

VOL. IV

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No. 24

*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

# Safety Meeting Enthuses Div. 3

## FULL SAFETY CAR CHOICE AT DIV. 4 NEAR

New schedules are being prepared on the Homeward avenue line and Griffith and Griffin, to provide runs for safety car operators affected by the change on lines "T" and "C". The present "C" line has 19 runs for safety car operators, but there will be only 9 runs on Temple street, which will be served with safety cars between the post-office and Belmont. It is intended to introduce the new schedule November 18 with a choice of practically all safety car runs.

One run is being added on Homeward avenue and the schedule department expects to provide a sufficient number of additional runs on "G" line to compensate for the change on line "C". The new "G" line schedule has not been completed, but the midday headway is to be reduced from 9 to 8 minutes.

Under the change, line "T" will be a shuttle line and will use shuttle car transfers. One of these transfers is good for a full transfer when presented on a connecting line.

Placing two-man cars on line "C" will give Division Four 16 more runs for motormen and conductors than it has at present. There will be 34 runs on line "C".

### REGULAR MONDAY SCHEDULE

Regular Monday schedule will be maintained Armistice day, which will be observed November 12. Arrangements have been made to serve a large crowd expected at the Coliseum ceremonies Sunday.

## Many Volunteer As Line Instructors

The instruction department received a generous response to the call made in last week's Two Bells for trainmen who consider themselves qualified to serve as line instructors and incidentally receive the additional pay that goes with this service. The response was general at all divisions and on all lines.

Quit shaking hands with death and get acquainted with safety first.

## Power Change For Lines T & C To Cost \$8000

CHANGING a car line is not just a matter of building a new schedule and rerouting cars. It is costing the company \$8000 to make the necessary arrangement of power facilities for the change of lines "T" and "C" November 18, under which four-motor, center-entrance cars will replace safety cars on the present Angeleno and Crown Hill line.

New positive feeder cable is being run from the Sentous substation, paralleling the greater part of the Crown Hill line. A negative cable is being run to Westlake substation.

## 40 More Motors For New Cars Due

A shipment of 40 car motors is due from the east this week for the equipping of cars being built in the South Park shops. The engineering department has 424 motors ordered and although some have been received, the greater part of the order is still to be delivered.

Efforts are being exerted to get as many as possible of the motors here and installed in the new cars before Christmas to help meet the heavy holiday season travel.

## New Phones Placed In Div. 4 Offices

The telephones connecting with the company's emergency switchboard and with the central exchange are being installed in the new Division Four administration building. Since the opening of the new quarters, telephone facilities have been hampered.

## New Rough Edge Car Equipped For Instruction

A new "rough edge" car number 9012, pulled out of the South Park shops last Thursday with Dan Healy at the helm. The car has been equipped with side seats in the ends to give students a good view of the method of operation, and two steps have been taken off so that passengers will not try to board the instruction car.

The department now has three "rough edge" cars as 9010, the equipment instruction car is being used with this work, along with 9011.

## Clerk H. T. Hansen Of Div. 2 Marries

Clerk H. T. Hansen of Division 2 was married to Miss Myrtle Kimball, at the home of the bride's parents, in San Francisco, November 5th. After a few days spent in the Northern city, Mr. and Mrs. Hansen returned to Los Angeles. They have planned to spend their honeymoon on a trip to the Orient, next summer.

Mr. Hansen has worked at several divisions and in the main office as relief stenographer, so he is widely known. The friends of Mr. Hansen who are numbered by the hundred, at Division Two, congratulate the young couple, and wish them a long, happy and prosperous life.

## Track on Larchmont Is Being Improved

The track on Larchmont boulevard from Beverly to Melrose is being improved. The grade is being changed to conform with the rest of the street. New ballast and ties are being laid.

The reconstruction of Forty-eighth street track between Gramercy and Van Ness has been completed.

## ATTENDANCE AT THREE SESSIONS GOOD

Twelve years ago less than 10 per cent of the street car accidents involved automobiles. Today 80 per cent of the accidents involve autos.

This was one of the startling facts of the Los Angeles accident situation developed by C. M. McRoberts, general claim agent at the second of the division meetings, which was conducted at Division Three last Thursday. A good attendance marked the three meetings held at 10 A.M., 1 P.M. and 8 P.M. and a genuine interest was displayed, indicating that much good will come from the new accident prevention feature for trainmen and for the company.

### R. B. Hill Presides

Supt. E. R. Dye introduced R. B. Hill, superintendent of operation, who acted as chairman.

The presence of George Baker Anderson, manager of transportation, gave the morning meeting a touch of inspiration.

### Increasing Too Fast

Mr. McRoberts said that automobile accidents are increasing out of proportion to the increased number of automobiles operated and the increased number of car miles made by the company. This calls for close attention of motormen to traffic, he said and indicates that safety regulations must be observed consistently because it is through the temptation to "take a chance" occasionally that damage and injuries come.

A "no accident" day is possible for any man on any day he selects, Mr. McRoberts declared and illustrated his point by saying:

"If I was to tell any motorman present that I would give him \$100 if he went through the next day without an accident in which any degree of responsibility could be put on the company, it is a sure bet that he would have a clear record and if he were involved in an accident it would be one in which the other party was entirely responsible."

### Ring The Gong

The gong as a means of saving money was referred to in a case where  
(Continued on Page 3, Cols. 2-3)

## Get This!

Issue transfers up to and including 12 noon *without* P. M. coupon.

Transfers issued after 12 noon *must have* the P. M. coupon attached.

That's simple enough.

Let's make it 100 per cent perfect.



# Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

## Procuring Witnesses Prevents Fake Claims

WHEN an accident occurs, trainmen ask passengers to write their names and addresses on witness cards so that the facts of the case can be ascertained from disinterested parties in justice to all parties affected. In addition to claim department investigation, the information is used by the safety bureau to prevent other accidents.

Another need for witnesses was shown in a recent damage suit against the Los Angeles Railway for \$50,000.

The woman who brought suit claimed that as she was alighting from a street car, the conductor carelessly swung her suit case to her so that she fell to the pavement. Witnesses said that she did not fall, and the entire case showed the earmarks of a fake.

Investigation showed that the woman had tried a similar trick on two street railways in Texas.

The case came before Superior Judge J. P. Wood, October 26. The case collapsed immediately when Judge Wood took the witness stand and said that he had seen the woman walking outside his court room with her crutches under her arm, although she appeared at the trial walking on crutches and apparently suffering from a nervous malady.

The jury immediately retired and brought in a verdict exonerating the street railway.

At the close of the trial Judge Wood said:

"I have seen, in my experience on this bench, a good many cases in which plaintiffs exaggerated their injuries; sometimes just because it is a natural thing to do; sometimes because, rather naturally, having been injured to some degree, the plaintiff wants to get as much damages as possible. I have had several cases where there was no injury, but there was a pretended injury; but I have never had a case which is such a plain open-and-shut bit of fakery as this case. Never.

"The woman hedged so cleverly that I might have thought she was a lawyer when she was being cross-examined as to her injuries in the East. Had she answered directly I should have caused the District Attorney to prosecute her for perjury, and if the record enables it, I shall still do it."

The incident of the suitcase on which the fake claim was based, seemed like a trivial incident at the time, but it emphasizes the importance of reporting and procuring witnesses to apparently trivial occurrences. Aside from protecting himself and the company, the conductor who procures sufficient witnesses prevents fakes being "put over" in American courts. There is a bit of duty in American citizenship that should not be sidestepped.

## Bouquets Join Brickbats In Hitting High Points

TOTAL complaints and specific charges of discourtesy reached a high point in September but the letters of commendation increased noticeably. The increase in both classes reflects to some extent to natural increase in traffic which continues to end of the Christmas holiday season.

The heaviest increase in specific complaints is in the column of fare and transfer trouble. The introduction of the new type transfers with the P. M. coupon is an improvement over the old type, but the new fea-

tures apparently resulted in an increased number of controversies between conductors and passengers. As conductors become more familiar with the new type, this class of complaints should decline.

In October 60 men missed the extra credits given for clear courtesy record and 665 missed the extra credits given for keeping the accident record clear for a month.

The detailed complaint summary is as follows:

	Sept.	Oct.	Loss or Gain
Discourtesy	63	80	+ 17
Fare and Transfer Trouble	40	63	+ 23
Starting Too Soon	21	28	+ 7
Passing-Up Passengers	27	33	+ 6
Carrying Passengers Past Stop	17	26	+ 9
Dangerous Operation	2	8	+ 6
Short Change	4	7	+ 3
Miscellaneous	51	24	-27
Total	225	269	+ 44
Commendations	33	57	+ 24

## BULLETINS

Issued November 12, 1923

BULLETIN NO. 190  
Notice to Motormen

In all cases motormen must not call for signal from flagmen at Steam Crossings until ready to proceed, and upon receiving same must answer by sounding two taps of gong before starting car.

BULLETIN NO. 191  
Notice to Conductors

The following passes are reported lost:  
No. 1019—issued to G. J. Marlowe, Draftsman, Engineering Dept.

No. 2417—issued to E. E. Hamilton, Lineman, Line Dept.

No. 7652—issued to L. O. Eckford, Bus Operator (this pass is in improper hands as this man is no longer in the service.)

No. 4692 issued to W. R. Kitson, Motorman Division No. 2.

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

*P. B. Hill*

Supt. of Operation.

## Extra Service Cars Operated in New Training System

A new training feature under which student motormen and conductors will get practical experience on a service car without interfering with schedules, has been established.

A Division Three crew consisting of Motorman L. M. Runyon and Conductor I. C. Acuff reports at the instruction department with a car and picks up four or five student motormen and conductors. The car then fits into one of the Division Three lines, principally line "E," and carries passengers, although it is not on the schedules.

A similar plan is being worked by Motorman Nate Robinson and Conductor L. E. Adkins of Division One. The students have abundant opportunity to practice with the car in service and additional time can be taken for instruction at terminals.

## On the Sick List

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

### DIVISION NO. 1

Conductors—J. A. Cardenas, 154 S. Gless St.; R. Rowe, 677 E. 35th Pl.; W. P. Atwood, 315 N. Rowan St.; F. L. Davis, 615 Kohler St.

Motormen—A. E. Gardner, 3709 Michigan Ave.; H. G. Wilcox, 2101 E. 4th St.

### DIVISION NO. 2

Conductors—L. F. Van Zile, 215 E. 53rd St.; P. J. Boyer, 214 E. 52nd St.; H. J. Bush, 4373 So. Vermont; J. S. Phillips, Lawrence.

Motormen—R. R. Harrow, 414 E. Pico; E. Day, 146 E. 53rd St.; H. C. Farmer, 244 E. 54th St.

### DIVISION NO. 3

Conductors—C. R. Perkins, 3436 Arroyo Secco; C. E. Deatherage, 5606 Arliss Ave.; R. H. McDaniel, 4509 Homer St.; J. Nowack, 326 E. 52nd St.; W. W. Morneau, 121 W. 21st St.; J. H. Yates, 443 Ulysis St.; C. A. McFarlane, 2612 Idell St.

Motormen—F. Lehman, 930 Court St.; E. H. Keen, 422 W. Ave. 44; A. Johnson, 660 Cypress St.; E. Mason, 611 Towne Ave.; D. Draper, 3516½ Dayton Ave.; G. R. Smith, 2685 Merced St.; F. W. Basham, Lin. Pk. Auto Pk.

### DIVISION NO. 4

Conductors—F. A. Edwards, 364 West 71st St.; F. A. Carnine, 3306 Gleason Ave.; R. W. Lawrence, 811 West Pico.

Motormen—A. H. Monterose 2941 102nd Ave.; W. H. Wisdom, 1645 West 1st St.

### DIVISION NO. 5

Conductors—V. C. Allenby, 1121 Fairview Blvd., Ingwd.; E. C. Fitts, 109 E. Jefferson St.; L. T. Campbell, 128 New Hampshire St., Haw.; F. Clavin, 5403 Sixth Ave.; G. E. Harper, 5322 Fourth Ave.; B. Gardner, 113 West 113th St.; W. S. Kennedy, 5314 Palm St., Lennox.

Motormen—J. A. Limes, 5329 Second Ave.; L. L. Culp, 4816 Ninth Ave.; R. S. Drew, 6537 Mineral Ave.; H. L. Parke, 126 W. Lime St., Ingwd.; J. Holm, 338 Virginia Ave., Lennox.

## EQUIPMENT FOR TWO NEW SUBSTATIONS IS HERE

All equipment for the automatic substation at 54th street and Second avenue, and for the second unit of Melrose substation has arrived. Some of the preparatory work of installing enlarged switch board facilities at Melrose is well under way.

Present indications are that the 54th street station will not be in service much before the first of the year. Three weeks is required for drying the transformer. This is done at the central substation on 16th street near San Pedro street. The transformer is put in a canvas enclosure and is dried by air drawn with a suction fan past electrically heated coils.

Accidents to yourself or another are usually somebody's fault; don't let them be your fault.

## LINE "U" SCHEDULE INCREASES RUNS

A new schedule on line "U" effective Sunday, November 11, is a benefit to Division Two trainmen, as it provides seven new full runs and increases the average pay time eight minutes. The new schedule was sent to the division last Thursday for a line "shake-up."

Under the old schedule there were 61 full runs with 29 combined A. M. and P. M. trippers. The new schedule gives 68 full runs and cuts the trippers to 19. Sixty-nine cars will be used on the line.

The morning and evening rush hour headway is unchanged, but service on the main line is cut from five to four minutes in the afternoon period, beginning at 12 noon.

Don't depend upon others; look to your own safety.

## Div. 4 Has Next Safety Meeting

The next safety meetings will be held at Division Four next Thursday. The meetings will be as usual at 10 A.M., 1 P.M. and 8 P.M. so that men on all shifts can attend.

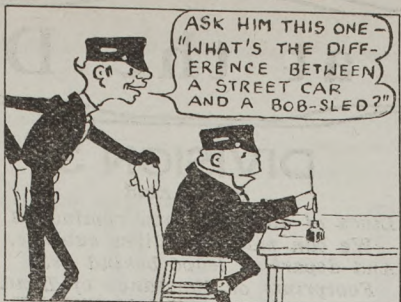
The same system that has been followed at Division Two and Three on checking attendance will be followed at Division Four. Blank slips are given to trainmen at the meeting and they are asked to write their name and return the cards to a clerk. An attendance check will be made at every meeting although men are not compelled to be present.

He who takes chances usually takes one too many.



# Conductor Ding and Motorman Ding Ding

By Rollins



## Bouquets And Things

(Hand Picked)

For Condr. T. H. Enscoe, Div. 5  
Los Angeles Railway.  
Gentlemen:  
I wish to report Conductor No. 2726 for extreme courtesy in performance of duty.  
It was my good fortune to board his car at 61st and Moneta and ride with him to 2nd and Spring, and during the whole of the time I was with him I noticed his exceptional courtesy to every one.  
My attention was first attracted at Slauson and Moneta—he assisted an old lady with two suit cases to alight and even went so far as to escort her to the curbing.  
Another lady asked for directions and was very slow in understanding what she was told, but during it all he was very courteous and attentive.  
Thanking you, I remain  
Sincerely yours,  
O. R. ALLEN,  
Engine Co. No. 14,  
3401 Central Ave.

For Condr. A. Blish, Div. 3  
Mrs. Finley could scarcely find words strong enough to express her praise of Conductor 2276.  
At 9th Street, a little, old, feeble colored woman started to leave the car. Noting her feebleness, in a most unassuming, gentlemanly manner he lifted her in his arms and carried her to the sidewalk.  
She said, there were a number of gentlemen, apparently business men, who looked their surprise as well as their appreciation of this thoughtful, kindly act. This act created a very friendly feeling among the other colored passengers for the LARY.  
She said such an act overshadowed and made one overlook the annoyances that one sometimes encountered on the cars.  
MRS. WM. FINLEY,  
1917 New Jersey St.,  
Boyle 4321

For Condr. P. C. Stebbins, Div. 3  
As Mrs. Anderson's father—a man 82 years of age—started to board the car the conductor very courteously stepped forward and assisted him onto the car.  
When they started to leave the car he stepped off ahead of them and assisted him off. This act of kindness and thoughtfulness was greatly appreciated.  
MRS. A. ANDERSON  
223 So. Griffin  
Capitol 4113

For Motr. W. O. Lamberton, Div. 1  
Los Angeles Railway.  
Gentlemen:  
I am merely writing to let you know that in my opinion, you have a very, very conscientious man in Motorman 1569.  
Today I had occasion to watch him and I am positive he has never cost the company much loss. Often a motorman can do considerable to avoid trouble. I heard him humming today which is also a good sign.  
You are accustomed to complaints, I hope you will be pleased with something different. Let No. 1569 know you appreciate his good will and service.  
Sincerely,  
GEORGE E. RUTAN,  
Tajo Bldg.  
307 West 1st.

For Motr. L. G. Lane, Div. 1  
Los Angeles Railway.  
Gentlemen:  
I wish to commend Motorman No. 637 on the "R" Line, and sincerely wish that the gentlemanly tendencies, which he possesses could be propagated among the others.  
Respectfully yours,  
J. J. BENTZ,  
4108 Moneta Ave.

The happiness and welfare of your family depend on thoughtful, careful pursuit of your duties.

## PERFECT RECORD CARD BUILDS ITSELF TO 144

TRAINMAN'S EFFICIENCY RECORD				CAP NO. _____			
NAME _____	DIVISION NO. _____	DATE	DISCIPLINED FOR	BY	Credits	Demerits	Per Ct.
		Dec. 31	Courtesy and safety	R. B. H.	20	104	
		Jan. 31	Courtesy and safety	R. B. H.	20	108	
		Feb. 28	Courtesy and safety	R. B. H.	20	112	
		Mar. 31	Courtesy and safety	R. B. H.	20	116	
		Apr. 30	Courtesy and safety	R. B. H.	20	120	
		May 31	Courtesy and safety	R. B. H.	20	124	
		June 30	Courtesy and safety	R. B. H.	20	128	
		July 31	Courtesy and safety	R. B. H.	20	132	
		Aug. 31	Courtesy and safety	R. B. H.	20	136	
		Sept. 30	Courtesy and safety	R. B. H.	20	140	
		Oct. 31	Courtesy and safety	R. B. H.	20	144	

THIS week Two Bells reproduces a record of a Division Three conductor which is typical of the fourth class of merit scores in the series. It shows the work of a man who has performed his duties regularly and has considered acts such as bringing a B. O. fender to the car house, in the line of duty and has not claimed extra credits.

Taking into consideration the facts that the trainman has not had any demerits, that he has never missed the extra credits allowed for clear courtesy and safety record and that he has considered special acts for the benefit of the company as in the line of duty, his record card may be considered perfect.

### Classes to Avoid

The first two cards reproduced in the series were typical of trainmen who accumulate demerits which gradually pull their records down to the 75 per cent mark, which means automatic dismissal, and those who get just enough credits to offset demerits

its and keep around the 100 mark. The third card showed a record of 244 per cent built up by many miscellaneous reports for acts such as bringing B. O. fenders and other equipment to the car house, and keeping clear of demerits.

### Bonus Pay Day Next Month

Keeping clear of demerits is the important thing to bear in mind. A record of 180 per cent that is dotted with demerits does not indicate as much efficiency as a record of 144 that has been built up by clear courtesy and safety and is free from demerits.

The merit and bonus records for the year close November 30 and payment of the annual Christmas bonus will be made next month to all who have been in service prior to June 1. The bonus is paid on a basis of five dollars per month. Those who have been in service 18 months will receive bonus for the full 12 months, the exact amount depending on their record cards.

## Good Attendance Marks Second Safety Meeting

(Continued from Page 1, Col. 4)

the autoist was claiming damages although he was apparently negligent but the company was "in a hole" because none of the witnesses could testify to having heard the motorman ring the gong. "Five or six witnesses who can take the stand and tell a court that they heard the motorman ring the gong, make one of the best means we have of defending ourselves when we are in the right," he said.

### Time Well Invested

R. R. Smith, assistant superintendent of operation, spoke of the safety meetings as being time well invested in that they show trainmen how to handle the changing traffic conditions in the most effective way and therefore make work easier.

John C. Collins, supervisor of safety, delivered a talk that was full of punch and practical ideas. He stressed the importance of 100 per cent observance of the road space rule as the surest way of avoiding collisions. "The usual excuse for a collision is 'I was trying to make up time,'" said Mr. Collins. "The time lost by one accident is more than can be made up in a month" he said.

"Very few people are hurt while they are riding a street car, Mr. Collins said, "but the danger is in their boarding and alighting." "If we get them on the cars and off the cars safely, they are as free from danger on a street car as anywhere," he declared.

"The job for every motorman and conductor," he concluded, "is to read the conditions as they arise and play safety automatically, much the same as a musician reads music and plays without any apparent effort."

## Introducing New Men

The following men have been assigned to their divisions during the week ending Nov. 3rd, 1923:

### DIVISION NO. 1

Motormen—T. L. Hunter, E. R. Rath, W. A. Brown, J. G. Cassara, M. D. Pittman, H. Selvig, B. Loar, J. C. Metz.  
Conductors—J. Hensel, I. G. Fenter, C. O. Graham, J. V. Alcorn.

### DIVISION NO. 2

Motormen—J. J. Corbett, H. R. Dayhuff, C. E. Hauxhurst, R. W. Grisham,

We also have a report that Condr. Pitlock who bears the title of "Beau Brummel of Div. 5" is becoming very popular with the ladies by his skill in designing and making beaded hand bags. Later on his accomplishments may include making crocheted powder puffs and embroidered lip sticks.

The pinochle championship of the Sea Gull's Roost is still vested with "R. O." Farmer who had to call in "Commodore" Conklin to do the heavy work in the last series, due to the absence of "P. S." Safford. The substitution was only made over the prolonged protests of "Black-Jack" York and "Bill" Stoll, but they were overruled. According to the critics "Jack" and "Bill" put up a good fight but were out-classed from the start.

So endeth the second chapter.

### A PRAYER

From the conductor with collar and finger nails in perpetual mourning.

From the motorman with last year's crop of dandruff on his collar.

From dead-heads who enter front gate and park by said gate.

From the wise guy who always comes up to the front end and starts to tell me how the car system should be run.

From the bird who stands behind me and showers down smoke and ashes with the sweet odors of garlic and sour wine.

From the sweet young thing who thinks her mission in life is to get between two moving cars.

And from hair-brained kids who drive flivver delivery cars.

Deliver us.

"Ye Scribe" of Div. 4 was telling Motorman G. R. Kramer of a little auto trip he made last Sunday up Magnetic Hill. "Magnetic Hill?" repeated the motorman. "Do you mean West First St?" (Ofergawdsake!)

A big surprise was sprung at Division Two, the other day, when Conductor H. H. Markage, of the H line, was passing the cigars to the office force. "Ye Scribe" inquired as to the cause of such extravagance and was told that he, (Markage) had just received the two five dollar bills which he found and turned in to the Lost Article Department a month ago. (Some one must have plenty of cash when he leaves ten dollars as a tip for the conductor after a five cent ride!)

We are endeavoring to prevent accidents; to be successful we must have the assistance of all.

A. L. Wiggins, R. B. Burnett, V. Schock, R. A. White.  
Conductors—H. H. Stout, E. A. Houke, L. R. Donaldson, D. M. Baker.

### DIVISION NO. 3

Motormen—C. B. Hinchey, C. L. Hopkins, R. W. Miller, B. Begin, E. L. James.  
Conductors—E. H. Norman, R. H. Swinford.

### DIVISION NO. 4

Motormen—J. R. Queen, C. Timos, F. K. Colby, N. L. Coons.  
Safety Operators—M. S. Wood, C. A. Koser.

### DIVISION NO. 5

Motormen—D. W. Allen, E. C. Higgins, P. F. Reynolds, A. L. Freeman.  
Conductors—E. V. Gray, H. J. Shields.



# Looking 'em Over at the Divisions

## DIVISION 2

By C. L. Christensen

Saturday, November 3rd, we received the sad news of the passing away of Conductor G. H. Duerwachter at a local hospital after a short illness. Mr. Duerwachter had only been in the service about 6 months, but had in that short time, made many friends by his pleasing personality. Division Two extends sympathy to his bereaved relatives.

Conductor A. W. Gilbert returned last week from a 10-day hunting trip in the mountains east of Fresno. A. W. enjoyed the trip very much, but hunting could or should have been a great deal better.

A couple of days after his return Mr. Gilbert entertained at his home, "Our old friend, John Stork," who left a dainty little package of humanity in the form of a seven pound baby girl. Both mother and baby are doing well. Congratulations are in order—thanks for the cigars.

Motorman E. Day, who was badly bruised some time ago in a collision with an auto truck, has left the hospital and is improving at his home.

Tom Bell, an old timer at Division Two, turned in his resignation last week. Tom is going into the automobile business at Monterey Park, where he will try to flood Southern California with Chevrolets. Success be yours, Tom.

Conductor Fred Buhles is mourning the loss of his mother, who passed away Monday, November 5th. Division Two trainmen sympathize with you.

Motorman D. D. Clark, who was appointed temporary flagman a few months ago on account of ill health was compelled to give up all kind of work and is at present very sick at his home, at 318 East 56th Street. D. D. would appreciate a visit from his fellow trainmen if any one has a few minutes to spare.

Conductor J. H. Lynch, who six months ago fell from a moving street car, has now left the hospital and is hobbling around on a pair of crutches. J. H. thinks it will only be about another month before he can return to work.

Cash receiver Tom Milton is on his second vacation this year, spending it somewhere in the San Bernardino mountains.

Motorman G. R. Patterson has gone to work as temporary flagman. G. R. has been a motorman for about 25 years.

W. M. Arms and J. B. Bonacina have returned to Division Two again. Arms had only been gone about six weeks, when he realized he had made the wrong move. Bonacina left the service about two years ago, to go to work for a local ice company. Of course we all know there is not much ice business this time of the year. Welcome back, boys.

K. Davis is now working as conductor. After several months on the front end he decided to try out the nickel snatchers job.

In the last issue of *Two Bells* it was announced that Jack Knight from Division Three, had been assigned as Night Instructor, as well as A. E. Russell, from the same place. Now we beg Division Three's humble pardon and assure them that we never have, are not, and never will, attempt to take any credit away that they may have coming, but we also wish to announce that said Jack Knight (unless there should be two Jacks appointed at the same time) hails from Division Two. As for A. E. Russell we will agree he did learn some of the fine points at Division Two, as he spent 14 years of his life at this Division.

## Who's Who



IF SOME bandit should ask Conductor Harry W. Hunt of Division Five to point toward the stars, it is probable that Harry would look critically over the hold-up man's light artillery and tell him to chase himself, as he would not deign to recognize such a piece of inferior firearms.

Harry has spent the greater part of his life as an expert in the manufacture of firearms. From 1894 to 1916 he was in government service at the Springfield Armory rifle department as an assistant foreman. From 1916 to 1919 he was chief inspector at the Eddystone rifle plant at Eddystone Penn., when that company was busy turning out equipment for use in the argument with Germany.

In the spring of 1920, Harry came to Los Angeles and began street car service June 8. He has kept up a consistently good record and is well liked at the division.

## DIVISION 5

E. C. Tyler

The grand prize this week goes to Motorman W. L. (Shorty) Hague, and if Shorty will call for the prize, an elaborate time book furnished by Harry Travis, we will be glad to present it to him.

It seems that Shorty was coming out of town with a B. O. car and a car change ordered at 54th and Mesa. Reaching that point, Shorty gathered up all loose handles in sight, took his train run discs and raced over to the other car. He handed the train run discs to the motorman on the car change and LAID HIS HANDLES DOWN IN THE CORNER.

The change off crew didn't notice the absence of handles until Shorty was ready to high-ball with two sets of handles and only by doing a marathon up the track were they able to recover enough equipment to run the B. O. car to carhouse.

Motorman W. E. Chilcoat is back on the job after taking a few days off to build a home. Quick work. If W. E. can build a house in that short space of time, we feel that we can afford to hire him to build us a house.

The secret is out, Conductor J. C. Rainey has been taking all the credit for the excellent candy that he has been furnishing the boys of Division Five, but the honors should be placed where they belong, with Mrs. Rainey.

We'll tell the world, it's good candy and we don't blame you, Jack, for taking the credit, and will overlook it as long as you bring it around on time, as ordered.

Conductor P. N. Bailly has taken a short leave of absence to go on a hunting trip. P. N. failed to inform us, if

## DIVISION 3

R. W. Reid

*Lives of all great men remind us  
We can make our lives sublime,  
And departing leave behind us,  
Footprints on the sands of Time.*  
(LONGSPEARE)

Whenever I hear of a man doing something brilliant the above lines drift through my mind. This happened when I heard the following story about Harry Beals and George Plannett: Harry and George were invited to dine with friends. Now Harry is lean but has a great capacity for food and everything went well until the dinner, which was served in the good old-fashioned way, was put on the table, the main item being a large stuffed fowl. Harry, being under the impression that everyone helped himself, reached out a long arm and speared said fowl which he calmly deposited on his own plate. Plannett, with a shocked face, leaned over and whispered in Harry's ear, "Say, you're NOT going to eat that chicken all alone, are you?" "No," says Beals, with a bland expression on his face and not lowering his voice, "I'm goin' to eat vegetables with it!"

Plannett says that the next time they are invited to dinner he will give Beals a square meal before going.

Harry Gilmore, the slim boy, who holds down the afternoon shift in the office, is back on the job again after being off a few days with a bum leg. The accident was a peculiar one as he strained the tendons of his leg while practicing a Hula-Hula dance for the Costume Ball. Harry has always wanted to be a Hula-Hula Dancer but has now decided that it's all the bunk and that clerkin' is good enough for him.

"The further you get away from Division Three the better it looks," thus spoke Conductor E. H. Norman and Motorman R. W. Miller, and to prove this statement they are now back on the job taking their turns on the shine.

Boys, gather 'round and get your cigars, for Conductor H. E. Wilson, our extra register clerk, was married a few days ago at San Diego to Genevieve Holmes of said city. This is H. E.'s first attempt and we wish him all kinds of good luck.

"Ducks and geese by the thousands at the Salton Sea," says Switchman Arthur Walker, who returned from there very well pleased with himself. He spent several days on the trip and returned with seventeen ducks and two geese. That's what Arthur says. We haven't seen any of them yet.

"Seeing is believing." Bring one around to prove it next time, Arthur.

Conductor I. C. Acuff and Motorman L. M. Runyon are now working out of the Instruction Department. They are good fellows as well as good instructors and will no doubt make good on the job.

he was hunting for bears or (dears).

Conductor A. W. Hall, who met with a painful accident about two weeks ago, is reported to be slowly improving.

Motorman A. W. Fletcher, who has been sick for some time, is reported to be improving and able to be around.

Conductor G. E. Moore is confined to his home and bed with toxin poison in right side, and last reports were that there was not much improvement in his condition. The writer was out to see him the other day and he wished to be remembered to all the boys.

Conductor E. F. Pitlock, of Division Five, is in receipt of a letter from a fair passenger whom he befriended by advancing fare when she boarded his car with only a twenty dollar bill. She

## DIVISION 4

C. J. Knittle

Conductor D. J. Vanderlinden has returned from a sixty day leave, during which he visited in Portland, Seattle, a couple little burgs in Montana and St. Louis, Mo.

"Ye scribe" had a hard time deciding who pulled the worst boner during the past week. It still looks like a tie so we'll let you do the judging.

Motorman H. O. Keever asked Clerk Ellis last Saturday morning if he might use the phone. "Surely," answered Ellis, "come right in." Several minutes elapsed. "Say, Mr. Ellis," chimed Keever from a far corner of the office, "the phone don't seem to be working." Ellis looked over and durned if he wasn't trying to get "Central" on an old discarded phone that had no wires attached.

Conductor Schroeder is the other aspirant to boner honors. Schroeder slept uptown one night recently. In the morning he missed his owl car so he started running to the barn. On Hill street at Sixth a P. E. two-car train was waiting. Schroeder got on the second car to ride out Sixteenth to Georgia street. The crew fooled around a few minutes. Then the motorman took his position, gave two taps on the gong and off went the first car leaving Schroeder sitting in the second. It was not a two car train. They were merely standing close together.

Motorman G. S. Mattern, Jr. is wearing the glad mug these days. The old bird left an eight pound girl at his place November 1st. G. S. says the little lady is favoring her daddy already. Got red hair—Wowee! Miss and Mrs. are doing finely.

Motorman Penberthy of Pico line, had his name posted at Division Three during the past week stating he would like to change divisions with anyone interested. Motorman L. B. Dundas agreed to take his place here. So good-bye and good luck, Penberthy, old dear. Welcome Dundas, we know you'll like us.

The other night when it rained so hard and the tracks were slippery a Temple street car ambled eastward o'er the hills of the Israelites. It traveled at a very slow rate of speed. The motorman undoubtedly was using every caution to avoid an accident. (It wouldn't be fair to tell his name, but we know it.) At the Post Office a hundred and fifty people awaited his coming. And finally he did come—eight minutes late—but he had had no accident. There was glory in that. The glory shone forth on the pilot's face. But the jinx must have been sitting on his shoulder, for as he drifted down to the side of the Post Office he let her go too fast and when he applied the air the wheels locked and skidded and Br-r-rump! She went over the bumper—the front truck—and there he stuck till he was pulled out.

returned the fare and extended her thanks for his courtesy.

Motorman L. H. Shraake, who has been confined to his home with a sprained back, is reported to be almost recovered and ready to return to duty.

It seems that Conductor T. J. Desert (who we stated in the last issue was visiting in San Diego) has slipped one over on us by taking a companion not only on this trip but on all of life's journey. According to very persistent rumors, he was married to Miss Louise Porter, of Eagle Rock City, and they are spending their honeymoon at Coronado. Now we are waiting for T. J. to affirm this by some well known brand and give us the opportunity to extend our congratulations.