



# TWO BELLS

Vol. II

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No. 36

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

## HELP TRAFFIC OFFICERS TO PROTECT LIVES

By JOHN C. COLLINS  
Supervisor of Safety

ARTICLE THREE ON "MIND AND SAFETY"

It may be hard to get a line on a police officer's mind. When in plain clothes he may be mysterious, more so than while in uniform. Most officers are good fellows and will treat you right if you meet them half way. In fact I have found them willing to go not 50-50 with you but 75 against 25.

The traffic officer sees things from an entirely different viewpoint than you, especially if your mind is on time. Because, if he is an efficient officer, his mind is on safety and order. To get his point of view you must look at his work, not as you do your own but as he looks at it. He represents the people; we serve them. We must give way to the traffic officer's judgment, whether right or wrong. He makes mistakes the same as other people. He may get careless thinking the car has started and step back into the side before the rear step clears. A light tapping of the gong will keep him from doing this.

### Careful When Watched

If a man could bear in mind all the time that he was under constant observation by someone in authority, or even a disinterested party he would attend to business much better all the time. I have proven this to my own satisfaction thousands of times, for in all the years I have been riding on the cars there seems to be just a moral effect causing the motorman and conductor to do excellent work, not taking chances, consequently avoiding accidents, for the mind was on that feature. Sometimes the man will overdo the part to make his carefulness more noticeable. You know he does not run that way all the time, but it shows he has the ability and can do it if he makes up his mind to do it.

### Signals All Alike

In the years on the street I have noticed a peculiar thing that might

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## No Chance for a Row; Passenger Was His Wife

CONDUCTOR H. J. RINEHART, of Division Four, was having a rather mild argument with a woman passenger at the Brooklyn and Rowan terminal, over the much-discussed question of "what is a lap dog"?

The passenger had a bull dog, which Rinehart claimed was not a lap dog, although the woman was managing to hold it in her lap.

The motorman, Herman de Jager, began to take the woman's part, much to Rinehart's surprise and chagrin.

The conductor called Herman aside and asked "what do you mean by taking her part like that?"

"Because," answered Herman with emphasis, "she is my wife."

## NEW SAFETY BAR ON BIRNEY CARS

To give added safety to the safety ears, a drop bar is being installed in all Birneys, from the door to the fare box stancion to prevent passengers standing against the front windows and blocking the operator's view to the right.

The bar is hinged to the side of the car near the door and is held in a clip on the fare box stancion. When the operator changes ends, he removes the bar from the clip and it hangs beside the side of the car. In addition to giving the operator an unobstructed vision, the bar is an assistance to persons boarding the car. They can hold it with the right hand as they enter and use it to steady themselves as the car starts.

## In Memory of Supervisor Tom Price

One long month has passed in sorrow,  
And we miss you more and more;  
Oh! how lonely it seems without you,  
And your smiling face we will see no more.

You were upright and just in all your ways,  
Honest and faithful to the end of your days,  
Forgotten to the world and some you may be,  
But dear to our memories you ever will be.

—J. M. Drogus.

## W. J. Irwin, First Chief Dispatcher, Sends His Regards

MANY OF the old timers will be glad to know that William J. Irwin, first chief dispatcher of electric cars in Los Angeles, is engaged in the insurance business in North Vancouver, British Columbia, and is doing well in the Canadian city.

It was back in 1895 that Mr. Irwin took hold of the telephone job and in those days the headquarters building was at Sixth St. and Central Ave.

Mr. Irwin received some copies of Two Bells recently and in a letter to C. D. Clark, clerk of the dispatcher's office, sent his regards to everyone and complimented Two Bells.

## Elevator Operator Prevents Car Fire

A good piece of work was done by Perry Wilkinson, one of the elevator operators in the main office building, when he prevented what might have been a fire on a Pico and East First car, last Tuesday. The car came up to Eleventh and Broadway with a motor smoking. It attracted attention and Wilkinson got a fire extinguisher in the building, then ran with it to the car. He applied the extinguisher energetically.

Good work, Perry.

## Why Do Slim and Fat Work Together?

I wonder why it is at Division Three that a slim motorman chooses a fat conductor and vice versa? Take, for example, "Slim" Barrett and "Fat" Walkinshaw. "Fat" Gillibrand and "Slim" Conn and "Slim" Comstock and "Fat" Buck, and as a grand final, "Slats" Wolfe and "Tubby" Stauss.

H. A. R.

## Introducing New Men

The following men have been assigned to their divisions during the week ending Jan. 28, 1922:

DIVISION NO. 1

Conductor—D. B. Buras.

DIVISION NO. 2

Conductors—H. B. Goodwin, E. H. Weibacher, A. C. Wright, E. L. Slagley.  
Motorman—F. DeLong.

DIVISION NO. 3

Motorman—E. P. Allard.

DIVISION NO. 4

Safety Operators—R. A. Maris, A. C. Hackney, J. A. Combs.

DIVISION NO. 5

Motorman—C. H. Conrad.

## PROMOTIONS IN AUDITING OFFICES MADE

Several changes and promotions in the auditing department have been announced by R. O. Crowe, auditor, effective February 1st. No changes of personnel are involved.

"Captain" O. J. Hastings, who has been with the company since 1904, has been promoted from chief clerk of the department to assistant auditor. The position of chief clerk is accupied by G. W. McDonald, former chief clerk of the tabulating department.

H. E. Gaskell, who has been chief bookkeeper and accountant, is promoted to chief accountant and statistician. S. J. Nock, who entered the bookkeeping department recently after service with one of the large steel industries in the east, becomes head bookkeeper and accountant.

S. C. Haygood, who has been one of the voucher clerks, is made head clerk of that section. Stanley Underwood is promoted to head register clerk and will have charge of conductors' accounts and tabulating.

## CLOSE FINISH IN SAFETY CONTEST

With the race for second place almost as keen as the race for first honors, the fifth safety contest closes at midnight, Saturday, February 4th. The results will not be known until Monday, when the Safety Bureau completes a tabulation of the final reports.

As Two Bells goes to press, Division Five has a half-nelson on the big flag, with a lead of eight points over Division Four. The lead should be good for victory.

Divisions Three and Four have staged a close contest in the last few weeks. Division Three went into second place January 12th, but lost again to Division Four January 23rd, and continued in third place. In the final days Division Three was within two points of Division Four.



# Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

## Boost The Complaint Prevention Department

THE Los Angeles Railway had a claim department to handle adjustments after accidents before it had a safety bureau to prevent accidents. This is probably true of every street railway in the country.

Now the safety bureau here, as in other electric systems, is doing an important work in accident prevention. It is accomplishing definite results that can be read in dollars saved. But bigger than the financial aspect is saving of human limbs and suffering.

Accident prevention has improved working conditions by reducing the element of pain and sorrow that is bound to arise when someone is careless.

History is a little uncertain, but it is probable that some clerk was designated to handle complaints long before definite efforts were made to convince every trainman of courtesy. These efforts may be termed complaint prevention. Once courtesy was regarded as something very nice in its way, but rather a sentimental business that did not produce anything definite.

Through the Merit System and the personal efforts of operating department officials, complaint prevention has been put forth in a different light. It has been demonstrated that courtesy is worth dollars and cents to an employe in bonus money and in possibility of promotion. **Like accident prevention, complaint-prevention makes for better working conditions because it brings co-operation from passengers.**

Now let us see what can be done in the way of complaint prevention. Present records are good, but there is room for improvement. There were more complaints last January than during December, with the Christmas traffic rush, and more than in January, 1921.

**A large number of the complaints that reach the main office are about comparatively trivial matters.** Some involve big matters such as correct information or transfer in changing to a car carrying passengers to a railroad depot, when an error means a train missed and possibly a day lost.

Many of the trivial complaints can be prevented by a few courteous words and a smile. We all have something in us that asks "why" when we are told anything. It is found on the car as everywhere else.

Suppose a man is smoking on the rear open section. If the conductor informs the man in a superior tone that he can't smoke on the rear section and does not volunteer the information that he can smoke on the front end, **the ground has been laid for a discourtesy complaint—one of those trivial kind.** But if the conductor tells him that he can smoke on the front end, but that a city ordinance forbids smoking on the back end and does it in a friendly way, the chances are nine out of ten that the passenger will take the information kindly. That is complaint prevention.

Don't imagine for a moment that the men in the main offices don't know what you are up against. Practically all of them have risen from the train service and know exactly the conditions that trainmen face daily. They have been there themselves. **They were promoted because they studied and mastered the difficulties.** They applied genuine complaint prevention, as well as accident prevention. Complaint prevention is every man's job. **His results tell the story.**

## INCREASE SHOWN IN JANUARY COMPLAINTS

ABOUT the only consolation in the January complaint summary is that it is so high there should be no trouble in lowering it in other months. The total is higher than in December and higher than January last year. The charges of discourtesy exceed the commendations for special courtesy and efficiency, whereas in the majority of months in 1921 the reverse held true.

The complaint department reports that the high total has been made by

a large number of minor complaints, and that there has been no marked gain in serious violation of rules.

Perhaps the Christmas season accounted for December being a good month and the enforced smoking in January of gift cigars from friend wife or the wearing of certain apparel presented by friend husband may have promoted grouches that blossomed forth on the cars.

Let the alibis be what they may, but the sad figures are as follows:

Classification	December	January	Gain or Loss
Discourtesy	28	43	-15
Fare and Transfer trouble	41	60	-19
Starting too soon	8	12	-4
Passing up passengers	19	15	+4
Carrying passengers past stop	10	13	-3
Dangerous operation	—	4	+4
Short-change	4	1	+3
Miscellaneous	18	29	-11
Commendations	128	177	-49
	42	30	-12

# BULLETINS

BULLETIN NO. 18  
Notice to Trainmen.

Complaint is made that trainmen are committing a nuisance in and around the place of business of Mr. Lowe at the Cemetery Terminal of the Stephenson Avenue line.

Toilet facilities are provided on the property of Hennessey Bros. Monument Works at Bonnie Beach and Stephenson. Trainmen must make use of this location and discontinue at once giving cause for any further complaints on the part of Mr. Lowe.

BULLETIN NO. 19  
Notice to Conductors

The following passes have been lost. No. 1521—Issued to W. J. Hitchcock, Repairer, Mechanical Dept.

No. 5424—Issued to E. F. Thompson, Conductor, Division No. 2.

If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 20.  
Notice to Trainmen.

Prairie Avenue on the Hawthorne line is a passenger stop in both directions, and stop at this point must always be made upon request.

BULLETIN NO. 21.  
Notice to Motormen.

In operating the 1200 type of cars in trains, care must be taken not to round curves at too high rate of speed, as reports have been received indicating that some motormen do not realize the length of their trains and therefore develop too much speed before trucks of rear car has cleared switch point.

Also special attention must be paid to the overhang of the body of car on inside of curves, and to the sweep of fenders and steps on the outside of curves, as the extra size of these cars make this condition different than on other types of cars.

*P. B. Hill*  
Supt. of Operation.

Don't be cordial like an iceberg—SMILE!

## Div. 2 Honored by Double Visit of Old John Stork

Business must be altogether too rushing for the busy stork as he has been in the habit of gracing the home of at least one Division Three man every time professional calls were made anywhere in the district. But on the last trip Division Two got all the honors.

Conductor C. A. Arrington is the proud father of a 7½ pound boy, and he was so tickled he tried to give a cigar to everybody at Division Two.

Then just to be impartial, the old bird stork went to the home of Motorman B. Still, and left a 9 pound boy there, now we are wondering if the boy will "be Still."

## Replaces Derailed Birney Unassisted

An example of initiative and resourcefulness came to the attention of operating department officials recently in the work of Operator F. Kane, Division Four, who handles a Birney car on the Gage street shuttle.

The car was derailed at Gage and Hammel streets during the heavy rain. Kane scouted around for a substantial piece of two-by-four timber. Placing this beside the derailed wheel and using the replacing irons, he was able to get the car back on the track unassisted and resume service although it was a difficult job in such weather.

# MORE CARS ON VERNON AND VERMONT

A new schedule for the Vernon and Vermont cross-town line will go into effect next Wednesday, giving a two-minute service in the morning rush hour instead of a two and a half minute headway.

Three more cars will be added to the line for the morning rush, two operating out of Division Five and one out of Division Two. An additional car from Division One will be placed in mid-day service. It will not change the headway, but will give a little longer lay-over.

Three more cars will be added to the evening rush service, Division Two supplying two of them, and Division Five furnishing the other. There will be no change in the headway, but they will provide more even service and lay-over time.

With the change in schedule there will be 34 cars in maximum service on the cross-town line.

# HELP DUE POLICE AND FIRE DEPTS.

When a man sees a fire truck or police ambulance heading in the general direction of his home he has an uneasy feeling until he learns definitely that all is well at his house. It is the feeling that prompts a man to do all he can to assist the fire and police departments in their emergency work.

Rule No. 60 covers the right of way for police and fire vehicles in these words:

**Give right of way to Police Department vehicles, ambulance, fire department, merchants patrol, funeral cars, and emergency cars and vehicles of the Los Angeles Railway, or any other company. When alarm on one of these vehicles is heard, car must be stopped until all vehicles protected by this rule have passed.**

**When police patrol, on foot or horses, is about to cross tracks, give it the right of way. Obey any signals or orders of policemen.**

In addition to the feeling that "perhaps the ambulance is going to my house," a spirit of civic pride should move any man to give all the help possible to such emergency calls. The police co-operate with the trainmen in excellent manner, and we must co-operate with them.

It is not often that a report is received of a motorman handling his car incorrectly when police and fire emergency calls demand full speed and right of way, but is a point that must be kept in mind. Seconds mean life or death on such calls. The men bent on saving lives and property must have the full help of wide-awake trainmen.

The director at the flat-topped table is a Laborer.

The smith at the forge is a Laborer.

The musician at the keys is a Laborer.

The poet at his desk is a Laborer.

One is a workman with ideas.

One is a workman with metals and tools.

One is a workman with harmonies.

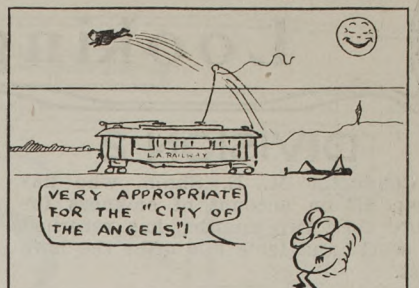
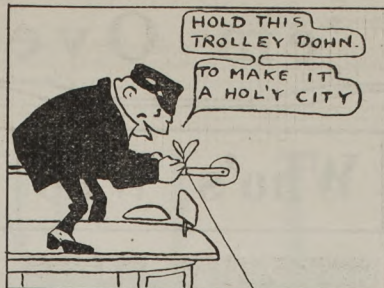
One is a workman with words.

But all are Laborers.



# Conductor Ding and Motorman Ding Ding

By Rollins



## Bouquets And Things

(Hand Picked)

BOUQUETS RECEIVED LAST WEEK

Mtr. T. Forrester, Div. 1.  
 Cond. R. I. Burton, Div. 2.  
 Mtr. W. E. Hancock, Div. 2.  
 Condr. H. Dean, Div. 5.

For Mtr. Ed. Fox, Div. 1.  
 For Condr. J. D. Allen, Div. 1.  
 Los Angeles Railway,  
 Gentlemen:

I want to commend to you the motorman on car No. 221 on West Seventh and Stephenson Avenue line, at 5.20 p.m., this date, inbound, about the 4000 block on Stephenson Avenue.

An automobile struck an elderly lady as she was crossing the street, in the middle of the block, and knocked her into the car above mentioned, and in some unexplainable manner she landed with her head between the street car fender and the front wheel of the car. The headlights of automobile were shining directly into motorman's eyes, yet HE STOPPED WITHOUT FURTHER INJURY TO THIS OLD LADY, and we both helped to extricate her from under car, and outside of a few minor bruises was practically unhurt as she walked over to the sidewalk and sat down and began to talk.

Being a steam railroad man for fifteen years, and with my knowledge of speed and stopping of cars, I am at a loss to understand how this motorman made such a quick stop. Only his alertness and strict attention to his duty could have possibly saved this old lady's life, and after it was all over the conductor and motorman were so kind and considerate to the old lady, such as bathing her face and other little acts so plainly noticeable, while the man that struck her stood by and looked on.

Yours respectfully,  
 W. F. SOUTAR,  
 2129 Idell Street, Los Angeles.

For Condr. W. J. Millican, Div. 3.  
 Los Angeles Railway,  
 Gentlemen:

I feel impelled to tell you how thoroughly impressed I was by the efficiency and genuine interest shown by the conductor on the West Eleventh Street car No. 992, which passed Sixth and Broadway this morning about 8:50. I have traveled on street cars for many years, but have never witnessed such service.

This conductor called the name of every street at least three times; called (north or south, east or west as the case might be) at every transfer point, and at Sixth and Broadway said: "by walking two blocks east you will come to the Pacific Electric station." Although the car was crowded, not a passenger needed to ask a question.

Very truly yours,  
 MRS. ELIZABETH McMANUS,  
 Director, Bureau of Social Hygiene,  
 818 Pacific Finance Bldg.

For Condr. K. A. Burton, Div. 3.  
 Los Angeles Railway,  
 Gentlemen:

Tonight I saw one of your conductors show such kindness that I must tell you. There was a poor crippled lady on the car. When she went to get off he took her bag and got off and helped her off in a very kind way.

I have seen several do kind acts, but have forgotten their numbers. His number was 508.

ANNA B. ERICKSON,  
 1502 West Eleventh St.  
 For Condr. J. G. Yeutter, Div. 5.  
 Los Angeles Railway,  
 Gentlemen:

I wrote you about two weeks ago commending you on the courtesy of your conductors and motormen, and mentioned for special credit No. 2000. Afterward I remembered that I gave no address, so suspect my letter went with the anonymous letters.

Wishing to give credit where credit is

# Transfers Teach Alphabet

PRESENTED IN RIGHT ORDER

ON checking over my transfers collected on a West Eleventh street run, I was surprised to notice how near they ran to alphabetical order.

At the post office I took some "A's" and "B's" and at First Street I got one "C" and at Fifth Street a few "D's."

At Sixth someone presented an "E" which I had to turn down and

collect a fare. Then I received the body of an inbound "F" at Seventh, some "H's," an "I," some "J's," and the body of a "K."

At Georgia I picked up a diverted "L" and at Vermont filled the bill by getting the body of transfers M, N, O, P, R, S, T, U, W and quite a few "V's."

J. A. McDONALD, Div. Three.

# COLLINS TELLS HOW TO SAVE 10 FEET ON STOPS

(Continued from Page 1, Col. 1)

have been overlooked by most trainmen, or not considered as it pertains to the individual. Trainmen have signaled to me while I was in a crowd on the street, that they wanted to speak to me. There is no rule or no signal to be given so the man must make one. His mind being on what he wishes to convey to me he starts ringing the gong and will ring three three short taps. Every man will ring the gong in exactly the same manner.

On the other hand I have heard more times than enough, our men using the gong to attract the attention or flirt with some girls who are on the street. In each case it is done the same way, same pause, same number of taps; two light taps, a slight pause just loud enough to be conveyed, but not harshly, to the ears of the party he has in mind. Although the young lady may never have been flirted with in this manner before, it is safe to say she knows that it was meant for her.

At times a motorman will see me on the street when traffic is not very heavy. He wishes to attract my attention just to say hello. He does not want to see me about anything in particular. He will give a "flirt signal." As soon as it is heard, I know what he means; just wave the hand to recognize it; he gives an answering "highball" and the incident is over and forgotten. It is the sameness of it, each man doing the same thing unknown to the other; this shows the mind and the mind only, and when used will do the thing as near right as it is possible under existing conditions.

**System is Essential**  
 Now after these examples of "sameness" in operation I want to draw the lesson of always following the same system in making stops and being prepared for the unexpected.

If men could get away from the "time first" idea replacing it with the "safety first" idea, both time and safety would be taken care of. You never saw a man have an accident when he recognized the hazardous condition before him and prepared for it. Accidents do not "happen." They "happen" when he is off his guard thinking of getting through. If

every man on taking his car would make up his mind to do everything he knows to keep from having an accident, keeping that uppermost in his mind every trip during the day he would have a clear accident record, as far as responsibility is concerned. The only kind he would have would be where something ran into him, one we could not expect him to avoid.

**Must Plan Ahead**  
 For a man to train his mind so he can act quickly, he first must figure what action he must take in case something should get in front of his car. In doing this he is less liable to be confused when the emergency arises. The power may be on when the danger shows up. While the left hand is throwing off the power, the right can have the brake handle over almost as soon as the controller handle left the "on" peg, which would mean the air would be on at least ten feet sooner than if you waited until the power was off. That ten feet would mean considerable difference at the end of the stop.

When you know what action you will take in an emergency, then make a study of the road space idea. It is the only thing there is to study to keep from having collisions which involve the front of the car. A man who varies in his stops, having no set safety stop for things ahead, has the average against him. It is only a matter of time until he hits something. If he makes it a point to stop three feet back of the car ahead in No. 1 zone, and five feet from an auto, the average is in his favor—fewer accidents result. The fact that he is holding to such a system makes him less anxious, giving him better control over himself, which will have a more far-reaching result than most people realize.

**Safety Comes First**  
 When a new man starts on the car time is first or about even with safety; as soon as he finds time interferes with his comfort more than safety, time wins out. Time is regular and can be watched. Up to a certain load it is easy to make, beyond that load it can not be made from time point to time point, but as a rule it can be made through to the end of the line, so a man can leave on time except with pull in cars which are purposely cut short to get them out of the way.

## CARS MUST MOVE SLOWLY APPROACHING FIRE HOUSES

One of the most dangerous practices possible is running street cars past fire houses in violation of Rule 65, which reads: "When passing fire department houses, cars must be run at such a rate that a stop can be made in 5 or 6 feet."

It is necessary that the Fire Department be unhindered in effort to get to a fire in the shortest possible time.

## On The Back End

(Contributed)

Cash Receiver R. Smith, of Division Four, cannot meet the demand for goat milk. As the milk baron himself explained it, one of his goats fell in a large hole on her back, which put her out of commission. In other words, the goat took a tumble to herself.

THE WAIL OF A STREET CAR MAN.

I left Athens on the HILL,  
 Five minutes to the bad,  
 Opened up the old Bus,  
 And gave her all she had,  
 Figuring closely  
 With the time at hand,  
 To be on time  
 At Jefferson and Grand.  
 Picked old hens  
 And cripples on the fly,  
 If they moved too slowly,  
 Just passed them by.  
 As I neared Forty-eighth Street,  
 Private Right of Way,  
 I snatched out my watch  
 To get the time of day.  
 Just twenty seconds,  
 But Oh that sound!  
 There was a Grand Avenue car  
 Just creeping around.  
 I frothed at the mouth  
 And rang the bell,  
 For I knew the old schedule  
 Was S. O. L.  
 Then Johnnie Collins  
 Came across my mind,  
 For I knew that he  
 Would call it a lucky find.  
 A good example  
 For safety first,  
 So I rubbed my head,  
 It was ready to burst;  
 And took it easy,  
 Didn't ring the gong  
 Didn't look at my watch  
 As I crept along.  
 After all, old timer,  
 It is all in life,  
 So why all the struggle,  
 Why all the strife?  
 There is always a thorn  
 Where you find a flower,  
 And we street car men  
 Are paid by the hour.

A. L. MURRAY,  
 Mtr. E. Fourth Line.

Motorman Dan Lantz, of Division Three, put David Harum and his famous horse trading to shame, when he traded a perfectly porous 12-year old overcoat with Motorman Charley Owens for a two-day old, equally porous, rain-coat. Both claim victory, but as Charlie got a dollar to boot, he is no doubt the winner.

Who said that bosses never pull boners? Foreman B. B. Boyd of Div. 4 was motoring home from a social event recently and at 8th and Carondelet something went wrong. It was 1:00 a.m. He got out and he looked 'er over. And he examined the spark plugs. And he inspected the engine. And he used his intelligence. And called up a garage man. And the man came. And looked 'er over, too. And he said, "This is not a Stanley Steamer. Get some gas."

Before starting his run on one of the chilly mornings last week, an ambitious conductor of Division Two grabbed a heavy hammer, used by the track men working in the yards and swung it around industrially to warm up. After a few minutes he tired of it and decided grabbing nickels offered plenty of action.

Be enthusiastic—it is contagious.



# Looking 'em Over at the Divisions

## DIVISION 2

Conductor M. E. Shain, who has been off on account of sickness for more than two months, has returned to work, and feels fine after the long rest.

Motorman J. D. Brubaker, who has been on leave of absence for about 70 days, built an addition to his house and is now back to work.

Conductor A. O. Johnson left two months ago for his old home in Cincinnati, O., to settle the estate of his mother who died recently. Johnson has returned from the east, and says he is mighty glad to be back in L. A. even if it is a little cold here.

Conductor B. F. Lowe has traded seniority with R. J. Leonard of Division Three. Conductor S. S. Wolam also took a notion to leave us, so he talked C. R. Ream into trading with him.

Motorman E. J. Eden, who left here about three months ago to take treatments at the government hospital in Tucson, Arizona, is getting along fine, and expects to be back again in a few months, according to letter just received from him.

Say, boys, E. J. is very lonesome down there, and would appreciate very much if you would drop him a line. His address is U. S. P. H. S. Hospital, Tucson, Arizona.

Conductor E. A. Enter, who left the service early in 1920 to engage in shipyard work, was re-employed a few days ago, and is now at the foot of the list; glad to be back again.

## On the Sick List

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

### DIVISION NO. 1

Conductors—E. N. Duncan, 203 E. 7th St.; J. Birmingham, 909 E. 9th St.; O. L. Bailey, Van Nuys, Calif.

Motormen—W. L. Campbell, 801 Bonnie Beach; F. E. Brown, 3048 Stephenson; T. W. Hartford, 137 S. Hicks St.; H. E. Phillips, 1631 E. 65th St.; S. McDonald, 224 S. Flower St.

### DIVISION NO. 2

Conductors—A. Tye, 446 E. 84th Pl.; H. S. Crawford, 5135 Woodlawn; S. F. Sutherland, 853 N. Hicks St.; M. W. Nelson, 511 E. 52nd St.; F. R. Howard, 327 E. 53rd St.; C. R. Preston, 200 E. 53rd St.; A. F. Crosby, 967 E. 31st St.; J. Kirkpatrick, 1035 E. 36th St.

Motormen—P. E. Wilkins, 1125 W. 35th St.; J. Waddell, 520 East 23rd St.; J. T. Gibbons, Phoenix, Ariz.; T. A. Brewer, 224 East 54th St.; J. G. Fakes, 319 East 52nd St.

### DIVISION NO. 3

Conductors—E. L. Jandro, 2816 Jeffries; F. A. Peterson, 2057 Dayton; W. W. Wright, 236 East Ave. 38.

Motormen—C. H. Freer, 2729 Pepper; E. Eaheart, 2615 Merced; J. W. Gilreath, 1923 Echo Park; W. W. Strong, 934 Beatrice; W. A. Smith, 2823 Moss Ave.; R. McCartney, 239 East 5th St.

### DIVISION NO. 4

Conductors—A. McKinzie, 905 E. 9th St.; W. S. Shields, 2103 Thompson St.; H. J. Burke, 2714 Central Ave.; D. E. Hubbard, 8127 Alix Ave.; A. Aulet, 127 N. Hill St.; R. M. Garner, 1924 Norwood St.; T. W. Laughlin, 917½ West 11th St.; D. A. Mitchell, 907 S. Hill St.

Motormen—J. C. Walp, 1332 Winfield St.; C. A. Staley, 1948 Bonsella Ave.; P. McGrory, 613 West 83rd St.; C. B. Hackett, 417 Downey Rd.; J. Wayne, 1323 Bond St.

Operators—O. O. Reed, 3050 Oregon St.; R. H. Andrews, 1151 S. Hope St.; C. E. Crayne, 2884 West 12th St.; A. E. Cutler, 1234 Ardmore St.

### DIVISION NO. 5

Motormen—L. L. Culp, 4513 3rd Ave.; A. J. Spohn, Inglewood; H. T. Smith, 2319½ W. 54th St.; W. B. McCarter, 5403 6th Ave.

Conductor—H. F. Henney, 4223 S. Normandie.

## Who's Who



THERE is an old myth that soon after the dove came back to the ark and Noah called, "End of the line, all out" "Bill" Stoll went out to Fifty-fourth street and chased the sea gulls away from the doors of Division Five and started the Grand and Moneta cars on their way rejoicing. After a short time he complained that the sea gulls were multiplying too rapidly and called for help. And there went forth one O. S. Trabue.

With these preliminaries, consider yourselves introduced to "Bill," who registered in Sunday School as William E. Stoll, the gentleman on the right of the picture, and O. S. Trabue.

"Bill" began as a motorman way back in 1904 and ran out of Division Two. The following year he learned the technique of switching and followed that profession until 1908, when he returned to train service. In 1911 he was made boss switchman at Division Five, and still holds that position.

His side kicker started in the main shops at South Park in 1910, and switched to switchman September 15, 1919.

Two more popular men could not be found. They are on the job every minute helping the trainees as they pull the cars in and out.

## DIVISION 5

Conductor W. B. Freeland has taken a short leave to try out another position.

Motorman L. O. Larson has secured a four weeks leave of absence to have some dental work done.

We believe Motorman Bacon must have been of great assistance to the Schedule Department in getting out the new Grand and Moneta Schedules, for he didn't seem to be very well satisfied with the old ones. He reported for his run one day last week just one hour before it was due out. When he tried to get his car out of the barn it was behind two other cars. He sure was one excited motorman until someone told him to look at his watch again, when he discovered his mistake.

Motorman L. P. Bean, who has been serving as extra Supervisor for the past two months, has been appointed to that position permanently. We wish you success, Mr. Bean.

W. F. Knapke and L. J. Lareau who have been on leaves of absence for a few weeks have sent in their resignations to take up other business.

Read the bulletin posted in regard to the raffle being held for the benefit of the invalid son of Conductor Kennedy, get the particulars of the case and then step up to the window and demand your tickets. Help a brother in distress.

## DIVISION 3

With this issue of "Two Bells" the present safety contest will be at an end, and present indications are that we will finish in about third place, maybe fourth. This contest has been a series of ups and downs. Divisions One, Three, and Five running a very close race, with Division Four at the finish in pennant winning stride doing their most earnest to overtake Division Five for first place. But with the edge that Division Five has at the time of writing (Thursday), it looks very much like Division Five is the winner. Oh, well, we tried anyhow, and will try again, and we take our hats off to the winners. But nail it to the mast, boys, as we will be right after it.

Our "Happy Wop," Conductor Conestino Florio, came in the other morning all het up and wanted to know how it was that Moreno the Athlete had gotten his picture in "Two Bells." When informed that good looks and form counted for much, he murmured "Sacramento spaghetti," which in English means "Correct absolutely."

Conductor Slim Comstock declares the reason for his greatness is that he has a clear conscience. He went home about 5 o'clock P. M., and took a little nap. The next thing he knew his alarm rang at 5 o'clock the next morning. Some sleep, I'll say.

The new car No. 1101 is a beauty all right, and has been assigned to this Division, the home of all beautiful things. Each conductor who has been operating it has turned in a miscellaneous report as to his opinion of same, and all report favorably.

This spell of un-California weather has put a lot of the men to the bad. We have, at present, a very heavy sick list, making it, of course, hard for men to get off just when they would like to. But Dan is doing his best, and if it is possible at all you will be let off when you ask.

Conductor W. J. Millican and Motorman C. E. Aldridge just came in and I asked them if they had any news for "Two Bells" as now was the moment. Aldridge said "Yes," and then told me an interesting story of having presented his conductor with a fine fat duck, but as the rest of the story would not sound well coming from a minister's son, I will leave it to you to ask Millican about it.

No sir, it never did happen, it's a Bughouse Fable. Motorman DeDeck or Conductor B. B. Bowman never did call for their run a minute ahead of time. Speed up, boys, a little more pep.

## DIVISION 1

Did you all read the piece what Mr. Collins said about the fellow that's in love? It sure hit the right spot. We know a conductor of this division who is so far up in the air that he is clear out of sight, and it is going to be one long grand hard fall when he does come down to earth, which will be when he is married, like Mr. Collins said.

We have some dandy new Yale locks on all the boys' lockers now.

Well, well, the case is hopeless, although we died a hard death, but the end came all of a sudden, in 10 days. Many have wondered what was wrong and so have I, but I guess no one will ever know just what was wrong. But I am sure that in the next race we will not die such a death. Oh! yes, we were all talking about the safety race.

## DIVISION 4

Safety contest? Sh-h-h! A ghastly depression is in the air. Smells like defeat.

Mr. B. B. Boyd is getting gray headed! How come? Can worry over the safety contest have caused the impossible to happen?

*Knittle*:—"Tonight I was one cent over in my cash. I mentioned the fact to my motorman (Forster). He remarked that he thought we got the (s)cent as we passed the soap factory on East First St."

CONDR. F. W. DEUBER.

The motorman was probably right, F. W. Were it not for Hauser's packing house the boys on the Santa Fe Avenue line would be getting a (s)cent an hour less.

How does this strike you for a commendation of the service, boys? A colored woman of generous proportions climbed on Conductor C. E. Robinson's Garvanza car last Tuesday on Spring St.

"Does you all go to Av'noo 39?" she inquired.

"We sure do," answered "Robbie" with a smile.

"Well if ah doesn't get up when we ah 'proaching av'noo 39, will you call it out loud?" she requested.

"Yes, ma'am," replied Robbie.

Twenty or more minutes elapsed. The car was passing Ave. 37. "Ave. 39!" yelled Robbie as he noticed that the colored woman had fallen asleep. Just then a alarm clock began ringing somewhere. The woman jumped up, jerked open a valise which she had with her and quieted the unruly alarm. "Say, what time is it Mistah conductah?" she begged.

"Ten twenty-nine," answered Robbie, glancing at his watch.

"Oh! I see," commented the passenger, "this dern alahm clock has lost half a minute."

Motorman C. L. Seibert contributes this:

"Don't let yourself grow narrow. Take alarm if you find you are getting into the habit of criticizing unkindly nearly everything those around you do."

## FORCE OF SPEECH

"Pardon me, Mr. Supervisor," begged a wrinkled female of crabby attitude as she approached Bill Flannery at 10th and Vermont a few days ago, "but I wish you would tell me why a conductor yells 'all aboard!' when people are about to get on the car?"

Bill instantly assumed an air of authority and explained how the phrase "all aboard," derived from the Latin "fergawdsakehurri" means "shake-a-leg." He dwelt on the fact that the term originated on the Pompeii Local, but is now used on steam roads, steamboats and streetcars to stimulate promptness on the part of prospective passengers.

"Well do you know, Mr. Supervisor," the lady continued, "I had just started to board a car this morning and the conductor yelled 'all aboard!' so roughly that I fell up the steps."

Flannery cannot comprehend how a conductor can be so inconsiderate of fair womanhood.

(We wonder what happens when he yells "step forward, please!").

## CORRECTION

The Bouquet in last issue for Conductor A. R. McDonald, No. 396, should be A. R. McDougall, Division Three.