



TWO BELLS

Vol. III

JULY 10, 1922

No. 6

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

RECORD JULY 4th TRAFFIC

CONDUCTORS' SYSTEM CAN PROMOTE SAFETY

By JOHN C. COLLINS
Supervisor of Safety

For a motorman there is one plan or system that when properly studied will take care of every combination he meets during the day. There is also one idea for the conductor to study which will keep him fully protected at all times. He can not use the road space idea in his work because the work is of an entirely different nature to that of a motorman. The motorman must protect himself from all kinds of combinations, while the conductor must protect his position. It is the way a motorman or conductor uses his mind that keeps the clear accident record.

The system for a conductor, especially the new man, to follow is to anticipate the consequence of a move at the time that move is about to be made, realize what might happen, then act so it can not happen if the move be dangerous.



As you are about to step off the car to go forward, you know the move and the danger in time to protect yourself. A glance in the right direction will do it. You are about to step into the path traveled by autos. If you see one approaching in such a way that it would be dangerous for you to step off the car at that instant, wait till the way is clear. Form the habit of looking.

In Grave Danger

The conductor who jumps into the middle of the street as the car is coming to a stop, disregarding all danger, will some day have to do some lively jumping to keep out of the hospital, for the average is against him, he is bound to lose. A hospital may be a nice quiet place to take a rest, but a cemetery. There is a point of view connected here, it depends on whether you look down from above

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

Horse is no Fun for Man who Works Sitting Down

OVER the holiday week-end, Harry Tuttle of the schedule department and R. A. Pierson, chief instructor, took their families to the ranch of Pete Flaherty, watch inspector. Pete has a beautiful place, 45 miles from Hemet and is a dandy host.

Having learned how to handle a Ford, Harry was ambitious to extend his field and tried a saddle horse. The animal was gentle enough until it started to gallop. Harry grabbed the horn of the saddle and held on until the horse got tired. Then he eased himself to the ground and remarked to Bob Pierson:

"This horse must think I'm a floor walker because it doesn't seem to realize I've got to sit down at the schedule table all day. I'm through!"

Electric Switch At Sixth and Figueroa

An electric switch has been installed at Sixth and Figueroa streets and was placed in operation last Monday. The switch is set for the West Sixth cars and must be turned by the University cars.

A hand switch has been used heretofore.

Stork Again on The Job at Division 2

The old friend John Stork visited Division Two, after having kept away for three weeks. This time he called at the home of Motorman J. Knight and left a lovely eight-pound boy.

Mother and baby are doing fine and dad is busy acknowledging congratulations.

"And now," said the monocled gentleman who had borrowed a match from the traffic cop. "I suppose you would like to know who I am?"

"Sure."
"I am Sir T. Willy Rockinghorse, Knight of the Bath, Knight of the Garter, Knight of the Double Eagle and Knight of the Golden Cross."

"And I," said the cop, "am James O'Connell, tonight, last night, tomorrow night, and every other night."

A good make—makes good.

Help Given to Police Must Be Thorough

The company has on several occasions received commendation from the traffic bureau of the police force regarding the turning in by trainmen of accident reports and cases of violation of the traffic laws.

This information is greatly appreciated by the police department, but especially in regard to the question of traffic violations it is necessary that in addition to the giving of correct data as to time, place, circumstances, and license number, that the make or description of auto also be noted, and that special note must be made of the drivers of such cars, as lack of such information as will lead to the identification of the machine or the driver frequently results in failure to secure conviction.

H. O. Lillie, Div. 5, Teaching New Men

H. O. Lillie, who was top efficiency motorman of Division Five under the Merit System records of last year, is again working as an instructor. Lillie has had some experience in training new men and has turned out some efficient students.

Albertson Wins 8 Prizes in Dog Show

Cond. H. C. Albertson, of Division 3, owner of the Rockydale Kennels of Boston bull dogs, recently returned from Coronado, having attended the dog show at that place, held under the auspices of the Coronado Kennel Club. He succeeded in capturing six first prizes, one special prize, and a trophy for reserve winner, so outside of all that, we think he did well.

USE YOUR HEAD

A woodpecker pecks
A great many specks
Of sawdust
When building a hut;

He works like a nigger
To make the hole bigger,
He's sore if
His cutter won't cut.

He don't bother with plans
Of cheap artisans,
But there's one thing
Can rightly be said;

The whole excavation
Has this explanation—
He builds it
By using his head.

33,000 RIDE TO LINCOLN PARK FOR HOLIDAY

A record for Fourth of July travel was established last Tuesday, when thousands of passengers were carried to parks and other points of interest. There was not an accident of any consequence to mar the day.

Approximately 33,000 passengers were carried to Lincoln Park. The presence of William G. McAdoo as the orator of the day at the patriotic exercises attracted people from all parts of Los Angeles and some of the suburban cities. Forty extras were operated to the park from 11 A. M. until 4 P. M. A large number remained at the park until late for the display of fireworks and still others made the trip during the evening.

The postal employes' picnic at Eagle Rock Park resulted in approximately 15,000 riding the street cars to that resort. Eight extras were in service and between 11 A. M. and 5 P. M. all cars were operated through to the park.

Sycamore Grove attracted 5,000 street car riders and Exposition Park had a large crowd through the greater part of the day.

New Leather Vest Protectors Popular

The new leather vest protectors to be used with the change carriers are proving very popular and a large number are being bought at the paymaster's office, room 905, of the main offices. In addition to protecting the uniform against wear from the metal change carrier, the leather has a pocket for carrying the punch.

INTENSIVE FARMING

"William!" There was a premonition of danger in Mrs. Wiggins' voice and her husband wondered what indiscretion he had committed. "I asked you to set my geranium out in the flower-bed and—"

"Well, didn't I, this very morning?"

"William!" There were tears and anger in her tones now. "You planted my new spring hat."—Life.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Traffic Solution Lies In Proper Cooperation

LOS ANGELES has her traffic problem and it will be settled eventually through co-operation plus technical skill. Pedestrian, autoist and street car rider will have to sacrifice a little to accomplish a lot. Under the present conditions there can be no gain in petty scraps. Some auto drivers can be as mean as two cats on a tin roof, but perhaps all motormen are not sunshine and smiles.

There should be more co-operation between motormen and auto drivers and teamsters. Motormen, tap your gong to let autoists and teamsters know that you want to pass them. Don't keep pounding the gong as that does not do any good and makes the other fellow mad. Ordinarily they will pull out for you—not always, but in the majority of cases. When you have a clear way, a smile or a friendly wave of the hand when you pass will create a feeling of friendship. Don't swear at the driver with your gong. It does no good and only makes you look foolish to your passengers.

Quite a number of motormen have a habit of stopping their cars in the outlying sections in the middle of the cross street when discharging and loading passengers. They should stop at the property line and their disregard for the company rules blocks autos and teams that may want to pass. You have received the bell from the conductor in plenty of time to make your stop at the proper place, so why stop out in the middle of the road? You only have to make the stop once so apply the air in time.

Just watch yourself and see if you are giving other traffic the fifty-fifty break that is fair and which you expect for your passengers.

DISCOURTESY CHARGES HIGHEST IN 18 MONTHS

A SERIOUS and inexcusable increase in discourtesy complaints makes the June report the worst since the issuance of monthly statements was started in January, 1921. Fifty charges of discourtesy, more than double those of June, 1921, and an increase of 17 over last May, bring the total complaints to 191.

On two occasions this figure was exceeded. Last March 210 complaints were recorded but this was largely due to the changing of route of the Grand and Moneta line and resultant confusion for a few days. In May, 1921, there were 211 complaints recorded. This was the month the coupon transfer system was introduced.

Last month had no unusual traffic conditions and yet it set an unfortun-

ate high mark for complaints, particularly discourtesy and in this classification there is no excuse for the offenses. Fare and transfer trouble complaints increased from 59 in May to 69 in June. Charges of dangerous operation increased one. Miscellaneous complaints and complaints of starting car too soon, passing up passengers, carrying passengers past stop and short change, all declined.

A peculiar coincidence is that with discourtesy complaints at the high point, the number of commendations received totaled 33, the highest for any month this year. February brought in 31 bouquets and stands second.

June is done and we are on a new month. Let's get behind the work with a smile. A big, extra effort is needed now.

Little Stories of Street Car Life

ALMOST as busy as the skipper of the Toonerville Trolley that meets all trains, is Furman De Guire of Division One, pilot of the Mateo street flyer. The Mateo jigger is one of the busiest little street car lines west of Posey Corners, Ia., and Motorman De Guire seems to be built to fit it. The line is short and so is De Guire. His five feet and seven inches of Irish personality have made him known as "Jiggs" to the Division One men and he thrives on work.

In the shuttle dash from First to Seventh street about six minutes is consumed, then Jiggs hops out and turns the trolley, starts back and does the same thing all over.

One busy day last month he noticed a small grass fire adjoining the Union Oil Company district office at 564 Mateo street. He jumped off the car and

rendered valuable assistance in stopping the blaze and saving considerable property. Then he got back on the car and wrapped it up on nine points. He's a man who craves action.

His good work was reported to the company by one of the officials of the oil company and brought him credits to add to many previously recorded for assistance outside the regular line of duty.

Motorman De Guire is one of those fellows who gets a real joy out of putting the best he has into a job.

Customer—"Do you make any reduction for those in the same line of business?"

Waiter—"Yes; are you a restaurant keeper?"

Customer—"No—I'm a burglar."

BULLETINS

ISSUED JULY 10, 1922

BULLETIN NO. 98
Notice to Conductors

Conductors operating cars approaching Lincoln Park will call "Lincoln Park, Selig Zoo, Alligator Farm, and Ostrich Farm." This for the benefit of the large number of strangers who are visiting these points of interest.

BULLETIN NO. 99
Notice to Conductors

Conductors on early morning cars are frequently refusing to accept transfers dated the day previous although punched to indicate A. M. of the following day; this action resulting in numerous alterations and complaints from passengers.

Please pay particular attention to this matter in the future.

BULLETIN NO. 100
Notice to Trainmen

In leaving cars in car house, trainmen must leave gates open in order that mechanics and register men may be able to board cars readily.

BULLETIN NO. 101
Notice to Conductors

Summer School Tickets—Ticket and back cover pea green, printing thereon in red, and front cover orange—will be on sale at 1050 South Broadway, July 10th, and will be good for Summer School Session up to and including August 18, 1922, on regular school days only.

BULLETIN NO. 102
Notice to Conductors

Please cancel that part of Bulletin No. 96 pertaining to lost Track Badge No. M-105 belonging to C. Martinez, Way & Structures Department, as same has been found.

BULLETIN NO. 103
Notice to Conductors

The following passes are reported lost: No. 1739, issued to O. W. Shoop, Watchman, Division No. 1.

No. 3148, issued to Mrs. Lottie Ellis, wife William Ellis, Painter's Helper.

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

R. B. Hill
Supt. of Operation.

Desks Offered To Correspondence School Students

As a number of trainmen and employees of other departments of the railway are taking correspondence courses in various subjects, the library offers assistance that should be of considerable value. It is thought that many trainmen could use the time between their runs for study if they had the facilities centrally located. Librarian Burt Rees will provide desk room for those who wish to use it regularly for study work. Drawers and keys will be provided so that papers and books may be left at the library if desired.

There will be no objection if two or three students get together in a corner of the room with envelopes and stamps and give the college yell.

Div. Two Old Timers At Nelson Funeral

A large number of the old timers of Div. Two operating and mechanical departments, and also of the Pacific Electric Railway, attended the funeral last Wednesday of the late Richard Nelson, formerly of the mechanical department of the L. A. Railway and later of the P. E. Railway.

The many floral pieces were evidence of the high esteem in which he was held by those who knew and loved him.

NEW RAIL TO BE PUT IN THIRD ST.

Third street track is to be reconstructed from Main to Traction street. Work is now under way and new girder rail and ballast will be installed. The special work at Third and Main was new at the time of re-routing cars in May, 1920. The work will be a considerable improvement as the track gets considerable pounding from heavy commercial trucks.

Work will start soon on York boulevard between Avenue 56 and Avenue 62. The track will be lowered and new ballast put in. The grade will be lowered to conform to new city paving.

Office Folks At Birthday Party

About fifty of the main office folks staged a surprise party recently honoring Mrs. Jennie Shand, telephone operator, on her birthday. After much deep subterfuge, such as only schedule builders can employ, the crowd was smuggled into the home of Mr. and Mrs. Shand, 5867 Denver avenue and the surprise was complete.

A beautiful silver cheese and cracker dish was presented to Mrs. Shand, who informed the folks that she was now 26 years old—permanently.

It is such a job rounding up fifty people to say thank you that Mrs. Shand wishes, through Two Bells, to express her appreciation to everyone for the remembrance.

Mrs. Phobe—"What is your husband's average income?"

Mrs. Neighbor—"About midnight."

EVENTUALLY Why Not Now?

The applicants impatient wait on Peter at the Pearly Gate.

"Come now," says one, "I'm free from sin; unlock the door and let me in."

"Your record," says the aged saint, "is fairly clear of mortal taint;

"But there's one item plainly booked, which cannot now be overlooked.

"I find you never seemed to hear conductors when they called out clear:

"'Move forward please,' but 'gainst all rule, or reason blocked the vestibule.

"For twenty eons you must wait outside with me and meditate."

"Then," said the Keeper of the Keys, "you'll long to hear. 'Move forward, please.'"

—MEMPHIS TROLLEY NEWS.

A Scotch laborer was slipping out of the yard during working hours to wet his whistle when he ran into the boss.

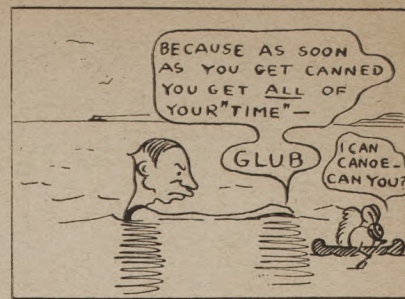
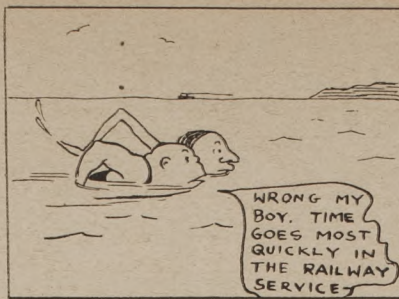
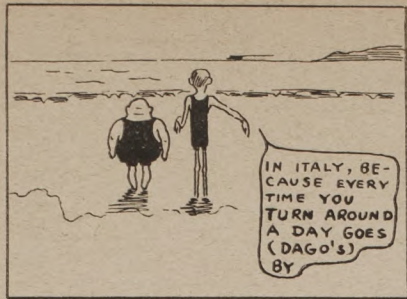
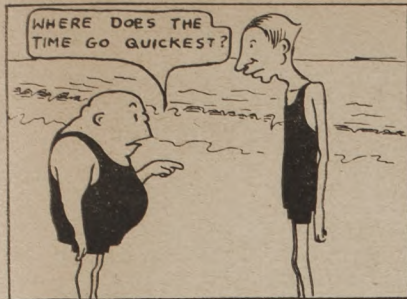
"Halloo!" said the latter, pleasantly, "were you looking for me?"

"Ay," replied Sandy, "I wis lookin' for ye, but I dinna want tae find ye."

—Boston Transcript.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things

(Hand Picked)

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

Los Angeles Railway, Gentlemen:

Being a regular patron of your E. Fourth Street line, and coming in contact with many of your conductors and motormen, I feel it incumbent upon me to bring to your notice one of your employes, who stands out as a true public servant in the discharge of his duties.

I wish, therefore, to mention Motorman 2589 as exemplifying the ideal public servant. He makes it his business to inform your patrons of all the important streets, and treats them with all possible courtesy in performance of his duties.

Yours truly,

MRS. JOSEPHINE BACHMAN, 671 W. 63rd St.

□ □ □

For Condr. W. J. Fox, Div. 2.

Los Angeles Railway, Gentlemen:

Just a word of commendation and praise for Conductor No. 2370, on Jefferson car line, for the courteous treatment of his passengers and the manner in which he calls the streets and announces car connections, etc.

Respectfully,

MRS. M. L. FLETCHER, 3245 Royal St.

□ □ □

For Condr. H. Capps, Div. 1.

Los Angeles Railway, Gentlemen:

Enclosed please find five cents, car fare, which Conductor 822 so kindly gave me when I had lost my purse and was miles from home.

Kindly give him credit for the same, and oblige me greatly.

Yours truly,

H. R. OLOFSUE, 835 N. Hollenbeck Street.

□ □ □

For Mtr. V. L. Myers, Div. 5.

Los Angeles Railway, Gentlemen:

It was my privilege to ride on one of the "U" cars going north last night and was delighted when the motorman, whose number is 1609, announced in a clear voice the name or number of the street we were approaching.

It is certainly a great help to those unfamiliar with the streets, and it seemed to me we saved time thereby.

Yours very truly,

W. H. HOGUE, 1509 Shatto Street.

PERHAPS

Affable Clergyman (pinching a little boy's bare leg)—"Who's got nice, chubby legs?"

Little Boy—"Mummy."

—London Bystander.

DIVISION ACTORS GET RESPITE DURING JULY

A MATEUR theatricals at the five divisions will have a rest this month. Divisions Three and Five are the only ones which have not entertained, but the former will be out after the prize money in full force next month. Vacations prevented Division Three presenting the show in July, as was originally planned. It is expected that Division Five will arrange a show but nothing definite has been heard so far.

The entertainment at the monthly dance July 29 will be arranged by Charlie Means, and that assures the fun.

O. M. Hayward, manager of the division Two show, which was staged last month, wishes to extend through Two Bells the thanks of the division to all those who participated. Special thanks are tendered to the orchestra, those who loaned equipment and to Mr. Means for his help.

'Taking Chance' Is As Bad For Conductor as Motorman

(Continued from Page 1, Col. 1)

or up from below. It is a grave question.

Note conditions as you go forward to pull the switch chain, or as you are taking up the slack. When everything is all right and you want the motorman to start, set your switch, glancing at the point to see that it is over properly. Your position should be facing the rear of the car as soon as switch is set so you can see the rear step or approaching autos. The motorman, as a rule, does not wait for a signal to start but proceeds when switch is set. When he starts, you pass out of his view, so if any one who might fall starts to get off the rear step do not try to signal the motorman to stop, shout to him loud enough so he will stop.

Watch Rear Trucks

As you are glancing to the rear the mind should be on the rear trucks, anticipating what would happen should you drop the switch chain for any reason. It is necessary at times that you drop the chain for your own protection. This is seldom the reason, however, in nearly every case of split switch it is just carelessness, lack of thought.

A good live motorman can in most cases avoid splitting a switch for when he hears the switch chain rattle he knows the rear trucks could not have cleared the switch point. If your mind is on the consequences of the act, you will never drop a switch chain without shouting to the motorman to stop at the time you know the move is to be made, thus preventing a bad derailment and blockade. You can readily see how many things come under the idea of anticipating the consequences of the act at the time it is about to be made. Once in a while a conductor jumps off his own car, runs ahead and pulls the switch under the rear trucks of the car ahead. You know that man did not have his mind on his business. In fact, it looks as though he did not have a mind.

Duties at Cross-over

Another time when very few conductors realize their responsibility is when a car is about to take a cross-over. This move is usually of a slap-bang nature, conductors leaving it entirely up to the motormen to get over safely. Both men are responsible, either one could safe-

guard the car with absolutely no trouble excepting a glance in the right direction at the time the move is about to be made.

All drivers of vehicles traveling in one direction on a street have the right to assume that all vehicles going in the opposite direction on the other side of the street are going to continue in that direction. Any car or auto making a hairpin turn from one direction back in the opposite direction has no right-of-way whatsoever. It is up to the party or crew to nose into the flow of travel in that direction at such a time that they will not interfere. The conductor seldom thinks to protect the car at such a place, though he has a better opportunity than the motorman.

Watch Carefully

Suppose it is necessary to pull the switch for the cross-over, the same thing holds good at all switches. It might not be just the right time to set it. Pull it when there is no danger, a glance tells you that. It makes no difference what position you may occupy on the ground or on the car, you know the move the motorman is about to make, all you need do to protect your car is to glance in the direction the other car comes from as your motorman is about to start. If there is danger that the approaching car might hit yours if an attempt is made to cross, either ring your man down or shout to him not to cross. No matter what you may be doing you should cultivate the habit of anticipating what might happen on account of a move in time to prevent it if necessary.

Forgets Distance

A peculiar fault of the motorman's mind in taking a crossover is that when he is about ready to go, he looks in his mirror (if a careful man, he looks over the gate rail) to see if there is a car approaching. He sees the car from 300 feet to two blocks away, which gives him plenty of time to cross if he starts that instant. But he does not start then, he looks at the switch point, taps the gong, may have to shove the reverse lever ahead, then starts to feed up, in all, consuming about six seconds before starting. He has the approaching car pictured in his mind about 300 feet away, not realizing he has wasted a few seconds, and that the car was approaching at a rate of about 90 feet every three seconds, which places it only about 100 feet away. The motorman in the approaching car thinks you are waiting for him, and that you surely will not pull in front of him when so close and he has the right of way. He is at a point where he is most likely to release his air, just as you start, then it is too late. The next second may result in an accident which could have been easily avoided by a conductor taking a glance in the right direction in time.

The man approaching is required to stop his car unless he receives a signal to proceed, but men continue to make mistakes and he may not stop, which would not interfere in any way with the car taking the crossover if the conductor on that car anticipates that act.

On The Back End

(Contributed)

Motorman R. Bernstein of Division One showed up to work recently with a badly discolored eye. He says it was an accident.

No one accused him of doing it on purpose.

Conductor R. H. Chisholm of Division Two spent a few days at Catalina and was so enthusiastic he says he even enjoyed the ocean trip. Promoters of these deep sea fishing expeditions off San Pedro might sign him as a pilot.

I can swear that the people along Wall street, between Fifty-third and Vernon Avenue, can certainly make a man see red. Saturday night I left Fifty-third street at 8:54 o'clock. My leader was six minutes late so he went to Jefferson without a stop. Some street work is being done along Wall street and there are lines of red lanterns for several blocks. The passengers did not want to take a chance on me passing them up so I was flagged four times with lights belonging to the street work. When I stopped, the passengers put the lanterns down and boarded the car.

MTR. F. H. BARRY.

The politest man in the world was discovered at Sing Sing the other day. After they placed him in the electric chair he asked the warden if he couldn't get up and give his seat to a lady.

While nearing Thirty-ninth and Budlong on July 3, a milk wagon and horse were standing on the track. I sounded the gong several times but noticed there was no driver. The horse pulled over to the curb out of the way and stopped.

If the majority of automobile drivers would use just common horse sense there would be fewer accidents and traffic tie-ups.

Mtr. 941, Division Five.

Condr. R. Dean, of Division Three, is the proud owner of a somewhat healthy boil on the back of his neck. We know how it feels, Ray, and you have our sympathy.

Courtesy will open more doors than a crowbar.

Be sure you have an aim in life before pulling the trigger.

FOR CONDR. J. L. KRC, DIV. 1.

Condr. J. L. Krc, Dear Sir:

Enclosed please find ten cents in stamps, in payment of the car fare you advanced me this morning.

I desire to express my deepest gratitude for this favor. Had you not have done this, I would have had to walk ten blocks, retracing my steps. But that was not the worst feature of the matter, I was in a great hurry to see a very sick patient who had just called me over the phone.

J. M. ARROWOOD, 166 North Richard St., City.

Looking 'em Over at the Divisions

DIVISION 1

L. F. Carmack

Flagman Jim Gallagher has been made a lieutenant in the Swiss navy and will don the gay cap and brass buttons of an information man to tell the world what it wants to know in the district of Sixth and Figueroa.

Motorman Flynn is taking a lay off for a short period.

Former Motorman "Speed" Hayes is now back on the front end winding 'em up to nine points in his old style.

Conductor Krc, who was injured in a traffic accident recently, is getting along nicely at the Golden State Hospital. He will greatly appreciate a visit and it will not take much of your time.

Conductor R. W. Brigham asked for a lay off, which was granted. He apparently got his dates mixed and appeared for work the day his leave was to commence.

DIVISION 2

C. L. Christensen

Conductor L. S. Phillips is working again, after having spent his vacation in the mountains near San Bernardino.

Conductor E. C. Hickey took a few days off to help his brother build a cottage at Hermosa Beach.

Motorman R. Van Soest recently purchased a piece of land in Big Bear Canyon, so he took a couple of weeks off and started to build a house. He is back on the job again, and will later take off some time to finish the job.

Conductor H. F. Henley and family are motoring to Sequoia National Park.

Conductor Wm. Schultz, with Mrs. Schultz and a party of friends, are at this writing on their way to Yosemite Valley, where they intend to spend a couple of weeks.

Motorman J. C. Piester and Conductor J. E. Delaney are on short leaves, to rest up.

The Fourth of July did not have any joy in store for Motorman B. B. Lawler, as his wife died suddenly on the night preceding, leaving two young children. Mr. Lawler and family have our sincerest sympathy.

Conductor W. E. Burns has resigned to go into the oil business.

Foreman T. Y. Dickey wishes to thank some unknown gentleman, through Two Bells, for the box of cigars left at the office for him.

Motorman C. B. Gordon, who had a short leave of absence, has returned to work again, and feels well rested.

Motormen L. D. Marquette, S. T. Millard and J. A. Shore are also back on the job, after a short vacation spent at nearby mountains and beaches.

Motorman W. W. Scheckler, who is on two months leave, visiting old acquaintances in Omaha and surrounding country, is about ready to return to Los Angeles again, according to a letter just received from him.

Motorman R. R. McFall has resigned, to engage in other work.

Who's Who



LIKE many other young men who saw plenty of action during the world war, F. W. Preston turned his eyes and feet toward Southern California when the big disturbance ended.

The year 1914 found Preston employed by the Montreal Amateur Athletic Club. He answered the war call promptly, enlisting in the Canadian army. Overseas he was with an outfit of machine gunners. He managed to hold on to his job until May 1, 1919, when he was discharged in the general demobilization.

A few months later he steered for Southern California and started as a motorman at Division Four. He works a Temple Street run out of Division Four and is one of the most jovial fellows of the bunch.

*Three Chinese laundrymen there were
Who toiled the livelong day,
Till one broke down from overwork
And went insane, they say.*

*His yellow brethren deemed it wise
To take him down the track
And put him in the madhouse
Till his wits he should get back.*

*A fast express roared by just then
And through the trio cut,
That evening on the tracks were found
Two washers and a nut.*

Introducing New Men

The following men have been assigned to their divisions during the week ending July 1:

DIVISION NO. 1

Motormen—W. Bridge, W. McC. Mathis.
Conductors—D. F. Scholes, E. W. Thomas.

DIVISION NO. 2

Motorman T. L. Morrissey.
Conductors—W. F. Brown, J. D. Kirk.

DIVISION NO. 3

Motormen—W. A. Wunrath, E. Davis, A. Mailheau, H. S. McDaniels, A. B. Pugh, W. F. Thurman, F. A. Peterson.
Conductors—A. H. McKeel, K. Compton, Geo. Klein.

DIVISION NO. 4

Motormen—R. O. Sheets, G. H. Benfield.
Safety Operators—A. W. Hickson, R. A. Mayfield, D. J. Curtin, H. G. Bryde.
Conductors—D. Mooney, J. C. Klasson.

DIVISION NO. 5

Conductors—W. A. Price, J. W. Sager, L. W. Stewart, O. C. Haynie.

A rolling stone gathers no moss, but let a street car roll down two minutes behind schedule and see what it gathers!

DIVISION 3

H. E. Fontaine, batting for Russell

Owing to the absence of our regular Two Bells scribe, this column will be somewhat shorter than usual, but in the meantime we hope that Russell will enjoy every minute of his well-earned vacation and return with more pep than ever, and that the fact of his being amongst the mermaids unchaperoned will not cause him any unnecessary worry or uneasiness.

Conductor S. J. Lockhart is on leave of absence to spend two weeks at Murietta Springs.

Conductor R. C. Ware, who underwent a minor operation recently, was in to see us last Monday, and expects to be back on the job shortly. Glad to see you back, old top.

Conductor H. A. Beals' present address is Yosemite, where he expects to camp for the next three weeks.

As Cond. Jarvis Phillip was passing a Holy Roller meeting, a very excited gent boarded his car and said, "Hallelujah brother." I've just been sanctified, and I live at Inglewood and when coming to town yesterday I beat the conductor out of 10 cents fare, "and I want to pay it."

"Just drop it in the box," said Jarvis, "and tell all your Inglewood friends to go and do likewise, for there is sure a whole lot of them that could stand it."

Conductor Sam Riggs was complaining Monday of a severe stiff neck and no wonder—we understand that the old boy was at Balboa on Sunday, and the large assortment of sunkissed bathing beauties to be looked over, required more everlasting twisting than any ordinary unrubber neck could withstand. "Yea verily the way of the transgressor is hard."

On the Sick List

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

DIVISION NO. 1

Conductors—E. S. Wright, 207 N. Chicago; A. C. Stanley, 768 Stanford Ave.; H. N. Mullendore, 507 Maple Ave.; C. K. Herbert, 4961 Central Ave.

Motormen—W. N. Gaines, 1054 S. Grand Ave.; J. W. Fenicle, 5307 Grand View.

DIVISION NO. 2

Motormen—A. A. Rooke, 1123 W. 55th St.; R. W. Carroll, 621 E. 50th St.; P. A. Clark, 316 E. 55th St.

DIVISION NO. 3

Conductors—J. R. Jaynes, 2833 Jeffries; L. J. Hinson, 1619 Chaplain Ter.

Motormen—R. W. Miller, 417 W. Ave. 61; J. Corson, 2927 Jeffries; J. G. Brittain, 225 W. Ave. 60; F. Milano, 2812 Jeffries; S. Rangel, 1792 N. Spring; H. L. Edwards, 2653 Roseview Ave.

DIVISION NO. 4

Conductor—F. D. Ware, 1139 W. 7th St.
Motormen—A. Montrose, 2941 Antietain St.; F. A. Barnard, 202 Lake Shore Ter.; S. M. Wales, 1432 Maple Ave.; M. B. Boyd, 1301 W. 11th St.

Operators—R. H. Andrews, 1151 S. Hope St.; J. E. Balding, 878 E. 48th St.

DIVISION NO. 5

Conductor—M. M. Sacks, 2301 W. 54th St.

Motormen—D. C. Ross, Lawndale, Cal.; S. N. Cupps, 339 W. 53rd St.; R. T. Todd, 514 W. 54th St.

Georgia: "Ma, if the baby was to eat tadpoles, would they give him a bass voice like a frog?"

Mother: "Good gracious, no! They'd kill him!"

Georgia: "Well, they didn't!"

—London Answers.

DIVISION 4

E. H. Ellis, batting for Knittle

The following men are taking leave of absence: J. McGregor, 60 days, for much needed vacation and to visit in Canada; G. H. Slatford and A. Goldsmith, 10 days vacation; J. E. Dyer, 30 days, to build a house.

O. V. Hitch has returned from 30 days leave.

L. O. Crabtree has resigned to accept a position with Santa Fe Springs Oil Co.

E. A. Sommerville has resigned to go into business.

Our Official Reporter has been at Venice since July 3. We do not know why he is not on the job, but are good guessers.

Foreman B. B. Boyd was up to Mt. Baldy over the Fourth. He came in on crutches next morning. (We are not as young as we used to be. Can't stand the walk.)

M. B. Boyd, who was injured at Eighth and Vermont by an auto, is back on the job.

Mr.—I was a fool when I married you.

Mrs.—I knew that, dear, but I thought you would improve.

DIVISION 5

L. W. Burwick

Motorman R. H. Johnstone has been called back east by the illness of his mother.

C. R. Zoll, J. A. Limes, L. J. Robinson, and H. F. Henney have started their vacations during the past week.

A. A. Blaubach has returned to duty after spending two weeks at Yosemite.

J. R. Gunn has resigned to accept another position.

T. M. Schrader and R. J. Davis have returned to duty after short vacations.

Motorman "Pete" Jaksich is not exactly a coin collector, but he is making strenuous efforts to secure all the old one cent pieces he can. With the aid of a rubber eraser and a little gold polish he claims to be able to dispose of them as gold pieces.

W. D. Schaefer has resigned to return to his home in Oregon.

R. H. Thompson has resigned to accept a clerical position at Manila, Philippine Islands. He is now taking swimming lessons at Bimini in order to make the trip in record time.

A MOTORMAN'S PRAYER

(Contributed by T. A. Golish)

Don't stand on the steps, or hang around the door.

Don't talk to the Motorman or spit on the floor.

Don't sit on the brake, you might get a jar,

For it is there to use in stopping the car.

Come right in and try to get a seat, But first be sure there's no mud on your feet.

Abide by these rules when you travel with me,

And all will be well with both you and me.