

Time Saving Made by 1-Stop Plan

FIGHT HABIT OF CARELESS WORK OR IT WILL GROW

BY JOHN C. COLLINS
Supervisor of Safety

If you have an idea, it can be done; it's half finished.

It seems hard for men who have accidents to understand why others do not have them. This is because they lack the desire or ability to place themselves in harmony with the laws which keep one safe. Such men say "it can't be done." It is done, therefore it can be done.

You might say there are two great classes of people, neither understanding the other. One class works from precedent to experience, while the other is dominated by ideas.

There are people who continually look back to find out how to go forward, then say it can't be done, while the others have an idea it can be done, continue to think about it until it is done. The one class retards progress, and only understands the idea when it is outlined in material form and working condition.

Birds of a Feather

The people in each class are attracted to one another of their class. Take the old saying, "Birds of a feather flock together." With electricity, like repels like, and attracts its opposite. In all our observations of people, we are bound to notice that with the human dynamo it is like attracts like, and repels its opposite, just the reverse to the electric circuit, though it is safe to say that each person is surrounded by a magnetic field, which expands or contracts according to the amount of enthusiasm and concentration displayed. In other words, it depends on the point you feed up to with the different moods.

Takes An Effort

A man who does not use bootleg would not know the existence of bootleggers were it not for the papers, but see how quickly the person who uses it locates them; "like attracts like."

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

NEW RUN INDICATORS GO ON CARS MONDAY

Use of the new type train run indicators starts Monday morning, as explained in Bulletin 98. The new indicators are a considerable improvement over the discs and they can be seen at a greater distance and the necessity for moving the numbers at terminals is eliminated.

The principal point in connection with the introduction of the new system is that the responsibility for hav-

ing the right run number plate and showing it properly on the car rests with the motorman. Instead of drawing his run disc from a clerk, a motorman will take his number plate from a rack in the waiting room. The racks have been built as close as possible to the blackboard where motormen look up the number of their cars. When he pulls in his car, the motorman will place the run plate back in the rack.

High Average Mark For Witnesses Set In May

A NEW high mark for the average number of witnesses procured per accident in the past four months was established in May, according to figures compiled by the claim department.

In a total of 1980 accidents in May, 8425 witnesses were procured, giving

an average of 4.25 per accident. Division Two set the high average for the past four months with 5.10 witnesses per accident. Division Four was second with 4.73, then followed Division Three with 4.12, Division Five 3.99, Division One 3.27.

PASSING UP PASSENGERS NEEDLESSLY TO BE CURBED

BY GEORGE BAKER ANDERSON
Manager of Transportation

NUMEROUS complaints against conductors for passing up passengers unnecessarily have been received by the Manager of Transportation recently. The majority of these complaints during the past week or two have come from patrons of the Hawthorne line residing in Inglewood or between Inglewood and this city. Complainants state that numerous cars pass waiting passengers at regular stopping places when there is no car following within a short distance, sometimes passing without having the "Take Next Car" sign down. Investigation shows that in the majority of cases cars are on their pull-in trip.

The rule in regard to passing up passengers unnecessarily will be rigidly enforced. All trainmen who may have any doubt whatever in regard to what the rule means should read it—Rule 13 of the "Operating Rules" and remember the special instruction they received regarding operation under this rule. Trainmen who have been employed within the past two years should recall that in their written examination they found question No. 17 to read as follows:

"What is the rule in regard to car-

rying passengers on pull-out and pull-in trips?"

Remember—

A car is in service from the time it leaves the car house until it returns to the car house, although it may be on a foreign line.

Passengers must be allowed to board a car on a pull-out or pull-in trip if they desire to do so, and under instructions from the instruction department trainmen must notify passengers of the destination of the car.

Observe Rule Closely

No passenger, under any circumstances, should be passed up at a regular stopping place unless the "Take Next Car" sign is down.

Sign must not be pulled down unless the car is behind time and another car of the same line is reasonably close behind.

Great emergencies may arise when, in the judgment of the motorman or conductor, it is essential that the car should be differently operated, but such emergencies are extremely rare. It is for the handling of such emer-

(Continued on Page 2, Cols. 1-2)

GROUP MOVING CUTS TURN BACKS ONE FOURTH

The group movement of street cars was introduced successfully last Tuesday, and resulted in a considerable saving of time in the downtown district. Three cars were moved across intersections on one drop of the traffic signal.

Excellent co-operation was given by the police traffic department and the passengers co-operated by boarding and alighting at the first stop made by a car in the safety zone.

Loaders Busy

A full force of loaders was on duty to facilitate the movement of cars and assist passengers when the plan was introduced Tuesday. Some of these loaders were removed after the Wednesday night rush, but some men were kept on the busiest corners until the end of the week.

Time saving of from two to six minutes was made on Broadway and Spring streets and some cars which had not been through the downtown district on schedule for months due to traffic congestion, were operated on time or else cut down their loss materially. There was no congestion of cars at Seventh and Broadway Tuesday night. Arrangements were made for special traffic men to handle cars at 10th and Broadway due to the more rapid feeding of cars into this point from Broadway and Spring Sts.

Ruling Gives

The first day developed a situation which will be governed by the following procedure:

When two single cars are ahead of a two-car train at an intersection, the entire group of four cars may move across the intersection on one drop of the signal, but when a two-car train is ahead of two single cars, the last single car is not to be a part of the group movement, but will move to the head of the safety zone and be the first car to cross in the next group movement. When two two-car trains reach an intersection together, they double if passengers have boarded and alighted on the rear car.

Turn backs due to traffic delays were reduced one-fourth on the first day of the new system.

Editorial Comment

Two Bells is The Official Paper of The Los Angeles Railway

Street Car Salesmanship Demands Modern Methods

THE outstanding development of salesmanship in recent years has been through courtesy. Perhaps you can remember days when bank tellers were more or less indifferent to your wants, when the railway ticket agent yawned as he took your money and the store clerk gave you to understand that he was doing you a favor in waiting on your needs.

This type of salesmanship is a thing of the past except in firms which are content to plod along with just enough business to keep out of the bankruptcy court.

Today it is up to a salesman selling everything from a gallon of gasoline to a house and lot to look to his customers' needs and meet them with courteous service.

Everyone of the 2300 trainmen of the Los Angeles Railway is a salesman, handling some of the 900,000 customers who buy street car transportation daily. The majority know exactly what they want, and paying fare is just a familiar routine. Others do not know exactly how to reach their destination or they need information about transferring. These are the prospects who must be converted into regular satisfied customers. It takes very little effort to set the average street car riders right on the information they seek. It must be done with a willingness and a smile.

Give the street car riders information as accurately and courteously as you would like to receive it if you were a stranger in a strange town.

Have Goods Marked Right

WHEN a passenger boards a wrong car which is plainly marked, it appears to the conductor as a case of pure carelessness on the passenger's part, although, of course, the conductor should courteously refrain from expressing such feeling. But when a passenger boards a car marked, for example, "York Boulevard," and then finds that the car runs to Buena Vista, he naturally and correctly expresses some uncomplimentary thoughts about carelessness in handling street cars.

Few things can be more annoying to a passenger than to be put to this inconvenience. It means a loss of valuable time, waiting for another car.

It is up to every trainman to see that his car is properly signed before leaving the car house. It is a duty that must be closely observed as it is vital in giving the service for which street cars are intended.

PASSING UP PASSENGERS NEEDLESSLY TO BE CURBED

(Continued from Page 1, Col. 3)

gencies that trainmen have been instructed to "use their heads."

Nothing so exasperates the average patron as to have a car dash by him without giving him a chance to board. This means, of course, that this practice tends to make enemies not only for the company but for the trainman himself.

Service Comes First

We are all in the business of rendering service to the people. That means that we are in the business of carrying them on our cars when they desire to be carried, when we have a car available, whether it is going to the car house or not. It is only in great emergencies that the operators of a car can find any justification whatever for violating this rule, and violation of it is a very serious offense, and will be so treated.

It is not pleasant to administer rigid discipline for violation of necessary rules, but if we are to maintain our reputation for giving the best possible service to the people of Los Angeles, under very trying conditions, we must enforce this rule.

Beginning tomorrow, all reported

violations of this rule will result in severe discipline. It is the earnest hope of the Manager of Transportation that, attention having been called to the matter again in this way, it will not be necessary to take further action of any kind.

Give the best you have and the best will come back to you.

Division Editors Feed and Laugh

Following a tribal custom of three years standing, the division scribes of Two Bells assembled June 8th as guests of the public relations department, and celebrated the beginning of Volume Four of the leading Los Angeles Railway weekly by eating—quietly, and attending a theater and laughing—loudly.

The divisions were represented by D. B. Kohl, C. L. Christensen, H. A. Russell, Bob Lindsey, C. J. Knittle and E. C. Tyler.

Speeches were made by Bob Lindsey, R. C. Lindsey and Robert Carr Lindsey.

BULLETINS

Issued June 11, 1923

BULLETIN NO. 97

Issued June 18, 1923

Too many complaints are being received in regard to the passing up of passengers by cars when pulling to or from car house.

This kind of operation must be discontinued at once, as a car is in service from the time it leaves the car house until it returns, unless it is disabled.

BULLETIN NO. 98

Notice to Trainmen

Use of new style train run indicators will start Monday morning, June 18, 1923. Two indicators are provided for each train, one to be displayed on front and the other on rear end of train, placing same on the screws provided on the outside of car at the top right hand corner of the slide window.

Motorman will take these two indicators from the rack on taking out the train run, and will return same to proper place on rack on pulling in to the division, and will be held strictly responsible for the proper display of such indicators and for their return to proper position on the rack on pulling in.

BULLETIN NO. 99

Notice to Trainmen

Effective Monday, June 11, 1923, the North Lincoln Park Avenue bus line will operate from North Broadway and Lincoln Park Avenue via Lincoln Park Avenue, Flora and Sierra Streets to Mercury Drive, and will use Shuttle car transfers, same to be punched in blank space No. 6.

These transfers will be honored on all cars at North Broadway and Lincoln Park Avenue, and conductors will issue transfers on same to the bus line, as provided for by the 1923 "Instructions to Conductors."

BULLETIN NO. 100

Notice to Conductors

Pass No. 6583, issued in favor of A. G. T. Fox, motorman Division Three, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 101

Notice to Conductors

Transportation Book No. 1650, issued in favor of T. H. Wilson, a/c Fire Department is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

P. B. Hill
Supt. of Operation.

DOG WINS IN AMBASSADOR SHOW

DEAR MR. EDITOR:

At the Los Angeles Kennel Club Show, held at the Ambassador Hotel grounds recently, our nine months old English bull dog puppy, Arcadian Boy, was successful in winning the blue ribbon for the best male puppy, also the green (special) ribbon and five dollars in gold for the best bull puppy, either sex at show. We were naturally pleased, as we raised him on the home patch.

Yours truly,
E. M. WORSLEY,
Div. One.

"Jeff" at Spokane Ad Clubs Meeting

J. G. Jeffrey, director of public relations, and editor of *Two Bells*, is in Spokane attending the annual convention of the Pacific Coast Advertising Clubs Association. "Jeff" is a member of the Los Angeles Advertising Club and is on the committee handling the local organization's entries of advertising features. The competition in advertising displays arranged by members of the various clubs of the coast attracts considerable attention to the annual conventions.

A display of the publicity material used in the recent "Courtesy Week" campaign by the company was exhibited.

SPECIAL WORK AT TEMPLE BLOCK IS MOVED

Work on moving the Temple Block junction special work, which was started June 4, has been one of the most difficult jobs handled by the way and structures department for several months. Moving the special work east about the width of one track was necessitated by the recent centering of the track in the vicinity of the Plaza. Due to the heavy travel through Temple Block, the greater part of the work has been handled by night shifts.

About 2800 feet of track has been built out of the Vernon yards to give more convenient access to the dump ground. The new track runs from a spur in the northeast corner of the yard. Crossing the Salt Lake railway tracks necessitated a piece of special work which was installed last week.

"A man with push can get there, but it takes the men with character to stay there."

Claim Attorney of Bay Cities Visits

P. O. Solon, claims attorney for the San Francisco Oakland Terminal Railway, has been making a vacation visit to Southern California and inspected the offices of the Los Angeles Railway claim department. Mr. Solon is active in the affairs of the Pacific Coast Claim Agents Association, being second vice-president. C. M. McRoberts, general claim agent of this company is president.

While in Los Angeles Mr. Solon was invited by Mr. McRoberts to speak at an informal smoker of claims department employes at the main offices.

"Go forth to meet the shadowy future without fear and with a manly heart."—Longfellow.

Two More Trainmen Made Supervisors

Two more conductors have moved up to the rank of temporary supervisor, after qualifying in the various departments for traffic work. They are T. L. Miller, formerly of Division Three and C. D. Burnett, of Division One.

When you kill time, remember it has no resurrection.
—Making Paper.

Mtr. Vellage Enjoys Shrine Congention

A postal card just received from Motorman F. W. Vellage, of Division Two, from Baltimore, Md., states he has had a very pleasant cross country trip and wants to tell all the boys "Hello" from him. F. W. attended the Shriner's convention in Washington, D. C.

Digging wells is about the only business where you don't have to begin at the bottom.

Buying what you do not need is an easy road to needing what you cannot buy.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

- For Condr. N. W. Wagner, Div. 2
- For Condr. W. O. Butler, Div. 2
- For Condr. J. W. Gallagher, Div. 2
- For Condr. T. T. Brennan, Div. 2
- For Condr. J. C. Watson, Div. 4
- For Condr. J. L. Vicars, Div. 2
- For Condr. J. A. Monis, Div. 3

Los Angeles Railway, Gentlemen:

Find enclosed a list of numbers that represent conductors; yes, gentlemen—proven by their conduct to the patrons of your service.

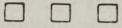
The list is 5 months in compiling—some of them may have resigned or have been relieved, but this is to inform you of their courtesy to their passengers.

I think that I have mentioned some of them before—that bespeaks their staying qualities. If this little mission will be of benefit to them it will not have been in vain and its token good for them and all concerned.

TWO BELLS is a wonderful promoter of good and kindness.

Yours as ever,

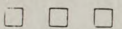
C. H. JOHNSON,
1341 Newton St.,
City.



For Condr. F. Slattery, Div. 1,

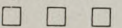
This conductor finding that a gentleman had boarded the wrong car, took the trouble to find out where he wanted to go and gave him full directions how to reach there.

Mrs. Witt said this courtesy is so unusual, and was given in such a gentlemanly, courtesy manner that she thought it was well worth bringing to the company's attention.



For Condr. F. F. Rosham, Div. 5

Mrs. O. Fenske, 715 65th St., Inglewood, called to report the gentlemanly deportment of Conductor No. 2842, line "E," when a patron became very much disturbed and disagreeable.



For Condr. V. Impusene, Div. 1

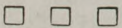
Los Angeles Railway, Gentlemen:

I am glad to have an opportunity to call to your attention a condition which, if it were more general, would be of infinite value to the cause of your company and would, to a large extent, preclude various forms of agitation against your service.

The thing I have in mind is the very commendable manner in which your Conductor No. 124 conducts his duty toward your patrons. To state it briefly would be to say I have been a passenger daily on your "R" line for about a year, as well as others for an equal length of time, but never have I encountered a conductor who succeeded so well in getting his passengers to "move into the car." This man is courteous in addressing the public and is just as considerate of one passenger as another, thereby causing the minimum delay to his car and having a load of smiling passengers instead of the usual disgruntled bunch.

Yours truly,

J. W. HOWLAND,
2659 Atlantic St.,
City.



For Condr. R. M. Wilkins, Div. 2

Los Angeles Railway, Gentlemen:

I wish to commend the courtesy of Conductor No. 2330. He was kind and patient when I was trying to find my way in a new part of town Friday.

Respectfully,

VIOLA M. JOOS,
362 West 54th St.,
City.

AIR-BRAKE BUS IS PUT IN SERVICE

New street cars, busses and baby buggies have a happy faculty of starting the first trip with charming passengers. Miss Ethel Rettner is one jump ahead of Miss Anna Westcott, of the main offices as first passenger of one of the new busses on the San Pedro street line.



BUS SERVICE IS GIVEN ENTHUSIASTIC WELCOME

THE introduction of bus service on Lincoln Park Avenue between North Broadway and Mercury Road was received enthusiastically by residents of that district last Monday. C. O. Morse, formerly a conductor at Division One, and an experienced motor vehicle operator, drove the first bus over the route. W. L. Emblen, who also was a Division One conductor, started as the second bus operator.

During the first few runs practically the entire population of the hill rode the bus and enjoyed the novelty of new service.

The Lincoln Park Avenue run is the second bus line established by the company as a feeder to car lines. With the starting of the second line, two new busses have been purchased, and are at present on the San Pedro Street line, running from 61st to Manchester, with four busses in the morning and evening rush hour service.

One of the new busses on the San Pedro line is shown in the picture above. It seats 24 passengers and is equipped with air brakes.

KEEP "SAFETY" IN MIND AND WORK FOR SAFETY

(Continued from Page 1, Col. 1)

A courteous man seldom meets his opposite. The good are not attracted to the bad. The men with clear accident records associate with men who are careful, and the poorer ones with those who have poor records.

You cannot be safe without trying to be safe.

You do not try unless you think to be safe.

You are as your predominant mental attitude.

You cannot sow seeds of one kind and reap a harvest of another kind. Let your magnetic field be positive.

Many men when cautioned for the vio-

lation of the road space rule say they forgot it. Anyone knows that is not so. They were either not mentally capable of grasping the idea, or by a conscious effort, forced themselves to gradually violate the rule until it became habitual. The man who wants to observe it cannot forget it, and in a short time that habit is developed.

FORM RIGHT HABITS

The safe man on the cars attracts the safe man on the street. They are in harmony with each other, and the magnetic field expands with help and good fellowship. The law of attraction works just the same for the unsafe, the careless, the "don't care" man. Like attracts like by his mental attitude he attracts the same in kind which makes it harder for all concerned. The field is so contracted and narrow, that it clashes like

On The Back End (Contributed)

Foreigner to Conductor: "Please, meester, is dis da Wash-a-ding line?"
Passenger: "He thinks this is a wash line; tell him to come around Monday."

Polite Passenger: "Ah, motorman, have you, ah, got anything that resembles a match?"

Motorman: "Sure, here's a toothpick."

Motorman E. J. Zumault, of Division Five, has the distinction of being quite the bees knees as a bee raiser so he has been granted a 30-day leave of absence to give his pets their annual spring exercise, whatever that is.

He knew that she would thank him not,
He cared not for her scorn;
He offered her his street car seat,
To keep her off his horn.

Passenger boarding "R" car:
"I want to go to the cemetery, that's the last stop isn't it?"
Conductor: "Absolutely, Mr. Gallagher."

Not being able to push the button in time for a certain stop, a woman passenger dashed back to the conductor and exclaimed, "Consider the buzzer punched."

Introducing New Men

The following men have been assigned to their divisions during the week ending June 9th, 1923:

DIVISION NO. 1

Motormen—P. J. Nolan, D. H. Rom.
Conductors—B. Evans, L. Johnson.

DIVISION NO. 2

Motormen—W. J. Lack, F. Monaghan, A. R. Garrett, E. E. Mueller, G. S. Hammond, C. Whitehead.
Conductors—J. V. Autrey, L. R. Colvin, C. J. Hagerty, C. B. Ashton, E. Dalton, D. McMillan, H. S. Cramer, C. Anderson.

DIVISION NO. 3

Motormen—F. F. Webb, E. C. Harmon, A. F. Munson, T. J. O'Connor, T. R. Thomas.

Conductors—H. W. Taylor, J. B. Hubbard, H. A. Perry, L. Volner, B. Emmer.

DIVISION NO. 4

Motormen—C. M. Christensen, W. Rush.
Conductors—A. J. LeSage, W. E. Burns, J. Callahan.

DIVISION NO. 5

Motorman L. Schoffner.
Conductors—C. H. Wisenor, B. B. Bott.

a short circuit, producing jealousy, suspicion and disaster.

When you are in the wrong frame of mind, having the wrong purpose in mind, making no effort to be in harmony with the rules, you are negative and are capable of producing only negative results.

When right you are positive, when positive you are right.

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

A colored man was riding on the Owl the other night, peacefully reading. An Irishman full of hooch, got on—seeing the colored man, and looking for an argument, sat down beside him and began to call him everything under the sun. The colored man not wanting to fight, treated the Irishman in silent contempt till he was getting off, when he got to the door he turned and said, "Say, white man, all you said I am, you is."

Conductor K. J. MacPherson talked the night clerk out of a day off the other morning and went down to Redondo to fish. Says he caught four or five good sized ones.

Somebody told us that Bill had purchased a new lid. Ah, quit yer kiddin' us, fellers, we have to see the lid first.

Clerk Roy Ruggles has graduated into the day class now and is working Foreman Lair's shift while J. B. is off on his vacation.

DIVISION 2

C. L. Christensen

Well, there will not be very much news coming from this division during the next three months, as "ye scribe" is kept busy taking care of Mr. Dickey's duties while he is contributing to the Rockefeller interest, in other words, responding to the call of the open road. Mr. Dickey, with a party of friends left last Monday morning for Yosemite Park.

Conductor "R. R." has secured a short leave of absence for the purpose of visiting his mother, who is seriously ill in Idaho.

Conductor H. L. Comstock has resigned on account of ill health of his wife, and they are going to Douglas County, Oregon, where they own an eighty acre ranch. We wish them success.

Conductor F. C. Ham is taking a month off to rest up.

Anyone desiring to know anything about automobile trips, road conditions and so on, is advised to inquire of our genial Superintendent, Mr. P. V. Mann, who is enjoying a trip to somewhere, nearly every Sunday, covering new roads each trip. Last Sunday, Mr. Mann "blazed the trail" through the Santa Ana Canyon, through the city of Redlands to the apple country of the Yucaipa Valley. A very short stop-over was made at the valley, owing to the weather condition (the thermometer registering about 125), Mr. Mann and his party were compelled to seek cooler climate and knowing only one place in Southern California where a suitable climate could be found, they headed for Los Angeles, via the foothill boulevard.

Conductor V. H. Lagsdon, while flagging the railroad crossing at Slau-son and South Park, was run down by an automobile and slightly bruised. A few days at home and a few doctor treatments put V. H. back in fine shape and he is now "doing it again."

Motorman C. F. Paine is now the all around man at Division Two, having been assigned to the duties formerly taken care of by J. A. Madigan, who has been promoted temporarily to the early shift.

Motorman N. L. Goddard is taking care of the extra office work.

If you don't like the way the world moves, get into the moon. It turns the other way.

Who's Who



WOW! Here's where we get a whack at James Gordon Jeffery, director of public relations, who will be away for nearly two weeks attending the Advertising Club convention at Spokane, Washington.

Mr. Jeffery started with the Los Angeles Railway with the first issue of *Two Bells*, published June 7, 1920. His general diversion being an old bachelorette of 27, out with the boy scouts eight nights a week, writing all the editorials and unsigned articles in *Two Bells*, writing all ads and publicity articles in the daily and community papers, issuing A-Z-U-R-I-D-E, an officer in the Advertising Club and admirer of pretty girls; but outside of that he is a real good scout.

DIVISION 5

E. C. Tyler

Motorman W. J. Edwards was observed the other day "hitting" the back doors of the restaurants and stores across from the car house and one of the boys being more curious than the rest, beat him to the Trolley Inn. Edwards came to the door and was heard to ask, "If you didn't have an old pair of shoes he could have." Now we're all waiting for an explanation.

Condr. W. H. Oliver has been called to Long Prairie, Minn., by the serious illness of his mother.

Motorman W. E. Shepherd, who deserted the Bachelors Club and elected himself head of a family about two weeks ago has left on a honeymoon trip expecting to tour the northern states, Canada and visit his old home in Vancouver, B. C., before returning about first part of August.

Condr. L. K. White and his bride are also on "Honeymoon leave," which they are spending on the beach at Catalina.

Condr. H. J. McDonald has been granted an indefinite sick leave by doctor's orders and is leaving for a trip north to try and regain his health. Division Five's best wishes go with him and trust he will be able to resume duty in a short time.

One conductor of Division Five states that the man who comes back with the glad hand and the smile for the transfer he has forgotten reminds him of the Irishman who went looking for a dentist. Being directed to one he found a sign on the door, FIRST VISIT \$5.00, SECOND VISIT \$2.50. Opening the door he said, "Good morning, doctor, here I am again."

It is only a short time since Condr. J. T. O'Hara, of Division Five, was a student himself and it is evident by

DIVISION 3

H. A. Russell

They are still doing it. This time it is Conductor Harry Taylor that has staged a come back. Oh, yes, he never was coming back but grabbing nickels has pounding nails beaten to a frazzle. So Harry is back enjoying a position on the extra list.

Motorman C. Toman reports that when he had a run on West Adams that his conductor, "Eva" Tanguay would frequently run ahead at an intersection and flag him across. This was accounted for by the fact that "Eva's" mind was wandering but since he got a run on the "B" line with Conductor Lattimore, his conductor, two out of three times, flags him across the U. P. when the regular flagmen is there waving the green flag in his face, Lattimore's mind being on the Spring St. Cafe where this crew eats and where they have a galaxy of flapper waitresses and one in particular having her eye on Mr. Slim Lattimore. C. T. says that Slim has already bought a one "carrot" rock and at that C. T. says that Slim is a good judge of beauty.

Conductor Saults, one of our old timers, who is now in business in Washington, paid us a visit the other day, having arrived by the auto route for a visit with friends here.

The writer will leave on his two weeks vacation on June 16th, and, of course, will look 'em over as per usual, but this time under the watchful eye of Mrs. R. Don't you know me Al? Will manage to get an eye-full or two and expect to have an enjoyable time. Please send your *Two Bell* notes in to the stenographer, Mr. Fontaine, who will bat for me during my absence. I thank you.

Mtr. Ray Williams, who has been trying out in the postal department, has decided that his old job on the front end looks pretty good to him and has returned to the service.

We regret to report the passing away of Conductor Jack Smith, whose death occurred on Saturday last. Jack was well known to all old timers and well liked by all. About a year ago he suffered a nervous breakdown, for which he failed to recover. The interment took place Wednesday afternoon at Inglewood Cemetery. The pall bearers being J. Corsen, J. Brannick, O. G. Thompson, C. E. Zimmerman, M. Wurtz. We extend to his wife our sincere sympathy in her great bereavement.

Tuesday evening a colored lady called at the office inquiring about a suit case that she had left on a car. Just as she was about to leave, a young conductor arrived with the suit case, his number was 2166, and said colored lady handed him a dollar bill. Some white folks could easily take a lesson from this.

the following lines that he hasn't forgotten the trials and tribulations of that period.

DEDICATED TO ALL STUDENTS

If you want to feel at ease
When you take your run out; Please
Observe the rules that are in the book.
Then you will not have to look
For a letter on the wall,
"To see the 'Super,'" and to give the
stall

About the street you did not call.
But do your best and by next fall
You may have a daylight run—or none
at all.

J. T. O'HARA, Div. Five.

Condr. M. S. Donovan, who has just returned from a trip to Tuxpan, Mexico, where he was investigating a co-operative farm which is being promoted in this city, reports that he had a fine trip. Tuxpan is 1050 miles south

DIVISION 4

Bob Lindsey

Several months ago our distinguished controller twister Motorman Ruelas was the possessor of a Harley motorcycle. Unfortunately he misread a 6 mile per hour speed sign as 60 miles per hour, and was advised by the police department to dispose of said motorcycle, or spend many, many days in the hoose gow. He did. But now after many months, Ruelas' nerve has been restored and he has become the proud possessor of a 1923 Chevrolet. Don't get behind him, boys, if you are in a hurry, for Ruelas claims he has learned his lesson.

With profuse apologies to Motorman Smith and Motorman Boyd, I will dare this: In attending prominence, a great many men confine the effort to the waist line.

The race to San Pedro by mechanic Earle's 15-year-old Ford "Spark Plug," and Jack Barden's "Koop," a seven-year-old, has been called off, owing to a bad attack of "Coldfeetis" by Barden. Earle almost broke down and cried when Jack backed out, as he had nursed old "Sparky" till she just vibrated with speed, and was confident he had the race as good as won. Jack claims he backed out from mere friendship's sake, as he was positive all that Earle would have left of his Ford would be the radiator cap when they arrived in Pedro. Maybe he was right at that.

I noticed Herb looking around the other day, and asked him if he had lost something. "No, suh," he replied, "I ain't lost nothing, but I heard the other day that success done comes to the man that picks up the beans some other fellow has spilled, and I was just looking around fo beans, thas all."

Anybody notice the glooms hovering over the Crown Hill Birney's lately? There is a good reason. Ed. Shepherd slipped it over on the rest of the boys, and captured a prize in the person of Miss Finney, who resided at the Clark home. Cheer up, fellers, there are several hundred left up there on the hill, just try and not fall in love with the same girl this time, and save yourselves the ache of a broken heart. Thanks for the box of LA ROPAS DE CABBAGO, Shepherd.

Last Friday night the division scribes were the guests of Mr. Jeffery, editor of *Two Bells*, at a dinner party, after which we attended the Pepper Box Revue at the Philharmonic Auditorium. Sophia Tucker was great, but the chorus girls, Oh Boy! Luckily I occupied an aisle seat, and had the distinction of powdering one of the fair damsel's back, with the spot light on the back of my neck. Incidentally the glare from my bald head nearly blinded the couple behind me. Otherwise everything went fine except from my nervousness, I rubbed the stick the powder puff was tied to, up the poor girl's spine instead of the puff, and unintentionally I tickled her unmercifully, to the amusement of the audience. But we nearly got to see a shimmy dance just the same.

A small body with his mother boarded Conductor Dueber's car, and announced in a loud, firm tone that he was only five years old. The passengers turned around with admiring glances for the proud mother. Sure everybody admires a mother who takes great pains in training her offspring as this mother had done.

of San Pedro and 135 miles inland from Mazatlan. For the information of the boys, Donovan states that although he was very much impressed by the possibilities of that country, he believes that the land is over priced as similar or better land can be obtained from local parties for a great deal less.