



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

Choice Favors Full Week Runs

Loaders To Ride Two-Car Trains

WILL WORK IN DOWNTOWN DISTRICT

Additional steps to speed up the loading and movement of cars through the business district in the afternoon rush travel, will be taken within a few days, when loaders will be assigned to ride the two-car trains on the M line through the downtown loop.

Four men will be assigned to this duty and they will be able to help the crews on every two-car train between 4 o'clock and 6:30 o'clock.

Start at Eleventh

Two men will start at Eleventh and Broadway at four o'clock and board trains going north. The loader will ride at the front end of the rear car. When the car stops he will open the door and passengers who desire to alight may use that door. The loaders will stand inside the car and collect fares by hand and carry a postable register like those now used by street loaders.

When the front end of the rear car is clear, the loader will give a bell signal back to the conductor on the rear end. If the rear end is clear the conductor will relay the "go ahead" bells to the front car and the front car conductor will signal to the motorman.

Make Loop Trip

The riding loader who boarded at Eleventh and Broadway northbound will remain until his car has made the loop through Second street and traveled south on Spring and Main to Eleventh, then he will alight and walk across to Eleventh and Broadway and board the next train.

Similarly, two loaders will start at Eleventh and Main and board cars northbound on Main street and ride to Eleventh and Broadway. The running time made between 4 and 6:30 o'clock, shows that four men following this system will be able to catch every two-car train going through in that period.

At the busiest downtown corners, such as Seventh and Broadway, where a street loader is on duty, he will stand

(Continued on Page 2, Col. 4)

Two Bells Read In Amsterdam

TWO BELLS has been working up a little business in far away Holland and has had at least one enthusiastic reader. He is Herman de Jager, the demon Dutchman of Division Four and a motorman by trade.

Herman has been in Amsterdam, but according to word received by Supt. Wimberly, he left for America August 29. He has been receiving Two Bells through the mail regularly.

MEN PRAISED BY RAILWAY EDITOR

Harold V. Bozell, consulting editor of the Electric Railway Journal, visited Los Angeles a few days ago to meet electric railway officials and to study service conditions. The Journal is well known to a large number of trainmen and is a foremost publication of the industry. Being in close touch with systems throughout the country, Mr. Bozell is an authority on his subject.

It is pleasing to note that he spoke highly of Los Angeles Railway service and said that trainmen he met in his short visit were gentlemanly in every respect.

Hanson Register Clerk at Div. Two

Condr. A. R. Hanson has been appointed night register clerk of Division Two, succeeding Charles Fernau, who has been ill for several weeks.

Thanks Office Folks For Wedding Present

Back in Los Angeles from a honeymoon to Yosemite, San Francisco, Catalina and way points, Mrs. Harry E. Roxtrum, who was Miss Frances Westcott, stenographer of the safety bureau, wishes to thank all the folks in the main offices for their beautiful wedding present and good wishes.

Dodges Jinx In Auto Trip Across Country

Motorman D. M. Ihrig of Division 2, who left here on a vacation trip about three weeks ago, is having a glorious time, according to word just received from him at Springfield, Mo. B. M. is making the trip by auto and has experienced no trouble so far.

From Missouri he will go North to Wyoming and return to California via the Lincoln highway.

Vacation Jaunt Ends on Famous Honeymoon Trail

Several weeks ago, Miss Cecilia K. Eimers, of the manager of transportation office, left for a vacation trip that was to take her to Alaska. Last Wednesday she returned to tell her friends that she did not get any further than Portland, Oregon, and a diamond ring told the rest of the story.

The lucky man is E. J. Busch, a leading business man of Oregon City. The happy couple will be married "somewhere in Southern California" within a few days and make their home in Oregon. They met in Los Angeles during the national convention of Elks when Mr. Busch was a delegate.

While Miss Eimers was learning to drive what will be the family automobile, she blithely stripped three gears, then Mr. Busch only smiled and said: "Oh, that's nothing."

Ain't love grand?

TRANSFORMER BEING DRIED

Subjected to a heat of 175 degrees for ten days, the transformer to be installed at the Melrose automatic substation is drying out thoroughly at the main substation, Sixteenth and San Pedro Streets. Installation of this equipment will be the next step in the work at the new station.

MILLER ON VACATION

George Miller, of the instruction department, is taking a vacation of two weeks.

TRAINMEN TO START NEW RUNS ON SEPT. 17

A marked preference for the seven-day runs featured the general choice of runs conducted at all divisions last Wednesday and Thursday.

Division One reported at the completion of the choice that 47 conductors and 12 motormen had requested six-day runs.

After 120 choices had been entered at Division Two, seven conductors and eight motormen were listed as preferring six-day runs.

Division Three reported, after the ninety-fourth choice, that eight motormen and six conductors had requested the shorter runs.

Division Four choice was complete with 22 conductors, 14 motormen and 10 safety operators favoring the six-day plan.

At the 100 mark, Division Five had eight conductors and eight motormen listed for six-day runs.

Apparently the greater number of trainmen preferred to take their days off at their own convenience. Those who prefer the six-day runs will be given them. Each man will be notified of his regular day off and the plan will start September 17.

The choice of runs seems to have been generally satisfactory and everyone will get down to work now in preparation for the opening of the new safety contests October 1.

Recappe Promoted in Schedule Dept.

Louis Recappe, of the schedule department, who started in street car service here 15 years ago as a motorman, has been appointed acting superintendent of schedules. He was on the cars four years then was made a dispatcher.

From 1915 to 1920, Mr. Recappe was away from the railway in other business but returned to the schedule department about two years ago.

The appointment is made effective September 1.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

A Duty Facing Voters

NOW that that primary election is out of the way, there is a lull before the final event November 7.

Voting is a duty as well as a privilege of citizenship and it is up to every one who casts a ballot to consider the men and measures he will have to vote upon.

At the November election Californians will decide the so-called Water and Power Act. Sponsors of this measure propose a \$500,000,000 bond issue for a vague and indefinite plan of developing water power facilities.

Stripped of all disguise given it by smug politicians who shout of the glories of being a Californian, the wonderful sunsets and anything else to divert attention from the brass tacks of the proposition, the bill is a political scheme.

It is proposed that the governor appoint a board of five men, to handle the immense sum which would increase the state debt seven fold. The board members may not be recalled by voters. Civil service requirements are ducked. There are no limits to the salaries of employes proposed. Such a machine would be political apple pie to any group that held the reins.

Financial failure is openly anticipated by the political proponents of the plan because the bill itself proposes two ways to pay for the losses. One is that **additional** bonds shall be issued to pay the interest and principal of the original issue. The second provides for an annual appropriation from the state treasury to meet defaults in principal and interest. Money thus taken from the treasury must be raised by taxing the people.

The misleading slogan of the proponents of the plan is "Power at Cost."

As has been previously stated in Two Bells, the Los Angeles Railway is one of the heaviest users of electrical power in the state and would rejoice if the cost of power could be reduced without jeopardizing other business. But no conscientious firm or individual will stand idly by and see a five hundred million dollar political machine created at the expense of the general public.

It is regarded by capable authorities as one of the worst pieces of legislation that has ever come before American voters. It is a time for Californians to take an active interest and stop such a thing in its tracks.

Helping Los Angeles

TRAINMEN of the Los Angeles Railway have a goodly share of the honors to be passed around for the success of the Pageant of Progress and Industrial Exposition which has been conducted at Exposition Park in the past two weeks. The entire affair was a community enterprise backed by the Chamber of Commerce and necessitated the cooperation of many individuals, organizations and business firms for the benefit of all Los Angeles and Southern California.

Transportation was a highly important factor. Although the thousands who attended spread their travel to the park over a period of fourteen hours, the nightly "break-up" about 10:30 o'clock necessitated considerable extra service. More than twenty extra cars were waiting some nights to serve those who visited the exposition.

The district supervisors report that trainmen worked these extra cars willingly after pulling in on their regular runs and cooperated in every way that could be expected in handling the heavy traffic.

SPECIAL NOTICE

IT IS with the deepest personal regret on the part of the authorities in the Transportation Department that certain trainmen whose records have been otherwise good and who are undoubtedly popular at their divisions, have been found guilty of deliberate violation of the rule in regard to the use of liquor.

It is sometimes very hard to deny an appeal from dismissal from the service on account of violation of an important rule, but it is doubly hard to do so when the men affected are of the type referred to in the foregoing.

In the issue of Two Bells of August 14, it was made very plain that men found guilty of violation of this rule, would be dismissed from the service. The Transportation Department, having committed itself definitely to this policy, it intends to adhere rigidly thereto.

A TRAINMAN CANNOT INDULGE IN INTOXICATING LIQUOR IN VIOLATION OF CITY, STATE OR FEDERAL LAWS, WITHOUT RENDERING HIMSELF LIABLE TO IMMEDIATE DISMISSAL FROM THE SERVICE.

GEORGE BAKER ANDERSON,
Manager of Transportation.

BULLETINS

Issued September 11, 1922.

BULLETIN NO. 139.
Notice to Conductors.

Public schools re-open on Monday, September 11. On and after that date, and until further notice, honor school tickets, which are of lavender color, printed in purple, and enclosed in a blue cover.

BULLETIN NO. 140.
Notice to Conductors.

The following passes are reported lost:
No. 209—issued to Mary S. Alexander, Clerk, Law Department.

No. 494—issued to E. W. Yonkin, Instructor.

No. 2542—issued to Myrtle A. Musselwhite, wife G. L. Musselwhite, Conductor Division 2.

No. 3093—Elsie E. Leslie, wife of C. C. Leslie, Mechanical Department.

No. 4295—D. V. Hambly, Motorman, Division No. 2.

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

BULLETIN NO. 141.
Notice to Conductors.

Bulletin No. 137 stating Pass No. 8057 as reported lost is an error. This should be Pass No. 3057.

P. B. Hill
Supt. of Operation.

WHISKERS

Dear Editor:

After picking up this little verse, I went and got a shave before pulling out my run. Put it in Two Bells, it may help some along the neatness line.

ONE MOTORMAN, DIV. 5.

*There's an ending to the day time,
To the work and the playtime,
There's an end to every pleasure and
an end to every game.*

*There's an end to joy and sorrow
And to yesterday, tomorrow;
But your whiskers, they keep growing
just the same.*

*There's a stoppage to the seasons,
For apparently no reasons,
Seasons come and seasons vanish in
this ever changing clime.*

*Friends they comfort you and grieve
you,
Come to visit you and leave you,
But your whiskers, they keep coming
all the time.*

*There's an end to tiresome joking,
There's an end to luscious smoking,
There's an end to all affections when
your heart has lost its flame,*

*There's a stopping to your thinking,
To your eating and your drinking,
But your whiskers, they keep growing
just the same.*

*You may shave, and shave each morn-
ing,*

*At the starting of the dawning,
You may shave till twilight deepens
and you light the tallow flame,*

*You may singe and pull and rub them
You may get a bat and club them,*

*But your whiskers will keep coming
just the same.*

Introducing New Men

The following men have been assigned to their divisions during the week ending Sept. 2, 1922:

DIVISION NO. 1.

Motorman R. A. Swanson.
Conductor E. H. Zuercher.

DIVISION NO. 2.

Motormen B. Still, B. Krouse.

DIVISION NO. 3.

Motorman S. Pugh.

MORE SERVICE GIVEN AS SCHOOLS OPEN

With a roar of enthusiasm (?) about 145,000 school pupils will begin their studies Monday, according to an estimate of the Board of Education.

In the street railway industry this means more runs and more service and a lot of school tickets.

On the West Eleventh line, Division Three will add six runs which operate on school days, but have no holiday time. Two extra morning trippers will be put on the East Jefferson line out of Division Four. The Vernon and Vermont line, which operates on holiday schedule during summer, will get two more runs from Division Five on school days and one from Division Two. Several cars will make extra half trips, according to service needs.

A description of the new form of school commutation books is given in the bulletins.

Supervisors will be stationed at Los Angeles High school, Lincoln, Manual Arts and Polytechnic to help service when classes are released in the afternoon.

Loaders To Ride Two-Car Trains

(Continued from Page 1, Col. 1)

at the motorman's end of the front car and collect fares as passengers board. In this way passengers will be able to board at all four doors of the train as the conductors will handle the two rear entrances, the traveling loader and the street loader will handle the front ends.

When a Fellow Needs a Friend

IN EVERY man's life there comes the sensation of mingled surprise and sorrow that follows an ominous r-r-r-ip. Then he looks at his trousers ruefully and says something appropriate as he pictures friend wife with a patch and a needle and thread.

Perhaps you have had that experience and friend wife has not had patching material to match. Then there is good news in the words of "Curley" Beers, in charge of the uniform department, that he will be glad to supply any trainman in need, patching material to cover ordinary small tears. In time of need, or better still, in advance of that time, drop in to room 225 and you will be supplied with some of the regulation blue serge or cloth. No charge is made.

Conductors M. Miranda, A. A. Harper, E. W. Amos, W. A. Batty, D. C. Farran.

DIVISION NO. 4.

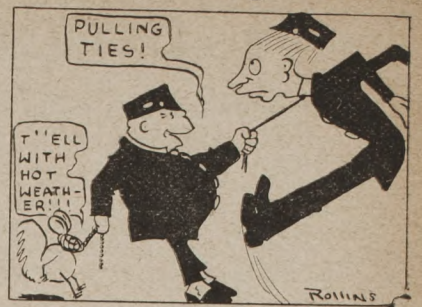
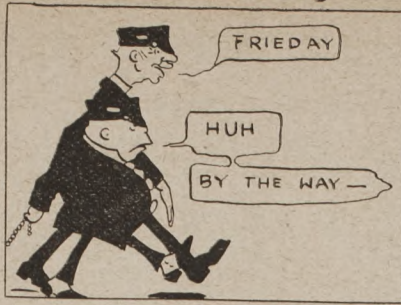
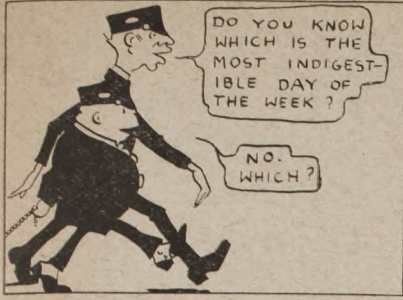
Motorman J. H. Thornton.
Conductors W. W. Fast, C. E. Riley.

DIVISION NO. 5.

Safety Operator C. A. Sumptor.
Motormen F. Adams, V. F. Donnelly, J. E. Raski, O. I. Sheetz, A. M. Dustin.
Conductors H. D. Coan, A. L. Frazier, G. A. Boyer, O. R. Evans.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

Complaint Report Shows Increases During Hot Days

On The Back End (Contributed)

For Condr. W. J. Millican, Div. 3.
Los Angeles Railway,
Gentlemen:
Conductor 2236, on the 11th Street line, is a very live and wide-awake man. This man is fit for a position superior to what he has.
I ride with him often.
L. LIVINGSTON,
1310 Connecticut,
Pico 821.

THE complaint summary for August tells a sad story. Whether the heat has been a bit too much for the nerves of passengers and trainmen alike or whether the unlucky stars gathered in a bunch one night and paraded a jinx is hard to say, but the result is horrible. A total of 209 complaints is reported, of which 52 are for alleged discourtesy.

The discourtesy complaints in August increased 12 over the previous month. A similar increase is reported in fare and transfer trouble.

At Sixth and Broadway a woman boarded an Eagle Rock car and tendered a dime to the conductor who dignified badge 1968. He handed her a nickle change and she looked puzzled, apparently trying to locate a fare box. "What shall I do with it?" she asked the conductor.

For Operator S. D. Moody, Div. 4.
Los Angeles Railway,
Gentlemen:
I am writing relative to Operator No. 2277, on the Griffith line. He is one of the best men in your employ. I ride on this line every day.
He has the patience of seven men. He knows how to handle the public. If there are any marks to give, I hope he will get his share.
Respectfully,
E. HESTER,
863 E. 37th Street.

August last year was the lowest month for complaints with the exception of the short month of February. This year August is the worst month on record. Although last March produced 210 complaints, only 37 charged discourtesy.

Forty-six trainmen failed to receive clear courtesy record, and 440 missed the extra credits for clear safety record.

"Just put it in your pocket, I've got mine," smiled 1968.
"You are the first conductor I have come across that does that," she said accusingly.

For Condr. W. C. Sanders, Div. 5.
Los Angeles Railway,
Gentlemen:
I just saw an act of kindness by one of your conductors on car No. 574, at 10:30 a. m., 17th and Grand.
He got off his car and helped a blind lady to the street. He should be told such an act was noticed.
Respectfully,
E. BEAMAN,
Young Apartments,
Grand Avenue at 17th.

	July	August	Gain or Loss
Discourtesy	40	52	+12
Fare and Transfer Trouble	61	73	+12
Starting too soon	13	17	+4
Passing up Passengers	14	11	-3
Carrying Passengers Past Stop	15	11	-4
Dangerous operation	4	5	+1
Short-change	4	6	+2
Miscellaneous	25	34	+9
Commendations	176	209	+33
	62	51	-11

"Well, you see, madam, these cars don't have fare boxes," explained the interurban cashier, as with a puzzled look, the woman moved up in the car.

Condr. Carl Judd of Division Three has been off a couple of days having his eyes treated. This chicken viewing in hot weather is dangerous.

According to Motormen James Mullins and A. P. Williams of Division 5 all street car men living in their neighborhood have agreed to paint their houses yellow, with black numbers, and substitute car gongs for door bells. Evidently they all want to feel at home on the job, or keep on the job while at home.

IMAGINE AN AUTO AT EVERY CORNER THEN PLAY SAFE

By JOHN C. COLLINS
Supervisor of Safety

For Condr. L. S. Phillips, Div. 2.
For Condr. O. A. Palmer, Div. 2.
For Mtr. T. L. Leyva, Div. 2.
(Part of letter received from Mrs. H. H. Wright, 3835 S. Hill, Los Angeles.)

You regular men know the line over which you travel, all the dangerous places on it, make such places safe whether you are on time or not. When you approach a dangerous looking cross street, anticipate and visualize an auto coming out of that street every time you cross it.

only at places where there are cars to collide with, and the cause is carelessness. One or both members being responsible, leaving the claim department without any defense. Keep your rails sanded, and your car under control.

Motorman Speed and Conductor Fast of Division Four prove that there is nothing in a name. The two live wires found it their honorable duty to work an East Fourth tripper last Tuesday morning. It looked like there would certainly be a blue streak on the line, but Speed says he has run funeral cars faster than they did that morning.

On the Sick List

I have lived in Los Angeles for the past ten years, during which time I have overheard many discourteous and abrupt remarks to strangers by conductors on your street cars. I have always regretted this as I feel it is a reflection upon the city itself.

Motormen, keep your gates shut until the car stops.

Keep Safe Distance

Never pull up too close to cars or autos, but make it a practice to keep your fender at least three feet back of a standing car ahead, and five feet back of an auto. When the rails are slippery, stay twenty-five feet back of them if you think it necessary. Always recognize the conditions, no matter what they may be. Rain, fog, wind, slippery rails, congestion, and operate your car with good judgment, using all of your intelligence to get it over the road safe and fast. Apply the road space scheme, until the subconscious mind takes care of all such moves. Observe far enough ahead, so you can see all the conditions, and set your speed to meet them.

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

However, a matter of a different and more agreeable nature came to my attention last night.
I was at Manchester waiting to board the 9:02 P. M. car when a wheel jumped the track. I mentally decided I had a long wait ahead of me, but failed to reckon the caliber of the men in charge of cars 1209 and 1210. After a short time of decidedly strenuous work they had the wheel back and the car on its way.

Conductors, watch your steps, do not leave your work for the motorman to do.

DIVISION NO. 1.
Conductors C. C. Lee, 966 San Pedro St., J. J. Gilmore, 6765 Miaromonte.
Motormen E. H. Nay, 1159 Mariana St., J. P. Robinson, 201 Colina Ave.

I sat in car 1209 and the conductor thereof boarded the car with his face covered with perspiration, his clothes all soiled and a BROAD SMILE. And notwithstanding the fact that the car was late and the circumstances connected therewith had been trying, I noted that he maintained a pleasant and courteous demeanor to everyone.

As step accidents are easily prevented, we always check responsibility for them, primary to the passengers, secondary to the trainman. There is no game more important than the one you play. It is not a hard game, but it needs your undivided attention.

DIVISION NO. 2.
Conductor C. E. Hill, 331 West 50th St.
Motormen W. H. Gill, 3201 Fletcher Ave., R. G. Coon, 141 West 61st St., L. W. Merskoetter, 826 E. 7th St., E. L. Creans, 5829 So. Olive St., O. A. Waggoner, 5208 Wall St., R. Long, 1333 East 60th St.

It would not have been appropriate to express my appreciation personally, but in the name of Los Angeles I desire you to express thanks to this young man.

Talk It Over

If any man begins to feel as though he is going to have an accident, or men who have accidents every so often are asked to come up for a few minutes, and we will talk it over. Nothing need be spectacular about it, just the steady application of common sense, all the time.

Make Number One zone a place that is free from accidents, make up your mind that this can be done, for there are so many who do it. If they can, you are able to do it, if you use the same method, play the game according to rules. Use your head, for accidents are avoided in only one way, that is, by the way each man thinks, the proper application of his mind power. All things are accomplished by the mind. Accidents are prevented by its use, and are caused by it not being used.

DIVISION NO. 3.
Conductors W. W. Kidd, 1817 W. Ave. 56, D. X. DeWitt, 485 W. Ave. 43.
Motormen G. E. Hendry, 5641 Aldame, J. W. Stewart, 600 W. Ave. 27, I. D. Mann, 4848 York Blvd., A. B. Cooper, 3335 Drew St., J. B. Weil, 3203 Adrita St., F. W. Beacham, 121 E. Ave. 39.

For Condr. A. P. Keran, Div. 3.
(Part of letter received from W. J. Pittman, Cashier State Compensation Insurance Fund, Los Angeles Branch, 918 Pacific Finance Building, Los Angeles.)

Collision of cars, of course, gets the most attention from us, as it is the most serious a man can make. Never figure on what the other fellow should do, just look out for yourself. There is not a bad day where we have slippery rails, but we have several slight collisions of cars. The man who has them, is just as good as your are, so do not take any chances. They happen

DIVISION NO. 4.
Conductor J. G. Schroeder, 228 East 32nd St.
Motormen C. F. Kirkland, 1359 S. Union Ave., T. M. Fitzgerald, 1217 1/2 West Pico, F. Kane, 507 West Adams, H. A. Cornwell, 352 East 84th St., W. M. Ward, 1667 1/2 Girard St., K. G. Madsen, 700 E. Manchester, E. Blusch, 129 N. Burlington.

Please allow the writer to commend the attitude which your Conductor No. 766 shows in his dealings with the public. He not only furnishes information asked for, but volunteers for the information of those boarding his car (or about to board it). This is not a West Washington car, it goes to 11th and Main only. Recently he canvassed among the passengers for someone who was going in the same direction as a stranger who held a transfer—his object being to get the stranger safely to his destination.
I believe he is entitled to credit for courtesy.

DIVISION NO. 5.
Conductor P. N. Bailey, 3747 S. Van Ness.

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

Now that the Big Shake-up is over everybody seems to be satisfied and happy. At least they can't be worrying about when it will come off any more.

Conductor M. M. Pierce, who was injured a few days ago by being struck by an auto in front of the barn, is again up and around being able to come up for the shape-up.

Conductor Carl Hersh, the fat boy, was slightly injured last week while working on the Stephenson Avenue line flagging at the railroad. In jumping one of the tracks he lit on one foot and the weight being too much for said pedal caused it to give way and Hersh fell to the pavement with a flop.

Conductor D. L. Adams has swapped his roadster for a Ford Coupe. The Lizzie Coupes are becoming quite popular around this division.

Motorman R. W. Burdick, who held a run on the Stephenson Avenue line and who at one time acted as extra Supervisor, has resigned to try other work.

Well the Office Force certainly were relieved to see Robinson and Pingry get a six-day run. Now they can rest in peace without being asked four hundred and ninety-nine times by the said couple for Sunday off.

DIVISION 2

C. L. Christensen

Conductor T. D. McMahan, who will be remembered by the old-timers at Division Two, passed away August 31 at his home on East Forty-eighth street, after an illness of almost four years. Division Two extends sincerest sympathy to the bereaved family.

Conductor D. M. Wood is taking a couple of weeks off to enjoy a real rest at Arrowhead Lake, in the San Bernardino Mountains.

Motorman T. L. Leyva is on a three months leave, going east on account of his wife's health.

Motorman R. W. Large just received a telegram informing him of the serious illness of his father at the family home in Southwestern Colorado. R. W. left at once for the East.

Motorman Al. Brunett took a few days off and went as far south as Tia Juana, said he had a lovely time while in the strange land.

Motorman J. E. Nelson narrowly escaped death last Monday evening. While operating a Central Ave. car at Jefferson and Central, a Ford touring car made a successful attempt in boarding the front end of the old reliable, knocked J. E. away from the controller and out through the other side of the street car. The result was a broken rib and bad bruises. J. E. is improving and expects to be at work shortly.

Motorman B. Griffin has resigned again, but don't worry, he will be back. We know as this is the fourth time Mr. Griffin has left Division Two.

Motorman H. T. Sanders, who was operating a train on line M, while getting off at Mesa Drive fell and broke his leg. H. T. is at the Crocker Street Hospital and will be glad to see any of the boys who have a few minutes to spare.

Our genial Superintendent, Mr. P. V. Mann is back at his desk again after a two weeks well-earned vacation spent at nearby mountains and beaches.

Who's Who



FROM White River Junction, Vermont, comes the gentleman we introduce this week as Conductor W. F. Carpenter of Division Three. He has been in service here a little more than a year and is well liked at the division.

Street car life evidently appeals to him pretty well, as he had five years of it as a conductor in Meriden, Conn., between 1914 and 1918.

Mr. Carpenter only measures five feet five inches after a Sunday dinner, but he is often found on the longest line, Eagle Rock and Hawthorne.

DIVISION 5

L. W. Burwick

Conductor E. C. T., of Division Five, asks why the Division One conductor directed passenger to take the 39th-University car to go to Western and Santa Barbara, as given by Mr. Kohl in his column last week. What a shame for a passenger to wait for 39 street cars and then find that he had the wrong one.

Motormen L. J. Robinson and J. V. "Slim" Powell, have secured leaves to begin their careers in the L. A. Police Department.

The following men have started their vacations during the past week: R. W. Hodgson, W. E. Garris, Geo. Baltas, A. J. Spohn, C. B. Lamb, L. L. Boatman, E. Farrall, M. D. Smith, L. T. Campbell and C. N. Stowe.

Motorman J. T. Nusko came near to slipping one by us. The old boy took the plunge into matrimonial waters over a month ago and has managed to keep it more or less a secret until this week. We haven't been able yet to learn more about the event than that it has happened.

If you should meet Conductor Ray Boatman and he should fail to speak to you or notice you, do not mind it, for Ray has just received a bonus check from the State of Missouri for about the same amount in dollars as the weight of Motorman Farmer is in pounds.

Conductor G. E. Moore has reported for work, after spending a week at the beach. Said he "saw" a very good time.

C. R. Zoll, C. H. Bennett, R. Shosted and T. M. Mulloy have resigned to accept other positions.

A. J. Konecny, J. C. Hankins, J. B. Dunn and F. E. Burcham have returned to duty, after vacations spent in battling illness, visiting relatives, fishing, etc.

Has anyone noticed that the "Two Bells" box has disappeared? Look and see, and if it hasn't, kindly put something in it before it does.

DIVISION 3

H. A. Russell

By the time that you receive this issue of Two Bells the big shakeup will be a thing of the past and everybody will no doubt have the run they wanted, even the office force will be tickled at getting a few more trippers, a thing of beauty and a joy forever, something like a dose of hives. The choice going into effect on the 17th gives you just 14 days to get set on your new runs, ready to hold your own in the approaching safety contest. If you have taken a run on a line that is new to you, just spot out the dangerous place and keep it continually in your mind that old Div. 3 is going to keep that Pennant.

On Saturday last, the old bird Stork visited the home of Motorman W. W. Dyer with the result that a beautiful baby girl was added to the family. W. W. is delighted and reports mother and babe doing well.

It seems that one can be as careful as possible to avoid these crazy auto drivers, but if they cannot get you in the center of the street they will come up on the side walk after you. Extra Condr. D. C. Farren who has only been with us a few days, was standing at Ave. 26 and Dayton getting ready to make his relief, when a speed maniac came along and ran upon the sidewalk and pinned him between auto and pole seriously injuring him about the body and legs. The surgeons are now endeavoring to save his leg and we hope they will be successful. He is at the Golden State Hospital. Call and see him. I am sure a visit will be appreciated.

Harry Thomas, the popular dispenser of the eats at the Restaurant, started on a 30 days vacation, but a speed demon in an auto ran their night cook down sending him to the hospital. An S. O. S. call was sent out for Harry and he will now have to take his vacation in sections.

Motorman F. Hetze was taken suddenly ill last Saturday night, but after being off Sunday and Labor day, he has returned to duty and to look at him one would hardly believe he had been sick. "Oh you Hetze."

Mot. W. W. Strong has been appointed on the flagging staff. W. W. was number one at the Division.

Mot. Charley Freer of the flagging bureau was in to see us the other day. He has been assisting in the Lost and Found Dept. while Kleagle Clothier has been on vacation and he says, "Pretty soft, pretty soft."

We understand that the arrangements for our show to be given shortly are going along nicely and from all accounts it will be of the "Knock 'em dead" variety in keeping with the Division's usual reputation for doing things.

Extra Conductor Bosserman phoned in sick on Sunday afternoon, his trouble being Gladys Dulaney. Yes, that is the name of the young lady that arrived that day from Denver, the old home town and she is now Mrs. Bosserman. The ceremony taking place Monday, August 28. The happy couple are now settled in their home on California St. Bosserman is a violinist of note and will be heard with our orchestra at our coming show.

Although we see Condr. B. B. Bowman every day, he failed to inform us of a visit to his home of the old bird stork. A fine bouncing boy having been added to the family on Thursday,

DIVISION 4

C. J. Knittle

The past week has brought both joy and gloom to our amiable friend, Operator W. J. Irvin. For some time W. J. has carried a Ford switch key and wanted to buy a Ford to fit it. His efforts were crowned with success last Monday when he located said buzz wagon in a local used car market. And he smiled. Garage rent was the next item and being a trifle out of ready money he decided to just leave the Liz parked in front of his house. In the wee small hours of the following morning an ambitious arm of the law decorated the steering wheel with an invitation to the court of Judge Chambers. And less than twenty-four hours later—he frowned.

It was an exciting event—the shake-up. Seemed as though everyone was beaten out of the run they wanted, and yet everyone ended with the best run in the division.

Operator J. L. Cates has returned from St. Louis and says the old town has sure lost its kick. If he could have found the gang that used to hang around the corner saloon it would have been alright, but it seems everything went with prohibition, says Cates.

A trainman, who had only worked three weeks, blew into Supt. Wimberly's office a few days ago and demanded to know why he has not received any demerits. Mr. Wimberly almost keeled over. "Do you really want some?" "I sure do," shot back the rookie. "That is an unusual request," commented the boss. "Well, you don't suppose I'm just working for my wages, do you?" queried the trainman. "No," replied Wim, "but if you want some demerits real bad I'll give you some." "Well, I've earned them alright," continued the trainman, "I guess I've done my work as well as these other guys who got twenty demerits for safety and courtesy." "Well, I'll see that you get some as soon as you have worked three months," promised the genial superintendent, "but we will see that you get credits,—not demerits, for I'm sure that's what you mean." The new man walked out, a little chagrined at his own mistake, but nevertheless hopeful.

Mot. E. Mason is taking a thirty-day leave to attend to local business.

Conductor G. C. Watson, who shoved off on the matrimonial sea about a year ago, is getting right down to business and has taken a sixty-day leave to build a double bungalow out on West 10th.

Conductor C. J. King is also on a sixty-day leave to build a home.

First Gentleman: "Did you get home last night before the storm?"
Second Ditto: "That's when it started."

Doctor—You cough easier this morning.

Patient—I ought to. I've been practicing all night.

August 24. This, I think, makes a pair of 'em. I saw Bowman and he appeared to be perfectly happy, so glad to report that mother and babe are doing fine.

Cash receiver McAdams is suffering severely with foot disease and when he hears him telling about it, and at night shift, one can hardly refrain from shedding copious tears as it indeed a sad story. Cheer up, McAdams, we know the money is hard and hard to carry, but then again, may only be the gout. See Beights, will put you next to a sure cure.