

Big Pedestrian Check Finished

SEVENTH & BROADWAY BUSIEST SPOT, WITH 220,981 IN 18 HOURS

AWARDS MADE FOR JULY SERVICE IDEAS

A canvass of the July suggestions has resulted in First Prize being awarded to F. E. Marshall, Motorman Division No. 5, and was in regard to the shading of some additional lamps on the open end of certain type of cars in order to improve the view of the motorman.

Second Prize was awarded to G. H. Slatford, Motorman Division No. 4, whose suggestion was in regard to the changing of the boundaries of Road Space Zone No. 1. This suggestion was awarded second prize because it was admitted by everybody present at the meeting that some changes in the boundaries of Zone No. 1 should be made. It is not anticipated that all the changes suggested by Mr. Slatford will be made, but undoubtedly some improvement in the situation will be provided for in the near future.

Third Prize was awarded to T. "B." Foote, Conductor Division No. 4, who suggested that the numbers on the passes for 1924 be printed large enough so that they could be easily discerned in case of lost pass being presented for transportation.

Safety Officers Proposed to City

A plan for a safety department in the city to work in conjunction with the police department is proposed to the board of freeholders, who are in charge of drafting the new city charter. The proposal is sponsored by the Safety Council and the Traffic Commission.

It is suggested that the safety officers work along the line of the safety department of the New York police, where special men are detailed to investigate accidents and to do accident prevention work on the streets, in the schools and in factories.

R. B. Hill, superintendent of operation, is one of the committee of the Safety Council, urging the creation of the new department.

Rope Gives Towerman a Line on the Cars



A towerman must keep a line on the cars passing his station even if it has to be a clothes line.

Such is the story of Charlie Johnson, relief towerman, who climbed the mizzen mast of the Ninth and Spring tower only to find that a new building had sneaked up on him and the scaffold was blocking

his view of the "N" cars as they came east on Ninth Street for the semaphore signal that starts them around the curve and romping down to the Santa Fe depot.

Since necessity is the mother of invention and a loaf of bread is therefore the mother of a steam locomotive, Charlie got a lofty idea.

Highballing Earnie King, the mechanic who uses a left handed wrench, Charlie gave him the low down on the proposition which was that a rope should hang down from the tower to the sidewalk with the upper end around the towerman's foot. When the mechanic saw an "N" car coming he was to give the rope a suggestive jank and Charlie would do the rest.

And so another traffic problem was solved.

DIV. 4 YARD TO BE REARRANGED

Special work is being assembled at the Vernon yards for extension of the Girard Street track adjoining Division Four. Two tracks will be provided for cars to be run into the shops in the old Recreation Hall Building. Four tracks will be installed between the shops and the Sentous Street power sub-station for car storage.

Cement work for new pits, 200 feet wide, has been finished at the southwest corner of Girard and Georgia Streets. It is planned to install special curves off Georgia Street which will enable the cars to run onto storage tracks extending east and west. The present storage tracks, which run north and south, will be changed to conform with the new rail, giving the yard an entirely different appearance.

When you go fishing, never take pickles for bait.

HERE IS AUTHENTIC COUNT:

Table shows the number of pedestrians crossing the streets at points and time indicated:

	18 Hours: 6 A. M. to 12 P. M.	6 Hours: 12 Noon to 6 P. M.	1 Hour: 12 Noon to 1 P. M.	1 Hour: 5 P. M. to 6 P. M.
7th & Broadway	220,981	124,948	25,435	19,966
6th & Broadway	173,830	94,709	18,063	14,966
5th & Broadway	185,643	102,250	20,910	16,114
6th & Spring	74,780	16,083	12,657
6th & Main	63,183	12,324	12,635

THE first authentic count of pedestrians crossing streets at downtown points which has been made for several years is given in the report on traffic conditions submitted by Joe R. Ong, consulting transportation engineer, who recently finished an extensive traffic survey for the Los Angeles Railway.

They are, in order of volume of pedestrian movement: Seventh and Broadway, Fifth and Broadway, Sixth and Broadway, Sixth and Spring, Sixth and Main.

Covers All Periods

The check shows a pedestrian count made for 18 hours from 6 A. M. to 12 P. M., for six hours from 12 noon to 6 P. M., for the noon hour and for the evening rush hour of 5 to 6 P. M.

The figures are of considerable importance in traffic engineering work and are highly interesting to anyone in the street railway business because they indicate the amount of business to be handled.

The table above shows that 220,981 pedestrians approximately one-fourth the population of Los Angeles, cross the street at Seventh and Broadway in 18 hours and that 124,948 of them cross in the six hours from 12 noon to 6 P. M.

The noon hour crowd exceeds the evening rush hour crowd at all points except Sixth and Main.

Noon Hour Heaviest

This is due to the combination of shoppers, clerks and office people on their way to and from lunch, or a little shopping trip during the lunch hour period. The fact that pedestrian movement at Sixth and Main Streets is higher in the evening rush hour than at midday is due to the location of the Pacific Electric depot, and the large number of pedestrians moving to and from that building. Between 5 and 6 P. M., store and office employes in the downtown district move

by the most direct route to the point where they board a street car and do not promenade up and down Broadway as is done in the noon hour.

Extensive Work

The work of making this traffic check was difficult and extensive. The 18 hour counts were made with several relays of checkers. A checker would count 25, 50 or 100 pedestrians as they passed him and then make a mark on his record. All four corners of each intersection had to be watched separately. In the offices, the checks were totalled and used for making charts.

OLD TIMER DOING WELL ON RANCH

Returning from his recent trip East, in which he attended the Shrine Convention, W. F. Vellage of Division Two visited with J. R. Goff, who has a ranch of 600 acres in New Mexico. Goff will be remembered by many of the older men of Division Two where he was a trainman for several years. He left a little more than three years ago to go into ranching. Goff has 20 head of cattle, 18 horses, 25 hogs and 400 chickens to keep him busy when he is not growing corn, which is the principal product of the ranch.

Mr. Vellage has some interesting photographs of the ranch and stock.

If you small son says you're a good scout, you probably are.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Motormen As Life Savers

WHEN a passenger finds some fault with service, he does not usually conceal the fact. If he thinks the conductor's judgment about a fare or transfer is wrong, he is pretty sure to speak right up about it and then write a letter to the complaint department.

When a passenger is satisfied with service, he usually accepts it as a matter of course, unless he is moved to write a letter of commendation to the company.

The following comment on the service rendered by motormen as a whole is mighty encouraging. It sets a mark for motormen to maintain, and reads as follows:

Probably there is no other class of men in the city of Los Angeles who save more lives every day on our streets than the motormen of the Los Angeles Railway Company. If you don't believe it, stand alongside the motorman for a week of your street car trips to and from work and you'll declare with me that if autoists used one-tenth the care that is hourly shown by motormen, the list of traffic accidents would decrease 90%. With the responsibility of a carload of people, and crowded streets, the ordinary, untrained man's nerves wouldn't last one day.

Hundreds of lives are saved every day in the city of Los Angeles by the alertness and efficiency of the platform men of our street cars. Omitting the careless and indifferent pedestrians who apparently consider that the streets, not the sidewalks, are especially made for their use, and so well deserve the epithet of "jay-walkers," there are those who alight from a car, turn directly into the path of an on-coming street car, trusting entirely to the motorman's ability to slow

down or stop. If the person should slip and retard his walk, we read in the next morning's papers "Mr. Brown was run down and killed by a street car with Motorman Smith and Conductor Jones in charge."

Automobiles cutting in between street cars going in opposite directions, and automobiles following a street car and without warning speeding up and cutting across the street car, are of so frequent occurrence as to excite no comment except from the observant pedestrian or passenger.

"Honor to whom honor is due," and so we whose lives are so regularly in the keeping of the motormen take off our hats to you and say "Keep your alertness, 'be not weary in well doing for in due season you shall reap your reward,'" and this reward is not all found in the pay envelope, but in the more valuable return of that feeling of conscientiousness—a good deed well done.

FORD A. CARPENTER,
Consulting Meteorologist,
800-801 Central Building.

How Is Your Service

A LETTER of commendation, printed in Two Bells recently, was received from a man 80 years old. He said that in his years he had ridden on street cars in the principal cities of America and recognized the changed conditions under which transportation is conducted today.

The writer of this letter paid a high compliment to the service in general of the Los Angeles Railway. He said the trainmen he had met were friendly and helpful.

It is not likely that this passenger had any experience with the majority of the 2300 men on the cars. He met a small percentage of the men but the men he met were courteous.

If he rode with you would be still have a right regard for the general service? Are you delivering the type of uniformly efficient and courteous service which you and this passenger like?

Collins Lists Causes Why Some Trainmen Fail

BY JOHN C. COLLINS
Supervisor of Safety



On going over accident reports, seeking the cause of so many failures, one is impressed very much by the lack of effort made by some men to be a success. They do not try. This is noticeable in the manner in which they make out their accident reports. They treat each accident as though it was of no consequence. This shows a careless attitude generally.

There are two distinct types of failures—the superior man, and the inferior man. One who has been flat-

tered into having a very high opinion of himself and feels very much above his position. In fact, he can never get a position which meets with his personal opinion, for he swells in proportion to his responsibility and is usually out of place and a nuisance.

Two Types of Failure

The inferior type is out of his class. The job is too big for him. He makes the effort to climb but lacks staying qualities. He feels he has reached the top when he puts on a uniform, knows it all, and resents interference to any method he cares to adopt.

The man who makes his own special rules is not an experienced man—he is an experimenter. The failures are for the same things all the time. The ex-

BULLETINS

Issued August 20, 1923

BULLETIN NO. 140

Notice to Trainmen

Effective Sunday, August 26, 1923, the route of line "S" will be changed; this line operating between 7th and Alvarado and 6th and Vermont, via 7th Street and Vermont Avenue, other portions of the "S" route remaining as at present.

Line "D" will operate as at present, except that 6th and Rampart will be the western terminus.

Line "R" will be operated from 6th and Rampart west over the present route of line "D", except that a through service will be operated to 3rd and La Brea until 9:48 P. M., after which time shuttle service will be operated between 3rd and Larchmont and 3rd and La Brea until 1:11 A. M.

All conductors and operators will issue and receive transfers accordingly and will so inform passengers.

BULLETIN NO. 141

Notice to Conductors

The following passes are reported lost: 1429 issued to P. C. Kriewald, Clerk, Master Mechanic's Office.

4293 issued to D. R. Good, Conductor Division No. 4.

4860 issued to S. McDonald, Motorman Division No. 1.

6274 issued to L. F. Smith, Conductor, Division No. 3.

6755 issued to J. R. Pierce, Conductor, Division No. 3.

7148 issued to C. L. Thomas, Safety Operator Division No. 4.

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

BULLETIN NO. 142

Notice to Conductors

Summer schools will close Friday, August 17, 1923. Do not honor school tickets after this date.

BULLETIN NO. 143

Notice to Conductors

Pass No. 439 issued to J. E. Sears, storekeeper, Division No. 5, is in improper hands, as this man is no longer in the employ of the Los Angeles Railway.

BULLETIN NO. 144

Notice to Trainmen

Effective Saturday, August 18, 1923, all cars in any direction will make an arbitrary stop before crossing or turning on to Western Avenue.

Arbitrary stop signs will be placed as soon as possible.

BULLETIN NO. 145

Notice to Motormen & Safety Operators
In placing train run discs on cars motormen and operators must be careful to see that the disc is hung on both screws provided for the purpose.

Any case where a screw is missing must be reported on the motorman's card in order that it may be replaced.

Any motorman using a train run disc for the purposes of prying over switches, or for any other purpose which would result in damage to the disc, will be held strictly responsible for such damage.

BULLETIN NO. 146

Notice to Conductors

Fireman's Pass Book No. 10044, issued to Assistant Chief L. H. Davis is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

P. B. Hill

Supt. of Operation.

BUS BULLETIN

BUS OPERATORS:

Whenever an accident occurs while in discharge of your duty, regardless of the fact whether it is serious or not serious, and regardless whether there is any damage to property or injury to person, or not, an accident report MUST BE made out. The names of witnesses secured by you. Said report and witnesses's names must be placed in an envelope, sealed and mailed to the undersigned without delay.

A collision with a vehicle, object or person, regardless of how slight it may be, MUST BE REPORTED. Should a passenger stumble and fall and make the statement that it was his own fault, and that he is not injured—an accident report must be made for all such occurrences of this kind.

There must be no deviation from this rule.

F. VAN VRANKIN,
Manager.

perimeter fails, because he does not rely upon the man who knows.

It makes no difference what a man's mentality may be if he doubles in a curve with another car, for he is a failure. He fails who doubles an electric switch with another car. He fails who pulls under an electric switch pan before the car ahead clears the switch point. He fails who runs too close to track crossings, curves, cars and autos before starting to make a stop. He fails who overlooks his switch points. He fails who approaches dangerous cross streets too fast. He fails who does not look out for the other car

MAP TO SHOW EVERY POLE IN POWER SERVICE

Maps showing all poles originally owned by the Los Angeles Railway and all overhead equipment will be completed about October 15 for the use of the State Railroad Commission in the valuation of the Los Angeles Railway now being made.

This is the first time that complete maps showing every Los Angeles Railway pole have been made. The records of individual poles are kept in card files. Various public utilities of the city have an agreement for joint use of poles, and although the Los Angeles Railway is the original owner of 14,000 now in use, it has wires on many others under the joint agreement.

When the maps are completed, all poles are to be re-marked with new aluminum tags.

Poles used in overhead equipment vary from 35 to 80 feet in height and from \$22 to \$113 each, depending on the height and whether they are treated with creosote to protect them against rot.

NEW EQUIPMENT FOR DIVISION 4

New equipment consisting of transformers and switches has been installed in the Sentous Street station to meet the needs of the new Division Four administration building. A part of the electrical equipment is temporary.

The building has been given the most modern lighting facilities to meet the special needs of the separate rooms.

In the transfer bureau, which will occupy a large part of the basement, individual lights have been provided at the tables for counting and sorting transfers.

WANTED

Four thousand employes of the Los Angeles Railway to learn more about the electric railway business.

Use the company library in room 307 at the main offices.

when about to take a crossover. The approaching man fails when he thinks the other fellow is going to wait.

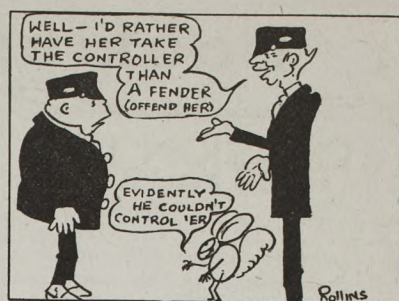
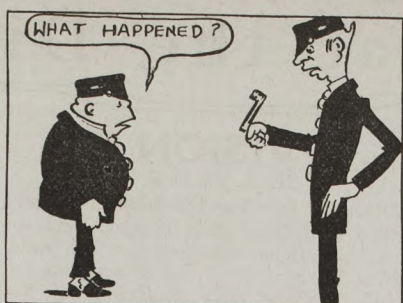
Fails Through Carelessness

He fails who thinks right of way is a personal matter between the other motorman and himself. He is the man who opens his gates too soon and who looks in his mirror instead of looking where he is going. He does not guard his step. He uses his gong to scare instead of to warn. He fails who has an accident and then does not analyze it to find out how to avoid such things in the future.

He fails who does not take street car work seriously. He fails who makes no effort to succeed. Every man who fails disregards the road space rule.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things

(Hand Picked)

- For L. F. Helfer, Div. 3
- For W. H. Oliver, Div. 5
- For D. F. Donnelly, Div. 3
- For J. Perkins, Div. 5
- For W. H. Coburn, Div. 3

Los Angeles Railway.
Gentlemen:
Am giving you a few numbers of conductors of the Inglewood line which I think deserves mention in your paper. It is such men as these that cause the public to have greater respect for the Los Angeles Street Car Company. Conductors 4, 716, 824, 304 and 1430. These men seem to have respect of all the patrons on this line on account of the very nice way they have of handling them.

Yours very truly,
A. E. MILLS,
618 West 4th St.,
City.

□ □ □

For Operator J. D. Wafer, Div. 4
Los Angeles Railway.
Gentlemen:

Today at 5th and Hill Street I observed one of your employes who operates cars to perform a very excellent service, aided an elderly lady to alight and he did so in such an unassuming and courteous manner that I want to call the incident to your attention. The act itself was a thoughtful thing and the gracious manner in which it was accomplished is indeed commendable.

This man's cap bore the number 3034.
Yours truly,
RICHARD GLASS,
University Club,
City.

□ □ □

For Condr. M. D. Smith, Div. 5
Los Angeles Railway.
Gentlemen:

I wish to express my appreciation of the courteous treatment and kind consideration of Conductor No. 910, Mr. Smith, on Eagle Rock-Hawthorne car. He seems to be very thoughtful and kind to the public at all times and deserves their appreciation.

Very sincerely,
MRS. NINA MOORK,
c/o Ville de Paris,
7th and Olive,
City.

□ □ □

For Condr. E. P. Miller, Div. 2
Los Angeles Railway.
Gentlemen:

I regret that due to an oversight I did not write you sooner regarding the commendable way in which conductor No. 10, of the two-car San Pedro Street line, acted toward a woman alighting and, who, I think it not been for his quick thought and action, would at least have received a bad rap at 7th and Grand.

It was through her own carelessness that his action was necessary and his action in helping her was most praiseworthy as is the conduct of so many of our car men, especially motormen who avoid countless accidents every day by their careful watchfulness over that of the average driver.

Yours truly,
MRS. E. F. DUCOMMUN,
915 North Stoneman, Ave.,
Alhambra,
California.

□ □ □

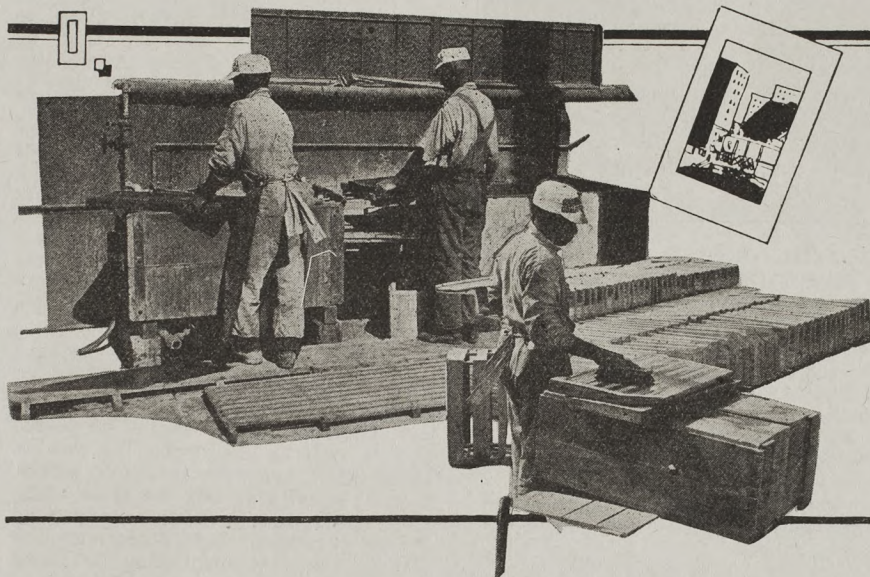
For Mtr. H. S. McDaniel, Div. 3
Los Angeles Railway.
Gentlemen:

Just a few words of gratitude extended to motorman No. 939 on the Brooklyn and Over line.

At the busy hour, between five and six P. M., Main Street between 11th and 3rd always crowded and motorman No. 939 every stop between the crossings would "Look out for on-coming machines." To my knowledge, this man deserves the credits or merits. Hoping you will fit him accordingly, I remain a constant street car rider,
IRVING L. ROBINSON,
Cohn-Goldwater Co.

THEY'RE WILDCATS AT CLEANING CARS

Roger Williams, at left, and his partner Henry Green, comprise the speedy team that cleans the movable woodwork of cars when they run into South Park shops for a manicure and massage.



A RECORD of cleaning the wooden seats of 13 cars consisting of 156 seat backs and 156 bottoms and turning them over to the paint shop within two days, has been established by Roger Williams and Henry Green, two of the colored boys engaged in this work at the South Park shops.

Seats which have darkened so that the original varnish is almost forgotten, are cleaned and made ready for the paint shop in a few minutes at two vats. In the paint shop, men working with H. P. Koster, foreman, give the seats a new appearance.

The wooden backs and bottoms are boiled for five minutes in a tank containing oakite. This preparation removes the varnish and in a second vat, they are bleached with acid, and then scrubbed with a hose and brush.

After drying, they are ready for the paint shop where they are sandpapered, given one coat of filler, one of schellac and two of varnish. After drying, they are ready to go back on the cars, looking as good as new.

Keeping the cars clean is just one more feature of service covered by a five-cent car fare.

Cash Receiver Tells How To Save Time at Turn In

WITH the advent of so many new conductors, a few timely hints in regard to your day's receipts would not be amiss.

In order to help the cash receivers as well as the conductors at the different divisions, I make these suggestions:

1. Straighten out your currency, facing one way.
2. Wrap your nickels, dimes, pennies and quarters whenever possible, write or print your name and cap number on each carton, but do not wrap plugged, mutilated, counterfeit or foreign coins. Canadian dimes, quarters and halves are acceptable.
3. Be sure and count your turn-in, don't just guess at it and say let the cash receiver count it.
4. Don't take your own change out of it and tell him you've got yours. You may have spent some of it at the end of the line for a drink, cigarettes or a box of matches and forgotten all about it. This negligence causes a recount, a loss of time to the receiver, yourself and the men standing in line behind you who are just as eager as yourself to turn in and get away in that rattling good car for an evening's recreation.
4. Don't relegate your day's trials

and tribulations to him while he is counting your cash. He's got troubles of his own.

5. Don't shoot your transfers through the window scattering money in all directions.

6. Don't break in and ask for your trip sheet after you have turned it in—it's against the rules to return it after it has been marked and listed.

Try and live up to these instructions and have the satisfaction of knowing you finished your day's work as happily as you started it.

Joe Rutland,
Cash Receiver.

VISITING THE OLD HOMES

Mrs. Mabel Roberts, secretary to the general manager, together with Mr. Roberts, left Thursday noon for Mount Vernon, Ohio, Mr. Robert's old home where he has not seen any of his three sisters for thirty years. After visiting all the old friends, they will leave for Minneapolis, Mrs. Robert's home. On their return trip they will visit Seattle, Portland and San Francisco. They will be gone for 60 days.

On The Back End

(Contributed)

Some of these fine nights you may hear a radio program broadcasted from L. A. R. Y. with George Ferguson telling the bedtime stories.

* * *

A Scotch minister was asked to pray for rain and his prayer was followed by such a downpour that the crops were injured. During the storm one old farmer said to another, "This comes o' trusting sic a request to a meenister who isna acquaintit wi' agriculture."

* * *

The power was off and the car had been standing for some time when a Chinaman, who had been curiously watching, stepped up to Motorman Ramsey and asked: "Wha' malla? Car he no go? Flues he bloke?" "No," replied Ramsey, "the spring needs winding."

* * *

Pat—"What are you doing now, Mike?"

Mike—"Sure an' I'm carrying the hod."

Pat—"Oim hearing that's hard work."

Mike—"Hard work, H—ll; all I do is carry the bricks to the roof and the man up there does the work."

A. W. Hall—Div. 5

* * *

A Division Three conductor strolled into a nearby barber shop and asked: "Where is the other barber you had here? The one who used to tell the funny stories?"

Barber—"He got too ambitious. He saw a copy of Two Bells, noticed Rollins' cartoon, and then tried to illustrate his funny stories with cuts."

Eddie, the famous Division Five shoe shiner, says "It's an ill wind that doesn't blow somebody some good. These dusty days are sho' making the shining business pick up."

Appreciation

I take this means of calling your attention to the wonderful spirit of cooperation I received from all of the men on Line "G" during the heavy travel this A. M.

All cars on this line were carrying heavy loads and running 10 to 15 minutes late, and on account of the long headway I could not switch any of them.

I explained what we were up against and every man said he would do his best and I wish to say that under the conditions we had this A. M. they sure did great work.

It is a pleasure to work with a fine crew of men like we have on Line "G."

A. H. WARREN,
Supervisor No. 38.

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

Our dashing young conductor, G. W. Hargrove of the "R" line slipped quietly away the other day and was married. Good luck to you Hargrove and thanks for the cigars.

Condr. J. H. Stanley returned from his vacation the other day looking like he had a good rest and ready to work that run of his.

Motorman Fred Miner came in yesterday and took a 90 day leave to go East.

Notice to all trainmen of this division, we are having a lot of trouble on account of cars getting out of the barn late, let's all get together and each one do his part to see if we can't remedy this for the good of the division. Let's go.

Boys the black metal box on the post in the trainmen's room was as empty as the West 3rd shuttle cars are of passengers. Let's see if we can't dig up something for Two Bells next week.

DIVISION 2

C. L. Christensen

The trainmen are now returning from their vacation in droves, all of them reporting a very pleasant time, while responding to the call of the open road. Among those who are back at the old grind are W. S. Tupman, W. F. Vellage, R. Van Soest, F. J. Jacobs, C. H. Engle, A. E. Holmberg, A. A. Shewmaker, A. O. Reynolds and D. M. Wood.

E. L. Schutt, H. Smith, G. B. Lindersmith, G. A. Stowell, W. H. Sherman, E. J. Murray, H. F. Swabby, T. A. Bell, E. C. Hickey and E. A. Allen are at the present time away from the noisy city, enjoying themselves.

After an absence of several weeks, our never-fail-us-friend, Johnny Stork, has again made a visit in our midst, this time it was the home of Motorman H. J. Flaherty, who had the honor of entertaining the distinguished visitor, who in return left a fine 9 pound baby boy. Mother and baby are doing fine. We congratulate.

Motorman H. L. Ihrig and family motored to San Bernardino and Redlands Sunday Aug. 5 and visited old Missouri friends.

DIVISION 5

E. C. Tyler

Conductor D. L. Cragg has taken his semi-annual vacation for the purpose of resting up to be in trim for the winter months.

Conductor A. B. Conway is leaving for a visit to his old home in Pennsylvania and expects to be gone sixty days.

Motorman E. E. Gribble is another one of the Gulls to feel the need of a rest and has taken a fifteen day leave for that purpose.

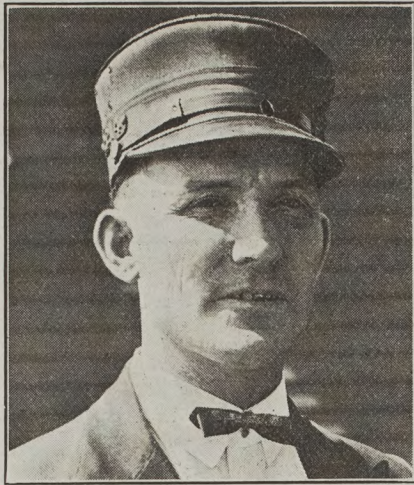
For lack of more definite information we can merely quote Motr. G. V. Grimshaw in his request for a fifteen day leave for rest that his address will be some place in the Santa Monica Hills. It sounds good at least G. V.

Condr. C. I. Anthony has decided to desert the Sea Gulls flock and become a full fledged representative of the Los Angeles Police Department and has been granted a ninety day leave of absence. The boys of Division Five wish him success in his new venture.

While we're speaking about freight F. O. B. on Main St. would you say that the Hooper Ave. car makes a bee line?

Motr. E. Farrell who has been on

Who's Who



FLOYD MONNIER, popular conductor of Division Two, was one of Bob Pierson's first charges when Bob was transferred from car service to the instruction department, paving the way for further promotion to his present rank of chief instructor. This would indicate that Floyd has been in service quite a while. It was on December 22, 1913, that he filled out an application blank.

For ten years prior to coming here, Floyd was a farmer in Kansas.

Somewhere down the line Floyd learned the art of making candy that tickles the tongue of the most exacting. At odd times he makes quite a profitable side line out of candy manufacturing and has a ready market whenever he has sweets to offer.

the sick list for some time is reported to be improving and expects to be back with us before long.

Switchman "Bill" Stoll is on the sick list and our friend Heinie is doing the "yard gallop" in his absence.

It is a standing order that all extra men turn in their Ohmer register keys each day. Now it is evident that a few of the men are forgetting this, so taking this opportunity will explain that it is necessary that this rule be complied with as there are not enough keys for each conductor and it may result in having to hold in a run.

Condr. H. J. Holler who has been working traffic for some time returned to train service last week.

Condr. F. Keersmackers has decided to try out as Traffic man and has been assigned temporarily to that branch of the service.

Motr. O. Schoff is at present breaking in as switchman and as he seems to be full of ambition will no doubt make good.

Motr. C. A. Malcom is another one of our old timers who has taken a thirty day vacation to go fishing. The fish had better hunt their holes when they see C. A. coming for it is said he is an expert and we are patiently waiting for that fish story.

Yes, Ye Scribe is back, tired but happy. He froze to death at Lake Tahoe, roasted to death in Sacramento, went to Frisco and had one of the celebrated fog baths, covered 1618 miles in 8 days without a tire change or any other trouble; so why shouldn't he be happy? And last but not least, he is glad to be back and don't forget to drop him a few items for the next week's TWO BELLS.

DIVISION 3

H. A. Russell

Condr. C. R. Aker has been attacked by the golf bug and is now putting in all his spare time in the new Griffith Park Links. He is anxious to get some of the boys interested as he claims its great sport. So if you have a notion that way, see him, he will put you next to the fine points of the game.

We don't know just what is going to happen but when we happen to see Ray Dean taking a widow and four little kiddies to a Broadway show house things are certainly beginning to look serious.

Motr. Horace Miller has returned to the service so full of pep that he called for his run Friday A. M. forgetting that he had no Sunday time.

Condr. J. H. Baker demonstrated the fact that he doesn't believe in signs by calling for his run Friday on week day time, to find that it had gone out about one hour previously. Oh, well, someone dropped a bottle of Covington's Rapid Fire Hair Grower on the floor of the office—now when the janitor cleans up he has to use a lawn mower.

A new system of handling returned Lost Articles has been installed. In future the men will not be notified to call for same, but a list will be posted and it will be necessary for you to watch that and call for your prizes, instead of sending out the usual slips. Kleagle Klothier will make and send out receipts ready for you to sign and between that and running up and down stairs he will be some busy hombre.

Mr. "Enry Awkins" our Sheik motorman, has bought himself an up to date hair cut, all the same pool ball, showing off all the bumps, but far be it from me to attempt to explain exactly what all these bumps signify. Intelligence most likely.

Oh me, oh my, somebody somehow somehow got Kleagle Klothier's goat, but he should worry. Seeing his predicament we sent him a perfectly good specimen in the form of a full grown Angora of the odorous variety, so that, in future although it may get out of his sight he will know that he still has it. The same bi-ped having been left in the car of Conductor Sam Marco and promptly turned in as a lost article and will be added to Klothier's already well stocked zoo.

One of the leading attractions at Venice last Wednesday, Condr. K. F. Wright and Motr. S. Kerr in the striped, hoodless Ford. Kerr says he only paid \$20.00 for it (and we believe him) and that its a rattling good car and it doesn't need any horn as a deaf man can hear it a mile away.

The old bird Stork is still hovering around this Division and to prove that Friday is a lucky day for some people, he arrived at the General Hospital with a fine bouncing baby boy for the family of extra Condr. O. D. White. This makes a pair of 'em. O. D. says "He's some boy, believe me." Am glad to report that mother and baby are doing fine.

A fishing party composed of night switching crew and Motr. Frank Milano and several other lesser lights hied themselves away to Redondo the other day to do things to the unsuspecting denizens of the deep. From reports of the catch they got they did do it and what that old boat done to Curtis was a shame, he begged them to let him die, but they brought him to shore—but he did so want to die, but they knew that he was just as good a switchman as he was a feeder of fish so they brought him home but he says, no more fishing jaunts for him.

DIVISION 4

Bob Lindsey

By special request I have been asked to publish some of the other accomplishments of Conductor "Abie" Rubinstein our Kosher representative. Abie is a musician of great possibilities, and played on the "Linoleum" when only two years of age, think of that. Abie claims the last instrument he will ever master will be the "Jew's Harp." No doubt. Herman de Yager has taken a great fancy to our hero, as he can cuss Abie in German, which Abie don't savvy, and Herman can't savvy Abie's return in Yiddish, so they get along like two young wild cats, peaceful like, you know. Abie stopped me the other day and asked my opinion of his poetic abilities. Here is one I remembered: There's a sweet little aunt of mine, By golly she is divine. Since the day I first met her, I like her better and better, says Abie Rubinstein.

"Oh the ache of a bleeding heart," sighed Joe Micheals the other day as he brushed and erstwhile tear from the south-east corner of his nose. Don't worry Joe, there will be another come along alle same street car, and maybe her eyes will be a little blue-er, and her heart a little true-er.

Well, well, of all things, has Division No. 3 finally resorted to goat glands in order to reach the high standard of "pep" and efficiency enjoyed by our Division? If not, why the goat tied up to the switchman's shanty, and guarded so closely by night mechanical foreman Green, last Monday night. We suggest that the druggist at 28th and Dayton put in a stock of "Glandogen" to supply those unable to purchase a goat, but for those who want no substitutes Mr. Joe Federbush of our Division states that he can supply a limited number at reasonable prices, as he has been unable to sell one at this Division owing to no demand, and none in sight. Thank you.

Motorman Graff, one of the members of the younger set, has announced his eligibility to enter any state or federal prison by shaving his hair off. Said dome of the species now resembles either a mexican flea hound or a pickled pig's back. Welcome to the bald headed row, old topper.

Mr. W. J. Harris, one of our brainy men is now extra clerk and enjoys the position, especially, when he has a chance to register a miss-out—when it's somebody else.

Introducing New Men

The following men have been assigned to their divisions during the week ending August 11th, 1923.

DIVISION NO. 1

Conductors—W. J. Mayberry, H. Kerswell, Jr., D. S. Statzel, I. E. Chitwood.
Motormen—W. T. Hendrix, J. A. Shivar, B. A. Younger.

DIVISION NO. 2

Conductors—E. T. Dotterwick, G. W. Scott, A. H. Garrett, J. J. Collins, J. L. Hoffman, R. Underwood, J. R. Hanna, W. D. Beck, E. A. Sommerville.

Motormen—K. Then, E. G. Humburger, D. O. Moore, J. M. Alder, R. Amos, M. J. Breen, C. Branson, H. E. Wright, R. Kirk.

DIVISION NO. 3

Conductors—M. W. Wallace, R. H. Gamble, W. C. Simonite, C. R. Certain, T. Bolles, L. A. Ferguson.

Motormen—A. Stephens, F. D. Davidson, D. D. Draper, C. Christiansen, H. A. Drake, L. A. Bennett.

DIVISION NO. 4

Conductors—J. L. Lilly, P. S. Beaver, J. L. Cates, J. E. Johnson.

Motormen—L. A. Cowell, E. T. Johnson, F. M. Loftis.
Safety Operator C. I. Hughes.

DIVISION NO. 5

Conductors—R. A. Martin, H. K. Simpson, V. A. Wilkins.

Motormen—L. Blackburn, E. N. Winer, R. Michaels, E. M. Regnier, L. E. Kring, C. L. Fridd.