

New Track To Be Laid At Div. 4

OFFICIALS AT NATIONAL RAILWAY MEETING

George Baker Anderson, manager of transportation, and R. B. Hill, superintendent of operation, left last Saturday for St. Louis where they will participate in the midyear session of the American Electric Railway Association. Mr. Anderson is taking an active part in the work of the Association for traffic regulations on a national scale that will give the street car riders a fair chance.

At the Tuesday session, Mr. Anderson will present a thorough analysis of Los Angeles traffic conditions and possible remedies based on an extensive check which was made last December, showing the number of street cars and street car riders entering the downtown district and the number of automobiles and trucks and their passengers.

With the report, Mr. Anderson will present blue prints showing the small street area of Los Angeles as compared with other leading American cities. Other charts show the relative street area occupied by street cars and motor vehicles and the number of people they serve.

START NEW CLASS FOR SUPERVISORS

The first of the new series of instruction classes for supervisors were held last Wednesday and Thursday. Instructor George Miller took out a group of six men each day and gave them four hours of drill on street car equipment, principally motors. Runs were made out of Division Four and operation demonstrated under different emergency conditions. The instruction did not include the Type H and K cars, the magnetic brake cars and the Birneys. This will come later.

Classes will be conducted on four days this week.

Teacher—"What is it that comes in like a lamb and goes out like a lion?"
Johnny—"The landlord when the rent is due and he doesn't get it."

Trailer Lost? No Just Running As Single Unit

ONE of the type "H" cars was scooting down Moneta avenue unaccompanied when a woman passenger boarded and hurried up to Motorman "Bill" Borland of Division 2 and said "Where's your rear car? you've lost it!"

Seeing the opportunity for humor, Borland pretended to be quite confident that there was another car behind. The woman was thoroughly in earnest and finally Borland turned around and with great dismay admitted that the second car must have come uncoupled and hoped that someone would find it and return it to the car house.

Well satisfied, the woman sat down.

A few days later she boarded again. This time Bill was running a two-car train and she exclaimed to him.

"I see you've got your other car back. It's sure lucky I told you you had lost it, isn't it?"

MELROSE STATION CAPACITY DOUBLED

The second unit of the Melrose automatic substation was put in service last week. The unit is a 1000 K. W. converter and doubles the capacity of the station. Present service does not require the operation of both machines to any great extent but the second unit will provide a necessary reserve for emergencies and later development of lines in the territory.

Librarian's Son In Forestry Service

Richard S. Rees, son of Burt Rees, librarian, has entered the United States Forestry Service. Young Rees was in the electrical bonding department but has been interested in forestry work for a number of years and has done considerable preliminary study. He is now at work with other forest rangers putting mountain trails in good condition. Within two months, he will be on fire patrol service. This is one of the most important branches of government forestry work and requires the attention of a large number of men through the dry summer months.

Count of Car Passengers To Be Simplified

The farebox check indicating the number of passengers at different points which has been in progress for several days, will be changed, effective Sunday, March 2. Heretofore the check has been made to show the passengers at each terminal of a line and at the points of entering and leaving the downtown district. The new check will call for recording the fare box check at the point of entering the downtown district only. The points are different on the in and out bound trips and are covered in detail in Bulletin 37.

BETTER SCHEDULE MADE FOR LINE A

A new schedule on line "A" increasing the number of runs, the average pay time and the service will be introduced Sunday, March 9.

Two-minute morning rush hour service will replace the present 2½ minute service. The midday headway will be cut from 6½ to 4½ minutes by the addition of six cars. Three cars will be added to the afternoon rush service but the headway will remain at two minutes. Six-minute headway at night will be given until 10:30 o'clock in place of the present ten-minute service. The headways pertain to service as far as Second avenue.

Thirteen full runs have been added by the new schedule and 10 morning and 10 evening trippers have been eliminated. The average pay time is increased from 9 hours and 30 minutes to ten hours and four minutes, an increase of 34 minutes. The spread time is increased 29 minutes.

Story of Power

The first installment of an interesting story on power will be presented in the next issue of Two Bells, by L. J. Turley, electrical engineer. The article has been prepared so that a man without technical knowledge of electricity can get a good understanding of this important part of street railway service.

Another nice thing about being a radio soloist is that you don't have to buy a new dress for the concert.—*Indianapolis News.*

BUILDING OF EARLY DAYS WILL BE RAZED

Following the razing of the old Number Two car house of Division One to provide additional storage track for cars, a second historic building is to go when crews of the way and structures department tear down the brick structure that formerly housed Division Four.

Twelve tracks 400 feet long and accommodating 84 cars will be built. There will be pits under all tracks. The special work providing for six turnouts from Georgia street with a second switch from each turnout is being installed.

Second Part of Program

This construction is the second part of a program for rearrangement of the Division Four storage space which started with the installation of the present special work south of Girard street and the relocating of the track east and west instead of north and south. This change has not been completed as yet.

Historical Building

The old Division Four building has played a part in Los Angeles transportation history that is highly interesting to old timers. It was built in 1897 by the Los Angeles Traction Company which was owned by W. S. and T. J. Hook. In 1906 it became the property of the Los Angeles Interurban system and was used as the base for operation of some local lines and for an interurban line that ran to San Pedro via Vermont Ave. This line is now operated in local service as far out as 116th street (Athens.)

Was Fourth Car House

In 1910 Henry E. Huntington bought the building and added it to the Los Angeles Railway, which he had formed in 1898. At the same time, he took over the local lines of the Los Angeles Interurban. When Mr. Huntington entered the local transportation field the present Division One property was in use. Prior to the taking over of the present Division Four property the Division Three and Division Two buildings were built.

Courtesy is a valuable stepping stone to success.

Editorial Comment

Two Bells is The Official Paper of The Los Angeles Railway

Help In Service Survey

THE various checks being made by the State Railroad Commission and the Board of Public Utilities, as a part of an extensive service survey, are of vital interest to trainmen. The two regulatory bodies are conducting the checks to ascertain as accurately as possible riding conditions in the city and will endeavor to make the service fit the demands of public convenience as closely as possible. The survey may necessitate changes in routing and other features in operation. Obviously, it is impossible to predict what steps will be necessary, but everyone is interested in making local transportation as efficient as possible.

Adjusting service to fit the demands of travel will give economy to the rider, it will save unnecessary waste in operation for the company and it will certainly facilitate the work of trainmen if it eliminates some of the transferring and duplication of effort in various ways which now prevails.

It is important that the utmost cooperation be given to the State Railroad Commission and the City Board of Public Utilities in procuring information regarding the number of passengers carried at different points and in other checks being conducted by these bodies.

Take Good Care of Me

YOU had better take care of me.

Perhaps you don't think much of me, at times, but if you were to wake up some morning and realize you did not have me, you would start that day with an uneasy feeling.

From me, you get food, clothing, shelter, and such luxuries as you enjoy.

If you want me to—badly enough—I'll get you a twelve-cylinder automobile, and a home on the lake front.

But I am exacting. I am a jealous mistress. Sometimes, you appear hardly to appreciate me at all. In fact, you make slighting remarks about me at times, and neglect me.

Considering the fact that you need me not only for the material things of life, but spiritually as well, I wonder, sometimes, that you neglect me as you do.

What if I should get away from you? Your happiness would flee, for a time, at least, and your friends would wonder what sort of fellow you were; and your wife would worry, and your bank account dwindle.

So, after all, I'm pretty important to you.

I'm your Job!

Cherish me. Take care of me, and I'll take good care of you.

—Through the Meshes.

Electrical Baking Oven To Aid Motor Maintenance

THE company has ordered a modern, ventilated electric bake oven that assures uniform heat distribution, for baking motor armatures after they have been dipped in the insulating varnish.

The electric shops have a bake oven which is used for drying coils before they are assembled in the armatures but the new oven will have three times the capacity of the present one as well

as having several modern improvements.

When the new oven is installed, it is planned to remove armatures from car motors regularly and dip and dry them whether they need rewinding or not. The regular dipping and baking will improve the insulation and make for longer service, thus producing economy in maintenance cost.

Huron Substation Machines Damaged

Low voltage condition prevailing in the Huron substation district during the week is due to the burning out of wiring on two motor generator sets and two banks of transformers last Tuesday. This has reduced the capacity of the Huron substation 75 per cent and has thrown a heavier power load than is ordinary on Plaza substation and Garvanza automatic station.

Although the accident has resulted in slowing up of some of the cars, serv-

ice has not been reduced.

LOUIS TELLS 'EM

Louis A. Recappe, superintendent of schedules, addressed the Hawthorne Chamber of Commerce at an evening meeting February 19 and gave the people of the suburban territory some interesting figures about the maintenance of schedules under great traffic conditions and what the company is expending for service betterments and construction costs. He told his hearers that because of the long haul, the company loses half a cent on every 10-cent commutation book fare between Hawthorne and Los Angeles.

BULLETINS

Issued March 3, 1924

BULLETIN NO 34

Notice to Trainmen

We are experiencing loss of too many train run plates, due to either being carried away by trainmen or lost from the cars and not reported by trainmen as lost.

Also we are having entirely too many cases where trainmen take out the wrong plate or pull train run out of car house without providing themselves with any plates whatever.

Unless improvement can be obtained in this respect, it will be necessary to have trainmen call at the Foreman's window for their plates and check same in on pulling in on their run. This will entail considerable trouble both to the trainmen and to the Division Office, and we would very much like to avoid such procedure, if possible, but will have to resort to such measures if improvement is not secured.

BULLETIN NO. 35

Notice to Conductors

The following passes are reported lost: 4439 issued to J. C. Metz, Motorman Division No. 1.

5826 issued to G. O. Hall, Conductor Division No. 3.

6285 issued to M. F. Denning, Conductor Division No. 4.

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

BULLETIN NO. 36

Notice to Conductors

Pass No. 3080, belonging to Anna M. Egan, wife of C. F. Egan, Schedule Department, which was reported as lost in bulletin No. 29, has been recovered.

BULLETIN NO. 37

Notice to Trainmen

Effective Sunday, Mar. 2nd, the form of fare box checking card will be changed, and the points at which fare box statements will be taken will be as follows:

Fare box checking will be discontinued on lines I-K-T-V, and on the Mateo, Gage, Homeward Avenue, and Indiana Shuttles.

Readings will be taken on the various lines at the following points:

DIVISION 1

- Line "D"—Out trip Figueroa St. In trip, Main St.
- Line "J"—Out trip, 9th & Grand. In trip, 7th and Main.
- Line "N"—Out trip, 9th and Spring. In trip, 2nd and Spring.
- Line "R"—Out trip, 7th and Figueroa. In trip, 7th and Main.

DIVISION 2

- Line "H"—Out trip, 7th and Figueroa. In trip, 7th and Main.
- Line "O"—Out trip, 9th and Main. In trip, 1st and Main.
- Line "S"—Out trip, 7th and Figueroa. In trip, 7th and Main.
- Line "U"—Out trip, 6th and Figueroa. In trip, 5th and Main.

DIVISION 3

- Line "A"—Out trip, 9th and Hill. In trip, 1st and Spring.
- Line "B"—Out trip, 9th and Main. In trip, 1st and Main.

(Trip flash reading)

- Line "E"—Out trip, 9th and Broadway. In trip, 1st and Spring.
- Line "L"—Out trip, 9th and Broadway. In trip, 1st and Spring.
- Line "W"—Out trip, 9th and Main. In trip, 1st and Spring.

DIVISION 4

- Line "C"—Out trip, 5th and Hill. In trip, 1st and Broadway.
- Line "F"—Out trip, 9th and Main. In trip, 3rd and Main.

- Line "G"—Out trip, 9th and Main. In trip, 1st and Spring.
- Line "P"—Out trip, 9th and Broadway. In trip, 1st and Spring.

DIVISION 5

- (Trip flash reading)
- Line "E"—Out trip, 9th and Broadway. In trip, 1st and Spring.
- Line "F"—Out trip, 9th and Main. In trip, 3rd and Main.
- Line "M"—Out trip, 9th and Broadway. In trip, 9th and Main.

Special Instructors will be at each Division on Thursday, Friday and Saturday of this week completing the check being made at present.

These men will be prepared to give you any further information required regarding the subsequent check which will cover March 2 to 8, inclusive.

BULLETIN NO. 38

Notice to Conductors

The following passes reported lost or stolen during the months of January and February, 1924, are in improper hands:

361	4439	6079
681	5110	6116
685	5612	6285
1175	5720	6292
2286	5826	6567
2707	5850	6777

P. B. Hill
Supt. of Operation.

NOTICE

The following notice has been posted in the buses of the Los Angeles Motorbus Company. Trainmen will be governed accordingly:

Beginning March 5, 1924 transfers issued to passengers boarding southbound Vermont Avenue Line buses at points north of 8th and Vermont Avenue will not be honored for transportation on any street cars or buses of that point.

No transfers will be issued to or received from passengers boarding eastbound buses of this line east of 8th and Vermont Avenue.

Transfers issued to passengers boarding westbound Vermont Avenue Line buses will not be honored for transportation on any street cars or buses east of 8th and Vermont Avenue.

Transfers issued from Los Angeles Railway cars or buses or Pacific Electric Railway cars will not be honored on Westbound Vermont Avenue buses at any transfer point east of 8th and Vermont.

LOS ANGELES MOTOR BUS CO.

NOTICE

The following notice has been posted in the buses of the Los Angeles Motorbus Company. Trainmen will be governed accordingly:

Beginning March 5, 1924 transfers issued to passengers boarding eastbound Sunset Boulevard Line buses at points west of 6th and Rampart Boulevard will not be honored for transportation on any street cars or buses east of that point.

No transfers will be issued to or received from passengers boarding eastbound buses of this line east of 6th and Rampart Boulevard.

Transfers issued to passengers boarding westbound Sunset Boulevard Line buses will not be honored for transportation on any street cars or buses east of 6th and Rampart Boulevard.

Transfers issued from Los Angeles Railway cars or buses or Pacific Electric cars will not be honored on Westbound Sunset Boulevard buses at any transfer point east of 6th and Rampart.

LOS ANGELES MOTOR BUS CO.

Conductor's Son Entertains At Employee's Dance

At the monthly employees' dance held February 23, in Foresters' Hall at Tenth and Olive Streets, Jimmy Wright, 13-year old son of Conductor K. F. Wright of Division 3, entertained with several saxophone solos which proved to be one of the finest musical treats that has been given at the monthly parties for some time. The boy devotes a lot of time and effort to his music and he gives promise of being a leader in the profession.

A good number enjoyed the program and the dancing which followed. The employees' party is held on the last Saturday of every month at Foresters' Hall.

Appreciation

Los Angeles Railway, Gentlemen,

I wish to thank the Association very much indeed for the \$200 and would like you to tell the men who acted as pall bearers at my dear husband's funeral how much I appreciate their kindness.

Yours truly,
Agnes St. J. Megget,
1969 Estrella Ave.

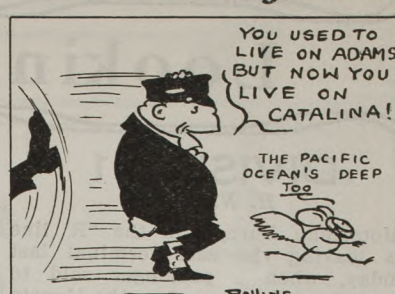
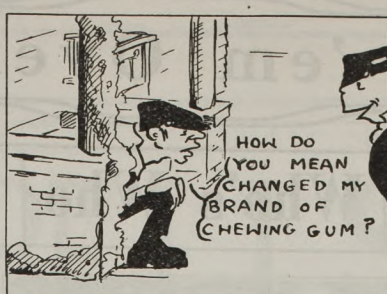
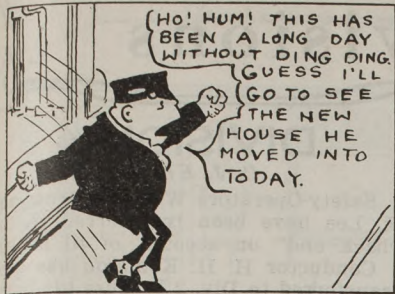
Los Angeles Railway, Gentlemen,

I take this means of expressing my appreciation to the men of Division Two for their sympathy and assistance at the time of my bereavement. I am deeply grateful for your remembrance, and again thank you one and all.

Yours very truly,
M. Brumet.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things

(Hand Picked)

For Condr. H. E. Ketchum, Div. 4
Los Angeles Railway,
Gentlemen,
I wish to express my appreciation for the unfailing courtesy of Conductor 698 on the Crown Hill line. I decided to write this after hearing exactly the same idea being expressed on more than one occasion by other passengers.
Yours truly,
Mrs. J. W. Looby,
222 Colina Ave.

For Condr. W. E. F. Jorgenson, Div. 3
Los Angeles Railway,
Gentlemen,
Here I come with another bouquet! This time for Conductor 928 on the West Adams line. There was an almost helpless colored woman on his car and he tenderly helped her onto the curb and many were the expressions of appreciation I heard from fellow passengers.
Yours truly,
Mrs. D. Avery,
2922 Dalton Ave.

For Condr. J. C. P. Phillips, Div. 3
Los Angeles Railway,
Gentlemen,
A good word about a conductor I do not believe amiss. During the rush of impatient traffic, I could not help but notice the care and consideration given to passengers by Conductor 426 on the "W" line, Saturday about 7:30 A. M. In an extremely crowded car he tried to make comfortable room for all, to keep riders off the steps, also seeing that each one paid his or her fare that was due the company. Also he carefully watched the admitting or discharging of passengers. The car made good time in the congestion of traffic. Other passengers besides myself could not help but remark about his courteous care and help.
Yours truly,
Miss Emma Cargill,
525 West 20th St.

For Mtr. F. F. Long, Div. 1
Los Angeles Railway,
Gentlemen,
I want to say a few words in regard to the "Merits" given your employes. Now, for instance I have been riding on the LARY since the time of the old horse and cable cars, and I have never in all these years seen a motorman show as much courtesy to women and children as 1277. He is most assuredly worthy of any merits that could be given any employe. Now, I don't know this gentleman's name nor he mine, but only from observation when riding on his car that I observed the above facts.
Yours very truly,
O. F. Beel,
R. F. D. 10, Box 177

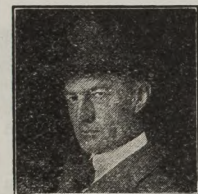
For Condr. A. L. Layton, Div. 4
Los Angeles Railway,
Gentlemen,
I wish at this time to report the courtesy, loyalty and efficiency of Conductor 936. He is courteous to the passengers, loyal to the company and certainly efficient. My work compels me to spend a good deal of time on the street cars and I enjoy giving a boost to a man such as 936.
Yours respectfully,
Major Elizabeth Galley,
Salvation Army
502 Chamber of Commerce Bldg.

For Condr. A. H. Ford, Div. 3
Los Angeles Railway,
Gentlemen,
Conductor of car 69 on the Hooper Ave line is certainly deserving of a few credit marks. I was witness to his helping a blind man off his car at 4th and Main Sts., on Monday, December 10th, about 2:55 P. M., on a south bound trip. It is indeed a pleasure for me to write this to you and I feel that this man should be recognized for the deed as so many people never have the time to do a thing of this kind.
Yours truly,
H. S. Wallace,
424 South Broadway.

"I DON'T KNOW IS WIDELY QUOTED SAFETY ORACLE"

BY JOHN C. COLLINS
Supervisor of Safety

THERE is a man working among our men who is putting forth orders to the trainmen in such a manner that he carries more force than the combined efforts of supervisors, instructors and safety men. His orders are obeyed more readily than the orders of the superintendent or the general manager.



We are hunting for this fellow, as he seems to be a tireless worker and he asks no compensation, for his name is not on the payroll.

Uncontrolled, this fellow is expensive, for his mind is warped and his vision is now impaired, where with a little attention he might prove a very valuable man.

Has Big Following

I have not seen him myself, but I know he is here, for many have told me his name. Then I ask them why they did this or that contrary to instructions, only to have an accident. The answer they give is "Some one told me it was all right to do it that way. They are not paying attention to that rule any more." That's all right, but who told you? "Well, I don't know."

So "I. D. Know" is the man we wish would step forward. We always considered him as a don't care sort of a chap, but we find he carries considerable weight with some of our men. This elusive fellow is in all divisions and to get him we need the help of all employes.

The supervisors are the eyes of the superintendent on the road. If one supervisor lets a frequent violation of some important rule pass unnoticed, he puts the superintendent's O. K. of approval on such violation. This is the wee small voice of "I. D. Know."

That Small Voice Heard

The instructor or safety man who lets down in his work of instruction because the task looks insurmountable, should realize that "eternal vigilance is the price of safety." Letting down

gives that wee small voice a chance, and they should continually hammer carelessness and deal with it as a punch whenever met.

This insidious voice is whispering around the card tables, and where men group at the divisions, undoing, demoralizing, starting the new man off on a voyage of wrong purpose to not only wreck himself, but others as well.

Your Judgement is Better

The wee small voice is in each one of us. He is the "I don't know," the man who knows better than to take a chance, but allows himself to take it. He must force himself to do so the first few times. He is getting careless and in a short time will be more careless. Soon his courage amounts to recklessness and he doesn't care. In this state, he believes some one told him to do it wrong, but cannot remember who it was. He falls back to the man who is always with us—"I don't know."

Nothing plus nothing is nothing; nothing times nothing is nothing; nothing from nothing is nothing. Can you imagine nothing? What is a man worth without some aim, some purpose, some definite goal in life? Have a purpose and let it be a voyage of high purpose. There is no purpose higher than that of saving and protecting your fellow men.

Let's Get Him!

Let all of us get together and apprehend this fellow "I don't know," then hang him so high that all men may see by our actions that we do know, and by knowing we do.

Be a gentleman in all your dealings, careful of yourself and others. Be what that name implies—a gentleman.

Gentlemen, remember this work requires the whole man, all of him, all of his attention. Remember also that 100,000 people are killed accidentally in this country in one year, 25,000 of them are children. Do you think it worth while, or are some of you still aimless?

Doubt comes when you don't know. Then is the time to take the safe way until you find out, then you know.

DIVISION FIVE HEARS GOOD SAFETY FIRST INSTRUCTION

The second series of division safety meetings finished at Division Five last Tuesday when John Collins, supervisor of safety, addressed the morning, afternoon and night meetings and C. M. McRoberts, general claim agent, addressed the morning and afternoon meetings. E. H. Craddock, chief investigator, spoke for the claim department at the evening meeting.

There was a very satisfactory attendance at the evening meeting, although the two daylight meetings were not as well patronized as they should have been.

Attendance Recorded

All divisions are now recording the attendance at the second series of

meetings as indicative of the interest of individual trainmen in accident prevention.

R. R. Smith, assistant superintendent of operation, presided at the three meetings and introduced the speakers. R. B. Hill, superintendent of operation, was unable to be present as he was completing arrangements for his trip east.

Mr. Collins spoke of the changing problems that weather conditions produce for a motorman, pointing out that on a warm day, passengers are drowsy and do not have the snap that a cold day produces. This makes it necessary, he said, for trainmen to be especially alert in watching steps on warm days.

On The Back End

(Contributed)

Part of the line department was considerably up a tree last Tuesday when Peter Schepp of the telephone squad was working on a pole at California and Hill Streets. A big airdale dog of ferocious dimensions camped at the bottom of the pole and refused to let Pete come down although the telephone man expressed himself with pliers, wrenches and other tools dropped toward the hound. Finally someone who had a speaking acquaintance with the dog called him away and Pete was able to return home for dinner.

The following report, written in a hasty scrawl and signed by "Anonymous" (or it might be "Ananias") was sent in last Tuesday: "An elderly woman boarded a West 11th car at Vermont going west and asked the conductor if he could take her to Mrs. Hick's house. The conductor asked her what Mrs. Hick's address was. She said she didn't know but thought she lived near Wilshire Boulevard."

VERY GOOD, EDDIE

The other day "Eddie," who is known around Division Five as the Past Grand Custodian of the Shining Chair, failed to do one of his daily duties and one of the boys remarked, "Look out, Eddie, you'll get some demerits." "No, boy, you're wrong," said Eddie, "not SOME demerits. Cause when I get demerits it'll be jes one slip and it will say, 'EDDIE, GO GET YOUR TIME!'"

People who like harmony don't care for chin music.

D. P. Burke, traffic man at Sixth and Vermont, tells a good one on Supervisor Cox. It seems that he observed a man sitting on a vacant lot near by, with his head hanging down, apparently ill. After calling on Burke and two police officers for assistance, the Supervisor bravely ventured forth to render any assistance necessary, only to find the man with a stick in his hand, watching a gopher hole. Burke says he is still wondering who needs the assistance most.

R. C. Hoyle of the Div. 2 Office Force, reports the arrival at his home of a fine 8 pound baby girl. That makes a pair of Queens according to Hoyle.

This is one on our popular Supervisor Bean, formerly a motorman out of Division Five. Bean was holding down a fire plug at Jefferson and Main, resting up from a strenuous half hour's work of turn-back orders. An autoist drew up near the safety zone and called, "Hey, come here." Sighing, Bean arose and went over to the machine. "Say," said the auto plutocrat, "go over and get me a paper." (Note—the donor of this item wasn't close enough to hear what the reply was, but Bean's friend (?) drove off without his paper.)

Looking 'em Over at the Divisions

DIVISION 1

H. N. Cole

Motorman Burnett of the "R" line was leaving the east terminal last Sunday, when a passenger said to him: "I want to go out on the Moneta Ave line to a certain street, and I have forgotten the name of it, can you tell me what it is?" Burnett pleaded ignorance, and suggested that he go back and ask the conductor as he no doubt would be able to give him the desired information. Back he went to consult Cond. Cook, with the result that he was seen to leave the car at Indiana Ave.

A lady boarded a Ninth street car at the S. F. Station. The dash sign read "Harvard," when it should have read "Vermont only." The motorman discovered his oversight within a few squares, and made the necessary change. On arriving at Vermont and noticing that preparations were being made to turn back, the lady shouted, "why don't you go according to your sign?" The motorman replied "The sign says Vermont lady." "I will bet you every dollar in this purse that it reads 'Harvard'," replied the lady. Then she stepped around in front of the car and saw the proper sign staring her in the face. "What do you think of that, I could have sworn that I was right, one can never be too sure of anything."

The many friends of Harry Cord will be pleased to know that he is greatly improved, and will be pleased to see any of his old friends. His address is 2011 E. 43rd Place.

Motorman Hansen, of the "D" line, is back on the job after several days' illness.

Conductor T. D. McLerran of West Ninth street line has returned from a two weeks vacation, spent in nursing a crippled back, the result of an encounter with his flivver.

DIVISION 2

By C. L. Christensen

Conductor M. C. Caster of the "U" line has had the honor of entertaining the distinguished guest, Joe Stork, at his home, and that makes three of a kind. Mother and baby are doing fine. Congratulations,

Conductor H. A. Glenn has taken a month off, to take care of some business in the vicinity of San Diego.

Conductor R. J. Lund and Motorman J. C. Wise have successfully passed examinations and are now members of the City's fire fighters. Success be yours, boys!

Conductor R. G. Wilson of the "U" line, has tired of single bliss, and has taken unto himself for better or for worse, a wife, who was Miss Bessie Sullivan of this city. We wish you a long, happy and prosperous married life.

Motorman F. R. Hoffman says he knows something about bowling and would like to challenge anyone to beat him. Look out F. R., they are coming your way!

Conductor J. C. Wells, who recently sold his home has taken sixty days off intending to build himself a new and better house.

Conductor S. S. Douglas has taken a week off, just to rest up.

Motorman S. R. Dickson is working his run again, after a 10 days vacation.

Conductor C. L. Morrison is on two months leave. Something is going to happen, do not know what.

Who's Who



MARTIN Stephen Donovan grabbed hold of the front end of a street car in Sacramento one nice July day in 1916 and experienced that thrill that comes the first time the controller is twisted. "Ha, great sport" said our handsome hero as he put it on another notch and started on his career as a street railway man. He stuck to the job for four years but came to Los Angeles when a change of climate was necessary for his health. He tried business on his own for a few months but in November, 1920, he started as a Los Angeles railway trainman, this time he was on the back end.

M. S. D. hails from Division Five and has worked up a nice business on an "M" line car.

DIVISION 5

E. C. Tyler

The second of the series of safety Meetings were held at Division Five last Tuesday and were well attended. The boys enjoyed some very interesting talks by C. M. McRoberts, general claim agent, Mr. R. R. Smith, Asst. Supt of Operation, John Collins, Supervisor of Safety and at the evening meeting E. H. Craddock, chief investigator for the claim department gave an interesting talk on evidence and the securing of witnesses.

Supt. C. A. Morrison, who is confined to his home through illness, wishes to thank the boys for their attendance at the meetings and their close attention to the talks, and feels sure that if they will follow the instructions given they will be well repaid.

Ultra! Division Five wins again. Ultra!

The son and heir of Conductor F. D. Croff of Division Five won first prize at the baby show. Congratulations, F. D.

Ol' Bird Stork has again paid Division Five a visit, this time to leave a valentine, a 10 1-2 lb, baby girl at the home of Conductor F. F. Roskam. We are glad to report that both mother and girl are doing fine.

Conductor L. T. Staten relates the following experience with a woman passenger who boarded his car at 7th and Broadway with a newspaper in her hand and a lot of questions to ask.

Lady. "Do you go to the 4400 block?" Staten. "Yes, we go to Vernon and Hoover, 4400 So. Hoover st."

Lady. "How far do I have to walk?" Staten. "What street do you want?"

Lady. "Broadway, 4434 Broadway."

Staten. "Why, madame, there is no such number as 4434 Broadway. Broadway isn't cut through that far."

Lady. "Oh, yes it is. See here" (Showing me an ad which read

DIVISION 3

R. W. Reid

The out-standing event of the week at this division was the shake-up which was held on line "B" Tuesday and Wednesday last. The schedule is one of the best that has ever been sent to this division, and the boys who are working on the line appear well satisfied.

Conductor D. Collosi has traded seniority with Conductor Risdon of Div. 1. Conductor Risdon is now qualifying on the different lines of this division.

Oh, Boy, you should have seen Conductor P. Bolles last Monday, when he came rushing into the building, grabbed us by the hand and said, "It's a girl. Weighs 6 lbs. 8 oz. and was born at 7.37 P. M. Sunday, the 24th" Needless to state, this is the first one. Mother and babe doing fine, thanks. Congratulations.

Conductor I. C. Acuff has received a permanent appointment as instructor. I. C. was one of the best line-instructors we ever had and we have no doubt that he will make good on the job.

Motorman C. R. Ballard is on a seven day trip to El Centro. That's getting pretty close to where they sell it, isn't it C. R.?

Motorman Bob McCartney has taken a months leave. Bob is an expert on goats and will probably spend the months time starting a goat ranch.

Wedding Bells, Cigars, Congratulations. Conductor W. W. Morneau hied him to Santa Ana Monday the 25th and at 5 P. M. took over the responsibilities of married life. The young lady in the case was Miss Elva Fern Guild of 253 N. Alta St., City. We wish them many, many years of wedded bliss.

Motorman F. W. Beacham has secured a thirty day extension to his leave of absence.

Conductor N. W. Simmons has taken a one month's trip to Bloomington, Cal.

We had our regular religious meeting on Tuesday, and Harry (Mutual) Travers appeared on the scene Wednesday, as usual, so, while news is rather scarce at Div. 3, it can easily be seen that there was no lack of noise.

"HOUSE for Rent—Call Broadway 4434)

Staten. "I'm sorry, lady, but that is a telephone number not an address."

"Oh!" was all she said as she got off at 8th St. to look for a telephone.

Conductor A. J. Vreeland has taken a three weeks leave of absence to rest up.

Motorman J. I. Mullins has resigned on account of his health and is leaving at once for the State of Sonora, Mexico. Wish you luck, Jimmie and a complete recovery.

The little Two Bell's Box still adorns the office wall, just to the right of the Cash Room door. It isn't much to look at, so never would be taken for an ornament. So not being a decoration it must serve a useful purpose and, we'll confess, for awhile it did, yielding each week some choice bits of news, and a few good stories and jokes. But, alas, the last two weeks it has been empty.

Now, fellows, this is YOUR column in YOUR paper and all yours truly does is "bunch" the news, type it and send it in. However, I do stand ready to write it up for you or help you in any way I can, so let's get together and make this the star column of TWO BELLS.—Ye Scribe.

E. C. TYLER.

Conductor M. L. Butler who transferred to Division Five from Division Four about two years ago has resigned to take up another line of work. Motr. P. G. Frank has resigned to go into business in Denver, Colo. The

DIVISION 4

C. J. Knittle

Safety-Operators W. H. Budrow and E. Lee have been transferred to the "back end" on account of ill health.

Conductor H. H. Keniston has been transferred to Div. 2 because his home is near that division.

We are glad to see Switchman Jack Barden back on the job after two weeks of sickness.

The engineering department is removing the tracks which led from Georgia street into the old car barn. Memorial services should be held for the switching table which so often refused to function just when it was most needed.

Painters have been putting a new coat on the wood-work around the trainmen's room. In the few months since this building has been erected, several unscrupulous trainmen had caused the walls to become unsightly by deliberately scratching matches thereon. Placing pieces of sandpaper about the walls for that purpose would be a "give-away" to visitors. From now on, fellows, let's muster up enough pep to strike these matches on our shoe soles.

Conductor S. T. Cooper has been acting as special instructor on the new fare box checking cards during the past week.

A "C" car turned north on Broadway from First street and would have sped onward but the motorman saw a woman with a babe in arms and two small children wave frantically for him to wait. He stopped. The conductor helped load her family. Then she picked five pennies from a purse containing a half dozen nickels, dropped them in the box and asked him to let her off at *Fountain and Vermont*.

Operator R. C. Cook has received a sixty day leave and left for Murietta Hot Springs.

Operator C. W. Brown has been granted a ninety day leave to try out carrying mail.

Conductor M. O. Dale has left for New Mexico and Oklahoma on a sixty day leave too look after some land interests.

Conductor G. W. Prewitt boarded a "C" car with Mrs. Prewitt at 6th and Grand last Tuesday and tendered the conductor the last half of a "P" line transfer. "Is that all right here?" he asked, "We come over from the 'J' car."

"Did you say we rode a jay line?" begged Mrs. Prewitt, amused.

"Yes," answered the dutiful Mr. Prewitt, "it was a 'J' car."

(Boy—page Mrs. Jiggs)

Introducing New Men

The following men have been assigned to their divisions during the week ending Feb. 23rd, 1924:

DIV. 2
Conductors—A. C. Anderson, A. Haley, J. M. Wamsley.
Motormen—C. E. Bower.

DIV. 3
Motormen—H. R. Dewhurst, J. N. Gorforth, O. H. Snelson.

DIV. 4
Motormen—E. F. Adams.
Safety Operators—C. G. MacDonald, O. J. Bradley.
Bus Operators—C. A. Pruter, D. L. Jenkins.

DIV. 5
Conductor—F. R. Conkling.

boys of Division Five wish them both the best of success.

Motorman M. E. Bowen who has been sick since the first of December has recovered sufficiently to take a position as flagman. He will undoubtedly remain on that work until able to resume his duties in train service.