



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

Guards Placed at Railroad Tracks

FISHING CREW HAS SUCCESS ON OCEAN VOYAGE

When the good old ship Tillikum returned to port with Commodore Ira Gott's fishing party last Saturday, June 17, everyone agreed that they had one glorious time. The total catch amounted to about 50 fish of various sizes and eighteen partly broiled lobsters of the two-leg variety.

Mot. W. H. Twombly was credited with the largest and Gott with the smallest. It seems that every time Gott got a strike, the fish would hear his patent bell, and being of the good town of Long Beach, they mistook it for the curfew and beat it for home, taking the line with them.

"Constibule" Frank Mead snagged a barracuda by the tail and landed it, but some unscrupulous person purloined it. Frank polished his star and finally located the fish in the "basement" as he called it.

Mot. E. M. Gallaher, to show that he had no hard feelings against the funny tribe, fed them bounteously, and his sleepiness is a sign of sea sickness, Brigley of Division 4 was some sick.

Daniels, midget cash receiver of Division 3, seemed to enjoy the indoor sport of catching everybody's lines. Condr. E. V. Comstock officiated as official puller in and had it not been for his avoirdupois, many a good fish would have been lost.

Altogether the trip was a success and another one is being planned.

Division 4 Fishermen Gets 350 Pound Catch

Conductor "Duke" Lowen, our famous fishing fiend, and Clerk Roffee spent Wednesday fishing at Redondo. They returned with three hundred and fifty pounds of mackerel, herring, bass and barracuda and a three hundred and sixty pound jewfish. The trainmen were invited to help themselves to the fish, which numbered over a hundred and the large fish was taken to a market.

Kind Conductor Becomes Guardian For Lost Pipe

PERSONAL service is the motto of Jarvis Phillips, the genial, though bald-headed conductor of Division Three.

Recently A. K. Plummer, director of traffic, boarded his Garvanza car and went up front to smoke his trusty pipe. He left the car near the end of the line and left the pipe on a seat.

At the terminal Jarvis came sniffing around and found the pipe. Later in the day he encountered Al's boy, Motorman L. K. Plummer, and said to him:

"Here's sonny, you're young and husky. Take this home to your dad. It's so strong I can't hold it."

Don't envy the other fellow his success. Get on the job, work hard and consistently and with a definite purpose in view and you will not have time to be envious. Incidentally you will in time become an object of envy yourself.

Three Phone Men To Handle Calls

Three emergency supervisors will sit at the telephone switchboard through the greater part of the daylight hours hereafter instead of two. The third supervisor has been coming on duty in the early afternoon and remaining until after the evening rush hour peak. Under the new plan the third man will come on at ten o'clock in the morning, according to A. K. Plummer, director of traffic.

Beware of the man who wastes words. It indicates a surplus of language and a shortage of thought.

Supervisor Bruffett Reports Husky Son

A son and heir weighing in at 8½ pounds joined the household of Supervisor J. W. Bruffett, June 15. Naturally pa is as proud as such an event might warrant and, least we forget, "mother and son are doing nicely."

It is better to please wherever you go than to go wherever you please.

Service Ideas Are Received Three a Day

An even 60 suggestions for service improvement were received by R. B. Hill, superintendent of operation, in the first 22 days of June. This indicates that the total number will exceed that of May and make the job of picking the best of the cash prize awards a difficult job, and sets an average of about three letters a day.

The transportation department wishes to call attention to the fact that while a good suggestion may not receive a prize in the month it was submitted because others had more merit, nevertheless, it is possible that the suggestion may be adopted at some later date. The monthly prizes will be awarded only on suggestions received in the current month.

The chains of habit are generally too light to be felt, until they are too strong to be broken.

Former Mtr. Heiny, Div. 3, Dies in East

Word has been received of the death of ex-Motorman E. J. Heiny at Litchfield, Minn. He will be remembered by some of the older boys of Division Three. After leaving the employ of the company about four years ago, he engaged in the auto business, but for the past two years had been in poor health.

A fool shows his folly and knows it not; the wise man knows his folly and shows it not.

Miller To Visit Alaska and East

Motorman W. G. Miller of Division One is leaving in a few days for an extensive trip on which he will be accompanied by his daughter, Miss Gladys Miller, a teacher. They will leave for Seattle and then take a steamer to Alaska and view the wonders of that country.

Before returning to Los Angeles, a visit to Newcastle, Pennsylvania, is scheduled. Mr. Miller's mother is living in that city. He expects to return to Los Angeles the latter part of September.

FLAGMEN TO PROTECT 15 STEAM LINE CROSSINGS

Fifteen steam line crossings are now protected by flag men. Guards will be put on other crossings later, conforming with a plan started one month ago.

The placing of flag men on these crossings will relieve conductors to a considerable extent of the duty of leaving their cars and making observations.

Crossings on which flag men have been posted and time they are under this protection are as follows:

Seventh and Alameda, 6 a.m. to 6:30 p.m.; 7th and Union Pacific tracks, 6 a.m. to 7 p.m.; 7th and Santa Fe main line, 6 a.m. to 6:30 p.m.; 1st and Alameda, 6 a.m. to 7 p.m.; Naud and North Main, 6 a.m. to 6 p.m.; Redondo and North Main, 6 a.m. to 6 p.m.; San Fernando boulevard and Santa Fe tracks, 6 a.m. to 7 p.m.; San Fernando boulevard and Union Pacific tracks, 6 a.m. to 6:30 p.m.; Macy and Alameda, 6 a.m. to 7 p.m.; Macy and Center, 6 a.m. to 6:30 p.m.; Macy street Bridge, on week days, 2 p.m. to 7 p.m.

Four other crossings are to be protected by flag men during rush travel only. They are:

Third and Alameda, Fourth and Mateo, Seventh and Santa Fe spur track, Second and Alameda.

The men assigned to guarding the steam line crossings are: F. E. Robertson, E. L. Terry, W. McLellan, R. E. Palmer, H. L. Mull, L. G. Dahlbrink, S. E. Edwards, W. F. Abernathy, A. Rooke, W. W. Wright, Robert Hickson, W. D. Carpenter, W. W. Stewart, G. David.

The placing of flag men at crossings does not relieve the motorman of any responsibility except observation of rear step. In approaching crossings the motorman must bring his car to a stop, call for the signal in the usual way. When he receives the signal to proceed he must stand up and make observation to the right and left before proceeding.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Smiles In Hot Weather

THESE are the days when Old Man Grouch sneaks around to pick his victims. Hot weather.

Hot weather means that some folks will get hot under the collar and things begin to pop unless someone cools them down with a refreshing smile. Sometimes it is the passenger who gets hot and sometimes the conductor. When both happen together, there is danger of another mark being placed in the discourtesy column.

It is a positive thing that the weather can be indicated by the complaint reports. Last December came within one letter of being the record month for commendations of trainmen. That may seem funny when December brings the heaviest traffic, the most annoying traffic blockades and usually a generous portion of rain. But December is Christmas month. Christmas makes people think of others and a few people think to write in a word of praise for courteous and efficient trainmen.

Hot weather in the mid-year brings the other extreme. Perhaps some one is still angry with himself because he deferred discarding the winter ones for so long. One of the newspapers sensed the period of the year by offering a prize for the best grouch story. Such a thing would be impossible in Christmas week.

So this is the time to put the best foot forward—not like the chap who steps on a rake in the garden and gets a crack on the nose—but to hang out a smile. Let the world know that a smile is the emblem and shield of street car men. It is both a defense and an offensive against Old Man Grouch.

To keep smiling, inside and out requires some effort these hot days but don't you slump anywhere near that grouchy feeling, for then your smile is like the berry box that has all the good fruit on the top layer.

Like everything else in street car work, almost anyone can do the regular work in a regular way when all the breaks are with him, but the fellow who counts is the one who works just as well when the situation is shifted and he has to put a bit more zip behind his efforts.

Keep Up On Your Toes!

WILLIAM MULDOON, former world's champion wrestler, famed as a conditioner of athletes and a revivifier of tired and other sorts of business men, and now chairman of the Athletic Commission, of the State of New York, has given a brief and practicable primer for the gaining and preservation of a healthy body which, as a rule, is a condition necessary to a healthy soul. He says:

Avoid the use of all narcotics excepting moderate use of tea or coffee for breakfast.

Be temperate in all things.

Keep in a clean atmosphere as much as possible.

If your business is on the second or third floor, find the stairway to go up and down. Keep out of the elevator where you must "swap" breaths with the other occupants.

Do not walk slowly when there is a chance to step out briskly.

Divide your day into three parts: eight hours in bed; ten hours for work; six hours for recreation and refreshment.

Dont worry! Live today. Forget yesterday, and attend to tomorrow when it reaches here! One day at a time is as much as any one is capable of living.

Be orderly and thorough in everything you do, and you will avoid the troubles disorder brings.

GUS DAVID BACK AFTER ILLNESS

Division Three is very glad to have an old friend, Motorman Gus David, back again after three months' sick leave. Gus has been with the company five years and is a popular man. He is not yet strong enough to go back on the cars, but is putting in a little time and keeping out of mischief by working as a flag man.

Gus wishes to thank those who remembered him during his illness and visited him from time to time.

T. R. Miller Hit By Auto at Eagle Rock

T. R. Miller of Division 5 was run down, but not seriously injured, by an automobile while crossing the street at the end of the Eagle Rock line last Saturday evening. "Ted" suffered a dislocated knee, but expects to return to work in a few days.

IMPROVE YORK BLVD.

York boulevard is to be reconstructed with new ballast and drains between Pasadena avenue and Avenue 56. The grade will be lowered to match up with the new city pavement.

BULLETINS

ISSUED JUNE 19, 1922

BULLETIN NO. 88
Notice to Trainmen

Trainmen availing themselves of toilet privileges at the Fire Station on Vermont Avenue near Fountain Avenue who permit Drinking Water to run continuously, or who spill same on floor, will be severely disciplined.

BULLETIN NO. 89
Notice to Trainmen

On account of prevailing hot weather, special attention must be paid by conductors to the ventilation of closed section of cars.

BULLETIN NO. 90
Notice to Conductors

General Manager's Passes will be honored by conductors when signed by either Mr. G. J. Kuhrtz, General Manager, or Mr. W. E. Dunn, Vice-President.

BULLETIN NO. 91
Notice to Conductors

Pass No. 5967, issued to R. W. Large, Motorman, Division No. 2, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

R. B. Hill
Supt. of Operation.

Never judge a man's brain power by the size of his hat. A dynamo is comparatively small, but it houses the power of mighty rivers.

Pavement Plays Shady Trick on Dreamy Rastus

Rastus was on his way somewhere one morning last week, on a 'Hoopa Avenoo cah,' and his mind was busy trying to figure out just why the "African golf balls" had failed to heed his earnest entreaties to "seben come eleben" the night before.

He was standing beside the open exit gate, and when the car cracked the whip around the corner at Fourteenth and Tennessee, he fell out.

Fortunately he hit on his head, therefore no damage was done except to the pavement. The car stopped and Rastus climbed back on to get the rest of his jitney's worth.

As he anchored himself to a post on the port side, he said:

"I ain't nevah done that befo, and I ain't nevah gwine do that no mo."

TWO BELL STAFF ENJOYS DINNER

The writers of Two Bells demonstrated that they can wiggle mean knives and forks as well as editorial pencils, June 17, when a little get-together dinner was held at one of the downtown cafes. R. B. Hill superintendent of operation, expressed the appreciation of the company for the great help that has been given by the division scribes in recording interesting news happenings and making Two Bells a lively publication.

The party attended the Morosco theater and saw "Abie's Irish Rose." Although none of those present works or lives on Temple street, the offering was thoroughly enjoyed.

Those who participated were Mr. Hill, L. F. Carmack, C. L. Christensen, H. A. Russell, C. J. Knittle, L. W. Burwick, H. E. Meason, former Division One Scribe and now a newspaper reporter and J. G. Jeffery, director of public relations.

DIV. 2 SCRIBE HIDES NEWS OF SELF

The Editor Two Bells:

I hate to do this, but owing to the fact that ye Division Two scribe neglected to mention it, here goes:

One morning last week, C. L. Christensen did not act promptly when the alarm clock said "good morning" and was just oozing out of the house into the mist, when he heard his car coming. He made a run for it, and got close enough to see the number on the side of the car, when he fell over his left hind foot and tore a gaping hole in one knee of a perfectly good pair of trousers.

He then cranked up his Liz and got to Division Two in time to give out a couple of hundred runs, and twice that number of checks.

At quitting time he forgot poor Liz and got on an old reliable to go home. His pass was missing, so a nickel changed hands. Not being thoroughly conversant with transfer rules, he forgot to bargain with the conductor for a transfer and another nickle followed the first.

When he finally reached the proper address, the Mrs. met him at the door and asked "where is Liz?" Do you blame him for not doing any advertising?

T. Y. DICKEY,
Foreman, Division Two.

Appreciation

Editor Two Bells,
Dear Sir:

I take this opportunity of thanking officers and fellow employees of the Los Angeles Railway for their generous support of the dance given for my benefit May 18, thus proving the truth of the old adage, "a friend in need is a friend indeed."

As a result of this support, I received a check for \$301.60, for which I indeed thank you greatly.

I also wish to thank personally a those who so faithfully worked for the great success. I also very much appreciate the regular receipt of Two Bells, which keeps me constantly in touch with the doings of my many friends in their daily work and the latest company news.

Your old friend,
HARRY CORD,

Motorman Division One,
2011 West 43rd Place.

The truly civilized man neither kicks, barks, bites nor growls. He leaves those animal traits to the kingdom of mules and dogs.

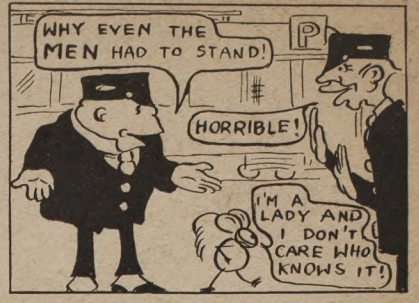
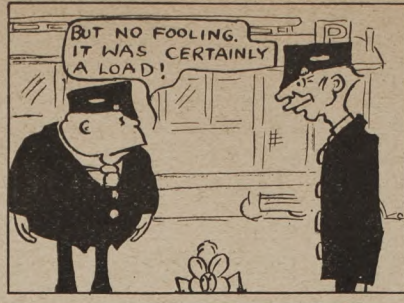
Span of Macy Street Bridge Shortened

The maintenance of way department is to reduce the west span of the Macy street bridge from 154 feet to 100 feet, according to B. H. Eaton, engineer of way and structures. This work will greatly strengthen the bridge.

If it were possible for all of us to realize that happiness is a something that works from the inside out and not from the outside in, we would get quite some more out of life and with very much less friction.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

For Condr. A. R. McDougall, Div. 3
For Condr. A. L. Trout, Div. 3
Los Angeles Railway.
Gentlemen:

It is with pleasure that I call your attention conductors 396 and 2464, and commend them for their courtesy and efficiency in handling their passengers.

I will only be in your city a few weeks, but it has been a pleasure to get on the car during my visit and find these men in charge. As a stranger I do most certainly appreciate being able to ask a question regarding transfers and other innumerable questions a stranger usually asks, and receive a courteous answer, and again I have noticed their patience with elderly passengers.

Wishing the Los Angeles Railway and the conductors success, I am,

Yours respectfully,

F WINN,

1110 S. Lake St., City.

□ □ □

FOR CONDR. J. R. HOLLANDER, DIV. 3

Harry Stephens, secretary of the Lions Club, one of the commercial organizations of Los Angeles, commends Condr. J. R. Hollander, Division 3, for his courtesy and general efficiency on the cars.

Mr. Stephens took the time to hand in his bouquet in person at the main offices.

□ □ □

For Mtr. O. L. Harrison, Div. 2
For J. Anderson, Div. 2

M. M. Barnett, living at the Kinson Hotel, came to the main office June 19 to commend Mtr. O. L. Harrison of Division Two and J. Anderson, of the same division, who was acting as conductor when the incident noted below transpired. Mr. Barnett's statement, in substance, is as follows:

On Saturday morning, June 17, about 11 o'clock I was a passenger on a two-train of the Grand and Moneta. The first car was full, but the second car had plenty of room. The conductor on the first car asked passengers to board the second car and I followed his advice and found a seat on the second car. An elderly woman did not follow his request and forced her way on to the first car, number 1208.

Between Seventh and Sixth street Broadway, this woman fell from the car and rolled between the trucks of the second car. Passengers and conductors on the street screamed and yelled "Stop." The conductor showed commendable skill in giving the "stop" signal without losing an inch of time and the motorman showed equally commendable work in bringing his car to such an abrupt stop that woman was not touched by the wheels.

I believe these men deserve great credit.

DO YOU KNOW DISTANCE REQUIRED TO STOP CAR

Instruction Department Says Straight Air Best for Stopping But Is Ready to Be Shown

By R. A. PIERSON
Chief Instructor

AN INSTRUCTOR is riding on the front end of a car moving at 15 miles an hour. He tells the motorman to throw off at a point necessary to make a stop at the next corner. In 99 cases out of 100 the motorman will throw off power at exactly the right point for a smooth stop. The instructor may give the same instructions when the car is traveling 20 or 25 miles an hour, when the passenger load is light or heavy, when the air pressure is low or strong, and the motorman will make a proper stop.



Let the same instructor ask the same motorman the distance in which a car can be stopped when running under average conditions at 20 miles per hour and he probably will get a surprising answer. He knows how to make the stop on the street, but his conception of distance is faulty.

All the new men are asked this question, in the written examination, and you remember that about a year ago we sent out questionnaires to all motormen to get their opinion. In looking over these questionnaires, I find some of our best motormen, some that have been here for years, and never have had an accident where responsibility is charged up to them, gave us some of the worst answers that we had.

After making repeated tests with an empty car in first class condition, equipped with a speedometer and distance measured with a steel tape, we have found the distances to be as follows:

15 miles per hour, 65 to 80 feet; 20 miles per hour, 95 to 115 feet; 25 miles per hour, 140 to 165 feet.

When you realize that the car running at 20 miles an hour travels a distance of 29 feet four inches per second, you can readily see why it takes this distance to stop the car, going at the above speeds.

My object in calling your attention to these facts is to assist you when making out accident reports, because oftentimes these same questions come up in court. We will also instruct you that the best method to stop a car, all conditions being normal, on a level track, is to use the air. We find a great many motormen who seem to be under the impression that they can assist stopping the car by using the reverse, but if you are operating under conditions mentioned, where tests were made, you will find the air the most efficient. I know, before this article is published, that there are a number of trainmen who are positive in their own minds that I am mistaken in the statement just made. If there are any, we will be glad to meet you at any time, take a car and make the actual demonstration, as the Instruction Department is perfectly willing to change their minds if some one will show us where we are in error.

Introducing New Men

The following men have been assigned to their divisions during the week ending June 17, 1922:

- DIVISION NO. 1
Motorman—V. F. Boehme.
Conductor—J. A. Lavigneur.
- DIVISION NO. 2
Motorman—H. C. Nunley.
Conductor—R. S. Dodge.
- DIVISION NO. 3
Conductor—V. J. Wyatt.
- DIVISION NO. 4
Motorman—A. J. Trembly.
Conductors—A. H. Biggs, N. C. Wilson.

Leaders are ordinary persons with extraordinary determination.

Buys Home in Eagle Rock

Louis Re Cappe, of the schedule department, who recently got married, has purchased a home in North Sycamore avenue, Eagle Rock. Louis is taking his vacation now to learn his way around the house and get acquainted with the neighbors.

On the Sick List

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

- DIVISION NO. 1
Conductor—B. D. Smith, 731 S. Hillvale St.
Motorman—W. N. Gaines, 1054 S. Grand ave.
- DIVISION NO. 2
Conductors—L. Light, 1914 Cliffell St.; B. E. Allen, 303 E. 52nd St.; C. E. Hill, 331 W. 50th St.; F. W. Godel, 808 E. 17th St.; J. I. Burns, 5102 Woodlawn Ave.; G. A. Frost, 1024 E. 46th St.; A. S. Herrick, 1914 Cliffell St.
Motormen—A. A. Rooke, 1123 W. 55th St.; W. P. Crunk, 7806 Crokerell blvd.; F. E. Cavanaugh, 212 E. 54th St.
- DIVISION NO. 3
Conductor—F. J. Stieger, 5659 York Blvd.
Motormen—E. W. Cole, 600 W. Ave. 27; R. W. Miller, 417 W. Ave 61; W. A. Smith, 2823 Moss Ave.
- DIVISION NO. 4
Conductors—C. E. Carl, 117 N. Baily St.; E. T. Smith, 2411 West Jefferson.
Motormen—W. Sloane, 3332 East 3rd St.; W. Doovas, 743 East 17th St.
Operators—J. E. Balding, 878 East 48th St.; T. M. Fitzgerald, 1217 1/2 West Pico; J. H. McClintock, 1343 South Flower; J. E. Balding, 878 East 48th St.
- DIVISION NO. 5
Conductor—T. T. Leech, 429 W. 39th St.

On The Back End (Contributed)

"Why don't you get up and give one of those ladies your seat?" asked a fat lady of a small boy on a crowded car.

"Why don't you get up and give them both one?" retorted the saucy kid.

Curley Adams of Division One stopped his car on a breaker the other day. He climbed out and started to put the front trolley up but he had left the controller on three points. When the trolley hit the wire, the car started and Curley had a hard time keeping out of its way. Careful old boy!

Professor in physics class:
"What is the best metal for conductors?"
Student (son of one): "Nickel."

"Si" Perkins, of the schedule room, has a high-powered automobile of sporty lines, but it doesn't look the same since a humble flivver got in the way. The tough part of it is, Si didn't even have the fun of seeing the ruckus himself as he had loaned his proud chariot to a friend.

Little Elmer: "Say, Uncle Bob, what makes you walk lame?"

Uncle: "There was a street car accident today and I got caught in the jam."

Elmer: "Well, I know how that is; mama caught me in the jam once and I walked lame for a week."

Now that the days of summer are here and all have a desire for a day off to frolic with the waves at the beach or a trip to the cool retreats of the mountain fastness, it is quite natural for the amiable gentleman behind the windows at division headquarters to make the same reply to "Why ain't I off?" that Sam made to Rastus.

It seems that when Sam and Rastus died they took different routes, so when the latter got to heaven he called Rastus on the phone and said, "How you all like it down thar?"

"Oh, boy, dis here am some place," replied Rastus. "All we has to do is wear a red suit wid horns and ebery now and den shovel coal on de fire, den we shoots dice. Don't worry no more dan two hours out of twenty-four. How is it with you up there?"

"Maw goodness," said Sam, "we has got to git up at fo' o'clock in the morning and gather in the stars, den we nas to haul in the moon and hang out de sun. Den we has to roll the clouds all day long."

"But Sam, how come it you work so hard?"

"Well, Rastus, of course I don't know for sure, but I has formed de opinion dat we is short of help!"

An Eastern college graduate applied for work in a Michigan lumber camp and was assigned to one end of a cross-cut saw, the other end being in charge of an old and experienced lumberman. At the end of an hour the veteran stopped sawing and regarded his weary partner with pitying eyes.

"Sonny," he said, "I don't mind your riding on this saw, but if it's just the same to you, I wish you'd quit scraping your feet on the ground."

Looking 'em Over at the Divisions

DIVISION 1

L. F. Carmack

Well, well, no wonder Dave Rodgers has been puffed up the last week, and wearing a smile that won't come off. For last week a 9 $\frac{3}{4}$ pound baby boy decided that Dave's home was very nice and will henceforth make it his home too. Dave passed around the cigars and is sure one happy man. Mother and son are doing nicely, thank you.

Motorman Gaines, one of our most efficient men, has been laid up for the last week now, by illness.

Conductor Adams and Motorman Campbell are sporting new cars. Adams, with a new Ford coupe and Campbell with a new Chevrolet. All the boys who have cars are planning their vacations. Most of them are going to the mountains, some as far as the Yosemite.

Motorman R. N. Jones waited for a flapper the other day. When she got on, she walked to the front of the car and thanked him for waiting. He was overheard to tell her he would wait a lifetime for her.

Two Bells is meant for the entire family, I know for a fact that many of the wives of trainmen look forward to reading Two Bells each week with as much eagerness as the trainmen themselves. That is why we want news about the home, as well as news about the boys. Of course, we can't put all the news we would like to in every week, but I do want the trainmen to jot down on a piece of paper any little happenings in connection with their work and in their homes and to drop it in Two Bells' box.

Well, fellows, the first six months of the year is gone, another six and then it will be bonus time again. Doesn't time fly? Would say to any of the boys who haven't a 100 per cent record to pull it up to that mark in the next six months. We all want to get the full amount you know. So let's get a record of 100 and keep it there.

Motorman Dilliard, who transferred from Division Five in December, and was run over by an auto, returned to work this week.

I will state that after talking to Mr. Jeffery concerning Tubell's ice cream shop on 7th street, that Two Bells paper has nothing to do with Tubell's ice cream. This information is for those that were asking about it.

DIVISION 5

L. W. Burwick

Motorman R. A. Thompson, who took a short leave of absence to visit relatives in Denver, has sent in his resignation, as he has secured employment with the Denver Tramway Company. Mr. Morrison has his address in case any of his friends here wish to correspond with him.

S. Dunham has been granted an indefinite sick leave on account of his poor health. Dunham has been on sick list since January 18.

A. A. Blaubach, F. A. Moreth, R. J. Davis, I. D. Brown and J. R. Gunn, have started short vacations during the past week.

R. J. Wright has returned to duty after spending ninety days in Miami, Arizona, for his health and looking after some homestead property. Says he received a copy of Two Bells each

Who's Who



IT WAS in Tennessee that J. T. Burns got his early training in the use of his lungs, which today enables him to ask them to step forward in the car. Burns is a conductor at Division Five, working an Eagle Rock run.

He began service in December of 1916, but resigned the following year on account of sickness. During 1918 he was in the army and in 1919 returned to street car service and has stayed with it.

He made both starts at Division Five, probably because he had been a farmer part of his life and liked to get out in the country.

A chaplain was noted for his ready wit.

While traveling on a steamboat a notorious sharper who wished to get into his good graces, said: "Father, I should like very much to hear one of your sermons."

"Well," said the clergyman, "you could have heard me last Sunday if you had been where you should have been."

"Where was that, pray?"

"In the county jail."

—Times-Star.

week and kept up with the bulletins and the doing of "Ding and Ding Ding."

At a meeting of the scribes of the different divisions with Mr. R. B. Hill and Mr. J. G. Jeffery, last Saturday evening, several improvements for Two Bells were discussed. I believe the first step should be a little co-operation and help from the trainmen. Our Two Bells box has been very unproductive for several weeks and I certainly would appreciate a wee bit of news occasionally.

No, Division Five switchmen are not entering the painting business. We are informed that they are just completing some work which was neglected when the switch house was built.

An interested spectator tells us that Conductor L. B. Fowler has finished mowing his lawn. As the last weed fell, he was heard to murmur, "I didn't know there were so many species of weeds in the whole world before."

H. A. Zerby has taken a thirty-day leave to take his wife and child to Fresno for their health.

W. L. Groff has handed in his resignation in order to remain with the police department.

DIVISION 3

H. A. Russell

Ding-a-ling-a-ling. Wedding bells in the air. Our little chubby, good-natured motorman, Frank Milano, has broadcasted the fact that he is about to plunge into matrimony for better or for worse. This important event is to take place between June 28 and July 1, at least that is the date set for Frank's leave of absence. We have not yet learned full particulars, but one thing we do know and that is the young lady will get a good husband, and knowing Frank's good judgment, we are sure it will be a case of 50-50. Well, here's to you, Frank, wish you both everlasting success.

Cond. F. Nordyke has been appointed cash receiver at Division 4, and is now busily engaged grabbing nickels on the other side of the bar.

Mot. C. W. Lawson, lately breaking in as extra clerk, has changed his mind and has 90 days off to try out a position in the mail service. Mot. C. Wike likewise has 90 days for the same purpose.

Mot. H. W. Gilmore is breaking in as extra clerk. He has been in the street car game for some years and should make good on the job.

In reply to my query in last issue as to the exact location of California, have been reliably informed that it is right here in Los Angeles, Division 3 occupying one of the choicest corners thereof.

I thank you. After observing our old friend, Jim Hardin and his taking ways with the ladies as "informer" at Temple Block, we fear for his standing in the Bachelor Club. It sure does look serious. Have a care, Jim, or they'll hook you yet.

If you want to do something suicidal, just greet Cond. D. L. Daniels by slapping him on the back and say how's Balboa, old kid. You see, he was at the beach last Sunday, bare back and old Sol being no respecter of persons, seemed to have a pick on him. Result: a severe attack of sunburn.

Mot. Bert Witter has bought himself a home in the Glassell district and has thus joined the ranks of the enemy of the rent profiteer.

J. W. Allen, foreman of Division 5, was in to see us Monday, and reports everything lovely at Division 5. Atta boy.

We have it on good authority that Louis Wall's color blindness was superinduced by the sights produced by the abbreviated costume of the bobbed flappers at 7th and Broadway and Louis does not let many escape his watchful eye.

DIVISION 2

C. L. Christensen

Conductor S. T. Nichols, who recently sold his home on East 47th street, is now comfortably settled down in his new home at 3929 South Normandie.

Motorman W. H. Gill, who has been paying rent, for some time, decided it was not a paying proposition, so he purchased a little home in Glassell Park.

Motorman S. T. Millard, who has not had a day off for 20 months, is taking a month's leave of absence to rest up.

Motorman J. A. Shore is taking

DIVISION 4

C. J. Knittle

The following boys are taking vacations: Conductor A. Gillstrap, seven days; Conductor B. C. Smith, fourteen days, and Motorman C. H. Bate-man, nine days. Operator J. H. McClintock is on a sixty-day leave to visit his son in Philadelphia, Pa.

Was ambling around the trainmen's room last Wednesday, waiting for some news to happen, I got talking with a trainman and noticing that his shoes needed shining I asked him why he did not let Herb shine 'em up. "I would," he answered, "but everytime I go near that fellow, he yells, 'Rarin' to go!', and I hate like h— to hold him."

"Shorty" Gingrich, who resigned recently to work in a wheel factory came 'round to see us last Tuesday. T. H. Speed, our official bouncer, called his attention to the "private property sign" and threw him out. Oy!

Operator A. G. Harding will be married Saturday evening, June 24. We were unable to secure more dope on this, but we congratulate you, A. G. —Yes, we smoke.

Laying off has ceased to be a hobby with me, but when I do, I still get a kick out of setting the alarm for the usual 4:30 a.m. and then consigning it to the regions of eternal heat when it rings. Last Sunday morning I was going to pull this stunt, but when it rung I forgot I was laying off and got up, dressed and started for the barn. I'll gamble you won't get the kick out of this that the Big B did when I got back.

Conductor Frank Deuber came running into the trainmen's room t'other day got his foot tangled up with a spitt. He sure did cuss the pidor.

Supt. Wimberly boarded my car Tuesday and asked me if I wanted some news. I told him it was always welcome, whereupon he dropped a nickel the box and said he had forgotten his pass. That was quite a contrast to fellow who got on one time and said, "I am John Hendricks, a mechanic at Division 2, my pass number is 3562. I forgot it."—and then sat down and buried himself in a newspaper.

Operators H. M. Farr and C. F. are room-mates in a nearby hotel. Monday afternoon Farr was lousy about the room and Roach was stre around town. The chambermaid around and told Farr she had mislaid a purse and wondered if he could loan a nickel for carfare. "I sure can't do it," replied Farr as he went, and got her the stated amount, he Roach's changer.

Motorman L. B. Dundas and family myself spent an enjoyable day at mesa last Sunday. Outside of bathing, dancing, a rabbit dinner motoring home via Venice, when took in the amusements, it was a day.

some time off to go to mountain account of his health.

Conductor E. C. Price took a den notion to resign, and then set for South America.

Conductor J. E. Beardsley has resigned to go into the garage business.

Conductor J. A. Mason has returned to work after a month's trip to Centro, San Diego and Mexicali, reporting having had a great time.

Conductor G. W. Clark has returned to train service, after a short working as flagman. Motorman W. Stewart is taking G. W.'s place as flagman.

Conductor G. W. Gardner resigned to take up other work.