



# TWO BELLS

*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

## Service Suggestion Winners Named

### Claim Agents of Coast Meet Here

### PLANS TO CUT ACCIDENTS DEBATED

Claim agents representing every electric railway on the Pacific Coast from Vancouver to San Diego met in Los Angeles this week for a three-day convention. Headquarters were established at the Angelus Hotel, and the first business was transacted Wednesday morning.

C. M. McRoberts, general claim agent of the Los Angeles Railway, who was elected first vice-president of the organization at the convention in Butte, Montana, last year, had an important part in arranging the convention affairs and conducted a part of the Friday session.

Thursday afternoon was devoted entirely to discussion of safety measures and suggestions for procuring greater co-operation of employes and the public in the work of accident prevention.

In addition to a busy business program, entertainment was provided for the delegates. A dinner was held Wednesday evening and automobile trips were arranged for wives of delegates. Saturday a trip over the Pacific Electric lines to Riverside was arranged, with luncheon at the Mission Inn. Transportation on the Los Angeles Railway and Pacific Electric Railway was furnished to the delegates.

### Company Arranges Service Exhibit

The company has had an exhibit in the Greater South End Exposition held at Sixty-fourth street and Moneta June 3 to 10. The show was sponsored by the South End Business Association.

Posters, illustrating the extent of yellow car service and possibilities for co-operation of the public, were exhibited in the railway booth. Mrs. Gallupe, of the manager of transportation office and Frank Christy of the information squad, represented the company at the exhibit.

### TWO ENTERTAINMENTS TO BE GIVEN IN JUNE

TWO big events at Recreation Hall are scheduled for this month. Division Two will furnish a program at the regular monthly dance June 24, and a special entertainment will be presented next Wednesday evening, June 14.

The program next Wednesday will be furnished by the Southern California Edison Company, and is billed as an electrical evening. In view of the importance of electricity and electrical equipment in street car operation, a large attendance is expected. The event will give an excellent opportunity to learn more about the control and use of power. A large quantity of equipment will be used in the demonstrations.

The program will begin at 8:30

o'clock with a talk on The Romance of Power development in the United States and particularly in California. This will be followed by a demonstration of high voltage and high frequency currents.

How a man can take one million volts of electricity so that his finger tips will fire a piece of paper and a cigaret can be lighted by touching it to his cheek, will be the feature demonstration of the evening.

Vaudeville and motion pictures will follow.

A complete model of a hydro-electric plant will be in full operation.

The program is one of worth-while entertainment and instruction of particular interest to all employes of the railway.

### CASH GOES TO WORTMAN, SEQUIN, ESTER

Seventy-eight service suggestions were submitted in competition for the first cash awards offered by the transportation department. The results in the first month are considered by officials as very encouraging. They show a keen interest in work and contain some excellent ideas.

The awards of \$7.50 for first, \$5.00 for second, and \$2.50 for third, will be made every month. The announcements will be made as soon as possible after the first of each month through Two Bells. Those who did not send in suggestions in May are advised to get busy this month and send in their ideas as soon as possible.

#### Early Bird Wins

When two men make the same suggestion, the one sending it in first has the preference. This condition arose in the first competition in naming winner of the third prize.

The first prize of \$7.50 goes to Motorman W. E. Ester, of Division Three, who suggested that efforts be made to broadcast some ideas on street car service and safety by the radio-<sup>phone</sup>.

The suggestion is a good one because it is practical, timely and should not entail expense. Efforts along the line suggested by Motorman Ester will be made immediately.

The second prize was won by Conductor R. L. Wortman, of Division Two, with the suggestion that a school zone sign be suspended from the wire on Pacific Boulevard, between Fifty-sixth and Slauson. The school is in Vernon and the suggested sign will be a reminder to motormen to exercise additional care.

#### Observed Need

The suggestion of the school sign indicates an interest in work taken outside actual working hours. Conductor Wortman lives near the school mentioned and noticed the need for the safety warning while off duty.

A plan to keep knowledge of car equipment fresh in the minds of train-

### PATRONAGE AT COMPANY RESTAURANTS INCREASES

INCREASING patronage of the company restaurants at Division Three and Division Five, indicates genuine appreciation of the plan to offer at these eating houses good substantial meals at moderate prices.

From a start of 200 meals per day last October, the Division Three restaurant has increased its business to the point where it is serving close to 500 meals a day now, according to E. B. Carter, who is in charge of the two popular places.

The formal opening of the company restaurant, at Division Five, the Blue Goose, was highly successful and increasing patronage has resulted. At

present an average of 400 meals per day are being served.

Assisting Mr. Carter at Division Five is William B. "Bill" Martin and at Division Three is Ervin "Pep" Pempiller. On the night shift, Roy Banks and Harry Thomas preside at Five and Three respectively.

The Sunday special fifty-cent chicken dinner is proving one of the features of the two restaurants. A number of trainmen from divisions other than Three and Five have visited the restaurants on Sundays.

To give an idea of the meals served, the menu for the special Sunday dinner and the a la carte service, is here:

#### SUNDAY DINNER 50c

- Chicken Broth with Rice
- Roast Chicken with Dressing
- Salad
- Mashed Potatoes
- Creamed Peas
- Pudding
- Tea or Coffee

#### a la carte service

Beef Stew with Vegetables.....	25
Top Sirloin Steak with Fried Potatoes.....	40
Combination Dinner.....	30
Scrambled Brains and Eggs.....	30
Baked Macaroni and Cheese.....	20
Hot Roast Beef Sandwich.....	20
Vegetarian Dinner.....	25
Assorted Cold Meats and Potato Salad.....	35

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

# Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

## Service Ideas Valuable

THE plan of giving cash prizes for the three best suggestions received each month for betterment of service has started well. The response to the invitation for ideas from trainmen is encouraging and indicates a fine interest in the work on hand.

In the past many trainmen have submitted good ideas for service and have seen them adopted as part of the regular company procedure. It is to stimulate this spirit of interest that prizes of cash are offered.

In many ways the trainmen who actually operate the cars and come in constant contact with the public see possibilities for improving service which are of considerable importance. Trainmen hear the impressions of passengers at first hand. They can see the things that contribute to their convenience and the things that may cause inconvenience. A resourceful man may see a solution for such inconvenience, or if he can not map out the whole thing, he can outline a general plan and leave the details to the departments affected, engineering, safety bureau, auditing department or others.

The railway is glad to get suggestions for bettering service and glad to give the cash awards to encourage such suggestions.

## Teach Children Safety

IN TWO articles on safety in relation to children, John C. Collins, superintendent of safety, has discussed the subject on a wider angle than mere operation of street cars. He has emphasized the need for special safety measures where children are involved, because a motorman can never tell which way they are going to jump.

The articles contain some valuable suggestions that may be taken into every home. Every employe of this railway is an advocate of safety first and there is no more practical way of spreading the safety doctrine than by teaching children in the ways mentioned by Mr. Collins.

## EARLY SUGGESTIONS HAVE ADVANTAGE IN CONTEST

(Continued from Page 1, Col. 4)

men won third prize for Motorman W. J. Sequin, of Division One. He suggested that car 9010 be run to divisions at stated times for demonstrations and instruction. A large percentage of trainmen are familiar with this car, which is especially constructed to show the actual working of all equipment and the results of improper use.

This matter has been taken up with the instruction department and R. A. Pierson, chief instructor, has the plan under consideration. Some system will be devised whereby all trainmen can look over 9010 frequently.

### Suggestion Duplicated

The suggestion was sent in by two trainmen, but as Motorman Sequin's letter was the first of the two received, he won the money.

The service ideas cover a wide range of subjects and are worth while in

most respects. Some of the suggestions involved necessary changes previously reported and either started or ordered by the company.

It will be noted that the three winning suggestions involve comparatively small matters. A suggestion which would have called for the most extensive change was that a single track in the center of the street be used downtown and that cars move in one direction only. If investigation showed that this plan was feasible, a tremendous expense would be caused the company by such construction.

More of suggestions for service improvement are expected in June. The big thing to remember is to send in suggestions to Mr. R. B. Hill, superintendent of operation, EARLY. Someone else may have the same idea and win the prize money by prompt action.

## 900 MEALS SERVED EVERY DAY

(Continued from Page 1, Cols. 2-3)

Hot Roast Pork Sandwich.....	25	
Baked Pork and Beans.....	20	
Ice Cold East Side, per bottle, 10c	Root Beer and Ginger Ale, 5c	Soda Pop, 5c
Cottage Cheese 10		
Pot Roast and Macaroni.....	30	
Roast Sirlion of Beef and Brown Gravy.....	25	
Roast Leg of Pork and Apple Sauce.....	35	
Tamale 15; Chili and Beans.....	15	
<b>Dessert</b>		
Strawberries and Cream 15	Strawberry Short Cake 15	Pie, per Cut 10
Pie a la mode 15	Cake 10	Ice Cream 10
Stewed Prunes 10	Apple Sauce 10	Pudding 10
Bananas and Cream 20	Eskimo Pie 10	Tea, Coffee, Milk or Buttermilk 5
Bottle of Milk 10	Ice Tea 10	
<b>Special 35c Lunch Daily</b>		

# BULLETINS

ISSUED JUNE 12, 1922

BULLETIN NO. 78  
Notice to Conductors

The following passes are reported lost: 3803—issued to J. L. Carnine, conductor, Division No. 4.

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

BULLETIN NO. 79  
Notice to Trainmen

Toilet facilities on east end of line "R" are furnished by Hennessey Brothers at 4550 Whittier Boulevard.

Complaint is made by W. M. Lowe & Son at 4700 Whittier Boulevard and by the Manager of Calvary Cemetery, regarding the use of toilet facilities on their property. Such trespassing must be discontinued at once and use of toilet confined to the location at 4550 Whittier Boulevard.

BULLETIN NO. 80  
Notice to Conductors

Conductors must discontinue the practice of attaching temporary extensions to signal bell cords.

*R. B. Hill*  
Supt. of Operation.

A man is like a tack; he can only go as far as his head will let him.  
—Henderson.

## Conductors Settle Domestic Rows on Honduras Trains

Conductors have to participate in domestic affairs as well as collect fares and prevent murder in Honduras, according to a letter received from F. E. Wolfe, motorman of Division Three, who is at present on leave visiting that country.

Mr. Wolfe is visiting with the proprietor of a large banana plantation in Teola.

The incident he describes in his letter concerns a Mozo or native banana cutter who had a slight dispute with his wife because the lady claimed the provider did not provide her with enough coin for the butcher, baker and milliner. She attempted to leave those parts on a train and was followed by her hubby armed with a machete, or banana knife. The conductor and commandante, or village cop, who rides every train, stopped the little drama at an interesting point, just like they do in the movies.

Mr. Wolfe is an expert photographer and sent pictures of the beauty and the beast.

## Condr. Ed Koehm Passes Beyond

It is with deepest regret that the death of Conductor Eddie Koehm of Division Three is reported. He passed away last Tuesday afternoon at the family residence.

Eddie lost his wife about two years ago and since then, developed lung trouble. He continued to work till about five months ago when he was compelled to give up and has been confined to his bed most of the time. He began service with the company in 1909.

He leaves two children, a boy and a girl, to mourn his loss.

Eddie was a good fellow and beloved by all who knew him. Sincere sympathies are extended to the family in their great bereavement.

The funeral was held Thursday afternoon at Forest Lawn Cemetery. A beautiful floral piece was sent by the men of Division Three as a mark of their esteem.

# NEW BOOK ON CAR ROUTES PRINTED

New route folders with general information about street car routes, owl car service, etc., are being printed. A complete supply will be on hand in the Public Relations Department within a few days.

The book gives the name and corresponding letters of all lines, first and last cars, owl service, special accommodation cars in early and late service and routes of lines. The information has been corrected up to the minute by the schedule department.

Distribution to the public will be arranged through information bureaus and other avenues. Copies will be sent to each division for trainmen who care to use them.

## CAR PASSENGER COUNTS VARIED

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

A number of comparison checks have recently been made at passenger checking points, and such a wide discrepancy is found between the report made on the mileage card by the conductor and the actual count of passengers as made by the checker, that some indication of carelessness on the part of conductors is shown.

This discrepancy in some cases is so great that it is impossible to account for the difference; for example:

One conductor shows on his mileage card that he had eight passengers on the car at 12th and Maple, while the actual count shows that he had 38.

Another shows 19 passengers at 12th and San Pedro, while the actual count shows 31.

Another shows 40 passengers at 7th and Maple, while the actual count shows only 19.

These are only a few of the discrepancies disclosed by this check, and the reports so far obtained will be sent to the Divisions for caution by the division superintendents, but unless more care is taken in the making of such checks, it will be necessary to take other steps in order to obtain accurate reports.

In checking a heavy load, it is sometimes difficult to estimate the exact number on your car, but if you keep yourself informed as to the seating capacity of the car you are operating, it is not so difficult to estimate closely the number standing.

Remember all counts on cars going toward the congested district are made as car is arriving at checking point; and on cars going out of town it is made on leaving the checking point.

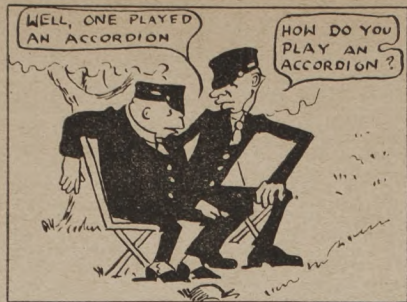
## \$74.45 Raised for The Salvation Army

The contribution boxes of the Salvation Army, which were placed in the five divisions and the mechanical department, yielded \$74.45, according to a letter received from C. R. Boyd brigadier of the district. He says this is considered a fine showing, in view of the later hour in which the appeal was presented to the men.

The campaign for funds was more successful than last year and assures continuation of the Salvation Army's good work. The thanks of Brigadier Boyd are extended to all employes.

# Conductor Ding and Motorman Ding Ding

By Rollins



## Bouquets And Things

(Hand Picked)

For Mtr. S. J. Whitelock, Div. 3 Los Angeles Railway. Gentlemen:

On Thursday evening of this week I saw a motorman on one of your Eagle Rock cars do a deed which I would like to tell you about.

At about 5:30 P.M. I boarded the car at Fourth and Broadway and just as the traffic signals were set for "go," a young negro man with an old negro mammy approached the front steps of the car, it being one of the cars with the entrance at both ends, and started to help her up the steps. The motorman got off his stool, took off his gloves and helped the old lady to a seat. She told him she wanted off at Temple Block. When the car got to Temple Block the motorman again took off his gloves and picked the old colored lady up bodily and carried her onto the platform your railway has there and explained to another conductor working there where the old lady wanted to go. Then he came back to his car and continued his run as though nothing unusual had happened.

I say such acts certainly should not be passed by without a word of praise and I hereby take great pleasure in sending you his number and saying, "Hail the Hero of Everyday Life."

His number is motorman 1217.

Respectfully yours,

"GEO. B. WALL,"

Box J, Arcade Station, Los Angeles, Cal.

For Condr. W. P. Leggitt, Div. 3 For Mtr. M. Wurtz, Div. 3

Los Angeles Railway. Gentlemen:

I wish to specially commend conductor 1486 and motorman 225. They are always courteous to the passengers. Ride on that car quite frequently and it is a pleasure to me. (Inglewood-Hawthorne car.)

Very truly,

"EMMA M. BARTLETT," 1649 West 35th St.

## Praises Service

ANOTHER compliment to Los Angeles street car service, from a man in a position to judge transportation, has been received as a result of the Rotary convention.

Alves Dixon, superintendent of the El Paso Electric Street Railway Company and a past president of the El Paso Rotary Club, was quoted as saying:

"I have been here several days studying traffic matters and I find that the interurban and city cars here are on a par, if not ahead of, those of any other city of the country. I can honestly say that Los Angeles should be proud of its transportation system."

Never be in too big a hurry to be careful.

# LENGTHEN ROAD SPACE TO PROTECT CHILDREN

### Take the Opportunity to Teach Kiddies at Home; They Need Your Help

By JOHN C. COLLINS  
Supervisor of Safety

Article Two on "Safety and Children."

I KNOW how you men feel about children and that is just as all men should feel. So never make the first mistake in judgment where they are concerned. Mark it condition No. 1 and treat it so always. Be so sure of yourself that you do not permit even a close call. A five year old child is liable to get out on the track, open its little arms as though to embrace you, bubbling over with life and happiness, and instead of being embraced, has its life crushed out.

Be ready to stop in time. In using the road space, place your stop well in the clear and do it always. Some men always do it, you are no less a man than they.

Think men, be careful, have patience with them, teach them to be careful, but while doing so never slacken up, not for one moment, in your own vigilance, one moment's neglect may mean a life time of remorse.

You might explain how the accident happened so it looks as though you were not to blame but you will have a hard time convincing me that you were as careful as you could be. While you might convince me, what about your own conscience? Can you make yourself believe you could not have avoided such a frightful thing.

We must admit that the rough neck boy of today is a better boy than we were at his age or confess failure as parents. We have the benefit of our parent's advice, our children have the benefit of the same advice plus what we could give from our own experience and so on, each generation improving and progressing, but the natural tendency of the boy is still that of the savage.

Every boy is subject to flattery. The best way to handle him is to be astonished—that a boy who looked so bright would do a thing so foolish or dangerous. Boys are chuck full of pride, so hit it when you wish to correct them, they remember such instruction, for it makes them think they are older than they are. They have the right stuff, everyone, and the right method properly applied gets results.

But always remember that children are children and we are men with the sacred duty of protecting our children, as well as the other fellow's children. Each man expects that of every other man, and God gave each man the intelligence to do it all the time.

If man ceases to protect women and children with his own life—that would be the end of progress.

## Hawthorne Heads Sons of Veterans

Conductor Francis C. Hawthorne of Division Five has received a signal honor in being chosen department commander of the Sons of Veterans at the recent Riverside convention. The department includes California and Nevada.

Conductor Hawthorne served with Company Thirteen, Coast Artillery in world war. He has been with the Los Angeles Railway since September, 1904.

## Dan Healy Tells It To Rotarians

Dan Healy, the eminent Irish assistant chief instructor, was the walking answer man for the Los Angeles Railway during the Rotary Club convention activities. Dan was stationed at headquarters with an information man's cap and a handfull of route folders and answered all kinds of questions. Some were about street cars.

### AMBITION

Every man is said to have his peculiar ambition. Whether it be true or not, I can say, for me, that I have no other so great as that of being truly esteemed of my fellow-men, by rendering myself worthy of their esteem.

— Abraham Lincoln.

## On the Sick List

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

### DIVISION NO. 1.

Motormen—C. S. Johnson, 1950 Pennsylvania; W. N. Gaines, 1054 S. Grand Ave.

### DIVISION NO. 2.

Conductors—L. Light, 1914 Clippell St. B. E. Allen 303 E. 52nd St.; E. V. Fiedler, 415 E. Adams St.

Motormen—W. W. Stewart, 1052 E. 51st St.; H. P. Chaffee, R. F. D. No. 12, Box 746.

### DIVISION NO. 3.

Conductors—J. Hewitt, 7344 Aragon; J. E. Gorham, 3226 Dayton Ave.

Motormen—L. Gehr, 726 Aragon; J. B. Weil, 3203 Andrita St.; H. A. Drake, 507 Sierra St.; M. A. Snow, 2612 Idell St.

### DIVISION NO. 4.

Conductor C. E. Carl, 117 N. Baily St. Motormen—G. A. Allen, 1413 Firard St.; G. Jensen, 3306 Opal St. Operator J. P. Michels, 1182 West 24th St.

### DIVISION NO. 5.

Conductors—H. Dean, 160 E. 67th St.; A. G. H. Trager, 5334 2nd Ave.

## Thanks Employes for Acts of Friendship

C. E. Pelsue, emergency supervisor on the telephone switchboard, wishes to thank the employes of the Los Angeles Railway for their help and friendship, following the death of his brother and sister-in-law in an automobile accident. A beautiful floral piece was sent to the funeral service.

## On The Back End

(Contributed)

Ye gods! talk about speed! Last Wednesday a Pico crew made out an accident report in the allotted ten minutes.

Conductor A. T. Pelarski of Division Two is off for two weeks at Big Bear lake. Ed. Forsythe, switchman of the same division, started recently with a party of friends for the same resort. No doubt, all will return, bring back plenty of fish—stories.

Conductor W. F. Albernethy and Motorman Charles Freer of Division Three have been appointed flagmen, and they now can be seen any day as busy as a one-armed man adjusting his wrist watch.

Motorman George Searle does not necessarily wear colored glasses to protect his eyes from the glare of the sun, but we understand it is on account of too close observation of a couple of bobbed flappers at Eagle Rock Park, Sunday. How about it George?

Elsie, a little girl about eight years, and whose father was a conductor, had missed out at school several times. Arriving late again the teacher asked her what excuse she had. Elsie replied, "Well, you see mother burned the toast and I had to wait for her to scrape it off."

Just imagine some miss-out champ trying that on a gentle division clerk!

Just supposing:

That there was a radio broadcasting station on the roof the L. A. Ry. Bldg., and one strand of wire was stretched over the top of each car, equipped with a receiving set.

A phonograph attachment at the broadcasting station playing a record entitled "Move Forward Please, Will YOU please move forward," and set to repeat itself, while the pressure of a button by the conductor would do the trick of cutting in.

No matter where the car would be or how busy the conductor, collecting fares and transfers, the request would still be made.

When cars would stop to take on passengers on trip coming into the city, the conductor could plug in just as soon as passengers started to board and keep on until he had the rear end cleared.

By using a private wave length it would not interfere with the musical programs now rendered.

Yours, BILLY BUGS.

### PASSING OF A NIGHT

As the morning new, with its glorious hue Kisses the earth with the golden dew, And the sun peeps over the hills far away, To give light and warmth to the coming day.

As the wind sweeps gently through the trees, And wakes the birds from their beds of ease, And the brook gurgles gently by To water the stock that lie near-by.

As the shadows flee from the coming day, It tells of another night passed away.

MTR. A. E. TEMPLE.

# Looking 'em Over at the Divisions

## DIVISION 1

Our official editor, Mr. L. F. Carmack, is still away on leave, so this column is a little slim for news these days. His smiling face is missed dreadfully and it is hoped that he will soon tire of the bright lights and return to his duties.

We are losing one of our oldest conductors, as regards to service, this week as Conductor Sam Edward, who has been on the road for about 29 years, has been appointed permanently as a flagman.

A good number of the boys are taking a leave these days and are hiking out for all parts of the United States.

Conductors R. R. and J. M. Hunsaker left on a leave of absence this week to take a trip back East in their "Road Lizzy." Here's wishing you luck, boys and hope that you make the trip O.K.

## DIVISION 2

C. L. Christensen

Motorman A. Marascal and Conductor E. F. Thompson, have returned to train service, from Mr. Sweeney's department, where they worked as loaders on busy downtown corners.

Motorman Fred Weslok is visiting friends in San Diego.

Our popular stenographer, T. H. Haskell, is on two months' leave, to visit friends and relatives in St. Louis, and other eastern cities. Conductor W. S. Culver is officiating in his absence.

Conductor G. W. Clark, of the Maple avenue line, has selected a flagman's position for his future occupation. Sorry to see you leave us, G. W.

J. Anderson, formerly of this division, and recently of Division Four, has again returned to us. We welcome you back, J. A.

Motorman T. L. Leyva, who resigned less than a year ago, to join a vaudeville circuit, got tired of traveling around and decided to return to Division Two, where he says, "he knows he will always be in good company." Thanks, T. L., for your compliment.

Motorman W. F. Cooper and R. Nall have returned from their vacations and feel all rested up. Motorman F. C. Sommers, A. C. Jones, H. P. Chaffee, C. B. Gordon and Conds. W. T. Vickers and J. E. Beardsley are on their vacation, at the present time.

Conductor J. B. Stearns, who resigned about eight months ago to join the L. A. police force, has returned to his former position, and says he prefers the extra list to police work.

Motorman W. W. Stewart, who has been confined to his home for some time, on account of sickness, has returned to work again.

Conductor A. R. McArthur has resigned to take up other work.

Ed. Forsythe, our head switchman, is now comfortably settled down in his new home, which he recently built at 210 East 54th st.

Conductor W. J. Fox, who has occupied his time the last few months by helping the ladies to board car, has returned to train service.

Division Two's turn has now arrived, and will give an entertainment at Recreation Hall, June 24. And, according to O. M. Hayward, who is managing the affair, it is going to be the best show ever produced by the L. A. Ry. employes, so if you don't attend, you will miss the chance of a lifetime.

## Who's Who



MOTORMAN J. C. De Deck, of Division Three has about rounded out three years' service as a trainman. Starting at Division Four, he worked as a conductor then transferred to the front end. A year ago this month he moved to Division Three.

He doesn't look so very mean, but still it is gospel truth that he worked in a dentist's office at one stage of his young life, assisting in laboratory work.

Recently, after being off sick for several days with la grippe, he returned to work and had the misfortune to run a nail in his foot. He was forced to stop work for a few days more, but came back smiling, sunny side up. That's his nature.

## DIVISION 5

L. V. Burwick

Mrs. Casey, (alighting from car): "If oi put me foot on the track will ci hev a shock?"

Motorman: "No, madam, not unless you put your other foot on the trolley wire."

The following trainmen have started their vacations during the past week: R. A. Lord, 30 days; D. C. Bacon, 15 days; W. Janner, 60 days; H. R. Mills, 60 days; F. E. Burcham, 90 days; H. F. Kurth, 60 days; R. A. Thompson, 30 days; H. C. Stewart, 60 days; and R. Shosted, 30 days.

Motorman J. F. Beswain has been able to return to duty after being on the sick list for the past few weeks.

Foreman John Robinson is taking a two weeks' vacation, starting Saturday, June 3rd.

H. L. Gayle has secured a ten days' leave to start in the transfer business in this city.

W. Miller has resigned to accept a position in the oil field at Huntington Beach.

Motorman S. N. Cupp has returned to duty after enjoying a short vacation.

N. S. Sarah has resigned on account of poor health and to try ranching. He has a small ranch at Chowchilla, Calif. We wish him success in his efforts and hope his health improves.

G. R. Stevens has resigned to assist his brother in the cement contracting business.

The Angling Club of Division Five held its first venture of the season Saturday, June 3. The party consisted of Commodore Conklin, Captain Wm. Stoll, Secretary John Robinson, and Cabin Boy, Chas. Stoll. They spent the day fishing out from San Pedro in the club's yacht. A very good catch was reported and to confirm their

## DIVISION 3

H. A. Russell

The old saying, "As scarce as hen's teeth," fits right in as regards news for "Two Bells," especially so as to news items turned in by the boys. The "Two Bells" box has had nothing it but air (not hot air) for past several months. Get busy, boys and hand us in some dope. There is something happening every day in your young lives, that would look well, so come across.

Mot. Armstrong tells this one on his Conductor Trout: A regular passenger, a colored woman, said to him: "What youse all call dat conductor Trout for, is he a fish? 'Cause if he is, I'se going to hook him."

Division Four scribe asked in last issue if Division Three lost a conductor when they lost a stool off car 288 last week. No, we have counted noses and we are still intact, and car 288 is not of Division Three.

The official photographer for Two Bells was out Monday, looking for a chance to take the picture of some good looking trainmen for Who's Who. There were so many of them, that we will refrain from mentioning names, but we did hear that Mot. Slim Steele and Cond. Fat Carpenter were filmed together, to be known as "before and after taking" or the long and the short of it.

It has happened quite often lately, in fact it happened twice in one day that a conductor when relieved, failed to take his cash out of fare box, even as much as two dollars. As this is really your own money, it is, to say the least, a very careless way of handling cash. Of course, the relieving conductor is always honest, and you eventually get it back, but the best way to do is to keep your mind on your job and take the coin with you.

Our old friend, P. C. McNaughton or "Mac" as we old boys call him, was in to see us Monday, and he was observed to walk over and take a look at the Safety Pennant. I'll bet Mac's big heart was just going pit-a-pat, as after his wife, I know, that Division Three is his next choice.

They say that a man, to be contented and at peace with the world, must have a full tummy. That accounts for so many of our men at this division having a smile of contentment, and why not? Mr. Carter, king of our restaurateers, has made it possible by his large varied bill of fare at popular prices. Service, cleanliness and courtesy make his motto and it is thoroughly carried out.

Cond. W. J. Millican is laid up at present with brass poisoning in his hand, but expects to be back on the job shortly.

The old Bird Stork is back from his vacation evidently, as on Wednesday A.M. he visited the Cottage Home Hospital and left a beautiful baby girl to the family of Mot. J. De Deck. This is the first in the family and, of course, Deck is all puffed up and proclaims it the best ever. Mother and baby are doing fine.

statements over a hundred pounds of fish was brought to the division and distributed among fellow employes and friends by L. Heinzman, Chief Petty Officer of the Club. Another trip is being planned for the near future and we wish the members the same success as they had this time. I can heartily recommend the fish as being thoroughly satisfactory, both in flavor and size.

## DIVISION 4

C. J. Knittle

Conductor J. A. Saunders has taken a thirty-day leave, which he will spend at Yosemite. Motorman F. Kane is taking a sixty-day vacation.

Conductor A. MacKenzie gathered up a party of fourteen trainmen last Tuesday and hied to Redondo to play tag with the fish. The party ran into a school of sharks. Operator C. Roach had the pleasure of hooking a large one, but it got away with his tackle. Clerk Michaels landed one which measured over five feet and the party succeeded in killing it, but could not get any of its precious teeth because the shark had the "lockjaw." The party returned with several barracuda and rock bass.

Motorman Lewis Wall dropped me a note a few days ago. Said he acknowledged his mistake in running against the flagman's signal on North Main St. recently, but at the same time contends that it was not his sun glasses that made the flag look green. The flag had come from Division Three and he believes that accounts for its greenish appears.

A man, apparently quite stewed, attempted to board Conductor D. W. Gibbs' car on the fly, but was thrown violently earthward. Gibbs stopped and went back to see if he was hurt. A policeman had helped the man up. Gibbs looked him over and noticing that a fluidous substance was oozing from his hip, exclaimed, "My goodness! Is that blood?" "I (hic) d'know, pardner," drowsily answered the pickled gentleman, eyeing the cop, "but right now I (hic) hope it is."

The East Fourth street bridge was the scene of a little display of team work last Saturday. Conductor M. N. Coltrin's car was crossing westbound when his cap flew off and landed down in the Santa Fe tracks. He went up and told his motorman what had happened. when they got over the bridge the motorman told him to get it. "But it is a way over there!" exclaimed Coltrin. "I am quite willing to wait for you," replied the congenial motorman. And he did, patiently, thus saving the con two dollars and a lot of trouble.

I believe I have a double working on the Pico line. Last Monday a lady the "stove polish" variety, boarded my car at Harvard and greeted me with this, "Hello there kid, how come you all didn't show up at 9th and Central last Thursday?"

She got me so "durned" excited that when a plain clothes officer presented his badge at the next stop I handed him a transfer and told him to drop in the box.

## Introducing New Men

The following men have been assigned to divisions during the week ending June 3, 1922:

DIVISION NO. 1.

Motorman W. H. Pope.

DIVISION NO. 2.

Motorman S. C. McKinney.  
Conductor J. B. Stearnes.

DIVISION NO. 4.

Motorman H. A. Byers.  
Conductors—J. A. Thompson, J. Dunn.  
Safety Operator E. H. Langston.

A West Virginia editor says he saw this on a moss-grown tombstone—  
"Here lies my wife, Samatha Proctor, who ketches a cold and wouldn't do for. She couldn't stay, she had to go praise God from whom all blessing flow."