

Accident Prevention Plan Begun

COLLINS BACK WITH FLOCK OF SAFETY IDEAS

Bringing a variety of new safety ideas with him, John C. Collins, supervisor of safety has returned from the convention of the National Safety Council in Buffalo, October 3 to 7. Mr. Collins visited several of the leading eastern cities and compared notes with other safety supervisors.

The paper prepared by George Baker Anderson, manager of transportation, on the Merit and Bonus system as a means of reducing accidents was well received, and was one of the features of the railway section sessions, Mr. Collins said. He attended the sessions of the railway, public utilities and school departments.

Autoist Puzzles All

All street railways are confronted by a serious problem on the difficulty of enforcing safety regulations upon autoists, the convention delegates said.

A railroad crossing in Northern California with a sign "\$50 fine for crossing this railroad when the wig-wag danger signal is moving" was mentioned as an example of the need of placing safety responsibility where it belongs, and it was added that there never has been an accident at that crossing.

Children Interested

An increasing interest in accident prevention by school children was indicated in the extensive exhibits of safety signs and campaigns displayed in the school exhibits.

On the return trip Mr. Collins spent three days in Chicago, and stopped at Denver and Salt Lake.

The Market Street Railway of San Francisco is planning to introduce some of the safety and instruction features used by the Los Angeles Railway. Mr. Collins visited the northern city and says that excellent results are anticipated.

Street railways throughout the country are exercising safety effort much along the lines of the Los Angeles Railway system, but the greatest obstacle to general safety is the lack of regulation upon the individual autoist, according to the reports of the men attending the convention.

The Straphanger Scores One!

SCORE one for the great American straphanger;—he who is pictured by demagogues as the martyr of the age, created to fill the bulging pockets of fat-tummed "traction barons" with the same fare that prevailed 20 years ago. Ask dad, he knows.

Four cars have been equipped with Buffalo hangers, which consist of a white composition ring that can be cleaned, in place of the leather strap. They are on cars 1287, 1284, 325 and 326, and have been installed in the open and closed sections.

The installation on the four cars was made as a test. Observation is being made to determine the practicability of the new type or holder.

WORK BEGINS ON BIG DIV. 4 JOB

Georgia street track has been opened between Pico and Girard for the installation of special work, which will enable cars to run in and out of Division Four over the east and west storage tracks, which will replace the present north and south tracks. The work in the street will be completed first and then the new pit tracks will be made ready.

Following the move of the Division Four offices to the new building, the engineering department has removed shelves, lockers, etc., from the old building, and it will remain vacant for the present.

New Orleans Ry. Men Visit Los Angeles

Three members of the New Orleans Street Railway Company staff visited the offices en route to the American Legion convention in San Francisco. The visitors were Alcee S. Legendre, assistant to president; P. E. McKay, earning department, and A. H. Guillot, assistant engineer of the track department.

They visited with R. B. Hill, superintendent of operation, and were shown over parts of the property by George Ferguson.

Health means fitness; fitness means opportunity; opportunity means success.

Five New Men Given Tryout As Supervisors

Five trainmen are working as extra supervisors, trying for regular assignment in the traffic department. They are:

G. T. Wuerts, former motorman of Division Two.

N. L. Goddard, former conductor of Division Two.

A. T. Harless, formerly motorman of Division Three.

H. L. Best, formerly motorman of Division Three.

William H. Morgan, formerly conductor of Division Five.

NEW VERMONT AVE. TRACK HALF DONE

Work has started on the south bound track of the Vermont avenue extension between First and Monroe streets. The north bound track has been finished for the full distance, and construction of the north bound track will move ahead rapidly as the steel already laid can be used for hauling equipment.

The special work at Sixth street and Commonwealth has been removed. With the recent change of "S" line cars so that they run west on Seventh to Vermont, the special work at Commonwealth is not needed and the removal saves unnecessary hammering of equipment.

G. B. A. Writes Story Of The Merit System

The October 6 issue of the Electric Railway Journal, which is available in the company library, contains an article on the Merit and Bonus system by George Baker Anderson, manager of transportation. It is an extract from a paper presented at the National Safety Council meeting at Buffalo.

The article deals particularly with the operation of the Merit and Bonus systems from the safety standpoint. The article is illustrated with typical record cards and contains much valuable information about the working of the system and the attitude of officials and trainmen, which makes it well worth reading.

He who lives for self and self alone is a successful failure.

TRAINMEN TO UNITE IN DEFINITE EFFORT

A plan to develop the closest cooperation between trainmen and company officials for accident prevention was launched last Wednesday at a meeting of division superintendents.

Beginning next month, meetings will be held at all division car houses to promote accident prevention. Three meetings will be held in a day at each division so that men off duty in the morning, afternoon or evening, will be able to attend.

Claim Department Plan

The plan originated with C. M. McRoberts general claim agent, and proposes a brief period of instruction on the latest features of accident prevention work. The meetings will not be devoted to giving rules, but rather into giving help that will show the right way to carry out a rule with the maximum of safety to the public and convenience to the trainmen.

Officials to Participate

Mr. McRoberts, R. B. Hill, superintendent of operation; R. R. Smith, assistant superintendent of operation and John C. Collins, supervisor of safety, will participate actively in the meetings. The plan is being presented as an opportunity to each trainman to make himself more efficient and avoid demerits and thereby help his bonus check.

It is not intended that attendance at the meetings shall be compulsory, but it is believed by officials of the company that trainmen will be sufficiently interested in increasing their efficiency to devote some of their own time to a meeting once every six or eight weeks.

Work Progressing On New Substation

With the walls completed, the new automatic substation building on the Division Five property was ready for the steel roof last week. It is expected that the station will be completed and in service for the heavy Christmas season travel.

A master man is one who is master of himself.

Editorial Comment

Two Bells is The Official Paper of The Los Angeles Railway

Schedules Are Like Tailor-Made Service

IT IS generally known that schedules are built to meet demands for service as indicated by detailed checks at various points and at all hours of the day. Schedule making is more of a fine art than the average street railway man outside the schedule department realizes.

A certain number of cars are available for service. The schedules divide the cars among the various districts of the city to meet the requirements of the public.

Comparison with a tailor shop will serve to illustrate the proper application of schedules. One tailor may measure a man for a suit and cut out the pieces of cloth according to the right size. Another man has the job of putting the pieces together and making the finished product for the customer. If his sewing is careless, the accurate work of the cutter is lost, as the suit is not put together right and is unsatisfactory to the customer.

Schedule men make the runs and running time which may be compared to the pieces of cloth. To the trainman is given the job of handling these pieces so that the full product of service on a line is satisfactory to the customers—the street car riders.

It is interesting to note the different attitudes with which a new schedule is greeted at a division. The time may be changed, requiring a little closer attention of the crews. One crew will do its best to conform to the schedule while another crew will take it for granted that it cannot make the time and "lay down on the job" without making an effort.

On every line at every division, the majority of trainmen are doing their level best to keep service even. They can point with pride to very few turn-backs. Two or three crews on a line can jam a schedule so that it upsets the entire line. Unnecessary waiting at terminals, and lack of team work between motorman and conductor cost valuable minutes which upset service.

The best service is given by trainmen who exert their best efforts.

BUS TICKETS USED FOR WILSHIRE LINE RIDERS

BY R. R. SMITH

Assistant Superintendent of Operation

Some confusion has developed over tickets and transfers good to and from the Wilshire bus line. Instructions were given in Bulletin No. 173 of last week's *Two Bells* and cancelled former instructions given on a mimeographed sheet.

Bulletin No. 173 said:

"Los Angeles Motor Bus Co. tickets, form S-Bu-8, will be sold by conductors, safety operators and local bus operators, the same as for lines of the Los Angeles Motor Bus Co., and will be good on the Wilshire Boulevard bus line. THIS CANCELS FORMER INSTRUCTIONS REGARDING THE TRANSFERRING TO THE WILSHIRE BUS LINES.

"Bus tickets sold by the Wilshire bus line operators will be stamped with the word "Wilshire" across the face of tickets, but will be honored and validated by Los Angeles Railway trainmen, the same as other tickets not bearing this stamp."

The particular thing to note is that passengers intending to board the Wilshire bus line will pay the conductor and local bus operators 10 cents for a bus ticket, the same as is being done when passengers originating on a Los Angeles Railway car ask for transportation on the Western avenue line of the Los Angeles Motor Bus Company. The regular street car transfers are NOT good for Wilshire bus transportation. Although it was originally planned to use street car transfers,

this was cancelled by Bulletin No. 173.

Instructions governing the Beverly boulevard bus line were given in Bulletin No. 174, and remain unchanged.

Introducing New Men

The following men have been assigned to their divisions during the week ending Oct. 13, 1923:

DIVISION NO. 1

Motormen—C. F. Chambers, L. G. Nethersole, R. W. Miles.
Conductors—C. P. Lazar, D. E. Wiedey, P. Johnson, S. K. Owen, J. C. Ellis.

DIVISION NO. 2

Motormen—S. T. Millard, G. S. Hammond, F. A. Treckman, B. R. Paschal, W. C. Good, Jr.

Conductors—E. J. Monroe, F. E. Wilson, S. G. Staal.

DIVISION NO. 3

Motormen—J. I. Mullins, G. R. Smith, G. R. Stanley.

Conductors—W. D. Richardson, T. H. Elder, E. H. Zuercher, C. O. Jones.

DIVISION NO. 4

Motormen—W. G. Brooks.

Conductors—J. L. Vincent, A. A. Bowlin.

Safety Operators—C. C. Carter, A. C. Davy, S. A. Smith, A. T. Tingle, C. W. Bridger.

DIVISION NO. 5

Bus Operators—H. M. Williams, L. O. Eckford, W. R. Terry, E. W. Amos, E. A. Hagen, J. W. Emblen, B. M. Hemphill, J. J. Barron, C. G. H. Gronlund, H. Powell, L. R. Wood.

BULLETINS

Issued October 22, 1923

BULLETIN NO. 175 Notice to Trainmen

When westbound Pacific Electric trains are making the curve from 7th Street into the P. E. yards between Main and Maple, eastbound Los Angeles Railway cars MUST be very careful not to stop in such a position as will result in collisions, as Pacific Electric cars making this curve will not clear eastbound Los Angeles Railway cars.

BULLETIN NO. 176 Notice to Conductors

In the new line "M" transfers, the circle indicating that the car had made the turn at 2nd street was omitted by mistake.

Until a new issue of transfers can be arranged, conductors will punch through the circle on back of transfer, and receiving conductors will be governed accordingly.

BULLETIN NO. 177 Notice to Conductors

On the new issue of line "N" transfers outbound, the walk-over privilege from 2nd and Spring to 1st and Spring was omitted.

Conductors will, however, continue to accept such transfers at the walk-over point.

BULLETIN NO. 178 Notice to Conductors

Shuttle and bus transfers carry the small symbol on the lower end of these transfers, but the transfer does not carry a transportation coupon.

When such transfers are received, conductors will take up the transfer and issue a full main line transfer on request.

This small symbol will be discontinued on the next issue of shuttle and bus transfers.

BULLETIN NO. 179 Notice to Conductors

The following passes are reported lost: No. 300, issued to Genevieve Will, formerly clerk, Claim Department.

No. 1178, issued to H. A. Peterson, Line man, Line Department.

No. 6479, issued to J. P. Lavelle, Conductor, Division No. 4.

No. 7115, issued to W. C. Simkins, Conductor, Division No. 4.

No. 7279, issued to R. Micheals, Motorman, Division No. 5.

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

P. B. Hill
Supt. of Operation.

Buses Run From San Francisco to L. A. Plus 18 Miles

Sam Turner, of the company garage, is about as popular as a fouled spark plug as a result of leading a caravan of five new Fageol buses 18 miles off the route between San Francisco and Los Angeles.

The party composed of Doyle Rishel, Earl Hanson, Hugo Heinze, Wesley Nolf, and Jack Helm, of the Westinghouse Air Brake Company and "Smiling Sam," returned last Tuesday night after driving five new buses from San Francisco.

Sam was supposed to be most familiar with the route and so he lead the way, but mistook a sun beam for a road sign and landed the party in the private domain of some indignant jack rabbits.

What the rest of them said to Sam was plenty—"and that don't mean maybe."

COMPANY HOUSES MOVED

The company houses, which have been moved from 16th street near San Pedro to make room for the new bus garage, are being renovated at the Vernon Yards, where they will be used by Mexican track workers.

SAFETY ZONES GET UNITED SUPPORT

The plan for raised safety zones along some street car lines, was given considerable impetus when representatives of public bodies met with the executive committee of the Los Angeles Safety Council last Monday, and agreed on a plan to be submitted to the city council.

Chief of Police August Vollmer and Fire Chief Ralph J. Scott, representatives of the board of public works, the board of public utilities, and the board of education, attended the meeting. A design for safety zone and a list of points where they will be most useful will be prepared by a committee and submitted to the city council.

Wide Choice of New Uniforms Available

Preparatory to the rush of new trainmen who will be employed to give a maximum operating strength during the Christmas holiday season, the uniform department has received a large number of new suits in all sizes. They are equipped with bone buttons sewn on which are replacing the brass.

Trainmen intending to buy new uniforms in the near future will benefit by the wide variety of stock which "Curley" Beers has in the uniform department, room 225 of the main office building.

Thanks Trainmen For Aiding Lodge

Motorman L. P. Ward, of Division Three, has been asked to extend the thanks of Pasadena Lodge of Moose to the Los Angeles Railway men who assisted in a recent social affair of the organization to raise funds for needed work. He reports that the affair was a thorough success.

On the Sick List

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

DIVISION NO. 1

Conductor—J. H. Morrissey, 3016 E. 4th St.
Motorman—C. S. Ward, 2233 Whittier Blvd.

DIVISION NO. 2

Conductors—S. E. Sutherland, 853 N. Hicks St.; W. W. Reutter, 135 S. Mt. View; H. C. Peck, 1315 E. 47th St.; F. Fauver, 5125 Wall St.
Motormen—L. Neff, R. No. 4, Box 894, Inglewood; J. G. Fakes, 319 E. 52nd St.; O. C. Milton, 1427 E. 57th St.; D. F. Boyer, 414 E. 68th St.; O. J. Lamm, 110 W. 96th St.

DIVISION NO. 3

Conductors—G. E. Deatherage, 4606 Corliss; J. E. Gorham, 3226 Dayton Ave.; E. C. Campbell, 2194 W. Ave. 42; L. J. Hinson, 2616 Idell St.; S. B. Orndorff, 2627 Jeffries Ave.; E. C. Croughan, 513 N. Ave. 22; F. A. Vaughan, 1787 Albion St.; C. R. Perkins, 3436 Arroyo Seco.

Motormen—F. D. Davidson, 2060 Dayton Ave.; R. Williams, 511 N. Ave. 22; H. W. O'Hara, 3335 Seymour; S. A. Johnson, 557 Agate St.; R. J. Schneider, 3562 Dayton Ave.

DIVISION NO. 4

Conductors—G. F. Memmers, 811 West Pico; G. Prewitt, 1247 So. Vermont; M. A. Grigsby, 704 W. Vernon Ave.; W. E. Persons, 1270 Georgia St.; P. S. Beaver, 1533 West 20th St.

Motormen—A. J. Lange, 3723 Nopal St.; M. B. Boyd, 1301 West 11th St.
Operators—A. B. Hatfield, 945 Girard St.; L. J. Peterson, 720 Ottawa.

DIVISION NO. 5

Conductors—L. R. Chamberlain, 2319 1/2 West 54th St.; A. McCurry, 233 Connecticut St., Haw.; L. Levison, 4826 S. Wilton Pl.; A. W. Hall, 830 West 61st St.; O. V. Byers, 5351 First Ave.; H. K. Simpson, 5403 Sixth Ave.

Motorman—C. N. Stowe, 620 West 82nd St.

Conductor Ding and Motorman Ding Ding



By Rollins

Bouquets And Things

(Hand Picked)

For Condr. J. Forbes, Div. 5
Los Angeles Railway.

Gentlemen:
I want to put in a word of appreciation for Cond. 1130. I was absent-mindedly dropping a nickel into the box, when he reminded me that I was holding a transfer which I should have used. The money that I have lost when I have automatically dropped a coin, when I should have used my transfer will run into dollars. And there have been times when I have paid extra nickels through no fault of my own. Such as accidentally dropping several into the box and I felt the L. A. Ry. had simply stolen a nickel from me and it hurt as much as if it had been a \$20.00 bill. Now I don't believe the company wants to make money by taking advantage of passengers and while in the above case the company did not get the nickel it did get my good will.

Yours truly,
WALTER MILLSAP,
812 West 96th St.

□ □ □

Fof Condr. L. B. Boyle, Div. 2
Los Angeles Railway.

Gentlemen:
Conductor 2598 deserves much credit for showing so much courtesy to passengers and aiding cripples on and off cars. He is a perfect gentleman.

Respectfully,
MR. ROY A. BEALING,
817 Lucile Ave.

□ □ □

For Condr. C. C. Townsend, Div. 1
Los Angeles Railway.

Gentlemen:
Often when I go to Los Angeles, I find it necessary to take with me two very small children. I often find those in the employ of the L. A. Ry very kind and helpful. Today again I came across a conductor who did more than his duty, his number is 1650. He was courteous, kind and helpful.

I want to congratulate the L. A. Ry. for having gentlemen in their service.

Yours truly,
MRS. M. J. BONNIGSON,
6145 King Ave.,
Maywood Station, Los Angeles.

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For Condr. W. D. Bywater Div. 3
Los Angeles Railway.

Gentlemen:
I wish to report the kindness of one of your conductors to me, his number is 2690, who so kindly gave me his stool on Sunday, the 12th of August. There was no seat for me. He said, "Lady, you take my seat." I have been a patron of your lines for 20 years and have stood many times. I sure did appreciate the kindness of a gentleman. Wish you had a few more of them.

Yours truly,
MRS. JENNIE S. MERRILL,
238 East Ave. 41.

□ □ □

For Condr. L. E. Sanderson, Div. 3
Los Angeles Railway.

Gentlemen:
While riding on one of your "L" cars, I particularly noticed one of your conductors, whom I think is worthy of praise. A little over a week ago, I don't recall the date, he handled a situation very well, which showed him to be all that a gentleman should be. The men on the car even told him how beautifully he had handled the situation. I have ridden on his car at all hours of the day—even the rush hours—and at no time have I seen him without a smile for every one, whether they were young or old. Always courteous and always ready to answer any question one might choose to ask. I asked him his name, which proved to be LeRoy Sanderson—Div. 3, Conductor 408—car 893.

Hoping he will get due credit for his courteous ways and ever ready smile.

Very sincerely yours,
MRS. HARRY M. PIKE,
899 So. Crenshaw.

East From Figuero'

By Walter W. Warner



When the clock strikes five in the old town tower
We tune up the extras for the busy hour
And drift down town through the Fords and Cops

To pick up the stiffs, the dames, and the wops.
The big, the little, the old and the young,
The good and the bad, and the regular bums
About forty thousand want to go
On the all stop East from Figuero'.

If you drift along about four minutes late
You would think 'twas the only car in the state
With a trailer conductor that's gone to sleep
and a hundred and twenty at Main Street,
Then some guy wants to know the time.
If you had any sense you would lose your mind.
It dawn's on you with a brand new light
That our old friend Darwin might be right.



You begin to think you are once more sane
From a late encounter with a frenzied dame
You get three bells and you're loony for fair.
Your conductor has surely gone up in the air,
But it's all through life and life is sweet
And the cure comes farther down the street
By a friendly smile from a kind-like face
That really resembles a human race.



Out of the dust comes twelve-fifty-one
A-gonging his leader to kingdom come,
Dome, trusty pilot and a good old scout;
With a handful of brake, and a mind full of
doubt,
For he had lost six minutes with an engine
crew
And was due at Broadway at a quarter to,
To pick up the weary's who would like to go
On the Tunerville, East from Figuero'

Well, the time is short and the trail is long
And the fares delight in drifting on,
So we pick them up and away we go
On over the hill from Figuero',
With a little pep and show of speed,
But don't forget that Safety Feed,
For it's oft been said, and it's true, but sad,
If you hit some monkey, it's just too bad.

Just turn the crank and keep shifting the sand
For such is the life of a ding-dong man,
And we land at the end for a brand new race
To find some student has broken the pace
And the schedule book, the son-of-a-gun
Calls for thirty-nine and it's forty-one,
But we stick her on brass and away we go
On the Gee Whiz, East from Figuero'.



Emergency Car For Buses Being Built

An emergency car for use in bus service is being equipped on a White chassis at the South Park shops. The machine will be equipped with a heavy crane, capable of lifting the end of a bus and will be equipped to do minor repairs on the road.

Ambition and work are the parents of success.

SIGNS OF PROSPERITY

"In the Cumberland Mountains of East Tennessee," says a Nashville man, "a good coon dog is considered a valuable asset."

"Once I asked a native how many dogs he had."

"I ain't got but four," Jim replied dejectedly. "Looks like I never kin git a start on dogs agin."—Harpers.

Stability is as great a factor in success as ability.

Judge—"What is the verdict?"
Foreman of the Jury—"We would like more evidence."

On The Back End

(Contributed)

The rumor that Janitor "Herb" of Division Four is suffering with a toothache in his right leg is confirmed. His wife's bull dog bit him last Tuesday night.

It is believed that Manager Carter, who drives a Twin-two Thingomobile for relaxation, is about to put in an application for a new job, that of Traffic Obstructor. His experience in this line of work was obtained on the Broadway bridge, the other day, when his car broke down and he held up about a million dollars worth of street cars for ten minutes. When it comes to turning out a real meal at the Division Three restaurant for 35c, Carter is right there, but as an auto driver, he's the bunk.

OBJECTION OVERRULED

Lawyer (examining witness): "Do you drink intoxicating liquor?"

Witness (indignantly): "Sir, that's my business!"

Lawyer (quietly): "Have you any other business?"

—Scalper.

Extra Clerk James, of Division One, was pinched the other night by a traffic officer for having too many lights on his car. After talking like a Dutch Uncle to the cop for about a half an hour, the officer finally compromised by letting him off providing he would buy a ticket to the Elk's Charity Circus at Watts. James now has a ticket to the circus (which he is willing to sell.)

Our stenographer of Division Two has been talking about another trip to San Francisco, we thought he had forgotten all about the northern city, as he has not made a trip up there for over three weeks. What is the matter H. T., is she going back on you?

The deep, dark mystery of Division Five remains unsolved. A new mound of dirt has appeared in our parking lot, also a truck with a traveling crane was seen to drive through the yard the other day, but the present address of the monument to the present day advance of the auto industry, namely the Maxwell owned but not controlled by Motorman R. B. Young, is still unknown. It is contended by many of the boys that we should offer a reward for the loss of this historic landmark is deeply felt by Division Five.

Only a dad, but he gives his all
To smooth the way for his children small,

Doing with courage stern and grim,
The deeds that his father did for him.

This is the line that for him I pen,
Only a dad, the best of men.

—Anon.

"Waiter," said a traveler in a railway restaurant, "did you say I had 20 minutes to wait or that it was 20 minutes to eight?"

"Nayther, Oi said ye had twinty minutes to ate, an' thot's all ye did have. Yer train's just gone."

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

A good looking conductor working on the West Ninth street line, otherwise known as the C. C. & C. C. line, has been making relief at 2nd and Central avenue lately. "There's a reason," but be careful C. C., you are not the only handsome conductor she smiles at. (Contributed).

Motorman Anschutz was out to see Harry Cord, one time motorman at this division, who is now laid up. He says he is feeling much better and would like to see some of the boys. His address is 2011 West 43rd Place.

Condr. T. D. Noteman, otherwise known as Luis Angel Firpo, is wearing a smile that won't come off as a result of winning a little bet from Scribe Kohl on the outcome of the World's Series Games. Never mind, Firpo, I'll get you yet!

Who says the Division One conductors aren't prosperous. Three new cars, I mean Fords were sold to as many conductors in the last week. Conductor Surman stepped right out of their class, however, and purchased a French Ford, or Chevrolet.

We are pleased to note that the new building is rapidly nearing completion and it is hoped we will be able to use the waiting room by the first of next week.

This is somewhat late, but as the saying goes, better late than never. Conductor Hargrove is a confirmed bachelor no longer. How do we know? Why he turned in a Wife's Benefit Card for the Association. Congratulations, old boy, but didn't you forget something?

Some of the fellows seem to think that the nice newly painted walls of the temporary waiting room makes a fine match scratcher. But on the square, fellows, the heel of your shoe will do just as well and the walls will look much nicer if left clean than if they are scratched up with weird marks over them that reminds you of the tombstone of King Tut.

DIVISION 2

By C. L. Christensen

Condr. R. Bray has secured a three months leave in which he will try out for position with the Los Angeles Police Department. We wish you success. Don't get shot.

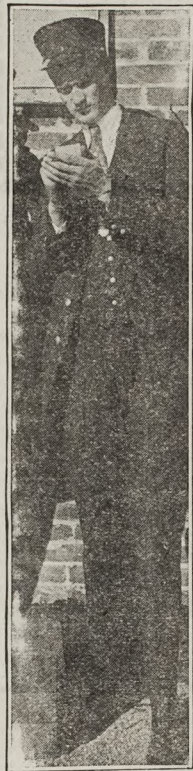
Motorman G. T. Wuertz, of the cross-town line, is breaking in as supervisor. We saw him a couple of days ago, says he likes the work fine.

Motorman U. S. Cupp accompanied by his Brother N. Cupp of the Sea Gull Division has returned to the old grind, after a three months vacation spent in various middlewest states, such as the mining country of Missouri, the wheat country of Iowa and the corn country of Nebraska. All told they had a delightful trip.

Conductor H. A. Chaudoir hurriedly left the city for Sawyer, Wisconsin from where he received a telegram informing him of the death of his father. H. A. will be gone about 30 days.

J. A. Madigan, of the office force, returned from his vacation last Monday, all tanned up and rested up, and somebody told us that somebody had told him that Jim had told somebody that he was tired of laying around and could not hardly wait till his time was up so he could return to work. Well, he is back, and he does not need to worry, there is plenty of work for him.

Who's Who



AN Extra half-column was required last week to run a picture of Henry Mast of Division Five, who measures 300 pounds around the waist, but the printer gains it back this week with a picture of Motorman Charlie Wolfe of Division Three, who has no such tonnage to waste. Charlie believes in starting at the bottom and going up. He has gone up six feet and six inches in the air to date.

Charlie is a son of Motorman F. E. Wolfe of Division Three.

Not satisfied with his present height, Charlie has ambitions to go higher and already has qualified as extra division clerk. He represented the company in its exhibit booth at the Pageant of Progress exposition two years ago, specializing in lengthy explanations.

DIVISION 5

E. C. Tyler

The Good Lord gave them voices

To make intelligent noises

And to aid the ones the Lord forgot,

The buzzer seems to help a lot.

But yet, when people see their street go by

They always raise a hue and cry.

Against the car crew lay the blame,

When they only had their stop to name.

Kismet: POPE, Div. No. 5.

There is no doubt but what there will be a lot of gambling around Division Five because of the new transfers. The boys will be betting on which design will turn up next. Trolley Faro.

Division No. 5.
L. B. FOWLER,

Word has been passed around that "ole bird stork" has again paid a visit to the Gulls Roost, this time at the home of Motorman J. A. Parcels.

Further information not being obtainable at this time, we will have to let it go at that.

Motorman F. C. Haynes drove to work the other morning and parked his machine in the back lot. When he was relieved off his run he rode a car home to dinner and as it was a rather warm day, left his vest at home, with the key to his machine gently reposing in one of the pockets. Needless to say, when he pulled in that night he again rode the car and his "bus" decorated the back yard all night. But to add insult to other information, when he again forgot the key next day and had to break the lock, he had the nerve to tell us he had lost the key.

Motorman I. D. Brown and Motorman P. G. Atwood have both returned from their vacations during the past week.

King Solomon of Division Five (who by-the-way, is so Irish that he eats Cornbeef and cabbage for breakfast)

DIVISION 3

R. W. Reid

Conductor V. J. Wyatt (Sleeping Beauty) is laying off his run for six days. During this period his whereabouts can be ascertained by consulting the foot of the extra board. Other names to be found at the same place are Motormen G. O. Reavis and A. E. McGilliard. Vacations of this kind are hard on the pay check, especially with Christmas coming, and, OH BOY! what it does to your bonus.

That rascal, Joe Stork, done made another trip to this city and while here he left at the home of Motorman J. E. Sharpe, a lovely baby girl. Daddy says that she weighs seven and one-half pounds and, of course, the best that ever was. Did you get your cigar yet?

While in this district, J. Stork also stopped at the home of Conductor R. H. Gamble, with a perfectly wonderful eight-pound boy. That's what his dad says and he knows. Don't get too chesty R. H., it's happened before.

Conductor S. T. Wride has taken a week off to rest up. No doubt he needs it, poor fellow, as he was seen riding a bicycle to the back of the car house to get his car. A man who is so tired that he can't walk out to his car certainly needs a rest. This is the first time that we ever heard of a bicycle being used for this purpose but we guess it's alright, for while Wride rides the bicycle the bicycle rides Wride.

Conductor L. Johnson, who has not been enjoying the best of health lately, has taken a sixty-day leave of absence. We hope he will benefit by his vacation.

Conductor A. A. Corbett has decided to spend some of his Christmas money now and with that object in view, he has secured a six-day leave.

The following was overheard on an Eagle Rock car:

Conductor, who is believed to have been E. J. Reilly, after flagging railroad crossing, boarded his car and stepping up to a man who he thought had got by him demanded, "Fare, please." The passenger replied that he had paid his fare. Riley pondered for a moment and replied "I can't recollect it." But the passenger was right there with the goods and answered, "You're darn right you can't Re-Collect it." On his way back to his station, Riley was heard muttering "Ain't it the truth."

started out the other day to look for a room. In his wanderings he stopped at the home of one of the chosen people, by the name of Finkelstein or something like that and in answer to Solomon's query the lady said she had rooms, and asked the King his name.

Upon being told she fairly beamed and rubbing her hands exclaimed, "Oui Oui, come right in Mr. Solomon."

He did and got the best room in the house.

Ever notice the number of 6 and 7 size children whose fond mother will murmur "just going on five" as she drops a nickel in the fare box.

TNT, Div. 5.

Condr. Frank Clavin is in receipt of a nice note commending him for his courtesy and returning the fare advanced to a lady who had the misfortune to board his car without funds.

The full letter will appear at a future date in the Bouquet column of this paper.

A letter received from Motorman C. M. Detrick, who is on leave of absence is developing a mining claim in Nelson, Nevada, states that the prospects

DIVISION 4

C. J. Knittle

It struck "ye scribe" as funny; an incident t'other day. Conductor Schroeder's car was westbound on Pico. Te was just going to call, "Figueroa Street." At that moment a lady asked him the time, and Schroeder yelled "1.25!" instead of "Figueroa!"—which reminds "ye scribe" of another humorous occurrence. I was breaking in a new man on Temple line and had written out a list of the stops so he could call them. Between the stops, "Fountain Ave." and "Lyman Place," I had written ("Throw Light") to remind him to cut in the light for the single track. I forgot to explain the notation to him but was forcibly reminded a half hour later when in announcing the streets he suddenly yelled, "Throw Light!"

Among the many items which were sent to "Two Bells" during the past week is one about a Division Three motorman (No. 1671). The report has it that he was gliding down Broadway when he saw a purse laying in the opposite track—and he stopped very abruptly and jumped off—and a man in an auto saw it too and jumped out. The race was on! The motorman won by a nose and hurriedly he reached down for the purse when blooey!—it flopped over twice, then skidded over to and under a parked auto, behind which two devilish urchins held the string.

Last Tuesday afternoon, as the time slowly drew to a close for Motorman W. H. Wisdom to report for the last half of his Temple run and no Wisdom had ankled forth, the office crew wondered what could have happened to "Old Faithful." His conductor paced back and forth chewing his fingernails. At the critical moment Wisdom's bosom friend, H. E. Ketchum, begged Clerk Irvin to wait just one minute more for the missing motorman. Ten seconds later a speeding taxi roared, screeched and skidded up to the curb in front and out jumped Motorman Wisdom with the famous battle cry, "The day is saved!"

When the writer took over the job of writing the news for *Two Bells* two weeks ago, he made a solemn vow to himself that every news article contributed would be published. Following is a couple that came in too late to be re-written. Let's have some more, fellows. You are all on the "staff" for this division's news report.

Conductor A. MacKenzie reports that his motorman, Jack Wayne has returned from a vacation in Frisco and had a good time delivering fleas to the Old Home folks. (Explain yourself, Mac.)

Bob Lindsay reports he witnessed a very noisy dog fight in front of Barker Bros., when a pugilistic mongrel tried to get into a scrap with the Victor phonograph dog who was trying to hear his master's voice.

are bright, although there is lots of work connected with it. He wishes to be remembered to all the boys and to any who wish to write his address in care of Solar Mine, Nelson, Nevada.

Motorman J. L. Bruno and Conductor A. McCurry have both been on leave of absence for the purpose of resting up.

Motorman E. T. Craven has been granted a leave of absence to try out in the Police Department and the boys of Division Five wish him success.

M. J. Manley, who left the service in August, 1922, has returned to Division Five as a motorman and claims that it seems pretty good to get back to the old Gulls nest again.