



NEW SCHEDULES EFFECTIVE

CLOSE FINISH MARKS END OF SAFETY CONTESTS

After having the March safety contest apparently on ice, Division Five slipped for several days and last Wednesday the safety bureau announced that Division Two was holding first place in the monthly score and in the season standing.

The contest finished Saturday night, and now begins a six months' period in which the safety contests will be discontinued although there will be no relaxing of safety effort and the records will be kept the same as during the contest months.

The division scores for March announced Wednesday were:

Division Two	113.02
Division Four	119.06
Division Five	120.93
Division Three	150.88
Division One	167.82

Division Five was only three points behind Division Two in the seasonal scores last Wednesday. That is very close safety running for a period of six months.

The man with a thousand friends is far richer than the man who has only a million dollars.

Company Dance To Be Held in New Hall

For those who get a copy of *Two Bells* Saturday afternoon, here is a reminder:

The monthly entertainment and dance is held the last Saturday of every month and this month it means March 31. The place is Forester's Hall, 955 South Olive St. The quarters to be used by the company are on the third floor.

A lively vaudeville program has been arranged and will be followed by dancing and refreshments.

The door to the Temple of Success is never left open. Every one who enters makes his own door, which closes behind him to all others.

Sign Language Gets Fare From Deaf Mute Patron

CONDR. JOHN TURVEY of Div. 5 had a student the other day and during the rush hour a lady got on with a baby and a couple of large bundles. She passed by the farebox without making the usual deposit, so Turvey thought she was going to set her bundles down and then come back.

After a couple of blocks he went to the lady and asked her for her fare. The lady "wiggled" her fingers and pointed to her mouth, so John wrote on a piece of paper, "fare, please." Again the lady shook her head.

That was too much for Turvey and he retreated to the rear end and told his student, "I guess we're out of luck, she's deaf and dumb and can't read." The student said, "Why, I'll get her fare," went to the lady, "wiggled" his fingers, she "wiggled" back, then smiled, reached in her pocket and handed him a nickel. John turned that student loose that night.

REVISED SERVICE PLANS STUDIED

Meetings of the day and night supervisors last Friday were devoted to matters connected with the redistribution of lines. The new schedules were considered in detail, and arrangements made to keep traffic moving with the greatest possible efficiency under the new plan.

In two weeks William Brown, foreman of the car house shops, will speak on some phases of mechanical department work in which the supervisors can help.

Accidents are a waste.

Receives \$25 for Turning in Purse

Conductor R. H. Barnard recently received a reward of \$25.00 through the Lost Article Department, for the finding and prompt turning in of a small purse containing \$528.00. Honesty is the only policy.

The world is round but there are lots of square people in it.

Five Special Men Training New Trainmen

Five trainmen have been assigned to special work as instructors to train the additional number of men necessitated by the redistribution of lines and increase in service.

These men are Conductor L. F. Crandell, Division Two; Motorman S. E. Weeks, Division Two; Charles Pipes, Division Two; J. H. Miller, Division Three; and W. E. Snell, Division Five.

The instruction department again wishes to express appreciation to the trainmen who are helping effectively as line instructors. They are training the new men well in the details of operation, and at the same time giving them the right idea of company spirit and loyalty, which is as necessary in any branch of public service as ability to perform the mechanical duties involved.

Watch Time Points On New Schedules

In connection with the redistribution of cars, and the operating of new schedules, special warning is given by the transportation department against running ahead of time.

This is the one sin that will upset service 100 times out of 100 because it overloads the cars behind. Carelessness by one motorman in this respect can set all cars on the line off schedule.

With the establishment of the new schedules and the increase in service, every help will be given trainmen and the matter of running ahead of time will be checked closely.

Keep your conscience alive.

Cars Provided For Sunrise Services

Cars for Easter sunrise service were operated direct to Eagle Rock Park and to Santa Monica boulevard and Western avenue, connecting with the red cars carrying worshippers to the Hollywood Bowl.

Three cars were operated to both places. The inspiring devotional exercises started at 5:40 A. M.

Nothing is so fatal to any good cause as indifference.

CHANGE GIVES MORE RUNS AND MORE SERVICE

The general choice of runs which started Wednesday night, to be effective Sunday, April 1, was conducted satisfactorily and trainmen and office men are ready to make the new plan thoroughly successful.

The increased number of runs at Division Three caused a number of men to transfer there from other divisions. This feature worked out so satisfactorily that it was not necessary to ask any men already on the books to make the move, and the necessary force was completed by assigning 10 of the new motormen and 10 of the new conductors, who were then breaking in, to Division Three.

Increases Runs

The redistribution of lines considerably increases the number of runs and the number of cars in service.

Under the old plan there were 794 regular runs, but the new plan provides 836 runs with an additional 12 runs for Division Five conductors, due to two-car train operation.

The number of cars in scheduled service during the morning rush period is 809 as against 786 under the old plan. In the evening rush period the old schedules called for 880 cars, and the new schedules call for 902 cars with 25 extras to be sent out from the five divisions according to the crews and cars available.

Midday Service Next

The schedule department is now at work on the second phase of the redistribution plan, namely, building up the midday service. It is expected that at least three months will be required to complete this work and it will involve line "shake-ups" and perhaps another general choice on the majority of lines in the future. The midday service will be increased from 25 to 30 per cent.

Day Off Plan Improved

At the previous general choice, trainmen were given the option of working six or seven-day runs.

In the general choice last Wednesday, trainmen were allowed to bid on runs for six or seven work days. In the event of wishing to work only six days a week, arrangements have been made for a day off to be designated by the division superintendent. In this general choice, and in any future

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Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

THE big "shake-up" is over and we're away again. Let us make the increased service now, and the increase to come, effective for the benefit of passengers. Let us put forth a really big effort to serve. Be courteous and smile so that your passengers will be in the right frame of mind to help you.

Work with your working partner on the car. If he has not had as much training as you, see if you can help him and offer that help in the way you would like to receive it. Heads up. Let's go!

Safety at Crossings Demands Strict Rules

THE proper procedure for flagmen and trainmen at railroad crossings is one of the most important things in street car operation. An accident at one of these crossings is sure to be serious, and that is why every effort is exerted to prevent such accidents. It is only by strict observance of all details connected with crossing safety rules that human life can be adequately protected.

It is no secret in the transportation department that procedure at railroad crossings has been under close observation of state and city regulatory bodies recently.

Several complaints have been received because motormen have overrun the stop plate at crossings. This means that the street car blocks the danger gates after the flagman sees a train approaching and has to lower them. When the bar cannot be lowered properly, it does not block automobiles, and the drivers are likely to go ahead into the path of an oncoming steam train.

Another practice reported to the company is that some motormen come up to a crossing and signal to the flagman with the gong almost before the pace of the car has been checked and then, after they receive the flag signal, proceed across the intersection without coming to a full stop as required by the rules.

Motormen need not be impatient in this respect, as the flagman has his particular duties to perform and is held responsible. The flagmen have been under observation by the outside organization mentioned just as much as the trainmen. The flagman has very definite duties to perform, and if he neglects his safety duties he is subject to discipline just as much as a trainman who disregards safety rules.

Trainmen and flagmen alike are responsible for maintaining safety at the crossings, and it is only by cooperation between the two that proper safety can be maintained.

On the Sick List

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

DIVISION NO. 1

Conductors—D. L. Wieland, 462 W. 45th St.; A. C. Stanley, 768 Stanford Ave.
Motormen—F. H. Fox, 6108 San Pedro St.; L. F. Moore, 652 Central Ave.

DIVISION NO. 2

Conductors—W. S. Culver, R. F. D. No. 1, Box 338, Redondo Beach; C. F. Steinert, 675 E. 53rd St.
Motormen—O. M. Hayward, 208 E. 30th St.; J. M. Sparks, 653 E. 53rd St.; L. Neff, 4511 Lincoln Ave.; W. L. Cole, 319 E. 36th St.; H. Smith, 951 E. 52nd St.

DIVISION NO. 3

Conductors—D. A. Kuykendall, 3029 E. 4th St.; W. F. Stark, 820 Isabel St.; J. F. Wilson, 759 N. Ave. 23; E. R. Blasingame, 1049 Richmond St.; J. T. Derosier, 2833 Jeffries Ave.
Motormen—W. M. Carter, 116 N. Ave. 20; J. T. Martin, 2676 Newell St.

DIVISION NO. 4

Conductors—E. L. Bailey, 1420 W. 12th St.
Motormen—J. B. Selby, 1204 Winfield St.; E. F. Irish, 5451 Whittier Blvd.
Operator J. H. McClintock, 2030 Cambridge St.

DIVISION NO. 5

Conductors—G. McBride, 5207 S. Van Ness Ave.; F. F. Roskam, Raymond and York, Hawthorne; W. B. Reilly, 320 W. 48th St.; H. C. Lehnart, 5345 First Ave.; W. Gilbert, 5417 Third Ave.; M. A. Stoltz, 6026 Fourth Ave.
Motormen—M. E. Tobin, 5715 Third Ave.; J. F. Beswain, 1213 W. 62nd St.; W. E. Shepherd, 5341 Fourth Ave.; N. Harris, 602 Euclid Ave.

Introducing New Men

The following men have been assigned to their divisions during the week ending March 24, 1923:

DIVISION NO. 1

Motormen—E. L. Smith, F. B. Harvey, L. E. Mills, D. C. Coverdale, C. Master-son, A. S. Mason, R. H. Duensing, A. F. Bates.

Conductors—C. E. Maynard, D. H. Auten, F. Johnson, C. V. Rose, R. A. Fairbrother, C. Holman.

DIVISION NO. 2

Motormen—G. W. McMullin, P. K. Vasel.

Conductors—S. S. Douglass, J. Crook, Jr., H. Dorsa, A. Boivin, A. W. Finch, F. D. Riley, R. W. Lee.

DIVISION NO. 3

Motormen—D. M. Fountain, M. L. Stuart, F. S. Danhouser, R. Walters, H. Powell, J. Siler, W. R. Ewing.

Conductors—O. M. Hobson, P. J. Desrosier, C. A. Modin, C. W. McCain, C. D. Frisby, M. W. Wood, W. E. F. Jorgenson.

DIVISION NO. 4

Motormen—A. R. Day, W. R. Hamilton. Safety Operator E. W. McKeeman.

Conductors—C. Shatz, P. Harmon, G. A. Davis, J. L. Baker, E. R. Walker, E. Curnow.

DIVISION NO. 5

Motormen—R. A. Deering, R. H. Stephens.

Conductors—C. F. Lytton, B. B. Bott, W. Enscoe.

R. A. PIERSON,
Chief Instructor.

BULLETINS

Issued April 2, 1923

BULLETIN NO. 47

Notice to Conductors

Pass No. 4997, issued to W. Millican, Motorman Division Three, has been stolen.

If this pass is presented for transportation, take up, collect fare, and send to this office, obtaining name and address and also giving description of party using same.

BULLETIN NO. 48

Notice to Trainmen

At all Pacific Electric crossings which are protected by flagman, positive orders have been given the flagman not to give signal for Los Angeles Railway cars to proceed when there is a Pacific Electric train approaching within 300 feet. At steam crossings flagman will not give signal for Los Angeles Railway cars to proceed in any case where it would be necessary for motorman or operator to make any attempt to hurry for the purpose of beating the steam train or the lowering of the gates.

The giving of signals under above conditions must be left to the discretion of the flagman, and motormen must not exhibit any impatience under such conditions.

P. B. Hill
Supt. of Operation.

BUCKETS OF BLOOD!

An unidentified trainman was carried into the trainmen's room at Division Four Thursday morning, about 9:30, with a fractured skull, broken collar bone, dislocated jaw and a wrenched back. Blood oozed freely from his left temple. Yardmaster Barden said he had been pulling down the trolley of a car when another car pulled in and collided with it, crushing the man in between, after which he dropped into the pit.

Doctor Fisher was rushed to the division. In the meantime, Mechanical Foreman Joe Melvin offered first aid and succeeded in checking the flow of blood by the time the doctor arrived. After a hurried examination, during which the man regained consciousness, Dr. Fisher whispered that the injuries were fatal and that it would be best to put the sufferer out of his misery. Unfortunately the man overheard the remark.

"I must live till Sunday midnight," he uttered.

"It is hardly possible my lad," answered the doctor truthfully.

"I must! I must! repeated the injured one with determination.

"We can't control our destiny, my friend," replied the doctor, "what is your name?"

"My name?" asked the trainman, "Oh, yes, it's Ayril Phool."

KNITTLE.

SHIFT PROVIDES ADDITIONAL RUNS

(Continued from Page 1, Col. 4)

changes, whether it be "shake-ups" or individual bidding on an open run, a trainman may specify whether he wishes to work six days or seven.

There have been some cases in the past in which a six-day run, with a good allowance of working time, looked almost as attractive to a trainman as a seven-day run with less working time, but if the trainman had previously expressed a wish to work seven days, he could not take the six-day run. The new plan gives a wider range for selection and eliminates the point of difficulty that developed previously.

USE MENTAL PICTURE OF POSSIBLE ACCIDENT

By JOHN C. COLLINS
Supervisor of Safety

A few years ago, the A. B. C.'s were taught in our schools—today children are taught to read a combination of these letters such as "cat, the, and." They make a mind picture of the combination so it means just that whenever seen.

The inability of the average motorman to read the combinations and conditions of the street is his weakest point. Some of the men read the conditions right, but do not act on the impulse that is trying to force them to act. They overcome this impulse to action by a conscious effort of their will power, and this leads them into trouble.



Fighting Possibilities

All people must remember that in the prevention of accidents, they are continually fighting a thing that does not exist and has not happened. The only way this may be done is by foresight or imagination. There are certain places on every line where conditions are more dangerous than other places on the line, the heavy traffic street, the blind street, the narrow streets, and many others, all stationary places, right there all the time. The hazard is known to the regular motorman, and easily seen by the new man in the service. If you allow your car to approach one of these cross streets at such a speed that you cannot stop before crossing, safety depends on the fact that there was nothing in it to hit, and not on the judgment used.

Imagine Danger

It is true that the chauffeurs should recognize track crossings as dangerous, for they have about 99 per cent of the roads and one would think that in all fairness they would give us a chance (on the only place we are allowed to run), approaching such places with the same idea in mind, instead of throwing themselves directly in front of a fast moving car.

There are many safe drivers, and many more who are not, even when the safety of their dearest friends depends upon them. If you motormen imagine an auto is coming out of every blind street, you will play the road space scheme on that street. If every chauffeur could see in his mind's eye a car approaching the intersection as he nears the railroad track, both would be safe. If neither anticipates the accident neither can prevent it. Any move repeated many times soon becomes mechanical or habitual. Any thought carried from day to day has habitual tendencies, so get the habit of imagining an auto coming out of every street, where your vision is obstructed.

Watch Cut Ins

Another combination that seems hard for some to read, is when approaching a street where a traffic officer is on duty, or even a heavy traffic street not so protected. There are many autos ahead of the car all in the clear. When the lead auto stops all the others must stop. There is sure to be one or two who are following too close to the one ahead, and to keep from colliding, must make a left turn. The autoist makes this turn instinctively, he cannot help it, even though he knows your car is there. This condition was very plain to the man who was able to read it, approaching such places anticipating this move. This type of accident is often very serious. The man who pulled directly in front of you, is no doubt at fault, but the car hit his auto shoving it into the one ahead, all of them being close together, and a slight shove may damage the others. We have had as high as nine autos smashed in one such accident.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things

(Hand Picked)

For Motorman C. A. Bech, Div. Two
 For Conductor A. O. Reynolds, Div. Two
 For Conductor C. H. Wittmer, Div. One

Los Angeles Railway.
 Gentlemen:
 I wish to recommend Motorman No. 753 and Conductor No. 768, also Conductor No. 80 on the "S" cars for merits. I am very observing and appreciate courtesy when I see it.

I must tell you how much we appreciate the new cars you have put on this line for us.

Sincerely,
 Miss Lena M. Landreth,
 2703 S. San Pedro St.,
 City.

□ □ □

Mtr. F. C. Wright, Div. Two

Los Angeles Railway.

Gentlemen:
 I wish to compliment your motorman on car No. 1251, Thursday morning Feb. 1st, Cap No. 2099. Due to his personal interest in the traffic situation, I was able to get to work on time and so were several other people who were waiting to board the car at 3rd and Catalina. From a quarter to eight until five minutes after eight these cars are jammed at the rear end. The conductors in charge at the present time do not seem to request the passengers to move forward (it may be, however, they cannot manage the public which is unruly at best). Your motorman jumped off the car and requested the passengers to move toward the front of the car so that the people who were waiting could get on. The request was complied with and those waiting got on and there was still room left for more than 20 passengers.

Yours very truly,
 K. Vaughan,
 3525 West 4th St.,
 City.

□ □ □

For Motorman G. L. Thompson, Div. One

Los Angeles Railway.
 Gentlemen:
 I wish to thank you for a courtesy shown me by a Motorman on a Pico Street car, his cap number is No. 2629, which I appreciated very much, as it was in a time of need, and as I observed he treated all, black or white, with every consideration. I do not hesitate to say it is too bad you have not more carmen on your lines as he.

Respectfully,
 H. E. ROGERS,
 220 East 47th Place.

□ □ □

For Conductor J. C. Phillips, Div. Three

Los Angeles Railway.
 Gentlemen:
 I wish to report conductors No. 426 and No. 2016 on the Garvanza car line for their extreme courtesy.

I have occasion to ride often with two old ladies—one blind. They have both been most kind in assisting these old ladies off and on and helping them to a seat.

Respectfully,
 Anna S. Fitzhugh,
 401 West Ave. 50,
 City.

□ □ □

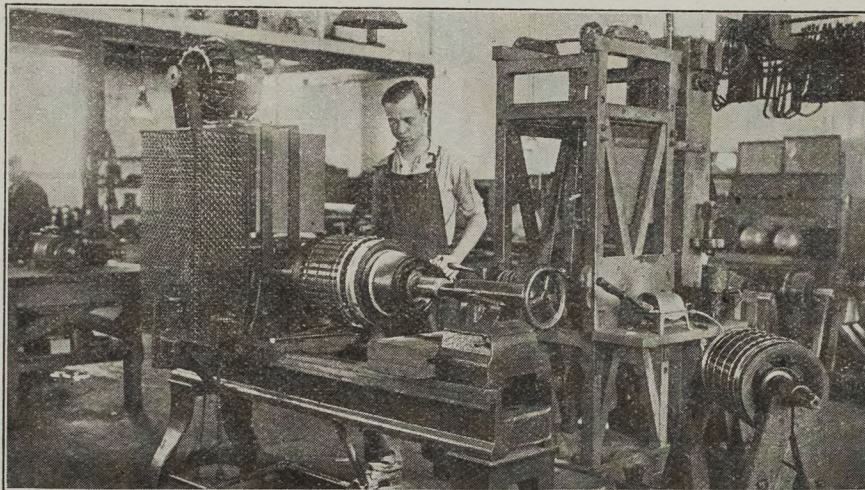
For Motorman W. J. Edwards,

Los Angeles Railway.
 Gentlemen:
 Just a word of appreciation for Conductor No. 2288 on the "F" line, car 225. This conductor was extremely courteous to an old lady and went very much out of his way to help her. Also the motorman deserves praise for his kindness and courtesy to an old man.

I know you have a credit system and think that these men deserve credit.

Yours very truly,
 A. Campino,
 3260 East 4th St.,
 City.

Old Lathe Used To Wind Armatures for Car Motors



Fred J. Shaw Putting Old Machine To New Use

A METAL lathe, formerly used in the machine shop and now used for winding the wire on armatures of electrical motors, is an interesting piece of equipment in the electrical repair department of the main shops.

The armature core is lifted to its place on the machine by means of a pneumatic hoist. The wire runs from spools in the wooden rigging behind the operator. Pulleys and weights keep the wire properly taut as the armature core revolves in the lathe.

L.A. Flagmen Have Nearly Seven Centuries Service

SIX hundred and seventy-five years of street railway service in Los Angeles is represented by the 41 flagmen who participated last Monday in one of the most interesting "shake-ups" on record. The flag stations were chosen according to seniority in service.

Twenty three crossings are protected by company flagmen every day from 6 A. M. to 6:30 P. M. The flagmen's general choice is effective April 1, the same as the general choice of runs.

The ranking flagman is R. E. Palmer, who started in 1889 and has 34 years to his credit. Second is Hugh Brady, who started nine months after Palmer.

For Motorman F. A. Geel, Div. Four
 Los Angeles Railway.
 Gentlemen:

Will you please give Motorman No. 2381 on car 1025 of the Crown Hill line merit for his good and careful driving in preventing a very bad accident? As a little child ran from the sidewalk, in trying to avoid an automobile, ran right in the path of the street car, which was immediately stopped. We were going down hill at the time.

Yours truly,
 Florence Hall,
 1720 Court St.,
 City.

The man who puts safety last, usually goes to the hospital first.

Only ten of the trainmen have less than ten years' service. The following list shows the number of years of service each flagman boasts:

- R. E. Palmer, 34; Hugh Brady, 34; L. G. Dahlbrink, 31; J. J. Griffin, 31; W. W. Strong, 25; S. E. Edwards, 24; A. McFarland, 23; W. D. Carpenter, 23; C. Willcuts, 23; W. T. Hunter, 23; W. S. Service, 22; Al A. Rooke, 22; W. F. Abernathy, 21; E. L. Terry, 21; J. G. Allison, 21.
- W. W. Stewart, 20; H. N. McConaha, 19; H. D. Sipperly, 19; C. H. Freer, 18; J. A. Scott, 18; F. E. Robertson, 18; W. O. Bailey, 17; J. E. Stewart, 17; J. D. Wood, 16; O. Pearson, 16; L. W. Howe, 16.

- W. Gibson, 15; H. M. Swant, 13; H. L. Mull, 11; L. F. Fruitt, 10; C. F. Alpaugh, 10; Robt. Hickson, 9; G. David, 6; R. F. Page, 6; R. E. Mohrter, 5; C. A. Park, 4; S. M. Wales, 3; J. A. Yates, 3; E. J. Eden, 3; W. T. Travers, 3; M. A. Grigsby, 2.

For Condr. W. S. Kennedy, Div. 5
 Los Angeles Railway,
 Gentlemen:

I take pleasure in commending conductor No. 2544, Eagle Rock Car. I have been a passenger many times on this man's car. I have always been impressed by his suzerance and attention to duty in every respect. It is certainly a pleasure to ride on his car.

Very respectfully,
 ELIZABETH GALLEY,
 Major.

Stage Manager—"All ready, run up the curtain."

Stage Hand—"Say, what do you think I am, a squirrel?"

On The Back End

(Contributed)

Speed Nut: "I'm afraid that car will beat us to the crossing."

Passenger: "That's not what I'm afraid of. It might be a tie."—Trolley Topics.

Motorman C. L. Bond, of Division One, says he saw a woman who was waiting for a car at Seventh and San Pedro comment: "Someone left a suit case out in the middle of the street. See it there with the small brass handle?"

Here's hoping she did not walk off with the traffic officer's platform.

A few days ago when a signal button was stuck on one of the new cars and the conductor was trying to find which one it was, a woman passenger was heard to say: "What's he hunting around by the windows for? Up here is where that noise is." (Indicating the buzzer). About that time the conductor found and stopped the trouble and the old lady exclaimed in amazement: "Well, what do you know about that. I never knew these cars were equipped with wireless."

The greatest deceiver is one who deceives himself.

They all do it sooner or later. Extra Motorman Minkler rushed into the Division Three office the other day yanking great big chunks of useful air out of the room and announced between gasps that he awoke to find he had five minutes to get to the division and he did it with 30 seconds to spare, only to be informed that he had misread the clock and was not due out for a full hour. He at least proved that he is a speed demon.

In a bachelor apartment house:
 First Voice over the phone:
 "What are you doing, Bill?"
 Bill: "Washing."
 "Washing what?"
 "My B. V. D's."
 (Then central breaks in on the line): "I'm ringing them."—Exchange.

Three women attended the general choice Wednesday evening at Division Four and helped their husbands choose runs.

Three hon'able pas are not going to loiter on the way home after April 1.

Two women boarded a southbound U car at Seventh and Figueroa like this:

Prospects: "How can we get to Eighteenth street?"

Conductor: "This car will take you there."

Customers: "How will we know when we get there?"

Cashier: "You will hear me calling the street. The car will stop and I will advise you to step off."

Converts: "Oh, yes. How nice."

Don't become discouraged, often the last key in the bunch unlocks the lock.

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

The main talk of the division at the present time is the general choice. All of the extra men and some of the regulars were out on the West Jefferson line this week breaking in and getting used to the scenery. They all report the run as being very satisfactory.

Ask Motorman C. F. Raymon how he came to hit that Stephenson car the other day with his machine. It's worth a laugh.

Clerk C. L. Farrah was off a day this last week on account of having a very bad cold. He is feeling better now, however.

Some of the boys were in to say goodbye today as they expect to leave soon for Division Three. All we have to say is they are leaving a mighty fine division when they pass up Division One. We wish them the best of luck at their new home.

There is no hope for the man who cheats while playing solitaire.

DIVISION 2

C. L. Christensen

This month is drawing to a close and with it the season's safety contest. According to the score board, at the present writing, it looks like a toss up between Division Two and Five, as they are on even footing within a fraction of a point. So we will keep on working and hoping.

Bus Driver E. A. Schoenbaum has resigned to accept a position with a local moving picture concern. Sorry to see you leave E. A., but wish you success in your new undertakings.

Motorman R. Nall, who has spent the last three months in Arizona taking care of some mining interest there, is back at his old job again.

Conductor L. H. Boyle and R. S. Dodge, who went to Pine, Arizona, several weeks ago, returned to Los Angeles last week, with their families, for the purpose of establishing a permanent home here.

Conductor G. R. Stevens has sent in his resignation on account of ill health, with intention of taking out a homestead in the vicinity of Ashland, Oregon.

B. H. Keller, a police officer, and former motorman at Division Two, died recently at a local hospital, after an operation for appendicitis, from which he failed to regain consciousness. Division Two's sympathies are with the bereaved family.

SAFETY FIRST

It means looking out for the other fellow, looking out all the time, expecting him to do some careless thing.

It means ringing the gong and slowing the car on approaching street crossings and intersections.

It means looking out for kiddies playing in the street; for feeble persons boarding your car.

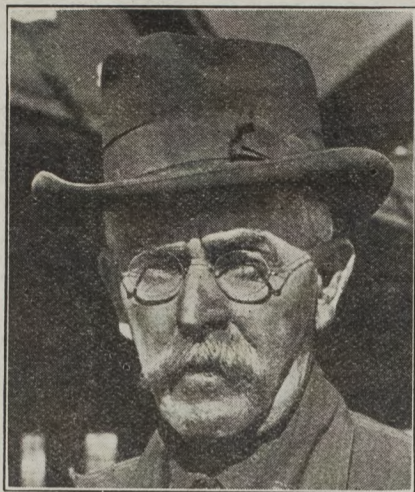
It means starting your car carefully and feeding current correctly.

It means knowing that your passengers are safely on or off your car before "go ahead" signal is given.

It means that the rules should be closely studied and carefully observed.

It means, last, that "Safety First" must be continuously in your thoughts and govern every action where your fellowman is concerned.—National Safety Council.

Who's Who



SOME 18 years or more ago the late W. H. Leeds, then foreman of the carpenter shop at South Park, called John Marsh by telephone and told him he had a few days work for him. John went to work for the three weeks and has been at it ever since.

When John started with the company, Joe Spearing, the present foreman of the main carpenter shop, was a youngster making himself useful with hammer and nails. When the buildings at division three were erected in 1907, John Marsh was there ahead of the street cars doing carpentry work and has been there ever since. He is well liked by old timers and new men, and proved his good nature by putting down his hammer and saw and crawling out from among the street cars to have his picture taken.

DIVISION 5

E. C. Tyler

Conductor G. J. Cowden has just returned to work after being on the sick list for some time. Now we can't vouch for the truth of the following but Cowden's motorman, P. D. Probert claims G. J. has a parrot farm and has been off teaching little yellow parrots how to talk.

I was standing at Santa Barbara and Hoover St. the other day and heard a lady ask Motorman No. 677, of the Hoover Street line, if he, "Went to Brooklyn." "No," said 677, "St. Louis and Chicago is as far as we go."

F. L. T.

We want to take this opportunity to say goodbye to the boys of Division Five who are transferring to Division Three. They are all good fellows and we are sorry to see them go, but hope they will like Dye's clan and succeed in grabbing one of the good runs.

He—"What is your favorite opera?"
She—Motorman and Conductor.

He—What do you mean? Motormen and Conductor are the men who run street cars.

She—Yes, yes, I know, that's what I mean—Carmen.

BY MATLOCK.

Motorman W. E. Snell has been appointed temporarily to the Instruction Department and is now High-Pilot, Captain or Commodore or whatever it is they call the main-squeeze on a rough edge car.

I get dizzy trying to watch the safety bulletins the last few days. There seems to be a storm brewing and the sea gulls are all trying to see how quick they can get to the cellar.

However, let's give the credit where

DIVISION 3

H. A. Russell

This issue of *Two Bells* will come out on the last day of the safety contest and unless we have some hard luck, and at the rate we are now going, we will finish in about fourth or fifth place, and it looks like a close finish for Division Two, Four and Five. Although it is to be regretted that we didn't cop the pennant, no doubt you all did the best you could and we can congratulate the winners whoever they are. During the rest period we can figure out some scheme whereby we can beat the common enemy, "Hard Luck" in the next contest.

If you should see Extra Conductor Levi Coburn with a Barrett Corporation in his check it does not call for sympathy on account of a badly ulcerated tooth or anything of the kind. No indeed, it is the Climax gentlemen, or maybe Piper Heidsick. But why not, Levi old boy, during this H. C. of living period cut down the size of quid it would look better anyway.

Conductor Carl Judd, president of the Judd Irrigating Co., Ltd., is at loggerheads with a neighboring one-man company in the same line of business. It is reported that Carl sat up all night with hose in hand to beat his opponent to a contract and he claims a bloodless victory.

Motorman C. H. Wolfe and Motorman S. Dean, are both breaking in as extra clerks in the office. Both of them ought to make good on the job and we wish them success.

The company has gone to the expense of having the pool table recovered and fixed up, and it is now up to the boys to play the game and play it fair. No horse play and show your appreciation of this feature supplied by the company for your amusement.

I would be pleased to report a visit of the stork at the home of someone, but it seems that the old bird has forsaken this division and another bad feature in connection with the visit of the stork, it generally means a cigar or two and as our stock is getting low please get busy with those cigars. Should the old bird arrive, be sure and let us know, as we need the news.

If you notice Motorman A. B. Cooper carrying a load of stone in his White Steamer it does not necessarily mean that he is in the tombstone business. No, it is only rock that he carries to block the wheels to keep the pesky thing from moving away when he leaves it, as like Spark Plug, it is always rarin' to go.

Two Bells, the largest paper published by the Los Angeles Railway, has presented us with a poster card depicting the fact that if you have a good story or joke to send it in. Now get hip to this and send 'em in, as we need 'em.

Accidents occur when you do not think of safety.

Give the side of safety the benefit of the doubt.

Care and caution in your work are necessary for your own safety and that of your fellow-employees.

It is due, to Divisions Two and Four, they are certainly out for the record and unless we can feed those gulls some yeast we are going to have to stand back and say, "Here it is, take it."

DIVISION 4

C. J. Knittle

As this is being written the shake-up is taking place. The trainmen's room is crowded with men in uniform and in civies. The atmosphere is heavy with smoke, the mumbling of voices is constant. Every human emotion is written on the faces of the men but the predominant one is suspense. Most of the men have gathered in front of the list of runs and are watching it eagerly. Supt. Wimberly is calling the names in their respective order. Foreman Boyd is marking the names after the run numbers as the choices are made. It is a trying time—the shake-up—but oh, how we like them.

The Reign of Terror had nothing on the enmity between Cash Receivers Raymond Smith and Earl Culley last Tuesday. Smith brought a small platform with him Monday evening to stand on, but forgot to set it out of the way when he left. When Culley hurried in next day, he fell over it and got his hand caught in the cuspidor. Now, there is a Reign of Silence when Smith relieves Culley.

Motorman A. J. Trembley reports the birth of an eight and a half pound daughter last Wednesday morning.

Last Friday Foreman Boyd opened the bid box to examine some bids and found this note: "Motorman J. H. Meiers reports the birth of four Boston Bull pups to his full bred matron, 'Sassy Jane.' They are beautifully marked with short screw tails." (But even at that they are not broken in on all the lines.)

The past week was a dum hinger for Supt. Wimberly. Nine conductors and nine motormen transferred to Div. Three. The quota to be transferred was forty-five but it seems when it came right down to business, Division Four was a pretty good outfit after all.

Conductor Schroeder, of Pico, transferred several splinters from his head to his finger tips when a lady passenger said she was looking for Bunny Bear. Schroeder was about to transfer her to a Lincoln Park car, thinking there might be a cross between a rabbit and a bruin in Seelig Zoo, but the lady objected, saying she was looking for a house for rent, not a menagerie. "Well, haven't you got the address with you?" asked Schroeder. "Sure, if you can't understand plain English," replied the woman as she handed him a clipping from a want ad page, and there it was just as she had (not) said, "B-O-N-N-I-E B-R-A-E."

Their Location

"James," cried Mrs. Timmid, sitting up in bed, "there are burglars downstairs!"

Mr. Timmid, wishing to quiet her fears, replied, "Oh, no, dear."

"I'm sure there are," insisted Mrs. Timmid.

"Well, I'm sure there aren't."

"James, I tell you there are!"

"I tell you there isn't a burglar downstairs!"

"Your husband is right, mum," interposed a low-browed individual who thrust his head into the room at this juncture; "we're upstairs."

'Tis hard for an empty bag to stand upright.—Benjamin Franklin.

A country doctor, just arrived home from a case found this note awaiting him:

"Dear Doctor: My wife's mother is at death's door. Please come at once and see if you can pull her through."

—SELECTED.