

A Herald of Good Cheer and Cooperation Published by and for Employes of the Los Angeles Railway

Edited by J. G. JEFFERY, Director of Public Relations

Traffic Chief To Talk Tuesday

LESS THAN 4 WITNESSES IS AVERAGE PROCURED

Less than four witness names per accident were procured by trainmen during January, according to figures compiled by the claim department. With a total of 1571 accidents of various kinds, 5897 witness cards were turned in, giving an average of 3.75 witnesses per accident.

Divisions Three, Four and Five were below the average of 3.75 witnesses per accident and Divisions One and Two were slightly above that figure. The figures for the five divisions follow:

Div.	Accidents	Witnesses	Average
Div. 1	251	1124	4.48
Div. 2	421	1627	3.86
Div. 3	350	1213	3.56
Div. 4	296	1022	3.45
Div. 5	253	911	3.60

The average of 3.75 witness names per accident is low—seriously low. It means that the claim department must work under a serious handicap and does not give the co-operation between departments that is necessary for efficient management of the company.

Not All Useful

It is well known that some people are adverse to giving their names as witnesses and when they do take a card they may give fake names or addresses. Others are willing to help but it is next to impossible to decipher the handwriting and this eliminates still more cards and emphasizes the importance of procuring just as many witnesses as possible to every accident.

When an accident starts out some place to happen, it does not always take a party of witnesses along. There may be only one or two passengers on the car to witness an accident. But there are usually other people on the street and often they are better witnesses than passengers, because they could see more of the situations leading up to an accident. Get off your car and circulate through the little crowd that is always attracted by an accident and procure some witness names.

Offers Some Help

C. M. McRoberts, general claim agent, has promised to write a new (Continued on Page, 2 Col. 3)

Recreation Hall To Be Made Into Div. 4 Shops

THE work of converting Recreation Hall into car shops for Division Four will start March 5, according to P. B. Harris, chief engineer. This change is a part of the program for alterations at Division Four, which include construction of a new two-story building to provide new division offices and trainmen's room and to house the employment and instruction departments, now in the main office building, and the transfer bureau, now at Sixth and Central.

The floor of the hall will be taken out and pits constructed and provision made for shop machinery.

The monthly dance next Saturday will be the last in the old building, and a special program is being arranged by Charlie Means, appropriate to the occasion. Until a new Reception Hall is built, the company will rent quarters so that the monthly entertainments will continue as usual.

The building was originally used as the steam power house for the Los Angeles Traction Company, which has been taken over by the existing companies. It has been Recreation Hall since 1907, and has been the scene of many happy social affairs of the Los Angeles Railway family.

COOPERATION WITH POLICE IS AIM OF MEETING

Capt. James McDowell, head of the police traffic department, will address trainmen and other employes of the transportation department next Tuesday at three meetings in Recreation Hall at Division Four. The gatherings will be held at 10 A.M., 1 P.M. and 7:30 P.M., as was done when the bonus checks were distributed. Every trainman is expected to attend the meeting most convenient for him.

The captain is a veteran street car man of horse car and cable car days and operated one of the first electric cars with an air brake in Los Angeles. He is exerting every effort to develop effective co-operation among the various factors involved in the Los Angeles traffic problem. A close working agreement has been effected between the police and fire departments, giving upwards of 3000 men working together for traffic efficiency. Co-operation of the men who man the cars is assured as such co-operation will make a world of difference in getting through the downtown section.

All that is lacking is an understanding of what the traffic department expects of the street car men and what the street car men expect of the traffic officers.

Capt. McDowell has asked Mr. Anderson, manager of transportation, to address the police traffic officers on the latter subject.

The three meetings next Tuesday will be an important step toward improving conditions for the movement of street cars and for the general traffic situation.

"When you kill the spider, the web will grow no wider."—Spanish Proverb.

"Don't stop me," yelled Jimmie. But the man stopped him anyhow.

"What are you running for?" the man asked.

"I'm tryin' to keep two fellers from fightin'." Jimmie gasped.

"What two fellows?"

"Willie Brown and me."

—SELECTED.

An investment in knowledge always pays the best interest—Franklin.

New Title Piece Like Latest Cars

Notice the new title piece on the front page of Two Bells?

The new design follows the lines of the latest type cars, of which 75 are on hand and 50 more are ordered. The same type will be followed in new cars to be constructed at the shops this year.

There is nothing so kingly as kindness—nothing so royal as truth.

First 100 Feet Worst In Free Auto Ride

Motorman C. Pipes, who lives in Inglewood, was offered a ride on the running board of a friend's automobile one evening when returning home from work. Pipes accepted the offer and had ridden about a hundred feet when some fliwver bumped into the side of our friend's machine, knocking Pipes off, badly bruising his left arm. He is slowly improving at his home and expects to go to work again in a couple of weeks.

He who would win joy must share it, for happiness was born a twin.

TO BUILD AUTOS

C. S. Stryker, of the electrical test department, has left for San Francisco, where he will enter the Doble Engineering Company, manufacturers of steam driven automobiles.

"The perilous power of the skunk. Is mere mythological bunk."

Said one Mr. Slater,

But just a week later

He sold his new trousers for junk.

Three Accidents Cost First Place

Three collisions in a day with standing autos at First and Hill took the lead of the February safety contest away from Division Three last Tuesday, after Supt. Dye had held first place four days. The run of class two accidents sent Division Three into third place, according to figures given out by the safety bureau at the middle of the week.

The scores follow:

Division Five	63.45
Division Two	67.09
Division Three	69.00
Division Four	73.70
Division One	74.90

Wisdom, the ability to leave unsaid the wrong thing at the tempting moment.

Keep On

Say, you're broke and busted
And tired and disgusted
And everything seems out of gear,

And the friends that you had
All declare that you're mad
And say that you're nutty and queer,

As you struggle and scheme
In unfolding the dream
That you have put all your faith in.

If you set your own pace
With a smile on your face
And keep on Keeping on! you'll win.

—From Napoleon Hill's Magazine.

The best reward is a sense of a worthy achievement.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Essentials of Citizenship

THE Rotary clubs throughout the country are co-operating in a citizenship campaign during the week of February 18 to 24. Acting on the established theory that good government depends on good citizenship, the organization submits the following fundamentals and asks "How does your citizenship measure up to this standard:

1. Every citizen should register, and should renew such registration every two years.
2. Every citizen should vote at every election, including the primaries.
3. Every citizen should make a careful study of the candidates and of the measures to be voted upon, so that the franchise may be used intelligently.
4. Every citizen should give elected representatives, and lawfully appointed officials, fullest support in the performance of their duties.
5. Every citizen should respect and obey the laws of the land, and should let it be known that he or she stands for law enforcement. Citizens who do not like the laws should not violate, evade nor defy them.

Constitutions and charters provide the proper avenue for law amendment and revision. This avenue is the individual franchise, which should be more highly cherished and more intelligently used.

Attend the Last Dance

THE dance at Recreation Hall next Saturday will be the last in the old building. Thousands of employes, their friends and relatives, have passed through the doors of the old building and enjoyed happy evenings in the Los Angeles Railway family.

A special program will be presented next week to mark the passing of the building as the recreational center. It is well worth while to attend these affairs. There is a lot to be gained.

Make a special effort to attend next Saturday night.

Help Him to Obey Rules

NUMEROUS reports received from persons not connected with the company refer to the habit of trainmen gathering on the front end of the car and starting a round table discussion with the motorman while he needs his entire attention to get his

car safely through traffic. The habit is a direct violation of rules. It is not fair to put a fellow employe in a position whereby he may bring himself demerits and it reflects discredit on the entire organization.

A DOG'S LIFE

Dear Jeff—

Last Sunday afternoon I strolled out Sunset Boulevard. About fifty feet ahead of me a St. Bernard dog also was doing the "toe and heel." He seemed to be traveling with a purpose and that impressed me. A couple of blocks up, two mongrels who had been playing in the road, encountered the St. Bernard with much barking and snapping, keeping it up for almost a block, but he just walked calmly along, head intelligently erect (not snobbish in the least.) In the next block a young fox hound barked viciously from a lawn, but the St. Bernard again walked quietly by with inoffensive dignity and no back talk. My observation ended when the dog entered the yard of a house near La Veta Terrace.

At dinner that evening I brought up the subject of the St. Bernard, and learned that his actions were typical of his breed. It was a lesson to me, Jeff.

In dealing with the street-car riding public we are forced to take the bitter with the sweet, but I think you will agree that the more we act like a St. Bernard, the less of a dog's life the job will be.

CONDUCTOR C. J. KNITTLE.

America For Me

'Tis fine to see the Old World, and travel up and down Among the famous palaces and cities of renown. To admire the crumbly castles and the statues of the kings— But now I think I've had enough of antiquated things.

Oh, London is a man's town, there's power in the air; And Paris is a woman's town, with flowers in her hair; And it's sweet to dream in Venice, and it's great to study Rome; But when it comes to living, there is no place like home.

I like the German fir-woods, in green battalions drilled; I like the gardens of Versailles with flashing fountains filled; But, oh, to take your hand, my dear, and ramble for a day In the friendly western woodland where Nature has her way!

Ot, it's home again, and home again, America for me! I want a ship that's westward bound to plough the rolling sea. To the blessed Land of Room Enough beyond the ocean bars, Where the air is full of sunlight and the flag is full of stars.

— HENRY VAN DYKE.

BULLETINS

Issued February 19, 1923

BULLETIN NO. 25
Notice to Conductors

Pass No. 4463, issued to E. D. Herring, Conductor, Division No. 1, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 26
Notice to Trainmen

On Tuesday, February 20, 1923, meetings will be held at Recreation Hall at 10 A. M., 1 P. M., and 7:30 P. M., such meetings to be addressed by Captain McDowell, of the Traffic Department, in regard to the relations between street car operation and the Police Department. Every man not on duty at any one of the hours designated for this period of meetings will be expected to attend. A register will be kept of such men as do attend.

BULLETIN NO. 27
Notice to Motormen

Attention has been called to the fact that some motormen are not pulling down to the stop plates, which are located on the east and westbound tracks at 48th and Vermont.

Cars must be stopped with the fender at these plates in all cases, in order that full view of Vermont Avenue may be obtained and traffic accidents avoided.

P. B. Hill
Supt. of Operation.

A sound argument must have more than sound in it.

Good Samaritan Madigan Holds Down Varied Jobs

J. A. Madigan, of Division Two, is a busy man, every one around there looks towards him for assistance whenever in need.

Until recently he worked a night run on the West Jefferson line, but business was rushing around Division Two, and his presence was required as the office force look towards him for help whenever they are overloaded with work. J. A. also extends his helping hand to Yardmaster Foresythe, between the hours of 7:00 in the morning and noon.

Jimmy visits the sick folks and there have been a great number of them lately around Division Two. If he has any time left he goes home to get acquainted with the "missus," who says he doesn't live at home any more, just stays there a few hours nightly.

Luck is the thing that happens when preparation meets opportunity.

WITNESS LIST IN ACCIDENTS SMALL

(Continued from Page 1, Col. 1)

article on some of the kinks in procuring witnesses and it will appear in Two Bells soon. The principal thing to remember is that the conductor and the motorman are the representatives of the Los Angeles Railway on the spot when an accident occurs, and it is up to them to handle the situation in a gentlemanly and efficient way which will make witnesses willing to help them by giving names and addresses.

Figures are being recorded in February and it will be interesting to note what divisions improve their average efficiency in procuring witness names. The best rule is: get all you can.

The truest self-respect is not to think of self.—Beecher.

The fellow who is pulling on the oars hasn't time to rock the boat.

TWO WAYS TO IMPROVE SERVICE

By R. R. Smith,
Asst. Supt. of Operation

When a situation is not right it will become steadily worse the longer it is left to itself. A wrong situation is corrected only when someone jumps into the job of correcting it.

In the evening rush hour street cars carry heavy loads. Traffic congestion often jumbles schedules badly so that headway is uneven and loads are uneven. If passengers are holding on to the rear end of the car by their eyebrows, as the saying goes, the situation will get steadily worse unless you make some definite and immediate effort to relieve it. More passengers will make a toe hold and the inconvenience to the conductor in handling his post is increased. The danger of step accidents is increased and the delay caused by passengers boarding and alighting is increased.

Motorman Had to Do It

Recently a case was reported in which the rear end load was very heavy. The conductor had made no effort to get passengers to move forward and the motorman stepped from the car and walked to the back end, then asked the crowd of passengers to step forward, please. He handled the situation in a nice way and got an immediate response. Passengers moved forward and distributed the load throughout the car.

We have got to meet the travel conditions and a big improvement will be made if all conductors will realize their duty to distribute the load through the car as much as possible. Certainly no progress can be made if you keep quiet and let the passengers crowd on the steps and certainly you have no reason to be timid in asking passengers to move forward. The folks who ride the cars are fair minded and will help you if you show a willingness to help them.

Ahead of Time

Another thing I want to mention, although it has been mentioned many times before, is the matter of running ahead of time. Traffic conditions are taken into consideration as much as possible and play an important part in the way schedules are built. Schedule making is an exact work and if it calls for a car being at a certain spot at 4:57, it means that the car should be at that exact spot with as little variation as possible.

Cars will get off schedule but the worst thing that can happen is for a motorman himself to disrupt a schedule by running ahead of time. It immediately puts an overload on the second car and inconveniences many passengers. Slowing down the second car, invariably affects the third and fourth car so that a little carelessness in running ahead of time has a wide-spread effect. There is no excuse for running ahead of time and strict discipline is justifiable.

Appreciation

To the Trainmen and Mechanical Department of Division Five:

We wish to acknowledge with sincere thanks and appreciation, your kindness and expressions of sympathy extended to us in our bereavement.

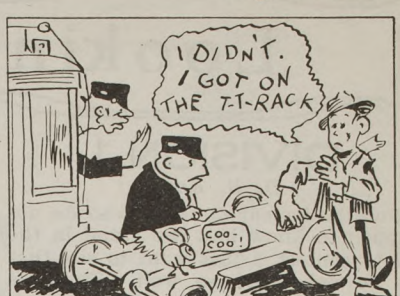
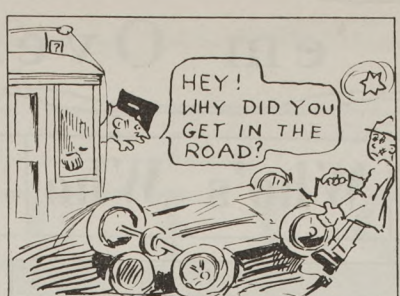
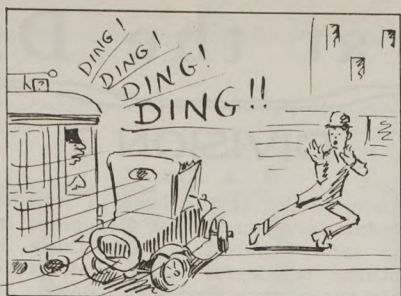
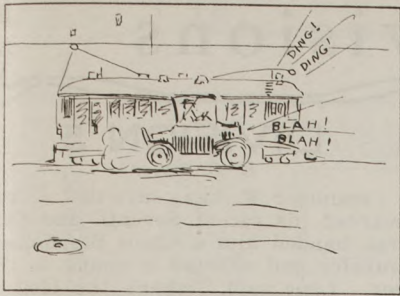
The beautiful flowers conveyed a message of sympathy such as only true friends can give.

Sincerely yours,

T. J. TRABUE.
O. S. TRABUE.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

For Condr. A. R. Graves, Div. 5
Los Angeles Railway.
Gentlemen:
The courtesy recently shown me by Conductor No. 790 was greatly appreciated, and I wish to thank him and the L. A. Railway Co. for having such a man in your employ.
Very truly yours,
MRS. N. R. HOLMES,
834 N. Occidental, Los Angeles.

For Condr. D. W. Gibbs, Div. 4
Los Angeles Railway.
Gentlemen:
I live on the Garvanza, Buena Vista Terrace, Annandale line, and I think we have one prize conductor. I have felt for some time that I would like to speak a good word for him. I do not know his name, but his number is No. 2618, and he is right on the job every minute. Calls every street, which is such a comfort when you travel after night. Also calls every transfer point—is always kind and courteous—and it is a pleasure to travel with him. I have lived on several car lines, but have never met a conductor quite so pleasant. In my opinion he is an ideal man for his job, and I only wish there were more like him.
Sincerely yours,
MRS. HATTIE R. GREEF,
1533 Annon Way, Los Angeles.

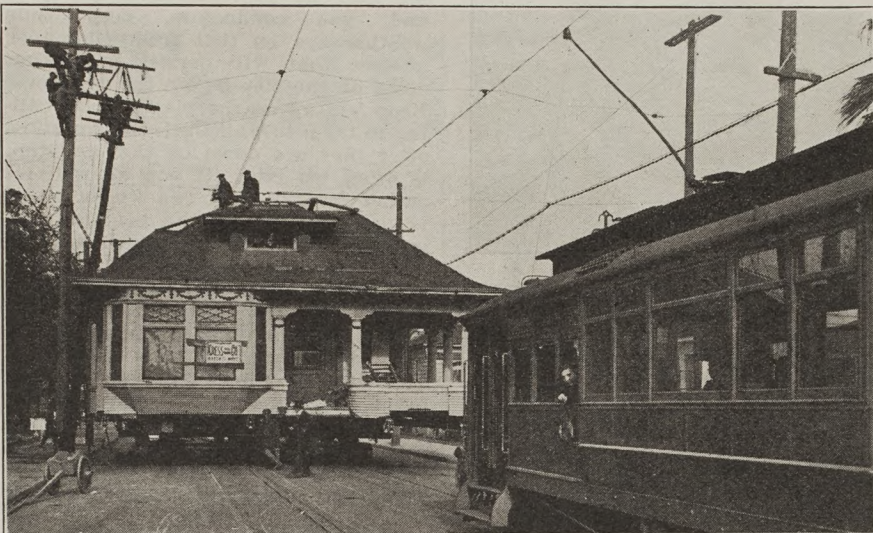
For Mtr. H. Hinz, Div. 4
Los Angeles Railway.
Gentlemen:
Motorman 2859 is unknown to me, but I wish to commend you for the efficiency of this man.
He has a system of his own evidently, as no other motorman seems to have the interest he exhibits in the overcrowded late cars. After 5 P.M. people standing cannot see out on account of the darkness, yet they are not discommoded, as his system works to a charm and he unloads them in a hurry at the proper place in a pleased frame of mind.
His system is this: After leaving the main thoroughfares he calls in a loud voice, every street ahead of the one he is passing. Every passenger can HEAR HIM, and makes ready to get off by squeezing forward while he is running the block. For interest in the company and his passengers he is entitled to this commendation.
B. L. RYDER,
228 Story Bldg., Los Angeles.

For Condr. L. L. Johnson, Div. 1
Los Angeles Railway.
Gentlemen:
I only wish to say a word of praise relating to one of your conductors. I came in from Radium Sulphur Springs this afternoon on Car No. 37, in charge of Conductor No. 2410 and the way that man called every street, "before he got quite there," in a clear loud voice so that all the passengers on the car could know just where they were and when to get ready to get off. If all conductors were like that it would speed up traffic as well as be a help to the traveling public.
Very truly yours,
C. G. SHUCK,
928 Santee St., Los Angeles.

For Mtr. L. N. Woodard, Div. 4
Los Angeles Railway.
Gentlemen:
Last night, as I traveled on a 9th Street car, returning home during the evening rush period, I was impressed with the uniform courtesy and patience of Motorman No. 2201 under the trying, crowded conditions, and of his kindness in offering an elderly woman his stool. I use the street cars a great deal and I am sure the personnel of your company compares exceedingly well with that of any street car service I know of in eastern cities.
Sincerely yours,
WILLIAM J. LADD,
933 South New Hampshire St.,
Los Angeles, California.

WHILE PASSENGERS COOLED THEIR HEELS

This picture shows a car operated as a shuttle on Twelfth street when a house-moving job broke a power pole and produced a nine-hour blockade.



House Moving Job Blocks Two Main Lines 9 Hours

A BLOCKADE that ranks as a classic among the interruptions to car service and inconvenience to patrons, arising from situations entirely beyond the control of the company, was presented to an angry public Saturday, February 10th. Two lines running through the downtown business district, G and B, were blocked for nine hours, making it necessary to use diverted routes.
The blockade occurred on Twelfth street between Maple and Wall when a house-moving outfit broke a pole belonging to the city power and light department at 1:15 o'clock A.M., eight

minutes after the crack had been turned over to them. The emergency supervisors on the switchboard was notified and he relayed the information to the city power and light department but it was 6:15 before a crew arrived to fix the damage and 10:20 before the work was completed and the track cleared.
Shuttle service was operated on either side of the blockade on Twelfth street and every effort was made to serve the thousands of passengers inconvenienced by this delightful demonstration of efficiency.

"Bill" Millican of Division 3 Weds

Sunday's papers carried the following marriage notice: "William J. Millican, 21, and Ella L. Van Zandt, 19." Investigation showed that the big boy had slipped one over on us, including the old man, Motorman Bill Millican, by getting himself tied up in a knot to the aforesaid young lady on Saturday, February 3.
Now, as Jim, as we all call him, happens to have been one of our Extra Bonus boys of 1922, and having known the kid ever since he was knee high to a grasshopper and never hearing any bad of him, all goes to prove that he is a good boy and will make a model husband.
As his judgment no doubt is of high order, we are sure that the young lady must be just about all Okeh, and I heard Jim say she was, so there is nothing else to it but a happy married life. All of which we sincerely forecast for this young couple.—H.A.R.

A man too busy to take care of his health is like a mechanic too busy to look after his tools.

On The Back End (Contributed)

Motorman L. M. Covington of Division Three, was observed the other day tying knots, but not in a Couie string. He was tying them in the three hairs that he proudly boasts on his otherwise perfectly smooth ivory dome. He was fearful that they might recede and that he would lose his otherwise perfectly good reputation for his rapid fire hair grower.

Conductor W. R. Price of Pico, reports at Division Four that a man boarded his car last Wednesday, paid his fare, explained that he was a stranger and wanted to get off at 24th and Hope. Price directed him to take a "J" car at Seventh Street. The man burst into convulsive laughter "Ha! ha! ha! a jay car? By gar that's one on me. Ha! Ha!"

Everything is rosy;
Wife has got the "flu"—
Keeps her rather quiet
And that is something new.
Children have the measles,
But I don't have the blues;
While they're keeping quiet
It's easy on their shoes.

For the protection of the chairs in the tranimen's room at Division Five, bids are about to be let for a reinforced concrete chair for the exclusive use of Motr. H. L. Mast (the baby elephant of Division Five) Motr. Anderson formerly held this title with the weight of 299, but it has come out that Mast had him beat 25 lbs. before the scales broke.

A car repairer by the name of Clyde (Breezie) Hamlin, of Division Three, arrived at work early one morning longing for a pill to smoke. His eagle eye caught two on the bench, which were carefully watched by a nimrod, laying low. He picked them up like a chicken does a worm. A few minutes later a puff and a wiff and up in smoke it went. Wow! Gee! It must have been loaded with T. N. T. Say, Breezie, no alibi this time.

At one time a gentleman had occasion to give his servant a ten-dollar bill. "Now, my man, how much have I given you?"
"A ten-dollar William, sir," was the reply.
"A ten-dollar William!" exclaimed the gentleman.
"Yes, sir," said the servant. "I'm not familiar enough with it to call it Bill."
—SELECTED.

Put more interest into your work and you will draw more interest out of it.

- Girard St.; C. B. Smith, 2123½ Santee St.
- DIVISION NO. 5
Conductors—G. B. Crow, 445 W. 77th St.; L. R. Chamberlain, 2319½ West 54th St.; W. S. Kennedy, 5314 Palm St.
Motormen—J. Holm, R. F. D. 2, Inglewood; F. Sims, 2408 West 54th St.; D. C. Cooper, 4706 Van Ness Ave.; C. G. Hoffmeister, 817 West 61st St.; Dan McCarthy, 151 West 49th St.; J. Overton, 142 West Jefferson St.; C. N. Stowe, 620 West 82nd St.; F. M. Hestilow, 319 West 104th St.
- DIVISION NO. 4
Conductor—G. C. Muse, 1500 West 20th St.
Motorman—G. G. Heiser, 145 Douglas St.
Operators—F. Kane, 507 West Adams; J. P. Koulan, 1377 W. 23rd St.; F. A. Geel, 1070 S. Fresno; E. F. Mojonner, 1020 West Pico; F. H. Donovan, 1301

On the Sick List

- Following is a list of men who have gone on sick leave recently:
- DIVISION NO. 1
Motormen—W. H. Fisher, 1318 N. Alexander; A. Lawler, 2243 Rogers Ave.
- DIVISION NO. 2
Conductors—O. B. Landrum, 988 W. 106th St.; A. R. Hanson, 3819 S. Vermont; H. S. Evans, 207 E. 55th St.; W. S. Culver, R. F. D. No. 1, Box 338; H. C. Peck, 1630 E. 52d St.; J. H. Kirkpatrick, 1462 E. 48th St.
Motormen—O. L. Harrison, 201 E. 47th Pl.; J. C. Piester, 5519 Moneta Ave.; L. K. Temple, 415 W. 91st St.
- DIVISION NO. 3
Conductors—R. W. McDonald, 3129 Church St.; W. F. Stark, 820 Isabel St.; F. W. Marshall, 1315 W. 12th St.; R. W. Whitaker, 2612 Idell St.
Motormen—W. E. Fox, 1614 Panama St.; W. L. Alcorn, 2065 Dayton Ave.; T. W. Muller, 3704 Morgan St.; H. E. Crooks, 2833 Gay St.; T. T. Fletcher, 329 W. Ave. 64; D. W. Lantz, 3331 Pepper Ave.; A. H. Wheeler, 1211 Isabel St.

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

For the benefit of those who do not happen to know how we stand in the safety contest, I just want to say that we do not stand so well. There is just one thing certain, if we don't cut down the accidents more than we have so far this month we will have little chance to keep the safety flag hanging where it is. We only have about 13 days to go yet, so be careful to avoid accidents if you intend to win the contest.

Conductor J. A. Cardenas, who was with the company about six years before leaving to try other work, is back with us again bucking the extra board.

Conductor C. L. Wiley has returned to duty after a few weeks off to fix up his chicken ranch.

Motorman C. Culver and Conductor G. E. Golden resigned this week to try out other jobs. We all wish them luck in their new undertakings.

The clerks report the miss-out situation has very much improved during the last few days since the new ruling has gone in effect. All the boys seem to feel better about it anyway, as the sick list has decreased considerably. Two motormen have fallen victims to the new rule so far and have been placed at the bottom of the extra list.

Conductor M. H. Boswell is leaving for Kentucky, his old home, on account of his father being critically ill.

DIVISION 2

C. L. Christensen

Conductor I. F. Graham, who suffered a fractured arm some time ago while attempting to leave a moving car, has returned to work again and in the future he will wait for the car to stop before he jumps off.

Conductor A. R. Hansen, who has been laid up for some time on account of sickness, is now confined in a sanitarium in Glendale, and improving slowly.

Conductor C. Eiserman surprised everybody the other day when he came in to resign. Eiserman had been with us more than 10 years and for a while was extra dispatcher.

Conductor Frank Fauver, of Line M, received quite a shock when returning from work a few days ago. While absent from home a short circuit caused a conflagration, which was discovered by a pedestrian, who turned in an alarm. The fire department had responded and checked the flames before any damage was done to the interior of the house, and only a new roof was required.

Insurance Agent H. Travers was at Division Two again last Tuesday, after an absence of several weeks. Harry had been laid up at home, having suffered a bruised foot, and is still limping. Don't forget to put in your claim, Harry.

Motorman R. R. McFall resigned a few days ago, but he did that once before, so we might see him back here some day again.

At this writing (Wednesday) we still find a number of men who have not yet found time to read Bulletin No. 24, which was published in the last issue of Two Bells. No one is admitting that he has neglected to read the bulletin, but it leaked out when several trainmen either missed out, reported sick or O.K'd. Now listen, fellows, these bulletins are written for the purpose of being read by every employe in the operating department, and I think it would be wise to read the bulletins, as soon as you get your hands on "Two Bells."

Conductors Wm. Schultz and D. M. Wood, who were driving horse cars here in Los Angeles before most of us were born, enjoyed themselves one day last week, driving around (not in a horse car), but in an up-to-date flivver, seeing the country and beaches. They also visited Wm. Schack, who is at the county

Who's Who



WELL customers, this week we present for your approval, the countenance of O. R. Payne, general foreman of electrical construction. If you don't like the picture, it isn't the photographer's fault, but we want you to get acquainted with Mr. Payne anyway.

About two years ago he came to Los Angeles Railway after serving in the electrical construction department of the Goodyear plant. In his present capacity he has charge of wiring and construction work in substations, car houses and new buildings.

He stepped in at a busy time, as the Los Angeles Railway has built four automatic substations in the past two years, and they have kept the heads of the electrical department on the jump. But that's the way Mr. Payne likes to work, so everybody is satisfied.

DIVISION 4

C. J. Knittle

The new regulations in regard to miss-outs, which appeared in the bulletins last week, caused quite a stir in this division. Some of the boys think they are too harsh, others think the punishment fits the crime, but those who never miss-out just don't give a darn whether there is regulation or not.

Motorman T. H. Speed, whose flivver was stolen about two months ago and never located, has given up hope and bought a new one.

Operator G. Carter has decided he would like to be a policeman and is trying it out on a leave of absence.

It is noted with interest that the car used in the title of "Two Bells" has been much improved, a letter sign bearing an "A" having been added and a "Plaza" side sign having been installed, which leads us to believe it is just a tripper, and doors have been added (if our memory serves us well) and that's that for safety.

Conductor Larry Smith's relief missed out last Tuesday afternoon and Larry would have liked to locate "ye scribe" to see about giving his relief man a razzing in Two Bells for being the first to break the new regulation. Not knowing what the scribe looked like, Larry's plan failed to pan out, but the fact is: the scribe himself was the one who missed the relief. (So there, Larry old dear, I've incriminated myself, but I can't give me the razz. Don't blush.)

farm. Schack is an old-time conductor, and would appreciate a visit from any of his old pals. If you're ever out near Downey, take a run down to see him. The farm is located about a mile south of Downey on the old Long Beach boulevard.

DIVISION 3

H. A. Russell

Atta boy! At the time of writing Wednesday, you are in first place in the safety contest. While there is nothing wonderful about that, it is only the place where you belong. It behooves you all to see that you stay in first place, as this is the month above all others, that we want to win, so you motormen take it easy, this is a short month. Keep your eye on those pesky autoists and outguess them and if you've got to lose a step, see that he is responsible not you, and you conductors, keep your weather eye on that frisky dame or he-male that will persist in getting down on the step before the car stops. Keep 'em up on the platform, as calling to them to wait until the car stops after they are down on the last step, is often too late. If you all pull together for the next two weeks, there is no doubt where the pennant will land, and that is at Division Three.

The Bulletin in last issue in regard to penalties for missouts, etc., has caused considerable comment among you boys, some favorable and some otherwise. The fact that the company found it necessary to issue same, is proof that it was absolutely necessary, and where there is a large body of men as we have, there must be discipline, otherwise everything will be all wrong. To those who have been dilatory in the past, the new rules will be a distinct shock, but the others will have nothing to fear, so get into the latter class and everything will be serene.

Jarvis Phillips is responsible for the report that all it is necessary to do in order to get oceans of hooch is to have it reported that you are a bootlegger. He says that ever since the report got out that he was one, he has been deluged with letters from the manufacturers of the joy fluid, offering him exclusive right for sale of same in his own particular vicinity.

Another one of our extra conductors has gone, went and done it. This makes three in two weeks. This time it is John Quincy Adams. Now John asked for two days off to attend his own wedding to take place last Monday, but Sunday he reported sick. We do not know if the impending ceremony got his goat or not, but anyway we understand that he entered the ranks of matrimony last Monday. We do not know the name of the young lady or any other particular, but will tell you the rest of it in next issue.

This slight epidemic of flu that is going around is hitting our ranks pretty hard, making it almost impossible for anyone to get off. The office force are thankful to those men who are fortunate enough to keep well and who are helping them by sticking on the job. Just as soon as this epidemic subsides they will be let off, for with all sick men back on the job, we will have an abundance of men.

Did you see the photo of the high efficiency motormen of this division? They all looked quite natural, with the exception of Ikey Hellman, and he says that he never did take a good still picture. An animated picture suits him best, for if Ikey cannot talk and keep his hands going, well it wouldn't be natural that's all.

John Drogus, our good-natured Irish motorman, was knocked down in the yard the other morning by the auto of another trainman, fortunately there was no damage, but might have been serious. It behooves all of you auto drivers to be careful in driving in and out of the yard.

DIVISION 5

E. C. Tyler

Conductor W. Lane says that a man boarded his car at Seventh and Central, handed him a whole Stephenson transfer and dropped a penny in the box. Lane said, "what's the idea of the penny?" "Why, said the passenger, "I want my transfer back."

Condr. E. R. Trefren and Motr. S. A. Johnson have returned during the past week, having been on leave of absence for some time.

Motr. H. L. Parke has taken a thirty-day leave of absence to rest up and undergo treatment for his eyes.

Conductor G. A. Ludwig, who has been with us only a short time, has resigned to attend school.

The men of Division Five wish to extend their sympathy to Motorman R. H. Williams, whose wife passed away February 9, after a very brief illness.

From the looks of the first few daily reports of the safety contest, it appears that some one around this Division has got it into their head, that it is more popular around the bottom of the list than it is at the top. You're all wrong, boy, let's climb, not fall.

No change in the Kiddie Show rehearsals date. It's next Monday, after school, at Hamlin's Studio.

Conductor Donovan's talented little daughter, who has appeared with Mr. Hamlin's "Personality Pets" for over a year, now is taking an active interest in our show and is making all the kids feel right at home at rehearsals.

If you are not in the show, it's not too late yet. Report at the rehearsals next Monday.

On his way home the other night Conductor D. Solomon had the misfortune to meet a dark African gentleman with high ideals.

After sticking a large cannon under the "Jew's" nose, with the advice to "reach for the moon," he relieved him of over \$50, but left him his watch and pass. The latter, Solomon said he didn't need, for he covered the mile cross country to Division Five in nothing flat.

The worst of it was, according to Solomon, the bold bandit was riding around in a Hudson Super-Six and didn't look like he needed the money.

Many a key to opportunity is left to rust in the lock.

A colored pastor announced to his congregation the following subject: "Brethren and sisters, I've gwine to preach a powahful sermon dis mornin'. I've gwine to define the undefinable. I've gwine to explain the unexplainable, and I've gwine to unscrew the unscrutable."

It's easy to destroy—difficult to build.

Young Wife: "John, is it true that money talks?"

Hub: "That's what they say, my dear."

Young Wife: "Well, I wish you'd leave a little here to talk to me during the day. I'm getting lonesome."

—BOSTON TRANSCRIPT.

If you want to be happy make someone else so.

"Are you troubled very much in your neighborhood with borrowing?"

"Yes; a great deal. My neighbors don't seem to have anything I want."