



TWO BELLS

VOL. II

JANUARY 16, 1922

No. 33

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

First Monthly Merit Report Due

TRANSFERS ON SOUTH MAIN CHANGED BY REROUTING

Effective January 16 the route of the South Main street line will be changed slightly. Hereafter cars will be routed north on Main street between Ninth and Temple Block instead of on Spring. The crossover at Main and Market street will be used in changing from north to south bound. Eliminating the loop at the Temple Block will reduce some of the traffic delay at the junction of Spring and Main. The change was ordered by the Board of Public Utilities.

Slight Transfer Changes

There will be a slight change in transfer conditions. Conductors on other lines must remember the change and accept transfers tendered at Main street which passengers formerly presented at the Spring street crossings.

The transfers on the South Main line will be altered slightly.

On the "Out" trip from Slauson and Main, the transfer or coupon will be marked "not good south on Spring" as well as not good on Main, Broadway and Hill. The former walkover from Third and Spring to Third and Main now becomes a direct transfer point.

Print New Transfers

There will be added to the South Main transfer "good at Spring and Temple." This will cover the case of passengers changing from the north bound car to the Temple street line. Technically they will have to walk from Main to Spring at the Temple Block, although it is but a few feet and will class as a walk-over.

The coupon on an inbound transfer will carry a walkover privilege from Second and Main to Second and Broadway west. Transfers printed hereafter will have these changes.

BAM!!

CONDUCTOR MEGGET, Div. 4, informs us that this incident occurred recently on a Hoover street car.

Two hundred and fifty pounds of colored flesh in the form of a woman boarded said car, paid fare and wobbled to a nearby seat. A few moments elapsed. "Lady," spoke the conductor, politely, as he tapped her on the shoulder, "are these your suitcases in the aisle?"

"No, sah," she replied, "them's mah feet."

"Well would you mind putting them where they belong?" continued the conductor.

"Well if ah does, sah," she answered, "you all won't be able to sit down for the next twenty minutes."

Two Bells Carries Bonus Prize News Into Wintry East

Gale E. Hendry, who received the double bonus for motormen at Division Three, did not know he had earned the extra money and honor until a copy of Two Bells reached him in Sault Ste. Marie, Michigan, where he has been visiting relatives. He is due to return to Los Angeles about the time this issue is off the press.

In a letter received by Mr. Anderson, manager of transportation, Mr. Hendry expresses his appreciation as follows:

Dear Mr. Anderson:

I just received a copy of Two Bells, and note that I am one of the lucky boys to receive the special double bonus. I am surely glad to know that my efficiency record merited same.

I consider the company's officials have shown a great deal of thoughtfulness in offering these rewards and I know the plan must have been an agreeable surprise to all employees, as well as myself. I feel disappointed not to have been there at the presentation.

I am anxious to be back in Sunny California, as we have about a foot of snow and ten below zero.

My thanks to the Los Angeles Railway.

Sincerely,

GALE E. HENDRY.

Mtr. Div. 3.

L. A. Courtesy Example For Other Cities

That the reputation of Los Angeles trainmen for courtesy is spreading is again indicated by an incident in San Diego, reported by D. W. Gibbs, conductor of Division Four, who was in the southern city recently.

Boarding a street car running from the depot to the business district, Gibbs was preceded by an old couple who asked the conductor a few questions. He cut them off in such a manner that the old lady said to her husband: "If this is a sample of the street car men of San Diego, they had better go up to Los Angeles where they are all gentlemen and make a stranger feel at home, like the conductor who helped us on the car the night we arrived, even though it was raining pitchforks, and then directed us where to go."

The old gentleman answered, "Yes, Milly, and those kind of things help form a first impression of a new place."

The San Diego conductor heard the whole conversation, then, as Gibbs says "I felt so good about it that I told him I was a Los Angeles conductor and showed my pass to prove it. Then he did swell up!"

Be pleasant every morning until ten o'clock; the rest of the day will take care of itself.

SUPERVISORS RUN NEW STEEL CARS

Dan Healy, assistant chief instructor, had several instruction trips last week with distinguished students. All supervisors are being taught how to operate the new twelve-hundred type multiple-unit steel cars. They are receiving detailed instruction in the operation and the mechanical features of the new equipment.

The twenty-five cars of this type which the company ordered have been delivered. Fourteen of them are now available for service. Installation of the electrical equipment is being done at the main shops, Fifty-fourth street and South Park.

Reputation is what men and women think of us. Character is what God knows of us.

COMPARATIVE FIGURES TO BE SHOWN BY CHART

Slips showing credits for clear safety and courtesy records given in December and total efficiency rating at the end of the first month, will be given to trainmen within a week.

This will be the first distribution of monthly reports on credits and will be a regular feature of the 1922 Merit System and bonus administration. Reports of demerits will be given when assessed, as heretofore. Credits, for causes other than clear courtesy and safety records, will be reported to trainmen when they are awarded. The monthly slips will be in the nature of a "statement of your account" and will inform trainmen of their exact standing throughout the year.

December Records

The slips which are being written now and will be distributed in a few days, give the reports of clear courtesy and safety records for December, the first month of the new Merit System records and show standings on December 31.

Only in case where a trainman fails to receive either courtesy or safety credits will no monthly slip be sent as the last notice of credits or demerits he received gave his standing.

Charts to Appear

The charts of efficiency ratings will be shown at the divisions at the same time the notification slips are sent out. One chart will show the average efficiency rating of motormen and of conductors at each division.

The second chart will show the total number of men with rating of various classified percentages. The chart will be marked in sections, each indicating five per cent, so that a man will be able to see how many men are leading or behind him.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

A Step Nearer The Top

WHEN the men who earned double bonus last year as the most efficient trainmen of their respective divisions were told that in 1922 they would be watched closely by about 2,200 other trainmen, one of them replied: "Let 'em watch; I'm the conductor on my car."

The answer meant that the trainman knew in his own heart he was doing his very best on the job so that it was just the same to him whether any one watched him for criticism or guidance or whether no one watched him.

On the car a trainman has his job to handle by himself. There is no supervisor at his elbow to whom he can thrust responsibility although a bad error will bring a supervisor in quick time. He has rules to follow and must use judgment in applying the rules. A trainman's ability to master the situations that arise establishes his worth. His real worth governs his chances for promotion. He must realize that the upward path begins right at his feet. He may want to take the fiftieth step first. Lots of men do but the first step is the next step, the next problem, no matter how small.

Mastering that one problem puts a man one step nearer the top of the pile.

Read Two Bells Regularly

AS TWO BELLS is the official paper of the Los Angeles Railway, it is important that all employes read every issue. Effort is made to see that a copy reaches the hands of each employe. If there are any cases where a member of any department does not get the paper or has no chance of seeing it, the office of Two Bells will appreciate the information, and will see that he receives a copy.

Trainmen on sick leave, whose names appear on the regular sick leave report of divisions' superintendents, receive Two Bells through the mail. Employes of all departments who are off duty for any length of time may have Two Bells mailed to them if they will send names and addresses to the Public Relations Department, stating for how long they wish to have the paper mailed.

Back copies of the paper may be procured at the Public Relations Department office, room 601.

John Stork Back on Job at Div. 3

The old bird Stork has returned from his vacation and is now doing business again at the old stand, Division Three.

He paid a visit to the home of Mtr. A. J. Porter and left therein a beautiful baby girl. A. J. is as proud as can be over the event. This makes a pair in the family. Mother and baby are reported doing nicely.

Then just to be impartial, the stork flew to the home of Conductor Al Hegar of Division Two and left a nine-pound son. Congratulations are in order.

Electric Magazine Added to Library

A new electrical magazine has been added to the company library. It is "The Electrical Journal" and devotes a special section to electric railway problems. By discussing the electrical features of varied industries it makes a very interesting publication.

For Condr. D. R. Greenfield, Div. 1.
Los Angeles, Railway,
Gentlemen:

I am writing you to express our appreciation of the gentlemanly courtesy extended to a friend and myself by Conductor No. 726, when we by mistake boarded his car.

Thanking you for such men.

Respectfully,

MRS. ANNA M. WHEELER,
5220 Santa Monica Blvd.

Demerit Rule on Miss Outs Given

A word of explanation concerning demerits for missing out seems necessary in connection with entering the new year.

Ten demerits are given after three miss-outs. There have been a few cases in which trainmen had two miss-outs last November and then were surprised when they received 10 demerits for a miss-out in December after the new bonus records were started and all placed on a rating of 100 per cent.

Obviously this procedure had to be followed or otherwise a man might make two miss-outs in the latter part of the year and then have another three before receiving demerits.

This would be clearly against the objects of the Merit System which intends to reward efficiency and curb inefficiency.

Paymaster Has New Changers For Sale

A new supply of changers has been received at the paymaster's office, ninth floor of the main offices. They sell for \$2.30 and have two barrels for nickels, one for dimes and one for quarters. The first consignment was sold out in less than two weeks, but it is expected that all demands can be met hereafter.

BULLETINS

BULLETIN NO. 3.

Notice to Trainmen

Complaint is made that after having made Arbitrary Stop, South bound, at crossover, 53rd and Moneta, cars will frequently pass up passengers waiting at the junction of 53rd and Moneta, or will carry passengers who fail to leave at the Arbitrary Stop down to 54th St.

This practice must be stopped at once.

BULLETIN NO. 4.

Notice to Motormen.

In all cases where cars are laying over at Terminal, or are blocked by congestion, or on account of accidents, fires, or for any other reason, care must be taken to avoid stopping the car in such a position as will result in the blocking of cross streets.

BULLETIN NO. 5.

Notice to Trainmen.

Effective at once conductors will have motormen sign their names and cap numbers in the proper place at top of trip sheet.

This name and number must not be filled in by the conductor.

BULLETIN NO. 6.

Notice to Trainmen.

Effective Tuesday, January 10th, the Tower at the Plaza will be in operation from 3:30 P. M. to 6:30 P. M. only.

Trainmen will be governed accordingly.

BULLETIN NO. 7.

Notice to Trainmen.

Effective at once passenger stops now made at Haddock Villa & Vermont Avenue will be discontinued, and a stop will be made in both directions at 98th & Vermont.

BULLETIN NO. 8.

Notice to Trainmen.

Effective Wednesday, January 11th, honor for transportation patrolmen's Shields numbers 1 to 1,000, inclusive.

Do not honor Police Transportation Cards for passage after Monday, January 16th.

BULLETIN NO. 9.

Notice to Conductors.

Transportation Book Lost.

Transportation Book No. 2171, issued to Lee Harrison, a c Fire Department, has been lost. If presented for transportation, take up, collect fare, and send to this office with report.

P. B. Hill

Supt. of Operation.

The ladder that leads to success is a short one. It has but four rungs—Willingness, Order, Resolution, Knowledge.

New Feeders From Vernon Station to Be Started Soon

Shop orders have been signed for the first new feeder lines to run out of the Vernon automatic substation, recently completed. The feeders will supply the Hooper Avenue line.

Work on this improvement will be started as soon as necessary material is received from the east. The shipment is due in a few days.

No. 2 machine at the Ardmore substation, which was burned out December 3, has been repaired. The motor end of the machine is now in shape but it will not increase the voltage conditions in the territory until work on the transformer end is completed.

The chance taker is the accident maker.

Hit By Auto While Marking Danger Spot

Henry Solon, a watchman of the maintenance of way department, died Sunday, January 8, as a result of injuries sustained January 6 when he was struck by an automobile at Washington street and Vermont Avenue as he was placing danger lanterns. He had been with the company about ten years and was a member of the Co-operative Association.

CO-OPERATION IN LOADING ORDERED

By R. R. SMITH

Asst. Supt. of Operation

In a large number of cases where conductors have been demerited for giving bells before passengers, especially women, were safely on board the car, they have on appeal made the statement that they did this in order to avoid friction with the motorman, the motorman insisting that bells be given promptly and that they be permitted to do the loading.

This phase of the matter has been made the subject of a special check, and we find in a large number of cases that the motorman does show signs of impatience if the conductor attempts to hold his bells until the passengers are safely on the platform of a car.

Wrong Attitude

This attitude on the part of the motorman is absolutely wrong and must be corrected at once, as it is certainly an injustice to a conductor to demerit him in such cases when the motorman is insisting upon a technical violation of the rules.

We also find that a number of motormen become very impatient if the conductor attempts to comply with the rule which requires him to remain at his station and complete the collection of fares before going forward to flag steam line crossings.

Must Await Signal

In one case a motorman gave two taps of the gong seven times in trying to hurry his conductor, and then started his car over the steam crossing as the conductor passed the front step of the car, not waiting for him to reach his proper station or to make the proper observation.

It would therefore seem that it will be necessary to extend the demerits in regard to starting car too soon to motormen as well as to conductors in order that co-operation in the proper observance of this rule and the rule as to operation at steam crossings may be procured.

Think for yourself and the doctor won't have to think of you.

DIV. 5 INCREASES SAFETY RACE LEAD

Although there has been no sensational shifting of positions in the safety contest, there have been some highly interesting changes in the scores as the accident prevention race nears the close.

The chief point of interest in the week was the return of Division Two to the race. After holding last place and gradually slipping farther away from the other four divisions, Supt. Mann's clan has rallied admirably and closed up a few points on fourth place.

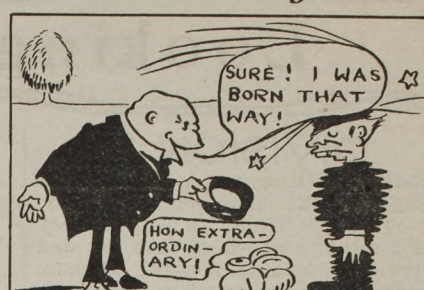
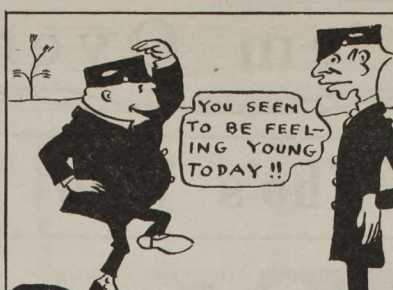
Supt. Wimberly and his Division Four men hold fourth place and seem to be just about marking time.

Division Three has started a safety spurt which may be strong enough to push Division One out of second place. It has some likely earmarks.

Division Five has added a point to the lead and with only three weeks to go is dusting off the flagpole for the big championship banner. Division One continues to do good work, but the men who start from the car house where the seagulls rest seem to have had the edge on them for a few days.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

BOUQUETS RECEIVED LAST WEEK.

- Condr. C. A. Park, Div. 2.
- Condr. H. W. Taylor, Div. 3.
- Conductor C. O. Winkler, Div. 3.
- Condr. D. W. Gibbs, Div. 4.
- Condr. N. W. Wagner, Div. 5.
- Condr. Ed. Link, Div. 5.

For Mtr. A. W. Vatcher, Div. 3.
Los Angeles, Railway,
Gentlemen:

Monday evening about 10:30 P. M., I was riding west on the Washington St. line. When at Vermont an old lady alighted from a Vermont Avenue car and wished to transfer to the car I was on. She was already too late if the motorman had wished to have gone on without her, but he saw that she was hurrying his way, so he waited to see. She evidently realized that she was too late and stopped. The motorman then leaned out and asked her if she wanted that car and she did. He then waited until she boarded the car.

The motorman's number is 1961, and it would be a great improvement if your lines had more like him.

Very truly yours,
E. T. RUNDQUIST,
Dept. of Intercollegiate Athletics,
University of Southern California,

For Operator T. R. Bates, Div. 4.
Los Angeles, Railway,
Gentlemen:

It is with pleasure we recommend to you the operator, Mr. Bates, of the one-man car on Moneta Avenue, from Manchester to South Los Angeles.

It is a joy to know that we will be on time every morning at our places of employment. He is very accurate and makes the maximum trips every day. We do not believe he has any minimum. Mr. Bates is efficient in all respects.

He tells us very quickly the time of meeting the Pacific Electric cars, as well as the cars of the Los Angeles Railway.

He has the rare faculty of seeing what is needed by his patrons without being asked, and is good and kind to everyone.

Very truly yours,
TESSIE P. TAYLOR,
305 W. 88th St., City.

For Condr. F. H. E. Pierce, Div. 2.
Los Angeles, Railway,
Gentlemen:

Permit me to express my appreciation for the kindness and courtesy shown us by Conductor 430 on Heliotrope Drive line.

My little daughter and I are passengers with him nearly every morning and feel he deserves much praise for his kindness to his passengers and especially the young children.

Sincerely yours,
MRS. C. E. CAREY,
1420 S. Bonnie Brae, City.

For Condr. L. K. White, Div. 5.
Los Angeles, Railway,
Gentlemen:

Simply to protect one of your conductors in the refund of 10c, I take the trouble to write this letter.

The writer boarded car No. 160, Conductor 806, U. and C. line at 8th and Figueroa, 2 p.m. today. In pulling a lot of change from my pocket and in putting fare in box I accidentally dropped a 10c piece and a nickel in box. I signed card for the little gentlemanly conductor and he refunded the 10c. You have my permission to refer this letter to the young man and thank him not for the return of the dime, but for the gentlemanly manner in which the transaction took place.

Yours truly,
JOHN W. ECKMAN,
420 Story Building, Los Angeles.

Twelve Years Ago



R. A. "Bob" Pierson Goes Off His Feed

"Bob" Pierson, chief instructor, was reported "off his feed" last Wednesday and as a result there was lots more elbow room on the seventh floor of the main offices.

Walter Williams, stenographer of the office, was home part of Wednesday due to illness of his wife so Dan Healy, assistant chief, had things all his own way.

WINS SKATES AT PARTY.

The young daughter of Mtr. G. Houdashelt of Division Two is having great fun with a pair of roller skates, won at the Christmas entertainment. She held the lucky number in a raffle conducted for the kiddies.

The harder the fight the greater the reward.

Old Time Photo to Dispatchers Shows Change In Times

THE picture of William Howard Taft as president, which can be made out in the upper right hand corner of the picture, indicates that the photo of the telephone switchboard was not taken yesterday. It was taken in 1910 and is among the treasured possessions of T. Y. Dickey, foreman of Division Two.

In those days all cars were dispatched by telephone and four men made a full shift. In the mid-day, two men could handle the work and talk politics between calls. At the left by the wall is Del Teagarden, remembered by many of the old-timers, although he has not been with the company for some time.

Next is C. D. Clark, now clerk of the dispatching office and by his side is Harley Confer. He is not in service now. In the foreground we have T. Y. Dickey looking as good natured as ever.

Now cars operate on their own schedules and the telephones are used for emergency calls only but it takes three or four men to handle them in the rush hours.

Yep, the times have changed, grand-pop.

THANKS FOR FLOWERS

Los Angeles Railway and Employees' Association.

Gentlemen:
Myself and family wish to thank you for the beautiful floral piece sent to the last resting place of our beloved wife and mother on December 24th, 1921.

Again thanking you, we remain,
Thomas H. Gray, Mrs. Lottie Clark,
Mr. Ernest Gray, Mr. Arthur Gray,
Mrs. Florence Rice, Mrs. G. R. Torr.

On The Back End (Contributed)

It is a striking coincidence that "American" ends in I can.—(Greenville Piedmont.)

The recent rain started grass growing in lots of places. Take, for instance, the upper lip of Motorman Daniels. However, it has just started so one has a hard time to tell whether it is just a shadow or the beginning of a mustache. It is cute, whatever it is.

If you have trouble to burn, make light of it.

You've no doubt heard the story of the boys counting doughnuts in a cemetery one night as a negro was passing by. Supt. Morrison is counting accidents in the very same way since we have taken the lead in the Safety Contest. "One for you, and one for me," etc.—Div. 5.

It is rumored that Condr. C. F. Wood of Div. 3 was looking through his pockets for that set of New Year's resolutions he drafted when he failed to make his relief on time. But C. F. says he didn't miss out. There was a secret understanding in the case. Well, we will take his word for it.

Editor, Two Bells:
I address these few lines to your fearless publication, knowing that you will champion the cause of truth and right. I wish to make emphatic denial of a scurrilous rumor that has been circulated and directed against me by some of my social enemies.

It has been reported that during a recent rain I took temporary shelter between two wooden buildings 23 inches apart and that the swelling of the wood made it impossible for me to extricate myself and necessitated calling the wrecker. The story is absolutely false as I could not enter a space of only 23 inches. I will not tolerate such vile aspersions and being a man of few words, I will summarize the situation thus: It's a lie.

SUPERVISOR BILL FLANNERY.

We note that Division 4 comments that Division 2 wants to sell her Cellar position by saying that it is a bum "seller." Does she think we would "sell" her if she bought our Cellar?
"CHRIS."

DIVISION 2 OFFICE FORCE.

A "Mann" tried to "Dickey" with a "Christianson" (Christian's Son) for a copy of "Darwin's" work, in the office, at Division 2. We think he "Haskell" (has skill) enough to make the deal, but now "Clark" is "Madigan" (mad again) because he was not in on it.

On New Year's Eve, just before the celebrations started downtown, a sweet, elegantly dressed young lady boarded my car at 7th street with a horn in her hand. She smiled upon me, and her having the first horn I had seen that evening, I remarked, "You've got horns and everything, haven't you, lady?" She smiled again and winked as she replied, "You guessed me kid. I'm a little devil. Oh! Boy!!"

COND. G. R. STEVENS.

--- LOOKING BACK ---

To the Women:

Backward, turn backward, O Time in thy flight,
Give us a maiden with skirts not so tight;
Give us a girl whose charms, many or few,
Are not so exposed by so much peek-a-boo,
Give us a maiden, no matter what age,
Who won't use the street car for a vaudeville stage,
Give us a girl not so shapely in view,
Dress her in skirts that the sun won't shine through,
Then give us the dances of days long gone by,
With plenty of clothes and steps not so high,
Oust turkey trots and buttermilk glides,
The gurdy-gurdy twist and the wiggle tail slide;
Then let us feast our tired optics once more,
On a genuine woman as sweet as of yore,
Yes, Time, please turn backward and grant our request,
For God's richest blessing—but not one undressed.

To the Men:

Backward, turn backward, O Time, in thy flight,
Give us a Lad who is young, and yet bright,
Who really is able to sit and converse
Without every word being slang or a curse.
Give us a Lad who respects womankind,
Who has something besides cards and dice on his mind;
Whose greatest ambition is not just to flirt,
And refer to all women as a Jane or a Skirt.
Give us a Lad who can be a good fellow,
Without drinking hooch down in somebody's cellar.
Yes, Time, please turn backward, and give us again,
In place of these "would-be sports,"
Give us Some Men.

Looking 'em Over at the Divisions

DIVISION 1

Motorman Runyon and Conductor Adkins are the champion chess players of the division. I believe they would rather play chess than eat and everyone is looking forward to them issuing a challenge to the entire world.

George Ferguson was with us a couple of days ago last week. I wonder if all the trainmen realize that George is here to help any man who is in doubt about anything pertaining to the duties of conductor or motorman. Remember the article in last week's issue about the man who knew everything about street car operation. He just didn't exist that's all, and George has been asked questions by trainmen that he didn't have a ready answer for, but he got it, no matter whether it was for an old man or a new man just starting out. George Ferguson is here and will help you. George is a prince of a fellow and is just the right man in the right place.

Come on fellows, keep Div. 1 in first place in the safety race. The other divisions are getting a little closer each day, so we are going to have a hard time from now on. Do like Motorman A. B. Parker, he walks around his stool every trip. He says it is lucky and keeps him from having accidents.

Talk about keeping New Year resolutions. Motorman Ker and myself resolved that he would not smoke during 1922. Ker has not smoked any cigarettes that I know of, but yours truly has. However we kept the resolutions 6 days 9 hours and 38 minutes so that's keeping it a few days anyway.

Some of the boys started a mighty good thing the first of the year. They bought a small scrap book and each week cut out the Bulletins and paste them in it. It is an easy way to refer to any bulletin.

DIVISION 5

If any trainman wants to commit suicide, see Motorman C. M. Detrick. I am sure he could recommend a very good manner, as I've heard him suggest canned mushrooms to several fellows.

We are glad to note, from last week's issue, that Division Three seems to be taking quite an interest in the proposed Natatorium at our barn. We extend to them an invitation to use it whenever they wish, but would suggest that they come over on Saturday nights so that any other arrangements they have will not be disrupted. We're not just exactly proud of our high water marks, but our flag pole is high enough to keep that Safety Pennant dry after this contest closes.

This seems to be a very good month for improvements at the office. The latest improvements are the new drop windows at the counters and Motorman Jack Holm with a shave.

Motorman R. J. Wright and L. J. "Happy" Lareau have taken short vacations to visit relatives in Northern California.

Motorman S. I. Spikes has taken a leave of thirty days to go to Arizona for his health.

Conductor A. O'Donnell has just returned from a ninety-day leave of absence, spent in proving up on a homestead in New Mexico. He informs us that he is very glad to be back in Los Angeles.

With our Division still a few points in the lead in the Safety Contest everything seems much brighter. Just keep up the good work boys and we'll win that pennant yet.

Who's Who



Howdy, folks. My name is W. L. Price, Jr. My daddie is a Div. 4 conductor on the W. 11th line. Eight months ago, when I first came into this world, daddie told me right off the bat that I was a good "howl" conductor. He was working an owl car then but he works a day run now and when he comes home at night he teaches me all the ropes of the game. I'm going to be a carman too when I get growed up, and help my daddy's division win the safety flag. Think I can't? Look me over, kid.

DIVISION 2

Motorman W. J. Hamilton has just returned from a 90-day leave, spent in Dallas, Fort Worth and other cities of the Lone Star State. W. J. had a very pleasant trip, but like all the rest of us, was very glad to be back in Los Angeles again.

Motorman F. V. Dennee is taking a few days off to put a new roof on his home. F. V. says the old roof is thoroughly soaked by the last rain, and it is time for it to be replaced.

Motorman W. F. Crow has resigned to engage in other work.

Motorman F. L. Leyva has resigned and is now a singer with the Burbank Stock Company.

Conductors Geo. M. Smith, A. G. Richards and F. B. Slaughter, have given up their runs to work traffic under Mr. Sweeney's supervision.

Conductor C. C. Shaw's mother, who has been ill for some time, was recently operated on at a local hospital and is improving, expecting to be home soon.

Motorman I. B. Crain, while engaged in putting up a fender at the cross-over at Vernon and Central Ave., was run down by an automobile and badly bruised. However, he is improving at his home and expects to be on the job in a couple of weeks.

Motorman J. T. Hall recently received news of his father's death, in Oklahoma, after a short illness.

Motorman G. D. Hitchman has just returned to work, after a week's time, spent at home under doctor's care. He had a bad cold, which developed into pneumonia.

Conductor J. E. Martin, who passed the examination for patrolman, has now secured leave of absence to try out the job. We wish you success.

DIVISION 3

Div. 1 scribe, in last issue, wrote as follows: "We are still in first place in Safety Contest," but the trouble is they couldn't keep still. Had they kept still, they still would be in first place, but they had to wiggle around until they dropped into second place. But look out, old boy, they're hanging men and women now for the keeping of a still.

Cond. Frank Leon was inquiring of his jocular motorman, Geo. Plannett, where would be a good place to buy a pair of shoes. Geo. said, "At the undertaker's," that's where I buy mine. They get all the shoes off the stiffies that they pick up and renovate them and sell them at bargain prices. That's where I get my shoes and socks.

"Why," he said, "Harry Beals bought a lovely suit of underwear there that only had a hole in the back where the poor gink was stabbed, but after being fixed up, they fitted him fine."

George is some jokesmith all right.

When it comes to amusing kiddies, Cond. Frank Mead is the IT, as shown by the great success he made of the clown part in the Xmas entertainment. We understand he had hit the sawdust trail before, but we always understood it was in Billy Sunday's big tent. How about it, Frank?

We are glad to report that Extra Cond. Donner, who was so seriously injured last week by falling into a pit in the barn, is getting along fine and if he continues to improve at the same rate, he will soon be on the job again.

Can you beat this? Cond. Lockhart came in rubbing his eye New Year's eve about 7 P.M. and said: "Well, I missed out on my tail end last night."

"What do you mean last night? You missed out tonight?"
"Tonight," he said, "isn't this Sunday? I thought I went home yesterday morning and had just woke up. Anyway I dreamed that I was celebrating the incoming of the new year." He did not confide in us the particular brand he uses.

Our midget, Cash Receiver Daniels, or Red, as he is more familiarly known, always greets you in about this way: "Have you got any old money" or "say, have you got any old tobacco sacks?" You see Red is a very kind-hearted gent. He is willing at all times to trade you a brand new 1921 quarter for one of the vintage of 1801, or something like that, just to help you out. We do not know for sure what he wants the sacks for as they are hardly large enough for pillow slips or handkerchiefs, but he says he would certainly appreciate any donations in this line.

Motorman E. O. Baker has accepted a position in the Transfer Department, but E. O. says that he will certainly miss the sights in the mirror. Charley Doughty bid in Baker's run and Mike Wurtz got Doughty's, so now everybody is happy.

Mot. H. R. Armstrong has changed his song. It is now "4:29 off time" and his successor, Mot. A. A. Middlecoff, with a smile, says "5:13 on time."

We are still in third place in safety contest at the time of writing, but we are gradually gaining on the leaders, and I feel it in my bones, that we are going to make a grand finish. As it is we are only a notch or two behind and with a little extra effort, I believe you can put it over, so all together, let's go.

Safety cuts out worry.

DIVISION 4

Operator Mariscal, who finds his daily toil enmeshed in four, five and two o'clock shines, full runs, shuttles and trippers, came into the limelight last Saturday when he won the Chandler touring car which was chanced off for the L. A. Orphans. The feature of the event was the way Mariscal took the news. We thought for a few seconds that a little ice water would be necessary to keep him on his feet.

Conductor A. Werner is taking a ten-day rest.

Ye humble scribe has now found a diversion of pleasure in the form of an aut—Ford.

Would streetcarring not be a pleasure if the cholo who carries his nickel in his ear would condescend to carry it in his mouth?

If some of the autos had no rear end to get in your way on Broadway? If we pulled out at sunrise and pulled in by "moonshine"?

If it was generally understood that the conductor should wink at the pretty ladies to signify the approach of her stop and she acknowledged receipt of information by the toss of a kiss?

If there were no accidents, running time, tower wagons, no autos—no passengers?

If pay day was a legal holiday—and we received our pay each day—and none of us had Sunday time?

Introducing New Men

The following men have been assigned to their divisions during the week ending January 7, 1922:

DIVISION NO. 3.
Motorman—P. J. Bowlsby.

DIVISION NO. 4.
Safety Operator—R. M. Kitterman.
Conductor—M. W. Coltrin.

DIVISION NO. 5.
Motorman—E. S. Bradish.
Motorman—H. D. Gordon.
Motorman—F. V. Hall.

On the Sick List

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

DIVISION NO. 1.
Conductors—F. H. Sweet, 227 Hope St. W. P.; D. W. Tinsley, 2437 E. 58th St.; J. A. Gardenas, 154 S. Gless St., Edendale; J. G. Allison, 223 W. 49th St.
Motormen—E. Seybold, 649 Gladys St.; C. F. Alpaugh, 1133 Diamond Ave.; J. H. Wilson, 544 S. Flower St.

DIVISION NO. 2.
Motormen—S. P. Jordan, 610 E. 54th St.; W. H. Gill, 745½ E. 52nd St.; J. C. Plester, 3493 Paloma; W. F. Crow, 1327 E. 59th St.; G. D. Hitchman, 329 W. 77th St.; W. J. Hart, 340 Minneapolis St.

DIVISION NO. 3.
Conductors—W. A. Breakenridge, 536 N. Wilton Place; J. W. McCarty, 2066 Dayton Ave.

DIVISION NO. 4.
Conductors—A. J. Bowen, 602 Kensington; H. J. Burke, 914 W. 11th St.
Motormen—C. B. Hackett, 417 Downey Rd.; J. D. Stott, 1633 W. 20th St.; D. M. McDonald, 5809½ Pasadena Ave.; H. J. Robinson, 1906 2nd Ave.

Operators—H. J. Daly, 228 N. Grand Ave.; T. M. Fitzgerald, 1343 S. Flower St.; F. Kane, 507 W. Adams; R. J. Teal, 941 S. Francisco; R. A. Bandleman, 306 S. Fremont St.; G. W. Burns, 406 Temple St.

DIVISION NO. 5.
Conductors—J. Turvey, 5431 4th Ave.; A. A. Greggor, 5305 1st Ave.; H. L. Raines, 1015 W. 54th St.; C. J. Dion, 2408 W. 54th St.; E. Muller, 158 W. 54th St.; L. P. Johnson, 345 W. Kelso; F. F. Fisher, 1204 W. 38th Place.

Motormen—J. Holm, Hawthorne; G. J. Smith, 4807 3rd Ave.; W. C. Calloway, 1443 W. 37th St.; A. M. Miller, 420 E. 43rd St.; M. E. Phalen, 2309½ W. 54th St.; M. E. Tobin, 2715 3rd Ave.