

TWO BELLS

Vol. III

APRIL 23, 1923

No. 47

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

Pay Raise Results Satisfactory

AVOID DRIVER WHO INVITES DANGER IN TRAFFIC

By John C. Collins
Supervisor of Safety

One of the hazards of the street needing attention, is the heavy steel trucks, handled in many cases by men lacking imagination who, owing to the strength of the machine, seem to drive with a chip on their shoulder. The man who employs these men is responsible for this sometimes, for not instructing the drivers to run safely. The day is not



far distant when these men must answer for deliberately running in front of cars or autos, endangering the lives of others. Some responsibility must be put upon them. Everyone realizes the danger of hitting such a vehicle, but cannot guard against the irresponsible individual who may in the fraction of a second put his car across your path, then slow up, laughing at your effort to avoid striking him.

Set Switch Right

How many of you read the conditions at an electric switch? The rule is not to double, which means not to place the cars in such a position as to cause a collision, should one car split the switch. If a man ran into an open switch, the collision would happen at the switch tongue. If the rear trucks split the switch, the collision occurs beyond the center of the street, because the front of the derailed car is almost across the street before the rear end cuts the other way. The conditions are plainly before you, study them all the time. Say the switch point did not go all the way over. Motorman notices this. The impulse is to adjust it, but the will says take it easy, it will be alright, then he finds it was not alright, but by a conscious effort of his will created a hazard of several kinds. If it doesn't look right, it is wrong.

Every time you grit your teeth, start ringing the gong with the intention

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

Courtesy Week Advances Smiling Car Service



KIWANIS MEMBERS THANK COMPANY FOR CAMPAIGN

THE spirit of courtesy week is illustrated in the picture above, posed by J. A. Madigan of Division 2 as the courteous conductor holding a baby and shopping package for Mrs. H. T. Tuttle while she searches her hand bag for the elusive nickel fare. The smiling passenger behind Mrs. Tuttle, who is carrying out the request to "say it with a smile," is Miss Nina Martin of the main offices.

At the weekly meeting of the Kiwanis Club, the Los Angeles Railway

was thanked for its efforts in promoting the courtesy week campaign. The courtesy campaign was sponsored by the Kiwanis Clubs throughout the country.

The yellow badges reading "Courtesy Week April 15 to 21," printed by the railway, and supplied to all trainmen, were distributed to members of the Kiwanis Club, and the officers of the organization urged the members to wear them during courtesy week.

Grand Ave., Track Repair Started

Reconstruction of the Grand Avenue track from Jefferson to Pico has been started. The track has been opened at the south end. New tile drain and ballast and pavement will be installed.

The track department began the installation of new special work at the division of Spring and Main Street track south of the property line at 9th and Main last week.

QUITE SO

"My car certainly gave me satisfaction last year?"

"So did mine. What make is your car?"

"An Elcar."

"Mine is an 'L' car, too."

"They're great cars."

"They certainly are."

RESTRICTIVE

"Avoid that which you would blame others for doing," says a writer. Following that rule a man couldn't kiss his own wife.—Boston Transcript.

MANY FORMER EMPLOYEES RETURN TO CARS

Impromptu celebrations staged at the division car houses following the announcement of the pay raise of three cents per hour, effective last Monday, were followed by equal enthusiasm at the main offices over the result of the increase.

The announcement checked appreciably the number of resignations so that the week following the announcement was considerably below the average "turn-over."

A second feature of the week was application of 20 former employees for re-employment in the train service between April 16 and 19 inclusive.

These two points indicate immediate success in the announced efforts of the company to employ and retain in service the type of men who will give the public the best possible street car service.

Works Off Pennies In Courtesy Week

A lady got on my car Monday, dropped five pennies in the fare box, smiled sweetly at me and said, "You can't get mad at me for this is 'Courtesy Week.'" Last week I put some in the fare box and the conductor got awful angry, so when I read about Courtesy Week I said to myself, I'll save all my pennies till next week and then the conductor can't get angry."

What did I say?—Nothing; What would you?

H. W. Baerreson,
Division Five.

Hate yourself and the other fellow will follow suit.—Hinze.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Week A Smiling Success

COURTESY WEEK is over and it has been a smiling success. The car cards, A-Z-U-R-I-D-E and the courtesy badges worn by trainmen aroused a sympathetic interest among passengers. To passengers and trainmen who had not followed the courtesy doctrine at all times, the campaign served as a demonstration of the value of the friendly smile and cheery word.

All persons connected in any way with the actual transportation of passengers have a responsibility to hold the additional friendship established by Courtesy Week.

There must be a genuine effort to back up a cheerful smile with the best possible service.

Just as courtesy is a matter of individual attention, so good service is a matter of individual attention. When one employe fails to give the best service of which he is capable, his action brings discredit on other employes and other departments.

Do your best and keep up the good work.

Schedule Time Operation

IN ORDER to efficiently serve the public, it is imperative that motormen operate their cars on time from the terminal and past each time point. Schedules are built and time points designated with a view to properly caring for the needs of our patrons, and a variation from schedule means that some one is not being served in the manner desired by our company.

Blockades of different kinds cause delays that cannot be covered by schedules, and make late operation unavoidable at times. But no legitimate excuse can be offered nor will any be accepted for running ahead of time. The motorman or operator who runs "sharp" is shirking a portion of his responsibility for the transportation of passengers, imposing an overload on his follower, and bringing undue censure upon the company. Failure to copy schedule properly and unfamiliarity with time points cannot mitigate this offense.

Laying over at terminals beyond the scheduled leaving time must necessarily cause uneven headways and consequent justifiable complaint from waiting passengers. Occasionally it may be impossible to get away on time but these incidents are covered, and may be explained by reports from supervisors and notations on the dispatcher's sheets. The unaccounted for gaps in service are those which must be eliminated.

If you are unavoidably delayed, we do not wish you to sacrifice safety to the extent of reckless running in an endeavor to get on your scheduled time. Accidents are regrettable and costly. Prompt notification to dispatcher of such delay will relieve you of the responsibility for being late and give those in authority an opportunity to adjust the service.

Time point checks are being made and will continue with increasing frequency.

The even flow of cars desired and required can only be gained by on time operation.

W. B. ADAMS,
Assist. Director of Traffic.

Introducing New Men

The following men were assigned to their divisions during the week ending April 14, 1923:

DIVISION NO. 1

Motormen—J. Hoke, E. S. Elliott, C. J. Stilo.
Conductors—E. A. Templeton, H. E. Robertson, E. R. Tomlin, F. Fox, R. A. McKee, W. L. Emblen, F. C. Bagier.

DIVISION NO. 2

Motorman G. W. Sharp.
Conductors—H. L. Comstock, A. Stefany, J. A. Penrod, J. B. Regalado, J. W. Martini, F. W. Graves, F. E. Taylor, J. A. Gill, J. L. Smith.

DIVISION NO. 3

Motormen—G. H. Ingram, H. C. Larson, D. Price, E. H. Keen, R. E. Wallace, T. E. Stuart, T. A. Chambers, R. Holley, A. N. Swanson, L. H. St. Onge, F. M. Osborn, F. Strand, W. G. Baird, L. I. Kennedy.

Conductors—F. Chapkis, C. D. Bird, D. Collosi, I. W. S. Miller, J. W. Boneto, J. B. Keenan, Connachan, V. R. Fenton, F. Moore, M. Falkenstein, C. E. Erickson, C. Shelton, J. F. Clawson, H. C. Durham, J. McNulty, F. J. O'Toole, L. A. Johnston, B. M. Chilson, P. Hatu, J. M. Files, R. W. Moore, J. A. Beilmann.

DIVISION NO. 4

Safety Operators—J. D. Wafer, F. Veilleux, F. J. LaChance, C. E. Palmer, A. Ronald.

Conductor J. P. Lavelle.

DIVISION NO. 5

Conductors—R. E. Littell, C. W. Bauswell, T. H. Enscoe.

On the Sick List

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

DIVISION NO. 1

Conductors—O. Arguello, 2628 E. 4th St.; H. Capps, 724 Johns St.; D. R. Greenfield, 1104 Delphi St.

DIVISION NO. 2

Conductor A. R. Hanson, 3819 S. Vermont.
Motormen—W. G. Ferguson, 349 W. 69th St.; W. Meier, 603½ E. 7th St.; D. V. Hambly, 891 E. 47th St.; C. A. Bryan, 4620 Wall St.

DIVISION NO. 3

Conductors—J. Chabreck, 550 N. Ave. 23; C. R. Meeds, 2626 Jeffries Ave.; L. H. Parker, 3267 Arroyo Seco; J. A. McDonald, 2617 Huron St.; O. E. Craig, 3249 Fletcher Dr.; E. S. Ren, 3260 Emma Ave.

Motormen—J. W. Stewart, 600 W. Ave. 27; J. J. West, 122½ N. Ave. 20.

DIVISION NO. 4

Condr. R. J. Dickson, 500 S. Rowan St. Mtr. D. F. Martin, 1596 Bond St.
Conductors—O. R. Evans, 7923 South Hoover St.; H. Dean, 160 E. 67th St.
Motormen—W. H. Blakely, 5310 3rd Ave.; F. J. Murray, 10816 Grevilla St.; Inglewood; H. E. Rouw, 2408 W. 54th St.; A. W. Fletcher, 4525 2nd Ave.; J. B. Newman, 5405 2nd Ave.

Sarcasm is the chasm which divides friendships.

BULLETINS

Issued April 16, 1923

BULLETIN No. 56 Notice to Conductors

Effective at once, honor new style police shields when presented for transportation as follows:

- 1—Mayor—no number.
 - 1—Chief of Police—no number.
 - 1—Asst. Chief of Police—no number.
 - 1—Inspector of Police—no number.
 - 15—Captains of Police—no number.
 - 35—Lieutenants of Police, Nos. 1 to 35, inclusive.
 - 80—Sergeants of Police, Nos. 1 to 80, inclusive.
 - 1—Secretary to Chief—no number.
 - 1—Department of Accountant.
 - 1—Captain of Detectives—no number.
 - 5—Asst. Captain of Detectives—no number.
 - 53—Detective Lieutenants—no number.
 - 70—Detective Sergeants, Nos. 1 to 70, inclusive.
 - 35—Motorcycle Officers, Nos. 1 to 35 inclusive.
 - 30—Policewomen, Nos. 1 to 30, inclusive.
 - 1300—Los Angeles Police, Nos. 1 to 1300, inclusive.
 - 1—Secy. to Board of Police Commissioners—no number.
 - 2—Police Commissioners—no numbers.
 - 9—Councilmen—no numbers.
- Correct your 1923 leaflet "Instructions to Conductors," in accordance with the above.

BULLETIN No. 57 Notice to Conductors

Fireman's Pass Book No. 7275, issued to F. W. Puette, Assistant Engineer of the Board of Public Utilities, is in improper hands, as this man no longer holds the above position.

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

BULLETIN No. 58 Notice to Conductors

Pass No. 2217, issued to Stanley E. Carnahan, Assistant Engineer of the Board of Public Utilities, is reported as being in improper hands, as this man is no longer with the above concern.

If presented for transportation, take up, collect fare, and send to this office with description of party using same.

BULLETIN No. 59 Notice to Conductors

The following passes are reported lost: 2935, issued to Mrs. Luke Kingsbury, wife of T. W. Kingsbury, Motorman Division No. 3
4612, issued to J. A. Johnson, Conductor Division No. 3.
6065, issued to R. C. Braine, Conductor Division No. 2.

No. 2917, issued to Mrs. Margaret Birmingham, wife of T. H. Birmingham, conductor Division No. 1.

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

BULLETIN NO. 60 Notice to Motormen

When following money cars southbound on Spring street in the A. M., the following car will not pull across 7th street and stop behind the money car while it is unloading.

The following car must remain on the north side of 7th street until after the money car has unloaded and starts to proceed.

P. B. Hill
Supt. of Operation.

Joe Stork Boosts Cigar Trade In Courtesy Week

Joe Stork, the persevering, perspiring, persistent, purveyor of prodigious progeny, caught the spirit of "courtesy week" in his bill without letting go of the important nether garment. Reports from the division editors for the week indicate that Joe was one busy bird.

Friday the 13th, sometimes considered as an unlucky date by some, has no terrors for the old bird Stork, for on that date he arrived at the home of Conductor J. F. Wilson of Division Three with a baby daughter and J. F. is all enthused over the fact and considers the 13th as pretty lucky. We are pleased to report mother and babe doing fine.

Division Four has another proud daddy. Conductor B. M. Hemphill,

APRIL WATCH INSPECTION CHECKED

The quarterly inspection of watches should have been complete by April 15. No report will be available for several weeks as to the number of trainmen failing to have their watches inspected and signing the comparison sheets of one of the official watch inspectors. A check of the delinquents is being made.

It is necessary that a trainman have a watch that keeps accurate time. Otherwise he may be making an effort to follow the schedule and time points, but in reality be upsetting the regular headway plan.

When the time limit for the January watch inspection ended, it was found that 399 conductors, 314 motormen and 32 safety operators, 17 supervisors, 17 clerks and several other men in other departments had failed to visit a watch inspector.

Any men connected with train service who are required to have their watches inspected and have failed in this are urged to give the matter immediate attention.

CORRECTED RULES GIVEN TRAINMEN

Rule books and a special supplement sheet containing up-to-the-minute corrections on some of the rules have been supplied to all trainmen.

The Instruction Department directs attention particularly to Rule 71, paragraph 5, as corrected on the supplement. The new regulation provides specifically that the motorman must stand up at all railroad crossings, whether they are main line crossings or spur tracks.

The spur tracks were not mentioned in the previous rule but the importance of the motorman making the safety observation is apparent.

Trainmen are urged to familiarize themselves with the corrections of the rule book as given on the supplement sheet.

Company has 4-Room Bungalow for Sale

The company has a four-room bungalow at 613 West 83rd Street for sale. For particulars anyone interested may call at offices of the Los Angeles Railway Land Company, Room 1025 L. A. Ry. Bldg.

KANSAS TIP

You should be polite to the young boys you meet. Perhaps some day one of them will be superintendent of the poorhouse of which you are an inmate.—*Altoona Tribune.*

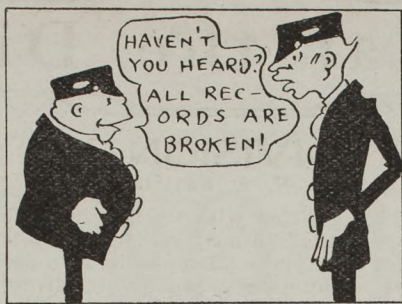
lifts his lid and bows. "Proud" expresses it mildly. Cigars were generously distributed last Thursday, after an eight-pound boy made his howling debut in the Hemphill household.

Old "brudder" Stork sure thinks a lot of Division Five. He made a call here last Monday eve and left a nine and a half pound boy with Conductor W. H. Morgan. Mother and boy are both doing fine.

Morgan made a personal call at the office and left a good line of cigars, and asked if it wouldn't be a good idea to have a general choice to locate a suitable name for THE BOY.

Conductor Ding and Motorman Ding Ding

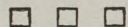
By Rollins



Bouquets And Things (Hand Picked)

For Condr. L. Rasmussen, Div. 1
Los Angeles Railway.
Gentlemen:
I wish to speak a word of praise for Conductor No. 1318 on the West 6th Street line.
He is very courteous to all passengers and very patient with all, and any question is answered kindly.

Mrs. W. F. Parker,
221 South Wilton Place,
City.

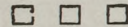


For Mtr. J. Harbison, Div. 3
Los Angeles Railway.
Gentlemen:
It affords me pleasure to commend a motorman on an "A" car for kindness in giving me time to board the car when he would have been justified in leaving me to wait for another car, as his car had really started before I quite reached it.

As I am well up in years, and not very strong, I greatly appreciated this special courtesy.

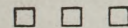
The incident occurred at the intersection of Hoover and 24th Sts. on Monday the 5th inst. about 11:15 (or a little later) A. M., the car going east and north, and the Motorman's number was, I think, 2733.

Sincerely,
Mrs. Stuart Richings,
711 West 32nd St.
City.



For Condr. W. McDougall, Div. 4
Los Angeles Railway.
Gentlemen:
I want to tell you of a voluntary courtesy by Conductor No. 1700. He carried a little Japanese child clear down onto the street to the mother who had a smaller babe in arms. I was much pleased to notice so unusual a kindness.

Very respectfully,
Mrs. Dora McIntire,
2611 Artesian St.,
City.

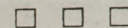


For Condr. A. R. MacDougall, Div. 3
Los Angeles Railway.
Gentlemen:
I wish to commend Conductor No. 396, on the "W" line, York Blvd. branch, for his excellent work.

I was on his car yesterday evening and noticed several little thoughtful acts of his. First he called out all the important stops so that all could hear him. Secondly—he helped an old lady on the car and spoke kindly to her. Thirdly—he called "York Blvd. car" whenever he stopped to take on a load. Right here, I might suggest something that will help us folks. Because of the glaring headlights one can never tell which "W" car it is until it is right on us, especially if you are boarding on a dark corner. Would it not be possible to have one color "W" for York Blvd., say green, and another color for the Annapolis? Then we could see from far off as the car approached.

Conductor No. 396 had intelligence enough to recognize the passengers difficulty in this respect, so wish to praise him. It was a pleasure to ride on his car.

Respectfully yours,
Hildur E. Peterson,
1428 Mt. Pleasant St.,
City.



For Condr. A. C. Offill, Div. 3
Los Angeles Railway Co.
Gentlemen:
In behalf of a young conductor, cap No. 2556 on the Eagle Rock line, it is my pleasure to assure you he is an honest young man.

He found my purse, and turned it in at the office according to rules of the Company, then informed me where I might find it.

Motorman No. 21 on the same early car is always on the lookout for passengers on the dark corners at 4 A. M., and has reached the height of perfection in courtesy and for the comfort of patrons at this early hour.

With these fine men, it is a pleasure to ride on the Eagle Rock line.
Yours truly,
(Signed) Eva Reynolds,
2541 West Ave. 31.

Patron for 37 Years Always Finds Courtesy

ONE of the finest commendations of courtesy on the cars ever received is offered by Mrs. Emme L. Cirdland, after 37 years experience in riding on horse cars, cable cars and the modern electric cars.

Her letter was prompted by the courtesy week campaign and is as follows:

Public Relations Department,
Los Angeles Railway.

Dear Sirs:

Noticing the signs "Courtesy Week" in the street cars of your company the last few days, has caused the little gray matter I have to work, and I have been thinking hard with this result.

I have used the cars since the days of the one-horse car on Main Street, in fact since August, 1886, and well do I remember the time when we thought we had our moneys worth when we rode to University Station or to Burlington and Washington Streets for the Sunday afternoon recreation.

I have yet to see the first act of any of your employees which was other than courteous in the period of thirty-seven years.

I am reminded of the wonderful consideration shown me when my son (now 18,) by one of your employees, was a baby in arms. He

always helped me on and off the cars, never deemed it too much trouble to be helpful. I used to wait for that particular man to come along. I have seen him since, although I do not think he has a regular run, and a year or more ago when some paving was being done at 6th and Hill Streets, I stood and watched how he seemed to anticipate and help the mother with the children, and the older people, cripples, etc., in their bewilderment at that busy place. It seems to me the name is Smith, and at the time I mention he was on the Pico division.

So I add in closing, the Los Angeles Railway employees did not have to have a "COURTESY WEEK," for they are 100% for the comfort of the passengers.

No axe to grind—thank you,
Just a passenger who keeps her eyes open,

EMME L. CIRDLAND.
2269 West 15th St.

GOOD JUDGMENT ALWAYS BEATS TAKING CHANCE

(Continued from Page 1, Col. 1)

tion of crossing a blind street too fast, you go against the very thing that is trying its best to protect you and the other fellow, actually forcing yourself by will power alone, to do the thing wrong. This will power is the greatest bluff in the world. It carries you up to a certain point, then leaves you flat. Imagination makes it back down every time.

Depend on Right Judgment

When a man tries by his will power to coerce certain laws, he has an inverted idea of the very thing he is trying to do. He may succeed for a time, but the ultimate result is failure, the man either breaks himself or some others must suffer.

To the child in school, each different combination of letters has a different pronunciation. To the driver of vehicles, especially the motormen, each combination has the same pronunciation—"danger" which means caution. Slow down just the instant the impulse to act is felt. The gong may be used as a warning, that is all. Do not deaden the thing you should keep alive. When the alarm clock goes off—get up. To turn over for another fifteen minutes of sleep is dangerous delay, for in a short time you will not hear the alarm at all.

Conditions Changing

Some men do not see conditions forming as quickly as others. The man who wears glasses should be keenly alive to this fact. Such men think they see as

well as anyone, but it may have been ten or fifteen years ago when you started to wear glasses, and everything is continually undergoing a change, even the eyes. The different angles through the windows may have some effect on the man wearing glasses. If the impulse tells you this, then it is better to get another pair of glasses, for your own sake as well as for the other fellow.

Many of our step accidents could have been prevented had the conductors acted when the impulse first urged him to act. The impulse said "warn her," the will said "Oh, she will be alright." The car will be standing, she will wait, then as the woman starts to fall, the will instantly calls to the safety mind for help, then disappears for a few moments. The conductor may warn the woman, but is usually too late. This depends on how quick the safety mind takes charge or reacts.

Protect the Women

We are having a slight increase in another type of accident, one for which there is no excuse, and no defense, that is—motorman starting the car throwing a woman who is boarding or alighting at the time. On two occasions, the motorman was looking at the woman when he started. Most of the others are where the start was made without proceed bells from the conductor, and nearly all of them in number 2 zone. This class of accident is very hard for the claim department to handle, for most of the women who get off the car while it is in motion make the claim that it started as they were putting one foot on the ground, so make it your business to secure enough evidence to protect yourself, and prove that she got off the moving car disregarding your warning.

On The Back End (Contributed)

Eddy, the life of the party at Division Five, says every day in every way he is getting better and better. The other day a stranger mistook him for Supt. Morrison.

"Rastus, what's an alibi?"
"Dat's provin' dat you wuz at prayer meetin' whar you wuzn't, in order to show dat you wuzn't at the crap game whar you was."

J. M. Dasey and F. E. Taylor of Division Two had their time copied wrong Sunday evening. Arriving at the relief point, they found no one to relieve them so they made another round trip. Returning to the same point two hours later, they decided to call the emergency board and were told they should have been at home and in bed long ago.

AS ADVERTISED

(With Apologies to "Hiawatha")
By the shores of Cuticura,
By the Man-a-cean water,
Lived the prophylactic Chiclet,
Danderine, the Helmar's daughter.

She was loved by Klaxon Postum,
Son of Sunkist and Victrola,
Heir-apparent to the Mazda
Of the tribe of Coca-Cola.

Through the forests strolled the lovers—
Woods untrod by Anglo-Saxon—
"Lovely, little wrigly Chiclet,"
Were the burning words of Klaxon.

"No Pyrene can quench the fire,
Though I know you're still a mere miss.
Oh, my Presto-o-lite desire,
Let us marry, Timken Djer-kiss."

—TIGER.

A Temple street car was scurrying westward. A school-boy of about ten years, standing alongside of the conductor, was gazing studiously at the "Courtesy Week" placard. "Say mister," he exclaimed, tapping the conductor's arm, "What's the meaning of this here—eh—curiosity week?"

Conductor F. A. Edwards of Division Four tells a humorous one about a deaf and dumb man board his Pico car and presenting a Brooklyn transfer. It happened at 1:50 P. M. and the transfer was punched two o'clock. The afflicted man had evidently picked it up in the street. At least he doubted its validity, for he had written on the back of it, "You have to take this transfer. I want to go home. Trully yours."

Now if we only knew what Edwards did about it we could finish the story.

Operator La Chance, who has returned to train service after a stay in Texas, says it gets so hot in that country that one day he saw a dog chasing a cat down the street and they both were walking.

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

Conductor D. B. Buras, who held a regular run on the West Sixth Street line came in and resigned last week as his family is moving to Oakland, Calif., and D. B., sometimes known as "Papa," is going with them. Good luck, "Papa," old boy.

A lady boarded a car at Kingsley Drive, dropped her fare in the box and started to move forward when she caught her heel in the ring of the trap door and lifted the door out, leaving a big hole in the floor. She tried to shake it off but it would not shake. I tried to force it off but nothing doing. I finally forced it off but by that time we had gone five blocks and there were seven passengers waiting to move forward. Oh boy, but I was getting nerv-o-u-s.—T.H.M.

DIVISION 2

C. L. Christensen

Thanks fellers, for the little news donation. Quite a surprise, to open up the little box, and find two little news items. It shows that the location of the box had entirely been forgotten, and the little reminder I gave you last week put you on its track again, so keep right at it. Let us have some more for next week. We need the news.

Conductor C. A. Arrington presented us with the best news of all, by reporting the recent arrival at his home of a lovely 7-pound baby girl. Both mother and baby doing fine. Congratulations. Thanks for the cigars, C. A.

Motorman J. E. Albert received the sad news, by telegram, of the death of his brother, M. Albert, in Cleveland, Ohio.

Motorman C. A. Bryan, who has been sick for some time, is now at the Golden State Hospital, and would welcome a visit from any of the boys who have got a few minutes to spare.

Conductor E. P. Miller has returned from a short vacation, enjoyed on a camping trip to the northern part of the state. Everything went along fine, until E. P. got close to home. While coming through Santa Barbara, he was in too much of a hurry in crossing an intersection, and he was politely informed by a gentleman in the olive drab garb to appear and tell it to the judge.

A lady boarded line U car, at 5th and Spring Sts., and, according to Motorman C. B. Gordon, asked the Conductor, (whose name was E. F. Thompson), if Thompson was on this line? E. F. looked up, and replied "at your service, Madam," the lady thanked him, and asked to be let off at 23rd and Thompson Sts.

An old colored lady boarded a car recently, in charge of G. L. Musselwhite. She looked at him, paid her fare, looked again, then asked to be directed to a certain point. Having received the necessary information, she went to a seat, in the inclosed section, but never took her eye off of G. L. Not being able to stand the strain of being under the colored lady's surveillance forever, G. L. tiptoed to the inside of the car, and politely asked if she thought he had given her wrong direction. She promptly replied, "Oh no, but didn't you all used to work on the Mateo line?" (it used to be Mateo and Griffith Ave), when G. L. answered in the affirmative, the colored lady said: "Ha, ha, I thought I knewed you!"

Who's Who



EATING is always a pleasant subject, so gaze upon the countenance of Leon Swartz, night manager of the company restaurant at Division Three, and enjoy yourself.

He has been feeding Division Three trainmen the high grade and generous quantity meals, for which the company restaurant is already famous, ever since the eating house was opened and prior to that he was at another restaurant in the vicinity. He may be classed as a pioneer in attending to the wants of the inner man around Avenue 28.

He is popular because he makes a big and successful effort to give trainmen the best service and offers it in a way they appreciate.

DIVISION 5

E. C. Tyler

Cash Receiver W. E. Miller who started at Division Five, later transferring to Division Two is returning to his home in Ashland, Ky., the last of the month. We have it on good authority that Miller is going to embark on the matrimonial sea, but W. E. won't affirm or deny this report. However, either way our best wishes go with him.

Conductor C. W. Bridger who is on leave of absence in Wayne, Mich., wishes to be remembered to "the boys" also states "it is snowing here this morning." Who wants to be in Michigan?

Motorman R. O. Farmer, who left some time ago for Wichita, Kan., in his trusty "flivver," writes that he arrived safely, had a fine trip which only took ten days.

Motorman M. E. Tobin, who has been on the sick list for some time, is reported to be improving and should be back with us before long.

About a week ago Motorman F. Berrett made the request that he be granted a few days off to get married. Now we're always glad to help a good cause along, so Fred got four days. When he returned we met him with the glad hand and a lot of congratulations, but only to be told it was a mistake. He had put it off for two weeks.

A POINTED REPLY

Phyllis—I told dad that Herbert was the mark of all my affection.
Clarice—And what did dad do then?
"He toed the mark."—London Answers.

DIVISION 3

H. A. Russell

This division with the big increase of runs that we have read of lately is some busy place, all the same as a bee hive. Things are gradually settling down and running smoother every day. The new schedules seem to be working out nicely, especially the "W" line. The conductors claim that it is the best schedule ever. The men that we received from the other divisions are making themselves at home and are perfectly satisfied with the change.

Conductors W. E. Smith, M. Neice and Motorman Keen, who left us recently, have returned to the fold satisfied that Division Three is a pretty good place after all.

Courtesy Week ran in full swing and we believe that the L. A. Ry. boys are doing their derndest to show the travelling public what real courtesy is and won't it be a fine thing if Two Bells can announce in next issue that there was not one complaint of discourtesy registered for the entire week. And, why not? There is no excuse for discourtesy. Courtesy costs nothing, but has a great value and after this week is over keep up the good work and maintain the reputation of Division Three as King of Courtesy.

Kleagle Klothier of the misplaced article department was over the other day giving us the once over, and in leaving decided that Division Three, as per usual, is all okeh.

Conductor Ray Dean tried out for three whole days bucking the list, the price of an oversleep and Ray says, "For the love of mud I'll never oversleep again," to which we all say Amen!

The little jokes that have appeared in this column relative to Motorman Covington Rapid Fire Hair Restorer has proved the value of Two Bells as an advertising medium. As he claims that he is swamped with orders, even the ladies are buying it and I am using it. Just take a slant at my brow.

Conductor E. E. Fort is breaking in as extra clerk. He has had office experience before and no doubt will make good. We wish him every success.

The increase in pay was received with great joy by the men and from remarks heard it is greatly appreciated, coming as unexpectedly as it did made it more welcome and we hope that it will have the desired result of obtaining and keeping the best class of men possible.

If you want to see one busy guy, just cast your optic on the person of one Charlie Merrill our not very big but indefatigable switchman and you will observe the busiest guy in the universe.

Henry Travers, the vendor of Pacific Mutual, is still not smoking. The main reason for same being that he expects to smoke forever in the hereafter, so what's the use of smoking here.

Conductor F. B. Love, who resigned sometime ago, is back with us again and will now put in his spare time enjoying the indoor sport of bucking the list, which is to say the least pretty soft.

"Do you think I can make her happy?"
"Well, she'll always have something to laugh at."

DIVISION 4

C. J. Knittle

Motorman J. B. Selby is on leave to try the police force.

Conductor D. J. Van Derlinden is on a fourteen-day leave to make repairs on his home.

Motorman H. C. Jackson is taking a thirty-day rest.

That the travelling public took as great an interest in Courtesy Week as the trainmen themselves is well known to all of us. An incident of note is reported by Conductor Frank Deuber, E. First jitney bandit. As the cars rambled eastward a middle-aged lady passenger came to the rear and asked him if the next street was Boyle Avenue. Frank answered affirmatively. "Then the next is State Street?"

"Yes, madam," answered Deuber, "do you wish to get off there?"

"Please," begged the lady sweetly.

She had a copy of A-Z-U-R-I-D-E in her hand and had probably been reading of Courtesy Week. As the car was slowing up for State Street, she noticed the courtesy ribbon on Deuber's lapel and as she alighted she turned to him with a pleasant "good night, conductor," topping it off with, "pleasant dreams."

Conductor "Shorty" Gingrich has added a brand new Ford to his earthly possessions. Speaking of Shorty brings to mind his equally jovial partner, Motorman T. H. Speed, another Ford bug. And that reminds yours truly that a speed cop pinched Speed up in Uplands last Sunday for speeding over an intersection at twenty-eight per. At the burgess' office Speed said "Adieu" to ten bucks.

"Hello, Scribe," greeted a trainman, standing at the office window last Tuesday morning.

"Hello, Ross," answered "ye scribe." "Say, Roffee," I commented to the night clerk, "doesn't Ross here remind you of Trainman La Chance who left for Texas a couple of years ago?"

"He ought to," answered Roffee, "this is La Chance himself." And sure enough it was the genial old-timer, returned to his old outfit with all his old-time pep and wit but minus some of his adipose weight—enough to make him favor Motorman Ross.

Another former trainman to return is Motorman G. S. Mattern, Jr. G. S. threw up his seniority to transfer to Division Two about a year ago, after having worked just long enough to get a regular run. Five months later he resigned from the service. Today he finds himself at the foot of the board. That should be an example to all of us,—to be sure of the job you are quitting for and then think twice before acting.

"Ye scribe" calls your attention to the 'Two Bells' news box which was recently installed. It is in a rather inconspicuous place (on the right side of the office door) but he believes you will see it and give him a lift by sending in some of those good ones you hear on the cars.

Don't merely think it over—put it over.

HIS FIRST PATIENT

The doctor's small son was entertaining a friend in his father's office, and they were looking with awed admiration at the articulate skeleton in the closet. "Where did he get it?" asked the small guest in a whisper. "Oh, he's had it a long time. I guess maybe that's his first patient."—Life.

Crutches—the reward of chance taking.