fare should be collected.

BULLETIN NO. 351
Notice to Conductors

In reference to Bulletin No. 312 in regard to collecting fares from passengers riding on steps and fenders.

It is noticeable that some conductors are making no attempt whatever to collect such fares. In all cases conductor must collect fares from such passengers whenever possible.

BULLETIN NO. 352
Notice to Conductors
Passes Found

Please cancel that part of Bulletin No. 281 pertaining to lost pass No. 804 of W. H. Carter, Laborer, Way and Structures Department, also Bulletin No. 335 re pass No. 896 issued to R. L. Bass, Substation Operator, as these passes have been found.

BULLETIN NO. 354
Notice to Conductors and Safety Car Operators

With the approach of the Winter Season, there is usually an influx of undesirable characters, which increases the danger of holdups.

For this reason Conductors and Safety Car operators on night runs should secrete in some safe place all money not necessary for making change, and thereby prevent what would otherwise be a considerable loss in case car is held up.

BULLETIN NO. 355
Notice to Conductors
Passes Found

Please cancel that part of Bulletin No. 344 pertaining to lost pass No. 1654 in favor of V. J. Zottman, Mechanical Department, also Bulletin No. 349 re pass No. 4198 issued to R. W. Fowler, motorman Division No. 2 as these passes have been found.

R. B. Hill
Supt. of Operation.

Pay no attention to rumors. More often they are false than not. They are always exaggerated. Think twice before you repeat a rumor once.

Help Yourselves It's Real Stuff

Division Four had a real treat last Tuesday evening.

A bootlegger, working without a license, was discovered by two detectives on Motorman C. L. Seybert's car and in attempting to dash away, he dropped one of two bottles of whiskey which he was carrying wrapped in a piece of newspaper.

C. L. Brought the broken bottle to the barn and set them all up to a smell.

The wife of a careless man is almost a widow.

Flying Dutchman Is Proud Father

Motorman Hollander, the "Flying Dutchman" of Division Three, is a big boy but he appeared to add considerably to his size the other day. To be correct it was on October 8.

He was going around all puffed up, the reason being the arrival at his home of a fine bouncing baby boy and to let Dutch tell it, it is the finest that ever happened. This is the first in the family. Mother and baby are doing fine.

The fact that you do not succeed is no proof that you should not or will not. It may be only a test of your worthiness to succeed.

OPENING NEW RESTAURANT IS SOCIAL SUCCESS

Without the aid of a can opener or a corkscrew, the doors of the company restaurant at Division Three were thrown open wide, wider than Motorman Slim Barrett, Saturday, October 22. The question of who got the first bean may forever remain a mystery as the only records given official recognition were those that proceeded out of the mouth of the underslung music machine at a nickel per proceed.

A party of Division Five men, particularly desirous of seeing that everything was conducted efficiently, came over to give a little personal attention. Their part in the social affair is thus related by Mtr. Babcock, Div. 5 Two Bells scribe:

Ham and Special

"The ham and egg special left Division Five with 40 men who went to Division Three to dedicate and serenade the new company restaurant of which Mr. Edward Carter is manager. "Mr. Carter is quite favorably known at Division Five as he is connected with "The Blue Goose Lunch." He has for his manager, Mr. Wm. Marfin.

"We carried with us the famous tapioca orchestra led by Condr. D. L. Frye, who furnished us with music both ways. Upon their arrival the men had lunch then a short talk was given by Condr. Frye with response by Mr. Carter. All the boys cheered Mr. Carter, wishing him success in his new house. If the men at Division Three will boost for him as the men do at Division Five he can't help but make a success.

Praised Everywhere

"The party returned to Division Five about midnight and serenaded the night force.

"We wish to thank Mr. R. B. Hill for furnishing the special car. It would be a good idea for all other divisions to make a special effort to visit the company's newest venture."

During the week a number of the office folks have taken lunch there and nothing but the highest praise for the food, service and fair prices has been heard.

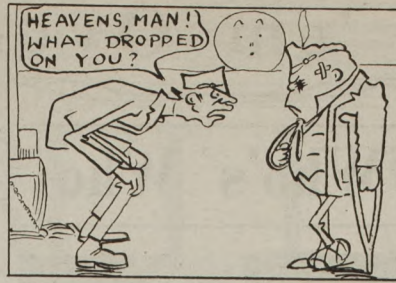
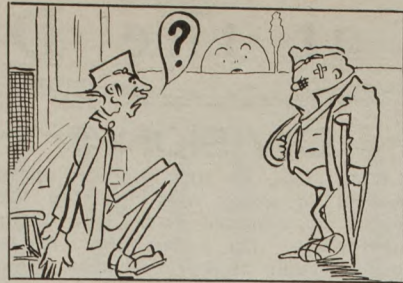
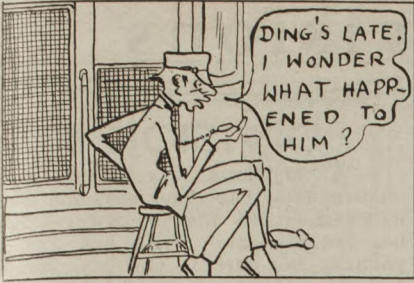
THRU SERVICE FOR VERMONT HEIGHTS

Following the introduction of partial through service on the West Adams line to Glen Airy, through cars will be run to Athens, Vermont Heights, on the East Fourth and Hoover line. These changes permit passengers to make the trip to the ends of the lines mentioned without using shuttle cars.

Effective next Thursday the University and Central line will have Florence avenue for its Terminal on the Vermont Avenue end instead of Manchester station. Fourteen minute through service will be given during the morning rush between Manchester and Athens. The midday through service will be 15 minutes and the evening rush service will be 14 minutes. Additional cars will be put on the main line of the East Fourth and Hoover so that there will be a 3½ minute headway between Manchester and the downtown district in the morning and evening in place of the present five-minute morning and four-minute evening rush headway.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

BOUQUETS RECEIVED LAST WEEK

- Condr. E. J. Marceau, Div. 1.
- Condr. M. B. Stewart, Div. 3.
- Operator O. V. Hatch, Div. 4.
- Condr. J. E. Coons, Div. 5.
- Condr. F. J. Morrill, Div. 5.

For Condr. E. V. Fiedler, Div. 2

For Mtr. J. S. Jones, Div. 5

Los Angeles Railway.

Gentlemen:

I desire to call your attention to the fact that Conductor No. 260 on July 20, showed control of temper under great provocation and deserves commendation.

Conductor No. 432 on July 23, exhibited unusual courtesy to strangers and deserves commendation.

Very truly yours,

A. AMSDEN (Tourist),
1435 Alvarado Terrace.

□ □ □

For Condr. W. A. Lear, Div. 1

Conductor W. A. Lear,
Los Angeles Railway.

Dear Sir:

Enclosed please find 5c which you were kind enough to loan me last Saturday when I was short of carfare.

Many thanks for your courtesy.

MRS. FRINIL.

□ □ □

For Mtr. W. L. Hague, Div. 5

Los Angeles Railway.

Gentlemen:

I wish to state one afternoon, not very long ago, I was on your Eagle Rock car and when in the very busy shopping district a bundle of newspapers was thrown on, right on the rear end of steps, which blocked the entrance for shoppers. But for the quick thought and action of one of your employes who happened to be on the car, but off duty for the afternoon, there would have been stumbling, as there were so many getting on the car and the conductor was busy on front end collecting fares, etc. But just as quick as a flash this employe realized the condition of things, and removing the bundle of papers to the opposite side, made it safe for the passengers to get on.

I hastily took note of his number, 2589.

Very respectfully,

MRS. H. LEE,
A Tourist.

□ □ □

For Condr. E. P. Johnson, Div. 1

Los Angeles Railway.

Gentlemen:

I desire in this manner to thank Conductor Mr. E. P. Johnson, No. 2148, for the great favor to me of returning some papers which I lost on his car while riding to the office one morning. Mr. Johnson seeing that they were papers which I might need that day made a special trip to my office to return them.

Yours respectfully,

W. R. BARNES,
350 Wilcox Bldg.

□ □ □

For Condr. C. J. Preston, Div. 2

Los Angeles Railway.

Gentlemen:

There are two of your Conductors I wish to mention as very efficient men on the line I travel most.

Their numbers are 572 and 2277. They are always careful about calling the streets and the starting and stopping of the cars.

Yours sincerely,

MRS. A. H. HULBERT,
122 W. 30th St.

318 TRAINMEN ON CARS TEN YEARS AND OVER

Mtr. Jim Hardin of Division 3 has Record on Horse and Cable Cars Since 1887

BETTER than one-seventh of the trainmen in service today have been on the cars ten years and over. Several have seen cable car and even horse car service. There are 318 "ten and over" men out of 2175 trainmen now working, although some are assigned to special duty such as flagging or switching.

These are some of the interesting figures shown in an itemized summary of length of service compiled by A. Ginss, efficiency statistician.

The oldest man in point of service is Motorman Jim Hardin of Division Three who has a creditable record dating from December 18, 1887. Jim has operated horse cars and cable cars and at present has a run on Eagle Rock and Hawthorne. Sixteen men have been in service 30 years and over and 29 have records of a quarter century or more. Seventy-four have been in action 20 years and over.

The largest group of men has from one to two years service. On the motormen's side this figure is 346 and on the conductor's side, 325. The next largest group is composed of men having two to three years ser-

vice. The numbers are: Motormen, 183; Conductors, 134.

The third largest group of trainmen on both sides is made up of men who have been in active train service 10 years or over. On the motormen's side this is 170 and on the conductor's side, 123. Two of the safety car operators have been in train service more than 10 years. Others are at present on special duty.

Forty-eight of the 113 safety car operators have been in service more than one year. Twenty-three have been working nine months to one year.

There are only 75 motormen in service today who have been on the cars less than six months and the figure for conductors is 148.

The total number of conductors is 1027 and there are 1035 motormen.

CARELESS REPORT TO BRING FIVE DEMERITS

(Continued from Page 1, Col. 1)

few days ago special instructions were given at the divisions as to the proper disposal of these envelopes.

Procedure Ineffective

The procedure noted above, as applied to each case, seems to have failed utterly to accomplish the desired results, and therefore it will be necessary in the future to handle the discipline in these cases in a different manner.

From now on each slip from the Auditor's office showing any of the above mentioned errors, will be made the basis of 5 demerits. No more slips will be sent out as cautions to any conductor who has been in the service for a longer period than 90 days.

In all cases where a conductor wishes to appeal from such demerits, before appearing at this office on such appeal, he will take his demerit slip to room 920 in the Auditor's office where he will be shown his mistake on his trip sheet or register card.

For Conductor W. H. Snow, Div. 4

Los Angeles Railway,

Gentlemen:

Let me congratulate you upon having so proficient conductors and motormen on the 9th Street line, especially No. 704 (Mr. Snow) conductor, who has been very courteous and anxious to please all. I have observed this man on several occasions at great inconvenience to himself, assist old ladies, children and cripples to ascend and descend from his car.

Having the honor to subscribe myself,

Yours very truly,

WILLARD NEWELL,
Willard Newell Players.

In case it is found that his work has been done correctly, the demerits will be promptly cancelled. In all cases, however, where the error is proven by his own figures as having been made, the demerits will be allowed to stand.

Unnecessary Mistakes

In this connection, I wish to say that regardless of the fact that we have simplified the work as much as possible by permitting ticket collections to be turned in in only one envelope for each car, we are having a great number of cases where discrepancies are found between the number of tickets shown on the trip sheet and the number found in the envelope, also a great many tickets are being accounted for in the wrong columns on trip sheets, all such mistakes being entirely unnecessary.

A number of conductors are also continuing to deposit ticket envelopes in the sack with the transfer envelopes, and some are failing to put the proper notations on the envelopes. Such cases will in the future be handled as above stated.

It is earnestly hoped that this new plan will not result in any increase in the number of demerits assessed.

An old negro servant had been asked by her mistress if the children had gone to school for the day.

"Why, bless yo' soul," answered the servant, "they's not gwine go to school today."

"Mandy," scolded the mistress, "you should learn to use better English. For instance, you should say: We are not going, you are not going; they are not going. Do you understand?"

"Sho I does," answered the old darkey. "Nobody's gwine."

On The Back End (Contributed)

After Abie had deposited his fare in the box he said to the conductor, "Give me a slip of paper."

"What do you think this is; a stationery store?" asked the conductor.

"No, no," said Abie, "you don't understand. Give me a piece of paper—a recommendation to get on another car."

"Yes, yes, a transfer, or course."

* * *

Condr. Chas. Walenden and Mtr. J. A. Bell, both of Division Two, were working an extra to York Boulevard for a football game at Occidental College. As the car slowed down for the curve at Avenue 39, where the car turns north near the Santa Fe crossing, Conductor Walenden jumped out and ran ahead to flag. The motorman said, "We don't cross this railroad." The conductor looked the situation over then said: "Well, we come awfully close to it, so I guess I'll flag it anyway!"

* * *

Motorman F. Gookins was called on one morning to take the Division Two mail to Room 701 Los Angeles Railway Building. Mr. Gookins took it away from the division O. K. but delivered it at a chiropodist's office in the P. E. Building. He phoned the division to find out what to do with the mail and when asked what he was doing at the P. E. Building, said: "I have been going up here for 16 years, and I don't see why I should change now."

* * *

Ain't it grand to be popular on your line that your passengers send you a birthday present? Condr. Frank Meads of Division Three received a nice, cute little red rubber soother by mail the other day from someone who claimed to be one of his regular riders, wishing him many happy returns of the day.

* * *

For rendering real accommodating service in taking his car just where a customer wanted to go, Motorman B. B. Parvin, Div. 1, wins the self-folding, air-cooled collar button. As the car stopped at Hill street the passenger noticed the cross tracks and asked "Can you go just another block." To be accommodating the motorman wound up the controller and stopped again at Broadway where the passenger alighted but as he did so he produced two cigars for B. B. and presented them with profuse thanks.

Need it be stated that there is no turn at Pico and Hill anyway?

* * *

A man got on my car, dug up a coin and was about to drop it in the box. It was a quarter and he noticed it almost immediately. Oh, Lord! he exclaimed, "I wouldn't want to drop that in." "I'd hate to see you do it, myself," I replied. "I did drop a quarter in one of these boxes the other day," he went on, "and I don't think I'll ever get over it."

I pitied him, but not on account of the "sad loss."

C. J. K.

Looking 'em Over at the Divisions

DIVISION 2

It was on one of these little hills near the end of Heliotrope car line that Motr. E. A. Williams was guiding his car at a lively clip, when all of a sudden E. A. saw something bright between the rails. He stopped at once, went back, and did *not* find what he declared was a silver dollar. The results were he arrived at State Normal about two minutes late and stayed late all the way to the other end of the line. Two days after we still find E. A. looking for the shiny dollar on the Heliotrope hills that Conductor _____ planted on the track.

Condr. F. Monnier has returned to work after a two months leave of absence, which he spent visiting his former home in Eureka, Kansas.

Monnier states that in several Kansas cities they are operating street cars, but they are so slow and stop so often that it takes almost a half day to get from one end of the town to the other. At all intersections cars stop before crossing and also after crossing.

Condr. O. B. Landrum recently received a telegram from Louisville, Ky., informing him of the sad news, the death of his father, who reached the age of 84 years. O. B. Landrum was unable to go east to attend the funeral on account of the illness of his wife.

Motr. W. F. Hoover would like to play pool in his spare time, preferably some shark from the other divisions, as no one at Div. 2 has ever beat W. F. a single game.

DIVISION 4

Conductor C. B. Blakeman and Motorman W. R. Boyd have risen to the new and lofty position of "information men." Several trainmen from the other divisions have also been appointed to this line of duty.

Motorman L. F. McGinty thought he was seeing things the other day on the West Adams shuttle, in fact he came near being one of a group of murderers.

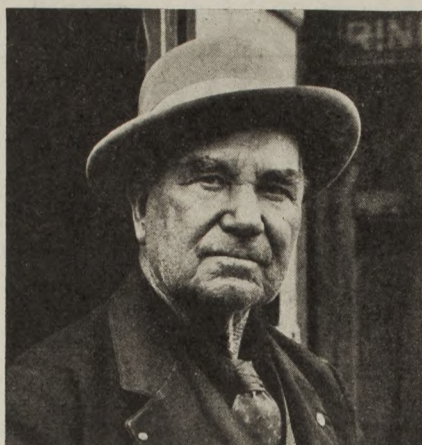
A man got on his car as he was leaving Glen Airy. After running a few blocks the passenger asked him to run slow. L. F. wondered why he should but he obeyed without protest. Next thing he saw a man lying on the track. He was about to stop when the passenger yelled, "keep on going!" He again obeyed, but was beginning to tremble with fear. When his car was about a hundred feet from the apparently unconscious man on the track another man ran out from the curb and pulled him off. Then for the first time L. F. noticed two camera men grinding away at the side of the street. On his return trip the director got on the car and thanked him and gave him two dollars.

Conductor J. E. Petlin is on a fourteen-day vacation.

Last Monday Conductors F. U. England and Duke Lowen and Motorman V. R. McGregor journeyed to Redondo where they cast a wicked line. England caught two yellow-tail and seven rock bass and Lowen got three yellow-tail and five bass, while McGregor hooked three yellowtails and ten bass.

Conductor A. MacKenzie who taught his worms to swim in the "San Pedro ocean," returned with only four small mackerel, but that is better than the fisherman's luck we read about in Hoyle's book of games.

Who's Who



NO doubt, there are a good many employees of the company who would be interested in knowing our dear old friend M. G. Wills, employed as "Watchman" by the company for the past nineteen years.

"Dad," as he is familiarly known at Division 1, was born at Burlington, Iowa, March 27, 1836.

He has had a varied experience during the 85 years he has traveled. He fought during the Indian War of 1855 and 1856, and recounts stirring tales of this period. In the early Sixties, we find him digging for gold in Idaho and California. During 1880 and 1881 he was elected sheriff of Klickitat County, Goldendale, Washington.

He also served as Deputy U. S. Marshall at Yakima, Wash., where he, with the aid of an assistant arrested 75 bootleggers who were selling whiskey to the Indians. Later he engaged in the hotel business at Pendleton, Cal. He is a 32nd degree Mason and has belonged to that order for the past 47 years. He is always on the job, ever willing to give information to any of the many strangers who pass his door at 6th and Central.

E. J. MUELLER.

On the Sick List

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

DIVISION NO. 2

Conductors—S. Sutherland, 853 N. Hicks St.; E. J. Marceau, 404 W. 54th St.; C. C. Bloom, 1117 W. 35th St.

Motormen—A. E. McLaughlin, 317 W. 89th St.; N. D. Dagett, 411½ E. 46th St.

DIVISION NO. 3

Conductors—L. R. Bewley, 526 Agate St.; R. J. Leonard, 3267 Arroyo Seco; D. L. Daniels, 521 So. Ave. 21; C. O. Winkler, 259 So. Royal Dr.

Motormen—J. L. Goulet, 3323 Pepper Ave.; J. R. Taylor, 2612 Huron St.; D. E. Baxter, 122 N. Ave. 20; G. A. Prichard, 1415 Isabel St.

DIVISION NO. 4

Operators—T. M. Fitzgerald, 1343 S. Flower St.; J. H. McClintock, 3905 Hobart Blvd.

Motorman—V. R. McGregor, 931 Girard St.

DIVISION NO. 5

Conductors—E. E. Gribbel, 5415 2nd Ave.; H. T. Smith, 2319½ W. 54th St.; S. P. Hutchison.

Motorman—H. Conklin, 2319½ W. 54th St.

Introducing New Men

The following new men have been assigned to their divisions during the week ending Oct. 15, 1921:

Motorman—H. P. O'Gorman, Div. 4.
Conductor—G. H. McKibbin, Div. 5.

DIVISION 3

Well, here we are slipping again. Instead of going over the top last week, we dropped back into about third place. It's a sad story, mates, but it seems that these auto ginks have got it in for you and the only way to beat them to it is to outthink them and keep away from them, although at the present our Mr. Flag is very sick and appears to be sinking fast. There is still time for a rally in his condition. Show them that you can do it, boys, and let's put it over in a grandstand finish. The flag is yours, see that you hold it.

Motr. D. W. Lantz has recently disposed of his Arroyo Seco avenue property for the sum of \$65,000 cash. You see you never know just when you are hobnobbing with millionaires and that ain't all he has either. But no, he is not loaning any.

If you do not agree with Rudyard Kipling that the female of the species is far more deadly than the male, just you interrogate our bantam-weight cash receiver, Daniels, and he will positively swear to the fact that Rud was correct as he knows.

Motr. Tom Fletcher has returned to his run again after being off for over two months on account of poor health. Tom is looking fine, the rest evidently having benefitted him.

Condr. W. M. Clarry and his famous wrist-watch were working a run on the Eagle Rock line. They made a stop and a passenger asked Clarry if he would be kind enough to assist him off the car. Clarry said, "I certainly will." He helped him down the steps and as he let go of him he began to crumple and he asked Clarry for assistance to the sidewalk, which, of course, he received with visions in Clarry's mind of being remembered in his will. Clarry inquired, "What's the matter with you, old top?" "Oh, nothing," he said, "just my foot is asleep, that's all." Clarry said, "Good night. Hush, don't make a noise or you'll wake it up."

Can you beat that?

Extra Mtr. J. L. Jones would appreciate it very much if someone would tell him why he pulled in from Temple Block instead of going through to Lincoln the other morning on the run that he has been working for several months.

The line choice on West Adams Monday night went off smoothly as per usual. The new schedule of runs were pleasing to some, to others they were otherwise. But like all new ideas, they have to be worked out to see the good points and no doubt in a short while everything will be all O. K. and just the thing we wanted. The result of the shake-up was that there were four swing crews left without full runs. These men will be given mark-ups every day until rush times that they can bid in a run.

When I looked into the "Two Bells" news box this A. M. it reminded me very much of a bottle that I have at home. *Nuthin in it* and oh so sad. What's matter with you guys, anyway. Some day you may be sorry that you have not practiced along this line. I might quit or something and you would probably lose a good position as scribe. Come on, dig up your ambish and let's have a few words for next issue.

You can not tell how unexpectedly the car head may stop. Be sure your car is under control.—Safety First and last.

DIVISION 5

T. V. Maitland was coming south on Broadway the other day, and when he reached 9th and Broadway a lady boarded his car. While she was depositing her fare in the box, Tommy called out, "ten next." The lady looked up at him and said, my goodness, that is just twice as much as we pay now. I thought they only asked for a 6c fare. Tommy politely replied, no, lady, I wasn't announcing an increase in fare, I was merely calling the streets.

"Commodore" Homer Conklin, Wm. "Bill" Stohl, Jimmy Halladay, and Charlie Stahl, went fishing Saturday and report a good catch. (250 fine mackerel.) "Commodore" said, "I caught 18, just as fast as I could bait my hook and pull them out." We all know "Commodore" is an expert fisherman as he always has good luck when he goes out if he has to buy them.

Do all the good you can.
By all the means you can.
In all the ways you can.
In all the places you can.
At all the times you can.
As long as ever you can.

Not to the strong is the battle,
Nor to the swift is the race,
Yet to the true and faithful,
Vict'ry has promised them grace.

'Tis easy enough to be pleasant
When life flows along like a song,
But the fellow worth while
Is the fellow who'll smile
When everything goes dead wrong.
Motorman Nelson.

"Red" Anno, who has been off duty for the past 12 days, has returned to the cars minus some teeth. No, Red wasn't in a fight. He had neuralgia and had them pulled out by the dentist.

The crew on the Hawthorne owl is much discouraged of late as they lost one of their best customers. Condr. Nyhart has changed runs and catches an earlier car home. They said they didn't mind losing Nyhart, but they hated to lose the grip that he carried so long.

Passenger on Grand Avenue: "What street is this?"

Conductor: "Twenty-third street."

Passenger: "I wanted off at Twenty-first, why didn't you call it?"

The conductor had called Twenty-first street, but showed *he was* gentleman enough not to start an argument. And so it goes.

Another Supervisor On Emergency Board

An additional emergency supervisor is to be put on the telephone board in the rush travel periods to facilitate that work.

Changes in car mileage resulting from substituting a second car after an accident or motor trouble will hereafter be recorded by the emergency board men so that the data will be complete and ready for the auditing department first thing in the morning every day.

This will not change the mileage accounting done by conductors as they will be checked as at present for any mistakes in the offices or on the cars. Recording of exact mileage is an important factor in street railway management.

Always remember that your life and the lives of others are dependent upon your alertness, caution and good judgment.—Safety First and Last.