

Service Prizes Announced

GRAND AVENUE TRACK WILL BE REBUILT

The track department will start work soon on the rebuilding of the Grand Avenue line from Pico to Jefferson with new ballast and ties. This improvement will put this important stretch of track in first class condition.

A new crossing at the Union Pacific tracks and San Fernando boulevard was installed Wednesday night. This necessitated fast working in the small hours of the night.

Reconstruction of Main street from the Air line to Thirty-sixth Place is complete as is the reconstruction of East Ninth street track between Mateo and Santa Fe Avenue.

Reconstruction of the Hoover street track between Slauson Avenue and Sixty-ninth street is finished.

The department is preparing a heavy base for the new wheel lathe recently received at the South Park shops. The lathe is one of the biggest pieces of machinery installed for many months.

A twenty-ton scale is being installed at the Sixteenth and San Pedro yards for weighing line department equipment received and sent out for use.

There is nothing like brooding over troubles to make them hatch out.

Div. 5 Leads New Safety Contest

After making a sensational victory in the January safety contest, Division One is in fourth place in the February race, according to figures given out at the middle of the week by the safety bureau.

Division Five is off in the lead, with a score of 31.73, and Division Two is close behind with 32.93. Division Three is third with 36.24, and Division One fourth with 39.02. Division Four brings up the rear with 41.30.

Keen interest is developing in the contest to determine which division will hold the flag for the six summer months in which the contests are discontinued. The division with the lowest score for the six months, October 1, to March 31, will have this honor.

He who learns something new each day generally knows something.

One of the husky work cars at Vernon Yards pushing a flat car loaded with crushed rock up a grade.



Vernon Yards; the Beginning And Ending of All Things

By H. L. SNOW

"THE Yard," at Vernon, of which little is said and much less read, is an important auxiliary to the Los Angeles Railway, and the country home of the track department.

It is located just southeast of the southeast corner of civilization; bounded on the east by a stock yard, on the west by a slaughter house, on the north by stock yards and slaughter houses, and on the south by open space, admitting the morning fog, the noonday sun, an occasional breath of fresh air borne in on the ocean breeze of afternoon, the moonlight, and the shades of night.

As to its personnel; here are found a number of characters, more or less known or unknown, whose names appear on the pay rolls of the company, each fitted into his own particular niche and realizing the responsibilities thrust upon him.

Receiving Station

At "The Yard" vast quantities of new materials, destined for the various departments, receive their introduction to the Los Angeles Railway system. A spur track from the main line of the Santa Fe Railway is the artery by which from 75 to 100 carloads of new material are received each month. Huge machines, generators, transformers, reels of copper wire, cedar poles, etc., for the power and line departments; new cars, motors, wheels, gears, lumber and miscellaneous material for the mechan-

ical department; crushed rock, cement, drain tile, lumber, timbers, ties, steel rails, angle bars, spikes, bolts and a thousand and one other items for the track department; all are distributed and serve their term of usefulness, then, worn out, and as scrap or junk, are returned to "The Yard," their cradle and their grave.

There is an office building and a garage, and long warehouses in which are stored all kinds of material and tools for the use of the track department. There is a carpenter shop, a machine shop, where all kinds of track tools and machinery are worked over and repaired. A blacksmith shop, where picks, gads, cutters and other tools are sharpened and tempered. There is the pump house with its large air compressors ("The Yard" maintains its own water system, and pumps compressed air to all parts of the place to operate air driven machinery, drills, etc.) There is a scale house and scales on which are weighed each carload of new material received and of old material shipped out, rock elevator and bins for handling crushed rock, oil house, pipe house, Mexican's quarters, trainmen's quarters, and a colony of cottages in which are housed the families of Mexicans employed about "The Yard." Also, there is a second-hand material emporium, presided over by James J. Lavin, where old angle bars, bolts, plates, spikes and other articles are rescued from

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

ECONOMY IDEA FOR LINE M IS FIRST

The first prize of \$7.50 for service suggestions submitted in January was awarded to Conductor E. A. Moxley, of Division Two, at a conference of office officials of the transportation department and division superintendents, held last Tuesday. Second prize of \$5.00 went to Motorman A. Blisch, of Division Five and third prize of \$2.50 was won by Conductor L. H. Roberts, of Division Three.

Conductor Moxley's suggestion was that two-car trains be kept off the "M" line a part of Sunday, as the travel did not justify their operation. By a coincidence, the main offices had been working on the same proposition and had decided to remove the trains on Sundays, as was announced last week. However, Conductor Moxley's suggestion was considered the best for service improvement and was given first place.

Motorman Blisch suggested that an arbitrary stop be established at Central Avenue and Colorado boulevard, Eagle Rock, as a waiting station being erected there will block a motorman's view. The stops will be ordered soon.

Conductor Roberts won third prize with the suggestion that the dash sign on northbound line "O" cars read "Postoffice" instead of "Temple Street." The importance of the postoffice to strangers and the large number of inquiries made on the cars warranted the award, the judges decided.

Several trainmen accepted the invitation to "sit in" at the conference when the suggestions were considered.

Household Goods Prices Listed

The South Park store room, which is selling a supply of household goods owned by the company, is located at 401 East Fifty-fourth street, and still has the following goods on sale.

Shoddy blankets, suitable for auto robes or camping at \$1.15 per pair; steel cots six feet long, two feet and six inches wide for \$2.25 and others three feet six inches wide for \$2.40. Good cotton mattresses six feet long and two feet six inches wide may be bought for \$1.25 and others three feet six inches wide sell at \$1.40. A few pillows are available at 65c.

The prices represent a genuine bargain.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

The "Why" of Regulation

A NEW bulletin issued this week definitely and thoroughly sets the rules governing sick leave and miss-outs. Abuse of privileges has caused no end of trouble to the division offices responsible for getting out the cars and it has had a bad effect on service. Failure of one man or one crew inconveniences hundreds of riders and the situation must be viewed in the large sense.

Abuse of privileges by a few selfish men seriously affects the loyal men who make up the vast majority of the train service and are left to carry the load of the selfish ones who duck responsibilities. The new regulations are designed as protection to the trainmen themselves, to the public and to the company.

Wait For The Signal

THE prevention of accidents is such a big job that it calls for the utmost observance of safety rules. When men slip up on the little details of safety regulation, big accidents result. Just a little bit of carelessness may plunge scores of people into a serious injury.

An illustration of the small things that mean the difference between safety and carelessness is in starting on the downtown traffic signals. When east and west traffic is stopped, the signal for north and south traffic to proceed is not given for seven seconds. This pause is intended to give pedestrians and vehicles crossing the street, a chance to get clear of the intersection before traffic in the opposite direction starts.

Recently a check was made to show how many motormen are starting the cars on the change of signals before the "Go" semaphore drops. The number was large and indicates a serious disregard of safety regulations. The signals are for safety protection and safety demands that vehicles do not start until the "Go" signal drops.

A further check on this point of carelessness is to be made this week. The operating department officials realize how anxious a motorman is to gain a second or two when he is behind time but they realize that safety has the first call and therefore safety regulations must be observed absolutely.

It is hoped that with this warning, it will not be necessary to impose demerits on any motorman for starting before the "Go" signal drops.

BOUQUETS INCREASE BUT SO DO BRICKBATS

A PRETTY bad slump marks the January complaint summary, giving 28 more complaints than December with 16 of the 28 in the discourtesy column.

Carrying passengers past stop dropped from 19 in December to 10 in January, and complaints charging short change dropped to three in January, a decline of four, but increases were recorded in the other six classifications.

January is finished and buried. We are working on a new month. Febru-

ary last year produced 166 complaints. Let's see what we can do this month. The big thing is courtesy. Get in step with a smile outside and in and away we go!

As an encouraging note, look at the column of commendations. One more was received in January than in December, which is the heaviest travel month. Only 30 commendations were received in January 1922, as compared with 51 this year.

The summary for January is as follows:

Classification	1922		Loss or Gain
	December	January	
Discourtesy	43	59	16
Fare and Transfer Trouble	47	59	12
Starting Too Soon	16	19	3
Passing Up Passengers	14	16	2
Carrying Passengers Past Stop	19	10	-9
Dangerous Operation	0	3	3
Short Change	7	3	-4
Miscellaneous	46	51	5
	192	220	+28
Commendations	50	51	1

BULLETINS

Issued February 12, 1923

BULLETIN NO. 21

Notice to Trainmen
On and after Feb. 16, 1923, no orders for salary advances to trainmen will be made on dates 1st to 5th, or 16th to 20th, inclusive. This on account of such orders interfering with the closing of pay rolls.

Trainmen must handle their financial affairs in such a way as to avoid the necessity of securing advances on the dates mentioned.

BULLETIN NO. 22

Notice to Motormen
Cars approaching the terminus at West Adams and Glen Airy must be stopped in such a position as will not interfere with the entrance to the garage at 5103 West Adams, or block 31st Avenue.

BULLETIN NO. 23

Notice to Conductors
The following passes are reported lost:

No. 1174—Issued to H. E. Caldwell, Lineman.

No. 2828—Issued to Mrs. Hallie Temple, wife of A. E. Temple, Motorman, Division 4.

No. 4426—Issued to H. P. Haynes, Conductor, Division No. 5.

No. 5919—Issued to R. E. Harner, Conductor, Division No. 1.

BULLETIN NO. 24

Notice to Trainmen
Failure on the part of either regular or extra man to report at his division in time to take out his run, or at time ordered to show up, or failure on the part of either regular or extra man to make a relief at the proper time, will be considered as a miss-out.

In case of missing out, as described above, men missing out may be assessed demerit for each individual case, as circumstances may warrant, providing he reports within 30 minutes of proper time.

In case of missing out at the division, any man failing to show up at the division in uniform and ready for work within 30 minutes after such miss-out will be placed at the foot of the extra list for 3 days, and will be required to report at the division during these 3 days at such hours as may be designated by the division foreman, but will not be used in service unless needed.

Any man making sick report must notify his division 15 minutes before time to take out a run or make show-up, and in case of relief on the road, this sick report must be made one hour before relief time, in order that the division may have time to protect the run.

Failure to make such sick reports properly will subject the trainman to the same discipline as indicated for miss-outs.

Any man, after being on sick leave, must report in person and in uniform before 4 P.M. on the day previous to his resuming duty regularly, in order that he may be available for P.M. tripper service.

Any man reporting sick will be expected to be found at home in case an investigator is sent out. If absent from home at the time the investigator calls, such trainman will be required, before being permitted to resume duty, to produce a doctor's certificate showing that he had been away from home for the purpose of securing medical attention.

Any man convicted of making sick report for the purpose of covering a miss-out will be arbitrarily discharged from the service.

P. B. Hill
Supt. of Operation.

Chase Results as Watchmen Mistake Cashier for Thug

A little incident occurred the other night which turned out to be rather funny but which might have easily proven a tragedy. W. A. Beight, cash receiver for Division One, left for his home the other night after having been relieved from his shift.

As he was passing along a dark street two men walked in front of him and ordered him to throw up his hands. Beight naturally thinking that they were hold-up men hesitated to obey their command, whereupon one of the men grabbed hold of him. Beight struck at one of the men and knocked him down after one of the men hit Beight in the face.

Beight got up and ran for the car house with the two men hot on his trail. When they reached the barn the two men proved to be plain clothes men who were guarding a building near by. The night clerk explained to them Beight's identity and it was all cleared up without any one getting seriously injured.

NEW FEEDERS SERVE EAST END LINES

A \$6,000 job of installing new feeders to the East First street line and Whittier boulevard from the Soto street substation, has been completed and has considerably improved voltage conditions in that territory. The improvement was made with a view to the operation of two-car trains on the East Seventh street line.

The electrical department has installed the red signal lights at the north and south ends of the safety zone at Tenth and Broadway.

With the completion of work at the West Adams automatic substation, the grounds are being parked and will be made attractive with grass, flowers and an ornamental fence.

That which we acquire with the most difficulty we retain the longest.

Little Stories OF Street Car Life

To street car riders, autoists and pedestrians he is merely a track sweeper. To the Maintenance of Way Department and trainmen he will be more quickly identified by his badge "M-125," but to his immediate friends he is Pedro Nicassro, who sweeps and oils the curves and switches of the Temple street and Angeleno Heights lines.

Busy, though uneventful, is the life of Pedro, as he travels over his district each day but never too busy to perform little acts of kindness, such as leading blind people from the cars to the sidewalk or assisting aged or infirm people to alight.

Last Thursday Pedro was sweeping the switch at Oakwood and Hoover. An eight year old boy came strolling along, tears streaming down his rosy cheeks and sobbing bitterly. The child stopped at the corner. Pedro, whose attention was attracted by the sound of distress, went over to him and after much questioning learned that the boy lived at Temple and Boylston and had wandered from home.

Taking him by the hand he lead him to Temple and Hoover, where a car was waiting for leaving time and put him on, asking the conductor to be sure to let him off at Boylston, twenty-five blocks east. Ten minutes later, as the car approached Boylston, the lad jumped up and gleefully exclaimed, "That's my house! That yellow one!" and the conductor let him off.

To the general public, Pedro is only a track sweeper. To trainmen and the Maintenance of Way Department he is "M-125." But to that child and the motorman, conductor and student-conductor on the car concerned Pedro is more than that. He is a man with a heart, a good-fellow.

C. J. KNITTLE.

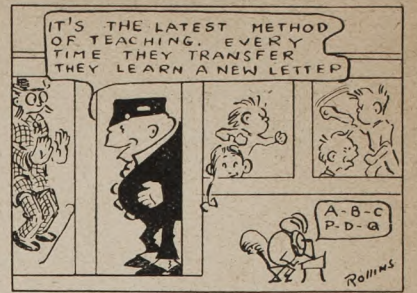
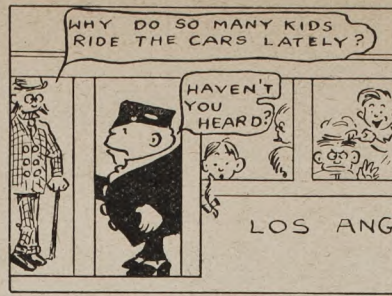
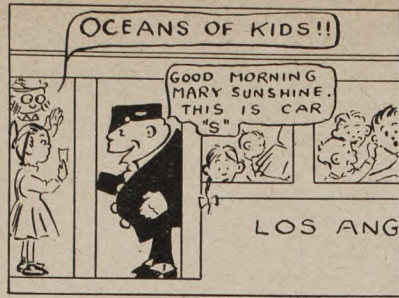
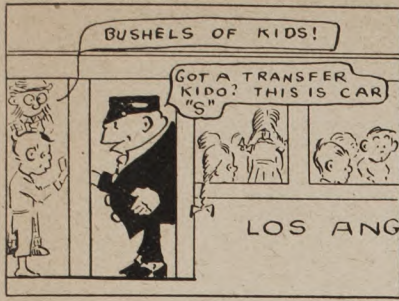
NEW LIBRARY BOOKS

Those of us who have tried to use the dictionary and been annoyed by the number of times it changes the subject, will be interested in a new book at the company library, "How to Use the Dictionary."

Another interesting new book is "Twenty Minute Lessons in Bookkeeping," which give some good ideas for systematizing accounts of various kinds.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things

(Hand Picked)

For Condr. A. A. Deaner, Div. 1
Gentlemen:
I wish, at this time, to commend Conductor No. 324, West Pico car, 11.15 A. M. A lady boarded the car and offered a transfer that was no good, the conductor spoke to her in a very nice manner and received a great deal of abusive talk. She went indignantly into the car and sat down. The conductor followed her with the result that he got more abuse, but won out.
I liked his composure through it all, also his remark that he was placed there to look after the interests of the company. He also looked well after the interest and comfort of his passengers.
MAJOR ELIZABETH GALLEY,
502 Chamber of Commerce Bldg.
Los Angeles.

For Conductors—G. McBride, F. F. Fischer, A. T. McLure, R. V. Stanford, B. Jones, J. S. Phillips, E. O. Winkler, C. Friolot, J. R. Dean, F. J. Canning and V. M. Muckenthaler.
Los Angeles Railway,
Gentlemen:
I am sending you a list of competent, courteous conductors, who always call the streets distinctly, and who are very thoughtful of those needing assistance. Wishing them success, I am
Respectfully,
MRS. J. A. ROBERTSON,
934 West 59th Drive,
Los Angeles.

For Condr. W. McDougall, Div. 4
Los Angeles Railway,
Gentlemen:
Congratulations for having in your employ Conductor No. 1700, Temple Street line. He is polite, courteous and attentive to his duties.
I boarded the car and rode to the extreme end of the line. He announced every street distinctly enroute.
Yours sincerely,
H. PLATT,
703 Temple Street,
Los Angeles.

For R. M. W. Benesch, Div. 5
Los Angeles Railway,
Gentlemen:
Just an appreciative word for Conductor No. 1982, on the Grand Avenue line. Yesterday I took a car near 2nd and Broadway about 5 P. M. All the way home I could not help noticing his efficiency, how careful and patient with passengers, and always calling the streets.
When we reached Jefferson street, I took out my pencil and put his number on a package I had. I was still on the car at Vernon, when a woman passenger stepped off the car. Though he was not at all to blame, he looked worried and I felt sorry for him, hence this letter.
Very sincerely,
IDA L. GILLMORE,
522 West 47th St.
Los Angeles.

For Condr. C. L. Walinder, Div. 2
A commendation for Conductor No. 146, on line "U." He is courteous, obliging, efficient. Calls streets and transfer points. Is a gentleman in the true sense of the word.
C. A. BROWN,
Standard Sanitary Mfg. Co.
Los Angeles.

Call for Trainmen Who Want Students

Andy Anderson, motorman of Division One, is serving as instructor at the main offices.
The instruction department will be glad to hear from any trainmen desirous of having students and asks that they mention the time of their runs.

All wrapped up like Spark Plug, a new car is being transferred from a steam line to the L. A. Railway tracks at Vernon.



100 CARLOADS OF RAILWAY SUPPLIES RECEIVED MONTHLY

(Continued from Page 1, Col. 3)

the scrap piles, worked over, straightened, re-threaded, or repaired, and made fit for further service. In an adjoining section the spikes are removed from the old ties brought in, ties assorted and classed as second-hand or fuel, as their condition may warrant.

Miles of Rail
Old rails taken from the street are brought to "The Yard," assorted and piled up, such rails as are fit for service in yard tracks, spurs, or side tracks classed as second-hand and the balance are scrap steel.

From their home in "The Yard," at night when street cars are asleep in their stalls, come forth the huge derricks which remove and replace crossings, special work and rails in various parts of the system, returning before the appearance of the morning sun for a day of usefulness in handling heavy materials there.

From there, also emerge the welding machines to weld the rails together, and to illuminate the night by the glow of molten metal.

From among the great piles of lumbers, poles, ties and rails, emerge work-trains bearing material to such parts of the system as it may be required, to return laden with such waste material as reconstruction or other work may produce.

Motor trucks ply in and out, transporting tools and supplies from place to place as required.

The Yard Has It
Not only is this the store house for the new and old material of the track department, but the clearing house, final resting place, the burial ground, for such materials from the other departments as have passed their day of usefulness; sent here for temporary storage and to await their doom—to be worked over, reclaimed or junked, to rust or to rot.

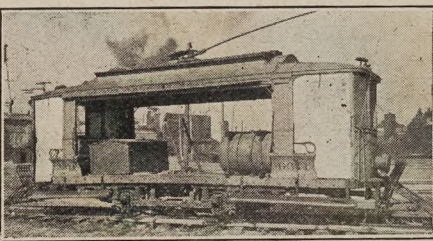
If Tom, Dick, Harry, Jerry, Pat, or Larry want an odd size bolt, a special tool, a timber of unusual dimensions, or any commodity not obtainable elsewhere, they find it, or expect to find it, at "The Yard."

So goes the night, so goes the day, mingled with the scenes of interesting incidents, some of them amusing, some of them pathetic, at "The Yard:" and he who can not find consolation in his troubles elsewhere, reports

them to "The Yard," knowing full well that "they will find acceptance there."

May this introduce you to "The Yard;" think kindly of it, and of us who populate it, remembering that we are human and that perplexities may mingle with us as well as joys.

THE END



On the Sick List

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

DIVISION NO. 1
Conductor L. F. Carmack, 3003 E. 4th St.
Motorman W. H. Fisher, 1318 N. Alexander.

DIVISION NO. 2
Conductors—A. C. Haenssler, 326 E. 52nd St.; I. F. Graham, 703 E. 51st St.; O. B. Landrum, 988 W. 106th St.; A. R. Hanson, 3819 S. Vermont; W. S. Culver, RFD No. 1, Box 338; H. S. Evans, 207 E. 55th St.
Motormen—J. M. Sparks, 653 E. 53rd St.; O. L. Harrison, 201 E. 47th Pl.; O. E. Brown, 600 W. 59th Pl.

DIVISION NO. 3
Conductors—R. E. Moherter, 721 Aragon St.; D. C. Farran, 345 S. Flower St.; W. M. Rogers, RFD Box 286, Burbank; H. A. Beals, Calvary Cemetery; F. E. Clark, 141 1/2 N. Ave. 35; J. O. Murray, 603 1/2 E. 7th St.; R. Dean, 211 E. Ave. 38; H. C. Hales, 2826 Massachusetts Ave.; W. E. Gillibrand, 2114 Andrita St.; C. E. Vassar, 813 E. Sycamore Ave.; C. E. Winkler, 242 S. Royal St.
Motormen—L. J. Jones, 512 South Ave. 20; L. Rosa, 615 Cypress St.; M. J. Hess, 2662 Carlton Ave.; W. M. Somerville, 3445 Maceo St.; H. Christin 2660 Loosmore; F. O. Hoebing, 227 W. Ave. 33.

DIVISION NO. 4
Conductors—J. D. Randolph, 1320 Georgia St.; D. J. Vander Linden, 332 N. Westmoreland; J. B. Dunn, 1163 West 36th St.; J. D. Wilson, 1501 S. Hope St.; B. H. Suter, 626 Esperanza St.; W. J. Murphy, 1632 S. Burlington; G. R. Pulsifer, 1632 S. Burlington.
Motormen—W. H. Warner, 150 West Adams; J. J. West, 1334 Albany St.; J.

On The Back End

(Contributed)

Some comment has arisen about the proposal of having a single supervisor in charge of each line, and the question naturally arises, "Why bar the married men?" In answer, the followers of single blessedness say "What chance has a married man to supervise anything?"

"They say that people with opposite characters make the happiest marriages."
"Yes; that's why I am looking for a girl with money."

Motorman J. A. Defty of Division Two, who pilots a Maple Avenue car, can not get used to a center entrance car. One day he was observed at the Fifty-third street terminal. He was in a hurry and dashed up to the back end of the car to open the gate and let down the fender. 'Sfunny how many things a man will say just because he has to retrace his footprints a few feet.

Conductor Frank Deuber of Division Four suggests that when a trainman misses out on a relief and the trainman to be relieved has a student, the man failing to make the relief at the proper time should be charged with two miss-outs.

Sir Walter Raleigh had nothing on Motorman J. H. Roberts for helping the fair ladies in distress, according to an incident reported during the recent rains. At Twenty-third and Hooper, the car stopped for a little girl to alight. The water was up to the car step and the kiddie began to cry and make things worse. Roberts picked her up and gallantly carried her to the sidewalk. The look of gratitude the youngster gave was reward enough. Good stuff.

"You are a Socialist, are you not?"
"No, sir."
"What made you change your mind?"
"I had some funds that I had earned lecturing on Socialism. Some of my fellow Socialists found it out and decided it was time to divide even all around."

B. Selby, 1204 Winfield St.; H. A. Patterson, 1038 Santee St.
Operators—J. E. Balding, 878 E. 48th St.; H. A. Cornwell, 352 E. 84th St.; F. F. Nunn, 151 W. 28th St.

DIVISION NO. 5
Conductors—P. N. Bailly, 3747 S. Van Ness; H. W. Baerreson, 439 West 70th St.; E. L. Vaughn, 5349 1st Ave.; G. H. Cumpston, 1360 W. 101st St.; F. P. Walker, 3937 South Hill St.; R. G. Miller, 7110 South Hoover St.; H. L. Cullum, 5351 3rd Ave.; J. W. Seger, 5415 2nd Ave.
Motormen—C. G. Hoffmeister, 817 West 61st St.; W. F. Hembd, 369 N. Hawthorne Blvd.; A. H. Warren, 124 Rhode Island St.; E. A. Hilty, 704 1/2 West 41st Pl.; H. O. Lillie, 425 West 33rd St.; L. K. Herman, 1662 West 51st Pl.

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

The safety flag looks mighty nice in her new home at Division One and the boys have all resolved that they are going to keep it right where it is for a few months to come.

The safety committee says, "Boys, it wasn't so hard to get after all, was it? All that we needed was to settle down and pull together and go in with a determination to win—and win we did. Let's see if we cannot duplicate the same thing this month and in the months to follow and make Division One the permanent home for the safety flag."

Conductor C. P. Kuhlman resigned this week to go to Las Vegas, Nevada, where he will hold the position of locomotive inspector for the Union Pacific Railroad. Conductor Kuhlman was only with us for a short time, but he was well liked by all the boys, and we regret to see him leave.

Motorman Wm. Herrman says that he always tries to be courteous and obliging to the ladies, as he was in this case. A woman was sitting in the front seat of his car the other day, when she suddenly asked him to call all the streets that they had passed as she had forgotten the name of the street where she wanted off. Wm. Herr started at the beginning and took them as they came and as they went until he finally struck the name of the street that the lady wanted.

Conductor L. F. Carmack, the official scribe for Two Bells, is still laid up with a bad case of la grippe.

Motorman M. M. Spence was suddenly called back East to his old home on account of his father being very ill. He expects to be gone about forty days.

DIVISION 2

C. L. Christensen

To all Division Two Trainmen:

At the present time, while so many trainmen are kept from working on account of sickness, the office force hates nothing worse than to have some one ask to be let off a certain day and find themselves compelled to refuse the request on account of the shortage of men.

So we ask all trainmen to co-operate with us during this period, as they have in the past, and we hope it will only be a short time when we again can accommodate those who desire a day's rest.

The safety flag is now decorating the walls of Division One. We loaned it to them for the short month of February, after a losing fight during the last part of January to retain the pennant at Division Two. Now we want to go into this present contest good and strong. While you are operating, either front or rear end of a street car, always have "safety first" impressed on your mind, so if you should have an accident, no one can justly accuse you of being responsible for it. There is only one more contest after the present and at this time Division Two has the lowest score. If we can keep it that way we will have the honor of having the safety flag flying during the summer months at our division, but we must be careful to keep the little word "if" out. "Two bells, let us go."

Motorman J. J. Lavery resigned recently and is now on his way to his former home, "The Windy City" (Chicago).

Conductor G. W. Clark is back on the cars again, having served some time as flagman.

Just like being at home again, is how Conductor W. E. Kemper expressed himself. Having resigned about a month ago, he was re-employed last week, so

Who's Who



CONDUCTOR W. R. STEWART, of Division Two, was born in Missouri, the "show me" state and he has been making the world show him its various goods at considerable length. He has been everything from paper hanger to automobile mechanic and is now combining the deft characteristics of both as a street car conductor on line "M."

Stewart entered service May 9, 1921, at Division Four, and later transferred to Division Two. From 1917 to 1920, he was a conductor on the Chicago surface lines so took up the same line of work when he came to Los Angeles.

he is starting in at the bottom of the extra list again.

Conductor G. A. Stowell, who underwent an operation on his throat about a month ago and since has been confined to his bed until a couple of days ago, expects to return to work some time next week.

Conductor A. Lowe, who spent the last two months on a ranch in San Luis Obispo, is back on the cars again, saying the hard work has done him a world of good.

Conductor B. E. Allen, who has suffered ill health for many months, died recently at a hospital in Phoenix, Arizona, according to word just received from that city.

DIVISION 5

E. C. Tyler

That swelled-up appearance and stiff carriage noticeable about Conductor J. E. Coons is not due to his recent sick spell. It has leaked out that J. E. is all swelled up because he is the father of a 11¾-pound baby girl. Atta boy, Coons; congratulations.

According to Shorty Hague, Motorman Chilcoat hasn't had his flivver out since the piece appeared in Two Bells a week or so ago. W. E. says that he doesn't want his "Lizzie" insulted any more.

Motorman A. L. Murray has been appointed temporary supervisor. Murray is one of our most popular motormen and we all wish him success in his new position.

The first few days' report of the present safety contest shows that Division Five is making a fine start. Some accidents are unavoidable on your part, but it is the ones that are avoidable that count against us and are the ones to guard against. Let's

DIVISION 3

H. A. Russell

There was nothing uncertain about Division One winning the last spasm of the safety contest, as they put it over with a bang. Division Three boys extend their congratulations to Division One, as they in all contests have put up a good fight, only at the last minute to run into a bunch of hard luck and lose out by a small margin. We, as per usual, finished third in the center of everything worth while, but this being a short month let's see if we cannot reach the top of everything worth while. You have the reputation, you have the "know how" of it, so altogether let's go and land this February contest.

Its pretty tough luck in this day and age when your own wife will present brand new rubbers of yours to another conductor through a case of mistaken identity and you are shivering around with a pair of cold-wet feet. If you don't believe it, ask Cond. Jimmie Reynolds.

Sir Jarvis does not often become excited, but on reading Mot. L. M. Covington's ad in last issue of his Rapid Fire Hair Restorer, Jarvis became all excited, in fact so much so, that the poor boy went out without his transfers. Arriving at Ave 49, discovered his loss, scratched his head and tore his hair—no, he didn't either, for it wasn't there. Anyway he finally got some transfers and remarked that the slight inconvenience that he had experienced was worth while, if Covington's dope will only start the hair.

Mot. Tom Fletcher, who has been on the sick list for the past two months, has returned to duty. Although not looking as robust as he used to was, he declares himself fit and still in the ring.

"Curses," hissed Hollander, the Dutch, as he handed in a yellow boy all beautifully filled out a la Spence-rian and was informed that it should have been a white one. Oh well, Dutch old boy, more time than money, so we should worry.

Wonder what has become of the old bird Stork, we have not heard of the old bird for some time. Come on boys, turn in the news, it's the surest way in the world to beat the income tax.

Cashiers Kelly and Nordyke have been appointed to positions as regular guards on the money car and may be seen any morning at their respective stations with their trusty sawed-off shotguns, and woe unto he of the bandit tribe that should dare to annex a single penny of their sacred trust.

Cond. W. W. Kidd had the good fortune the other day to find a lady's hand bag on his car containing among other things, about \$144.00 in cash. W. W. turned it in as per usual and the following day received a reward in the shape of a \$5 bill, which was greatly appreciated.

Ex-Cond. Harvey McBeth was in to see us the other day. He left us about four years ago to go into the ranching business. He is now engaged in the carpenter trade in the city.

all pull together in this contest and finish strong.

The boys of Division Five wish to extend their heartfelt sympathy to Switchman O. S. Trabue and Conductor T. J. Trabue in the loss of their mother, who passed away Monday, February 5. A boy's best friend.

Good news from the Kiddie Show. Our director, Mr. Hamlin, reports that the rehearsals are going along in fine shape and in fact, the children are showing unusual talent and ability for their parts. He states, however, that

DIVISION 4

C. J. Knittle

Night Clerk Roffee has installed a radio receiving set in the office supply room with an aerial strung across the ceiling. Noon hour now finds the office force listening in.

The laugh is on Conductor B. E. Murchison this week. "Murch" motored to the city of Glendale last Sunday to look at a house which was for sale. The road up there runs along both sides of the P. E. track. "Murch" was driving on the one to the left of the track and had almost reached his destination when a speed cop pulled up and ordered him to stop. "What's the matter, officer?" asked Murch. "You have been driving on the wrong side of the road," declared the cop as he started to take the license number. "But, officer!" insisted Murch, "I've kept to the right side all the way up!" "Sure," agreed the arm of the law, "but you belong over there on the other side of the track," and he extended to him one of those nasty tags. (Better stay in your native village, B. E.)

Student-conductor F. A. Webb was breaking in on Temple line during the past week and was having a hard time learning the cars that run by the Post Office. Finally his instructor cooked up a scheme whereby the exasperated Webb mastered the situation overnight. The lines and routes were written in poetry and the student committed it to memory that evening. This is how it went:

For Hill St. you must take an "A."
"L" and "E" go down Broadway.
The Main St. cars are "O" and "B."

The "W's" and one-man cars
Both go down Spring Street.
Don't you see?

Operator Sandy McGregory was reading the write-up he received in the "Who's Who" column last Saturday. It was sounding pretty good according to his smile. Then he came to the statement, "Born in Stirling, Scotland, at an early age —" "Yes, yes, partners," he commented, "I was quite young."

Supt. Wimberly called Janitor Herb into his office the other day and opened up with this, "Herb, I have a pair of barber shears here which I don't use. I understand you do a little barbering off duty. What will you give me for them?" Herb looked them over quite Jewishly, said they didn't amount to much and that he didn't use anything but real good German shears. "Well what will you give me for them?" asked Wim. "Oh, ah'll gib you two bits," answered Herb, "Dey ain't much account to me. Ah'd nebbber buy sech a pair for mah business." The deal closed with Herb twenty-five cents poorer but possessor of the shears. A little later in the day he discovered that the shears were ones he had lost the day before, but he could hardly go back and demand his money, after saying they didn't amount to much—that he didn't use anything but good German shears—that these weren't much account to him—that he'd "nebbber" buy such a pair for his business.

a few of those who gave their names have not reported as yet, but trusts that they will be at next rehearsal, which will be held at Hamlin's Studio, 955 So. Olive St. at 4 P.M., Monday, February 12. Mr. Hamlin also says that he can use a few more boys and girls between the ages of 4 and 16 in the cast. So we will have to send out another call for volunteers from the kiddies of Division Five. So come forward kids and help the Sea Gull Division put over the big hit. All you have to do is to report to Mr. Hamlin after school next Monday and tell him you are from Division Five.