



TWO BELLS

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

NEW BUILDING FOR DIV. 4

SAFETY MIND MUST HOLD DOWN 1923 NEW LEAF

By John C. Collins
Supervisor of Safety

As we are starting in the new year, it is well to have a little heart-to-heart talk, not because the new year is "23," but because we have work before us and from our experience in the year 1922, we should do this work better in 1923.

A great many people find it necessary to turn over a new leaf at this season. To the most of these, it is the same old leaf that they consciously turned over, but that had turned back by itself in a moment of thoughtlessness. It takes an effort to turn over a new leaf, and a conscious effort to hold it down, but you get credit for every effort. Make another, keep it up until the habit is formed, and it is content to stay.



If there is one time to turn back the pages for review, it is the start of the new year. We are to talk to ourselves as man to man, you with yourself, your safety mind with your will. Get acquainted with yourself, for many of you are strangers. Let the safety mind ask the questions for it knows, and does not possess the power to lie. Realize it is your safety mind talking to you.

The first question: Did you do your best, or with a little effort could you have done better? If so, you did not do your best.

Play Golden Rule

Did you treat others as you like to be treated? Were you justly dealt with as to discipline? Would you have overlooked the faults of others as your faults were overlooked? Were you the boss? Could you have handled that altercation to a better advantage had you been more courteous.

Did you make any particular effort to guard the steps of your car, that short space right where you transact the business of the company? Do you realize that so many men let so many women injure themselves getting on or off moving cars during the past year? This is unnecessary—all this suffering caused by the lack of

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

Al. Is Back

BRIGHT and early last Monday morning, a snappy young fellow hiked down the hall of the seventh floor and turned into the office of the director of traffic.

At the door he turned around, and gosh all lollypops, it was A. K. Plummer.

Yep, Al himself is back on the job ready to chew up a railroad spike when he can't find his black pipe.

"It's just eight days short of four months I've been laid up," said Al, "but I feel so much better, I know I've added ten years to my life. I've lost a hundred and seventy-five—no—just seventy-five pounds, and now I have to wear suspenders. But it's almost worth it to be back."

Charlie Roush will continue as acting traffic director for a time, while Al gets his feet accustomed to the lighter load they carry, and to guard against a relapse.

Just Nonsense

'Twas a nice day in October
In September last July.
The sun was shining brightly,
The snow was in the sky.

The flowers were sweetly singing,
The birds were in full bloom.
As I went up in the attic,
To sweep the down stairs room.

The time was Tuesday morning,
On Wednesday late at night,
I saw ten thousand miles away,
A house just out of sight.

The door was opened backwards,
And the front door in the back.
Alone between two others,
And it was whitewashed black.

'Twas dark and stormy night,
And the sun was shining bright.
The villain's lips were tightly sealed,
He yelled with all his might.

"Come kill me if you dare," he said,
But kindly spare my life.
The hero then cut off his head,
And shot him with his knife.

A little maiden tripped along,
She was old and bent with years,
Her eyes were bright and happy,
Her face was filled with tears.

She recognized the dying man,
And said, Oh, who is he?
He lifted up his cut-off head
And said, I'm only me.

Victories that are easy are cheap.

Special Work for Temple St. Junction Here

NEW special work for the junction of the North Spring and Main street tracks north of the Temple Block safety island has arrived at the shops. The steel will be used in the work of centering the tracks at that strategic point which is like the neck of a bottle, through which all north and south traffic has to crowd, under present conditions. Installation of this special work will be one of the most interesting track jobs that has been handled for several years.

Later, the safety island will be removed.

\$8000 To Protect Flivver Fenders

A wheel lathe for turning steel wheels of the new cars has arrived at the main shops and will be set up soon. The lathe cost about \$8,000, and will be used for smoothing up flat spots caused in the interests of safety and conserving the fenders of some carelessly operated flivver.

Electric Rail Saw Saves Third Time

A new electric rail saw has been installed at the Vernon Yards. It is capable of cutting through a 132-lb. girder rail in slightly less than 14 minutes. This is about one-third of the time formerly required by a smaller power saw.

Plain living makes high thinking.

Hurry Ignatz, Here's Plenty of Bricks

Ignatz and Krazy Kat would have enjoyed themselves famously if they had been at South Park during the building of walls for the new carpenter shop and mill on Fifty-fourth street. About three-quarters of a million bricks went into the walls!

The roof will be about half glass, assuring excellent light for the new building.

Opportunity drags no man from his easy chair.

TWO OFFICES WILL MOVE FROM MAIN QUARTERS

Plans have been drawn and bids have been called for a new two-story brick building at Division Four, measuring 125 by 53 feet.

With the construction of the building on the corner of Girard and Sentous streets, the employment and instruction departments will move from the present offices in the main building to the second floor of the new quarters.

The basement will house the transfer bureau, which is now located on the second floor of carhouse No. 2, at Division One. This is an old building and it is considered that the change to the new home on the Division Four property will be a considerable improvement.

The operating department of Division Four with superintendent's office, clerks' office and trainmen's room will occupy the first floor.

The new building will be immediately west of the Sentous street substation.

The change is expected to provide additional room for storage of cars, but final plans for the use of the property have not been completed.

New tracks have been ordered in the space made vacant by the tearing down of the old boiler room on the east of Recreation Hall. The work is waiting on the arrival of the necessary special track work.

There is more power in kindness than in dynamite.

W. B. Rees Attends Librarians Meeting

W. B. Rees, Los Angeles Railway librarian, attended a meeting of the Special Librarians' Association of Southern California last Monday evening, when Leroy Armstrong, librarian of the Universal Film Company, entertained the organization at the movie city.

Mr. Rees intends to invite the association to hold one of its meetings at the company library in the near future.

Many a man has a hard time because he takes things easy.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

When Cooperation Helps

DURING the interruptions to service in the early part of the week, caused by the burning of an electrical substation of the company that supplies the Los Angeles Railway with power, an excellent demonstration of co-operation was given by some of the large downtown stores.

On Tuesday only 40 per cent of the normal evening rush hour service could be operated. No afternoon cars were pulled out of the car house.

Heads of several downtown stores employing a large number of men and women were notified and readily agreed to release their employes in small groups beginning at three o'clock, to minimize the five o'clock congestion. This was done despite the fact that the clerks were probably urgently needed on a busy shopping day.

Such co-operation in a rare emergency is encouraging to the company. It indicates a spirit that must call forth our best efforts to give good service when normal conditions prevail. This means every person in every department of the company doing his level best in handling the duties before him.

Must Carry Rules Sheet

THE 1923 rules for conductors, which have been printed in leaflet form to fit the trip sheet holders must be carried by conductors. There are several changes made, hence the publication of the new sheet.

The rules are needed for continual reference. They are a conductor's friend and protector. Up-to-date data in regard to the numbers of various official badges is essential and conductors are instructed to note on the rule sheets any changes bulletined.

DIV. 5 LEADS 3 MONTHS "SAFETY"

With the close of the December Safety Contest, the half-way point was reached in the accident prevention competition for the season.

The safety bureau is conducting six monthly contests and the division which wins the big safety flag the most times in the six months will be specially honored. The first three contests have been won by Division Five, Four and Two.

Figures of the safety bureau show that for the three months Division Five has had the best score in accident prevention, Division Four is second. Division Three is a very close on the heels of Division Four, although the pennant has not rested there for the past three months. Division Two present holder of the flag is fourth and Division One is fifth.

Life is what we make it—A garden or a desert.

Thanks for Bonus

To the officials of the Los Angeles Railway.

Gentlemen:

I wish to express my appreciation for the award of the top bonus prize among safety operators. The satisfaction that comes to a man when he sees his efforts to be efficient have been successful and have been recognized is worth more than \$100. It can not be estimated.

I have been in the street railway work for 21 years and long before I received any bonus, I realized that the Los Angeles Railway is the best system I have known in its relations between officials and trainmen.

Yours truly,

H. HOWARD,

Safety Operator, Division 4.

POWER PLANT FIRE REDUCES SERVICE

A fire at the Southern California Edison Company's plant in Eagle Rock caused a serious curtailment of service Tuesday. From 6:09 a.m. to 6:40, power was off throughout the system, and no cars were able to move. When the current returned, it was so weak that only 60 to 75 per cent of normal service could be rendered.

Three of the automatic substations did not have power enough to operate, but at 8 a.m. the West Adams station came in. The Melrose and Garvanza stations were silent during the morning rush. The mid-day service was normal, but the reduction of rush hour service caused overloading of the cars and disruption of schedules.

There is nothing so easy but that it becomes difficult when you do it with reluctance.—Terence

Library Explains "What Makes It Go"

Two interesting articles on "The A. B. C. of the Electric Car" are contained in the November and January copies of A. E. R. A., the publication of the American Electric Railway Association. The magazines are available in the company library.

A hen is the only creature on earth that can set still and produce a dividend.

A little respect for the other fellow's rights will help you along.

Don't argue with your passengers—keep a cool head. A wise man keeps his head and uses it as the most deadly weapon.

BULLETINS

Issued January 15, 1923

BULLETIN NO. 5
Notice to Motormen

Attention of motormen is called to Rule No. 18, on page No. 4, of the 1922 Rule Book, in regard to the operation of car in case of power trouble.

This rule must be strictly adhered to, and in addition, in cases of continued power trouble, special attention must be paid not only to the starting of cars, but no attempt is to be made to operate car at full speed until power conditions are completely normal.

Coast as much as possible in all cases, and observe road space rules to the letter when operating under above conditions.

BULLETIN NO. 6
Notice to Trainmen

All cars operating over the crossover, just east of Hoover street on 54th, must be operated at very low speed at all times, and special care must be taken to avoid the making of unnecessary noise at any time of the day or night.

BULLETIN NO. 7
Notice to Conductors

Pass No. 4529, issued to A. M. Houston, conductor Division No. 2, has been stolen. If presented for transportation, take up, collect fare, and send to this office with report.

P. B. Hill
Supt. of Operation.

The fellow who depends on luck for success is indeed lucky if he gets it that way.

Lead in Safety Shifts 5 Times In First 10 Days

In the first ten days of the January safety contest, the lead has shifted five times. This indicates that another very close contest is on and the scores bear it out. Only fifteen points separate the leader and the tail-ender in the figures announced at the middle of the week by the Safety Bureau.

The scores follow:

Division One	50.07
Division Two	55.95
Division Five	57.45
Division Four	64.32
Division Three	65.32

A man thinks he knows, but a woman knows better—Chinese proverb.

OPR. A. L. HARTMAN DIES SUDDENLY

The sympathy of Division Four and Division Two trainmen is extended to the family of Operator A. L. Hartman, who passed away suddenly last Saturday. Mr. Hartman was formerly of Division Two, and had transferred to Division Four when the safety cars were all installed in that division.

He had worked the first part of his run and then feeling ill had gone to the doctor who advised him to rest up for a week or so. After calling his division to be put on the sick list, he started for home and was within two blocks of it when he was stricken. Death was instantaneous.

The funeral was held Wednesday afternoon from Brown's Undertaking Parlors. The Division Four boys expressed their sentiments with a large floral piece.

Such is the patriot's boast, where'er we roam, his first, best country ever is at home.—Goldsmith.

Are you doing all you can every day to prevent accidents?

DOUBLE TRACK FOR SECOND SECTION OF "T" LINE

With the double tracking of Temple street from Park View to the curve at Hoover street practically complete, double tracking of the second portion of the line will start in the near future, according to P. B. Harris, chief engineer. The second portion will carry the double track to Fountain and Virgil. Only the section from Virgil to Edgemont will remain single track.

Work on the second portion of the double-tracking operation is difficult because the present single line is in the center of the street. This means laying the new line close to the present track and then moving the old line later.

The track department will start soon on reconstructing part of the West Sixth street line between Commonwealth Avenue and Shatto Place with new ties, ballast and paving.

Another improvement job to be started soon is the reconstruction of East Ninth street between Mateo street and Santa Fe Ave. line, a part of the "J" line. This involves 700 feet of work in which new girder rail will be installed.

The special work for the new storage tracks on the Division One property has arrived. The special work will connect the track with Central Avenue, space for additional car storage having been provided by razing the old power house that had been out of use for years.

On the Sick List

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

DIVISION NO. 1—Conductors M. M. Pierce, 446 Downey ave.; D. B. Gilmore, 423 E. 37th st.; C. C. Bedwell, 622 Junita ave.

Motormen—W. H. Fisher, 905 E. 6th st.; N. M. Millea 521 San Julian st.

DIVISION NO. 2—Conductors L. G. Ziegler, 4086 Moneta ave.; F. A. Keeler, 148 W. 46th st.; J. E. Delaney, 453 E. 30th st.

Motorman H. T. Horton, 1190 E. 45th st.

DIVISION NO. 3—Conductors W. M. Rogers, R.F.D. Box 236, Burbank; G. V. Zimmerman, 600 W. Ave. 27; F. B. Love, 5424½ Monte Vista; E. C. Croughan, 513 N. Ave. 22; E. B. Peterson, 341½ W. Ave. 52; H. Tupper, 2620 Ganahl st.; H. Trout, 590½ W. Ave. 28.

Motormen J. J. West, 122½ N. Ave. 20; H. Christin, 2660 Loosmore st.; F. E. Wolfe, 3339 Maceo st.; J. A. MacGregor, 2616 Idell st.; C. B. Smith, 648 W. 11th st.; W. E. Darby, 3425 Merced st.; E. W. Cole, 600 W. Ave. 27; R. W. Miller, 416 W. Ave. 61; J. W. Spalding, 2804 4th ave.; J. W. H. Barrett, 3418 Glen Albion Dr.; R. Romani, 440 Avoca st.; C. E. Aldridge, 2640 Maceo st.

DIVISION NO. 4—Conductors E. T. Smith, 1812 S. Union ave.; H. Taylor, 1176½ W. 37th Dr.

Motorman V. R. McGregor, 2126½ W. Pico.

Operators I. R. Tilton, 931 Girard st.; F. Kane, 507 W. Adams st.; H. Rendell, 5623 Lexington ave.; J. Stewart, 1807 S. Hoover st.

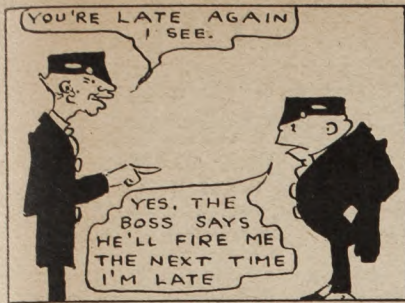
DIVISION NO. 5—Conductors J. E. Evans, 5351 1st Ave.; A. J. Maryhew, 11413 Hawthorne ave.; H. Dean, 160 E. 67th st.; H. A. Peyton, 945½ Girard st.; E. W. Hayden, 5415 2nd Ave.

Motormen J. L. McNutt, 2372 Vestal ave.; L. L. Culp, 4816 9th Ave.; P. J. Kelly, 5026 4th Ave.; J. A. Gillespie, 712 W. 46th st.

Don't let it ever be said that the distance between your ears is only a "block".—Anglo Bank Notes.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things

(Hand Picked)

For Condr. G. B. Newberry, Div. 1. Los Angeles Railway.
Gentlemen: I would like to congratulate you upon having such an efficient trainman on your West 6th st. line. The man of whom I speak is Mr. G. B. Newberry. I have been riding on his car for the past year and every morning his cheerful "Good morning" has been the same.
One of the nicest things happened last week while riding home, about 5:30. A lady got on the car at Grand avenue and 6th street, and carried a great many bundles. He told her that if he had more than two hands he would be willing to help her out and the next best thing he could do would be to offer her his chair. That little incident could not mean much to many people, but that is the service he always renders to the many people whom I know and who ride with him many times.

Very truly yours,
MILDRED FOX,
Care of Thomas F. Cantwell,
Pacific Mutual Life Insurance Company,
Los Angeles.

For Mtr. H. H. Fairman, Div. 2. Los Angeles Railway.
Gentlemen: Lest I forget I want to write you of a certain motorman on the "U" car, which I take every day. He has on many occasions been very kind and always courteous to me. I notice he is one of the most careful motormen I have ever seen.

I do not know his name, but the number on his cap is 1763.
Hoping this will be of some service to him, I am

Respectfully yours,
CHARLOTTE BAULE,
2212 1/2 Toberman st., Los Angeles.

For Condr. A. Valenzano, Div. 3. Los Angeles Railway.
Gentlemen: I am enclosing 5-cent car fare that was loaned to me by A. Valenzano (2232). My being without money to pay my car fare was purely accidental, but that fact makes me appreciate the favor very much more than if it had been under other circumstances. I am not thinking of the value of 5 cents when I write this, but only of the way Mr. Valenzano had of helping not only me but every one who entered the car. I never saw a man who was more attentive to duty than he.

I thank you and Mr. Valenzano, because this is only one of the many favors rendered to the people by the Los Angeles Railway every day.

Respectfully,
WALLACE HOUGHEN,
4142 Wall st., Los Angeles.

For Condr. D. W. Gibbs, Div. 4. Los Angeles Railway.
Gentlemen: I wish to congratulate you in having such an intelligent and courteous employe, as Conductor No. 2618, Washington line. He is exceptional—stands alone among his fellowmen. I will not dwell upon his attributes. Get acquainted with him. He is a \$5000 man filling a \$1200 position. Have ridden on the Washington line for fourteen years, this conductor is the only one who has set a standard.

Yours truly,
G. S. REYNOLDS,
2514 W. 21st st., Los Angeles.

For Mtr. E. A. Holtz, Div. 5. Los Angeles Railway.
Gentlemen: Last Wednesday my sister, Mrs. H. D. Cummings and her small daughter arrived in Los Angeles on their first visit. Owing to unavoidable delays, I was unable to meet their train and was naturally worried. Upon my sister perceiving that I was not there to meet her, she made inquiries of your motorman No. 133, as to the best way to get to my residence. The motorman, whose name I have been unable to ascertain, very kindly offered to take her to my home in his machine, which was standing near. This he did, afterwards refusing to accept anything for his kindness, merely stating that any Los Angeles Railway man would have done the same.
Yours very truly,
JOSEPH A. SPRECHT,
1017 W. 48th st., Los Angeles.

A VERSE FOR THE KIDDIES

Jack and Jill went up a hill
To seek a pail of milk;
Jack was dressed in his Sunday best,
And Jill was all in silk.

They tied the pail to Brindle's tail,
And clambered on her back,
Which made her jump and sadly pump
Miss Jill and Master Jack.

She jumped so high they bumped the sky,
And bashed into a star.
It blinked its eyes in mild surprise,
And said, "How rude you are,"

The milk upset, they all got wet,
The clouds indeed were soaking;
The sky-blue ground was nearly drowned,
And gurgled, "Most provoking!"

The stars all rushed and banged and brushed
And scoured for half a day;
The planets rubbed, the comets scrubbed,
To clear the "Milky Way."

The cow meanwhile had ceased to smile,
She was too much incensed,
When turning round she duly found
The milk was not condensed.

With crumpled tail she tossed the pail,
The moon man beamed with laughter,
For Jack fell down and broke his crown,
And Jill came tumbling after.—Exchange.

TURN OVER NEW LEAF FOR '23, AND LET SAFETY HOLD IT

(Continued from Page 1, Col.1)

proper warning at the time. I tried to get these men to warn them, but they failed to act.

Have you made any particular effort to give starting bells according to the rules, or given any thought as to why such a rule was made?

Did you always safe-guard your passengers at railroad crossings or yourself and passengers while pulling a switch?

Courtesy Aids Safety

Were you as attentive, considerate, and courteous to elderly men and women who were your passengers last year as you should have been? Did you have the patience with children, that some one had with you when you were a child?

On your car, are you an attentive conductor, clean and full of life, or a listless individual not alive to your responsibilities? Did you improve with 365 days of practice? Are you going to drift through the next year, or are you going to work through?

Heed Safety Mind

You very often make mistakes of a serious nature because you act by your WILL alone, not letting me co-operate with you, for I am your SAFETY MIND. It is best that we work together for the benefit of humanity. You read the conditions and act at the time I urge you to act—to delay is dangerous.

Mr. Motorman in looking back, do you think that the number of times your quick action and keen foresight enabled you to save some careless person from injury, far over-balances the times your neglect of duty contributed to an accident that happened? If so, you are wrong, for you are a trained man.

Do you consider yourself a unit of the

great army of careless people in this country who are responsible for about 80,000 deaths and 250,000 injured people besides the millions and millions of dollars in property damage or destruction the last year?

Do you, as you glance over the page of the past, realize that only picked men are allowed to hold a position on the front of a car, because on your judgment, quick action, and attention, depends the safety of men, women and children? Do you think you are a picked man, one who measures up to such grave responsibilities?

Are You Improving?

Have you made one effort to improve your operation? If some pedestrian or chauffeur does some foolish thing through ignorance that nearly caused you an accident, did you try to figure how you must train yourself to protect such people, for you as a pilot of the car may never meet these people again, but must meet others just as careless, so it is you, yourself, who must be ever on guard, for you were selected, and are a trained man.

How many times were you off guard? How many times did you see a condition but failed to act when your safety mind tried to force you to act, and this failure resulted in an accident?

Your safety mind acts in this manner: You see a slow sign on the wire, and observe it for about a month, then you are late, speed up a little, get through safely. You try it again, and again, though each time your safety mind made you conscious of the sign and of the danger. To overcome this urge, you were more on the alert with the gong, but soon by repeatedly discouraging the impulse to be safe, the safety mind looses its heart, so to speak, and gives up, then the sign blots itself out all together, for it means nothing to you, is nothing in your life, for you pay no attention to it, and it is passed by the same as the thousands of people who are on the sidewalks are passed by every day, but from the first chance you forced yourself to take at the slow sign things started to form, to bring about an accident where some one was injured by a conscious effort of the motorman's will power, deadening the very thing he should keep alive.

On The Back End

(Contributed)

Wisdom of Daniel Healy, assistant chief of the Tell 'Em How Department:

"I bought a new flivver last Saturday. I bet the motor will wear out before upholstery. When you ride in a flivver you are only sitting on the upholstery about half the time."

Conductor E. A. Allen, of Division Two, came strolling in one morning last week, about an hour after his run had pulled out, and explained he had missed a car. The clerk agreed with him enthusiastically and commented that he though Allen had missed a whole flock of cars. But anything for an excuse in a missout.

Daddy Keran, of Division Three, offers to sell the company, for \$7.50, the following suggestion:

Put pencil sharpeners on the fare boxes, then when a conductor grinds out the jitneys he will be putting a fine new point on his pencil, assuring neatness of reports.

Hurrah, Harry Travis, the irresistible and indefatigable dispenser of insurance policies, he who adorns the divisions every so often with his own line of torrid atmosphere, has broadcasted the information that he has forsaken the much roasted weed of nicotine concoction and henceforth will be a clean man, for which we may all be thankful. His reputation for smoking "any given number" of cigars and pills will have to be rearranged.

Motorman L. V. Brown, of Division Four, says the reason the cars run slower on Main street is because all the "B" "O" cars are over there, but Motorman Erdman Reichelt, the speed boy from Whizz-consin, says Main street is the best street to travel on because everybody rides "F" "O" "B".

The popular little motorman, "Shorty" Hague, of Division Five, dropped in to say he had been promised delivery on a brand new set of unused "store boughten" teeth. Poor Shorty has been gargling soup for a long time, but he promises to fill out, shine his shoes and step with the best of them henceforth.

The reason why Motorman Erdman Reichelt is so speedy has dawned upon Division Four. He comes from Wizz-consin.

Not less education of the head but more of the human heart is what this old world needs.

Looking 'em Over at the Divisions

DIVISION 1

L. F. Carmack

Conductor Whelen, who has been on sick leave for three months is now back on his prize run, "The Sage Brush Limited," otherwise known as the Mateo Shuttle.

Remember the safety contest fellows, and put in every effort to win that flag. At this writing we are in second place, so keep up the good work. Fellows on Pico, remember 1st and Vignes streets a very dangerous place, and on Stephenson ave., 7th and Crocker street. They are two "accident" streets so remember.

A lady boarded Conductor McKean's car, she had a package in one hand. She handed the package to McKean to hold, and then went down in her stocking to get her purse. McKean did not faint, but came very near it. This incident really happened, this week.

First to put in an application for a leave of absence to begin in April for a long vacation, was Conductor Tucker, who plans an auto trip back east. A lot of the boys are planning auto trips to last thirty days or longer.

DIVISION 2

C. L. Christensen

F. Monnier has returned to his job on the cars, having had a three month' leave, in which time he made and sold nearly a ton of home-made candy, and, oh, boy, that was some candy, too. Thanks, Floyd, for the last box you sent us, it was certainly great.

Oh, say, that Christmas rush was something fierce, Foreman T. Y. Dickey says, he is mighty glad it is over, and all he has got to do now is to catch up with his work, which he thinks, he will manage to finish, in time for next Christmas.

Conductor C. Fisher, who is one of the old timers, at Division 2, and very seldom shows up late for work, failed us one day last week, although he was not very far off, when his run was given out. If the clerk had only taken a little time and looked around he would have discovered Charles in the cash room, busy telling a funny story—That story cost him about five bucks—expensive, eh, Fisher?

Mr. Jeffery, the popular pilot of our weekly issue, The Two Bells, was out for a little spin recently in his high-powered car, and while passing Division 2, at exactly 1:45 $\frac{2}{3}$ o'clock, he threw out a cigar, to which Foreman T. Y. Dickey promptly applied a match. No ill effects resulting. T. Y. invites Jeff to visit us frequently.

Motormen J. Knight and G. E. Westray, were a happy pair last Thursday when they were informed they had fallen heir to Regular Runs. They have been at the top of the extra list for several months, and had almost given up hope, when the unexpected happened.

Introducing New Men

The following men have been assigned to their divisions during the week ending January 6.

Motorman F. A. Peterson, Division No. 3.
Conductor W. H. Oliver, Division No. 5.

They can who think they can.

Who's Who



YOUNG PRESTON DIXON not only believes in following in father's footsteps but he will even step on dad's feet to have his photo taken, as was done in this picture. Preston is nine years old and has developed a large sized ambition to be a conductor.

Motorman J. C. Dixon was top efficiency motorman of Division Four, and received the \$100 prize in addition to his regular bonus. He has had extensive experience in ringing a gong and ringing up fares. He has been in the street car game since 1903. It is to be said to his credit, that he has used his experience to increase efficiency and has not slacked up on the safety precautions with which a new man starts.

Dixon began as a P. E. conductor here in 1903, and in 1906 went to Kansas City, where he worked as a motorman for a year and then switched to St. Louis. When he returned to Los Angeles in the Spring of 1920, he sought out a job on the front end at Division Four and has been very much on the job ever since, as his record testifies.

For Mtr. J. H. Critchet, Div. 3

Los Angeles Railway,
Gentlemen:

I would like to say a few words in regard to one of your motormen, cap No. 1681, on West Adams and Lincoln Park line.

I have ridden on street cars in all cities west of Pittsburg, but have never found one that could call streets and transfer points as good as Motorman 1681, and who would try to tell you how to get to a place. I waited one hour for his car for my second ride over the line, and if any man deserves credit, I think it is 1681.

Yours truly,
JAMES THOMPSON,
Fairmont, West Virginia.

DIVISION 3

H. A. Russell

With the safety banner proudly waving at Division 2, we are still nicely tucked away in the cellar, making a very feeble start for first place again. The general inquiry is "What's the matter with Division 3." Dog-goned it I know. Something has slipped. Pull yourselves together boys and get that old flag back here. With the place all freshly painted and decorated all we need now is the flag. Get busy. Go after it with old-time Division 3 pep and we will get it!

Mot. Frank Milano, our always happy motorman, to prove that he is not only always a square shooter, but also straight shooter, presented the office force with a brace of fine Mallard ducks, a part of his bag secured in a two days' hunt around the swamp of the Saugus, and the writer can testify to the eating qualities of aforesaid birds, and joins with the rest in saying, "Come again, Frank."

Ex-Conductor Landress, who left us about five years ago to go ranching in Texas, has returned and is now buck-the list. He says that he has returned wiser, if poorer, as crops have been about nil in that part of the world for the past few years. He says that good old L. A. and a job with the L. A. looks pretty good to him.

According to the largest periodical issued by the L. A. Ry., our King Kleagle Klothier of the Strayed Article Dept., had it pretty soft one month last year, inasmuch as he found time to cock his pedal extremities upon his desk. It behooves you all to get busy and stow in a good supply of stray goods, that our said friend's job will not run out, as we consider the office a necessary evil.

Conductor A. Valentino received a wire from his old home in the east advising him of the death of his younger brother. We extend to the family our sincere sympathy.

Charlie Gillespie, our one-time stenographer, remembered the office bunch with a card, wishing us all the compliments of the season. Charlie is now with a mining company at Porterville, Cal.

Ex-Conductor F. W. Marshall has transferred to Division Four. He regretted very much to leave us, but as his family live in that vicinity and will be more convenient for him.

Conductor George Perdew has taken ninety days for rest and recreation. About ninety minutes and some of us would be in the poor house.

The house-warming planned by the switchmen for the opening of the new switchmen's shanty on last Thanksgiving and postponed until Christmas, has again been put off, and from present indications it will be held about July 4, 1924. Oh, well, the world was not made in a day.

Conductor Ira Gott, our Association Scout, reports business as being brisk. Very few escape him, but if you have not yet met up with this gent, get busy and hunt him up. As this Association insurance is a good thing and the cash is practically nothing, it is something that everyone needs. Do it now. Now is the time.

DIVISION 5

E. C. Tyler

In last issue of the Two Bells an open letter to the management of the Los Angeles Railway extending thanks for his special bonus and signed by

DIVISION 4

C. J. Knittle

Local gossip has it that Motorman Martin Grammer has plunged into matrimony. Congratulations, big-a-boy.

Operator H. Buckman is not a chronic "miss-outer" but he sure did last Monday morning. When he finally showed up, he said Mrs. Buckman had shut off the alarm and fell asleep without awaking him. Now, doesn't that prove that the inclination to blame one's frau when one sleeps late is an inborn habit of the male human? Speak, women.

We are glad to find Operator C. E. Crayne with us again. Crayne resigned about six months ago on account of ill health during which he roamed the mountains and canyons. He has fully recovered and is glad to be back.

It is rumored that former Conductor W. J. Scanlon has made application for re-employment.

Motorman Jimmie Ruelas calls "ye scribe's" attention to an error in last issue. Says his dog did not have quintets—because it takes five dogs to make a quintet, and quintets would mean at least ten (which is impossible), but that the dog did have quintoop-lets. (To be technical.)

Operator A. Vejar is sorry to learn that the Buck and Wing contest with Frank Byers, of Division Two, has been called off by Byer's resignation from the service. "It's a victory lost," says Vejar, not in the usual sense of the word but because his chance to bring back another laurel is lost.

Operator J. U. Cauley is on a fourteen-day leave to attend to local business.

Conductor D. A. Mitchell is on a fourteen-day leave to assist in building a home.

Motorman M. R. Ballard and Mrs. Ballard was credited to Division Three in error. Motorman Ballard wants it known that he is strictly a Division Five man.

Former Motorman D. O. Livingston is breaking in on the back end and will be with us in a few days "grabbing nickels" with the best of them.

Conductor G. C. Bemis has handed in his resignation and expects to help his brother build houses. Conductor W. F. Thompson has also resigned and will leave for his home in Trees City, La.

With the January Safety Contest starting with all divisions bunched it is good policy to watch our step and put Division Five in the lead and keep her there. A little extra precaution and a little more watchfulness is what keeps down the responsibility. Let's go.

According to "Shorty" Hague, Conductor No. 536 has lost his pipe and because of the age, beauty and high scent of this pipe, Shorty is taking a great interest in the matter. In fact he has offered a reward to the finder providing he will keep the pipe, throw it far away, or take any means necessary to keep it away from its owner.

When the scribe went to the Two Bells Box this week it was as empty as a poor man's pocketbook on Christmas and I want to tell you that is pretty discouraging to a new man who has a column in Two Bells to fill. Let's keep Division Five alive.