

Regular Traffic Classes Start

TRAINMEN AID POLICE TO WORK IN UNISON

A plan for effective cooperation between the trainmen and the police department, is the outcome of three meetings conducted at Recreation Hall last Tuesday, when Police Captain James McDowell, head of the traffic bureau, addressed trainmen. Officials of the police department and the railway, are planning a small card to be used for reporting numbers of autos which violate the city ordinance by passing street cars, loading or unloading passengers.



CAPT. McDOWELL

Captain McDowell said that information regarding this and other offenses is more than welcome in his department, and he asked increased co-operation in bringing such offenders to justice.

Nickel Pays Dividends

Captain McDowell tells with great glee, the story of how he "knocked down" the first nickel taken in on a cable car, but Mr. Anderson, manager of transportation, in introducing the captain said that the nickel had been repaid to the railway more than a million fold, in the co-operation given street car men.

The necessity of looking ahead to see that there is room for a street car in the next block before proceeding across an intersection, was emphasized by Captain McDowell. He said several reports had been received of trainmen starting on the signal, although there was no room for the car in the next block, and the action only jammed the intersection and increased the traffic officer's trouble.

Valuable Discussion

Captain McDowell said the traffic officers understand the feeling of a motorman when he comes into the congested district a few seconds behind time, and loses a few more seconds in every block, as many of the officers have had street car experience, although it does not date back as far as that of Captain McDowell, who be-

(Continued on Page, 3 Col. 4)

Lost-Found Dept. Forced to Build More Shelves

ARE we getting more forgetful?

The Los Angeles Railway lost and found department is having to build more shelves to hold the hundreds of articles ranging from baby buggies to auto tires left on the street cars.

In January, 1922, a total of 1547 articles were handled in the lost and found bureau. Last month the number was 1765.

THIRD ST. LINE EXTENSION BEGUN

Construction of an extension from Third and Larchmont, along Larchmont to La Brea, was started by the way and structures department last Wednesday. The extension involves a little more than a mile of double track construction. The speed of the job will depend largely on weather conditions. The first item is the installation of special work at the Third and Larchmont curve.

The new track will serve new territory in South Hollywood.

Keep safety ever before the eyes of the new man.

If You Get Two Bells Early

If you get Two Bells on Saturday afternoon, take this as a reminder to attend the monthly dance and entertainment at Recreation Hall. Remember it will be the last of the happy parties in the old building, as the space is to be used for Division Four shops. The monthly dances will continue but will be held elsewhere.

A special program has been arranged to mark the passing of the old hall as the recreational center, so make a big effort to be on hand.

TRIES POST OFFICE

Conductor F. H. Duncan has made application to the Post Office for employment there, as letter carrier, and a short leave of absence has been granted him. He is temporarily assigned to the Third and Central Ave. branch as substitute. We wish you success, F. H., although we hate to lose a good man.

New Run Discs to Be on Both Ends of Cars

The use of train run number discs on both ends of cars will be introduced as fast as the equipment can be turned out by the mechanical department. The plan has been tried out on some of the two-car trains and has proved satisfactory.

The discs will be carried outside the car on the front and rear ends with holders specially arranged to prevent them blowing away in a high wind.

With the change, it will not be necessary to remember to move the run disc to the front end at every terminal, as is the case now. It will be necessary for trainmen or others watching for a train run number to note it before boarding a car as the disc will not be in sight of those on the car.

Better the word that lasts than the last word.

Fear Increase of Golf Widows

Having a good golf course close at hand had its advantages for Division Five. Several trainmen of the Sea Gulls' Roost have taken up that noble game for a pastime. Mtr. W. F. Webster and Condr. J. E. Evans and S. B. Orndorff have already acclaimed themselves Knight's of the Crooked Stick.

The man who spends all, day by day, lives to rue his spendthrift way

Ninth Baby Says Howdy

Conductor L. K. Johnson of Division Four reported the birth of a son Sunday, February 18. The old bird stork not only smiled on the Johnson family, but laughed right out loud, as this is his ninth appropriation. The new baby said "howdy" to five brothers and three sisters.

WRENCHES LEG

Motorman A. E. Bartlett had the misfortune to wrench his leg while attempting to board a car in the downtown district and will be confined to his home for several weeks.

SUPERVISORS TO MEET EVERY WEEK

Regular classes for supervisors were started last Friday, and will be a weekly feature of work in the traffic department. The night men will meet at 2:30 P. M., and the day men will meet at 6:30 P. M., in the lecture room on the seventh floor of the main offices.

The introduction of regular weekly classes is in line with previous efforts which have been made to conduct regular meetings on special subjects of interest. W. B. Adams, assistant director of traffic, will be in charge of these round-table meetings.

The subject discussed last Friday was the new system of having one supervisor handle an entire line. Considerable beneficial discussion resulted.

The subjects for meetings will be announced at least a week ahead and certain supervisors will be assigned to discuss the proposition.

While a number of the subjects will affect only supervisors, it is planned to invite interested trainmen to attend meetings when the subjects for discussion are of general interest to them.

If you don't know the safe way—stop and find out.

Div. 5 Holding Lead In Safety Contest

Before another issue of Two Bells appears, the February safety contest will be over.

The figures compiled up to the middle of the week look in favor of Division Five. The scores announced by the safety bureau covering the first of the week are:

Division Five	80.82
Division Three	101.20
Division One	107.07
Division Two	108.11
Division Four	109.80

Luck usually favors those who don't depend on it.

Holding its ground is what made the acorn an oak.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

The Strength of Courtesy

THE visit of Captain McDowell, head of the police traffic department, last Tuesday, marks an important step in street car operation. The captain showed that he is a "regular fellow" and understands the difficulties encountered by trainmen.

The fact that closer cooperation exists between policemen and street car men in Los Angeles than is found in the majority of the big eastern cities, is an indication for the good of the general public. Policemen and trainmen have much in common, in view of the fact that they both work for the general public. The police traffic department has given the Los Angeles Railway the utmost assistance, and in this it has benefited all Los Angeles. The street car men are asked to continue to work in friendly relations with the policemen, and to increase the spirit of cooperation wherever possible.

It is significant that one of the principal rules for traffic officers cited by Captain McDowell, coincides with Los Angeles Railway rules, and that is "be courteous."

Police traffic officers are instructed to refrain from argument with offenders. A street car man is instructed to refrain from argument with passengers who take exception to his enforcement of company rules which are made for the benefit of car riders as a whole.

The strength of the law is mighty. The strength of courtesy is mighty. When the organization empowered to enforce the law makes courtesy one of its own laws it is easy to see the strength of the pleasant smile and the "thank you."

Hold Traffic Business

SUPPOSE we admit that the traffic department has to be on the job to get business. Doesn't it take all of us to *HOLD IT*?

Let's meet on the common ground of *HOLDING* our business. Do it by making friends with passengers, keep smiling and keep boosting.

Be loyal to each other and to the company. Stand with a firm front against those who would throw a monkey wrench into the works. Defend our business against those who are covetous and complaining.

MTR. FRANK J. CIMMINO.

(Alias Kelly, the pug.)

INSTRUCTOR THANKS MEN WHO VOLUNTEERED HELP

I WANT to thank the men who responded to the notice published in *Two Bells* recently, asking for volunteers who would be willing to take students.

Every man who asked that he be given a trial, will have an opportunity to show his ability in breaking in new men as far as it is possible to do so.

I find that several of the men offering their services have runs which are not adapted to breaking in students. Runs pulling out early in the morning can not be used unless a student happens to live close to a division. Other

runs on split lines present difficulties, as the instruction department has to instruct men on all portions of a line.

Others who volunteered have late night runs and while I admit that new men should have night training, it is a lot to ask of a new man who reports at 7:30 A. M., to wait around until the middle of the day and then work a full run.

Nevertheless, as far as possible, we will be glad to give every man an opportunity to do this kind of work.

R. A. PIERSON,

Chief Instructor.

A Fishin' Wish

I do not ask for what most people do,

So, Lord, I'd like to ask of you,

It really is not very much—

It's really such

A humble wish—

I never want to grow too old to fish.

When thro' the willows 'round the river's brink

The swallows flit and stop to drink

And ripples softly gleam

And I day dream,

Hot glows my wish:

God, please don't let me grow too old to fish!

—Exchange

BULLETINS

Issued February 26, 1923

BULLETIN NO. 28

Notice to Trainmen

Distribution of new police badges will commence Thursday, Feb. 22, 1923. This badge is yellow with the lettering and numbers in blue enamel, and the border of seal, white.

Effective February 27, 1923, honor such new badges as follows:

- 1 Chief of Police, 3 stars.
- 1 Asst. Chief of Police, 3 stars.
- 1 Inspector of Police, 3 stars.
- 15 Captains, 2 stars.
- 25 Lieutenants, No. 1 to 25.
- 80 Sergeants, No. 1 to 80.
- 1 Capt. of Detectives, 2 stars.
- 78 Detective Lieutenants, No. 1 to 78.
- 35 Motorcycle Officers, No. 1 to 35.
- 1 Secretary to Chief, no number.
- 1 Secy. to Board of Police Commissioners, no number.
- 1 Mayor, no number.
- 1 Accountant, no number.
- 30 Police Women, No. 1 to 30.
- 1218 Policemen, No. 1 to 1218.
- 9 Councilmen, no number.
- 2 Police Commissioners, no number.

Honor old style police badges and identification cards, in addition to the above new badges, up to and including March 1, 1923, after which date honor new badges only.

Note cut of new badge in ticket case at your division.

BULLETIN NO. 29

Notice to Conductors

Pass No. 2618, issued to Mrs. Katherine Belman, wife of Motorman B. G. Belman of Division No. 3, has been lost. If presented for transportation, take up, collect fare, and send to this office with report.

R. B. Hill
Supt. of Operation.

Puts Bull Pup in Other's Auto, Then Hunts for Thief

This is not a publicity yarn for a make of automobile famed for its quantity production, but it is an honest story.

Charlie Halderman, switchman, of Division Two, bought an aristocratic bull pup recently and brought it around to the division to show the boys. After all had admired it, Charlie led the hound toward the row of automobiles and tied it to one that looked like his.

At night when he departed for home, the pup was no where to be seen. Charlie made inquiry but no one had seen the lost pup lately.

When Conductor J. E. Lewellyn departed for home he found a handsome bull pup tied to the steering wheel of his auto, which is markedly like Halderman's. He made inquiry but no one knew of a bull pup being lost.

Several days passed and the mystery to Halderman and Lewellyn remained unsolved. Then Charlie overheard some of the conductor's associates discussing the strange case and started out in haste for the Lewellyn domicile to effect a reconciliation with the A. W. O. L. Officer B. Pup.

On the Sick List

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

DIVISION NO. 1

Conductor G. E. Robinson, 4169 Eastside Blvd.

Motormen—G. A. Williams, 634 S. Chicago St.; A. E. Bartlett, 3453 Gleason Ave.; C. H. Robinson, 671 Ceres Ave.

DIVISION NO. 2

Conductors—F. H. E. Pierce, 260 E. 31st St.; S. T. Nichols, 3929 S. Normandie; J. I. Burns, 5102 Woodlawn; E. S. Ren, 3620 Emma St.; R. Bray, 4621 South Park; W. T. Haynes, 160 E. 53rd St.; J. A. Mason, 628 E. 51st St.

Motormen—J. C. Piester, 5519 Moneta Ave.; C. Pipes, 4839 E. Patton St.; J. E. Albert, 479 E. 49th St.; C. A. Robinson, 5882 Towne Ave.; W. H. Gill, 3201 Fletcher Dr.; J. Anderson, 141 E. 76th St.

DIVISION NO. 3

Conductors—A. F. Eckenwiler, 3304 Granada; R. Dean, 211 E. Ave. 28; J. E. Gorham, 3226 Dayton Ave.; L. H. Parker, 3267 Arroyo Seco; J. O. Murch, 3430 Day-

ALWAYS SLOW DOWN CAR IF RISK LOOMS

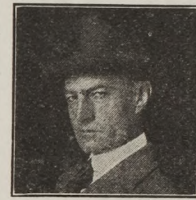
By JOHN C. COLLINS
Supervisor of Safety

In reading a traffic combination, it is not what the autoist or pedestrian is going to do so much as what he might do, that should interest you.

If the condition tells you that danger exists and that it is necessary to slow up the car, do so every time. Get ready, do not wait, but maneuver for position until you know everything is right. Unless you observe such

things and act accordingly, they are soon not recognized at all. It may take a month or six months to produce the accident, but the result is inevitable.

As you glance over last year's



page, skip the things well done, use the poor material, and make something out of it. The things you were cautioned about, resolve to improve, find your weak points and why you fell down, then answer yourself as man to man, for you know, with 10 months ahead in which to improve, you should make the effort, for just the effort to improve does improve.

Conditions Are Changing

Combinations are continually changing. The right thing to do on one trip may be the wrong thing the next. One must keep up with the changes whatever they may be, reading the conditions accurately each time, and playing them as the safety mind urges you. In this way you get the necessary practice to become almost automatically safe.

What has been done is over and gone. It is now too late for "if I only had to do it over again." Your way is ahead of you. Resolve to observe the rules while on the car, and stick to straight street car operation. Get out of that army of careless people which has been the cause of more disaster than all the wars put together, then stay out of it.

Avoid Ruts

The safety move is well launched, and the ranks are swelling every day. Make it so that when three people meet, at least two of them are on the side of safety. The other, then becomes harmless, for he will act safe while in such company, and acting, soon personifies.

ton Ave.; W. E. Gillibrand, 2114 Andrita St.; A. L. Trout, 290½ W. Ave. 28; C. H. Pendell, 2613 Jeffries Ave.; W. A. Batty, 582 Ave. 28; C. W. Greider, 611 Romulo St.; J. Comstock, 2643 Huron St.; A. O. Anderson, 3308 Carlyle St.
Motormen—H. O. Boutwell, 1787 Albion St.; L. Gher, 728 Aragon St.; J. F. Galey, 207 N. Burlington Ave.

DIVISION NO. 4

Conductors—G. C. Muse, 1500 West 20th St.; E. F. Hedtke, 1520 West 22nd St.; C. E. Riley, 1127 E. 47th St.

Motormen—G. G. Hieser, 145 Douglas St.; J. C. Walp, 1332 Winfield St.; C. Hendrichs, 11209 Birch St.

Operators—F. Kane, 507 West Adams; J. P. Koulan, 1377 West 23rd St.; F. A. Geel, 1070 S. Fresno; E. F. Mojonnier, 1020 West Pico; C. B. Smith, 2123½ Santee St.

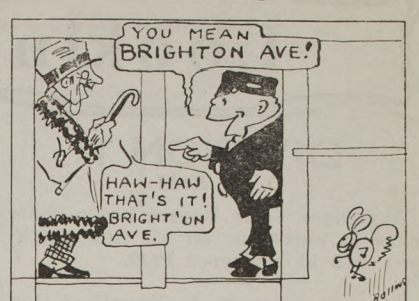
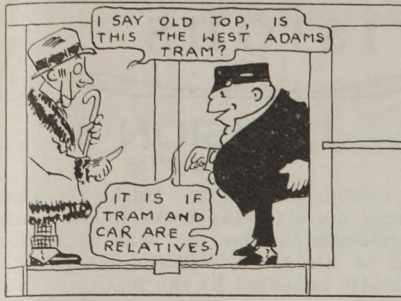
DIVISION NO. 5

Conductors—H. W. Baerreson, 439 West 70th St.; E. P. Walker, 3937 South Hill St.; E. Link, 5427 4th Ave.; W. T. Garvin, 3614 8th Ave.

Motormen—D. C. Hoss, Lawndale; A. B. Hamilton, 4736 Garden, Inglewood; C. W. Bukey, 1176½ W. 37 Drive; I. L. Culp, 4816 9th Ave.; F. J. Murray, 10816 Gravilla, Inglewood; M. E. Phalen, 5349 First Ave.; J. White, 1542 West 52nd St.; H. W. Archibald, 5205 First Ave.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

For Condr. L. S. Phillips, Div. 2
Los Angeles Railway.

Gentlemen:
I wish at this time to commend Conductor L. S. Phillips, No. 1310 on 1217 Grand Ave. line, for his personal interest and courtesy in calling my attention to valuable papers, that otherwise would have been lost.

Respectfully,
R. C. DEMING,
724 S. Spring, City.

For Condr. D. L. Lowen, Div. 4
Los Angeles Railway.

Gentlemen:
I think it is my duty to report to the company the honesty and civility of Conductor 1364, on the West Adams and Lincoln Park car. Last Saturday evening my wife and I boarded the aforesaid car, and when she sat down she discovered her vanity case open and a few minutes later the conductor came through the car and mentioned my wife's name and handed her the articles which she had dropped, including her bank book. I am sure that this is worthy of commendation.

Yours truly,
C. LESLIE SMITH,
3881 1/2 No. Broadway,
Los Angeles.

For Condr. W. A. Lear, Div. 1
Los Angeles Railway.

Gentlemen:
I am writing to compliment your Conductor W. A. Lear. I boarded a West 6th Street car at Vermont and 6th Street—discovered I had only a \$20 bill. Conductor relieved my embarrassment by loaning me car fare, which he said I could enclose in envelope, enclosed.
I took particular pains to watch this young man and found him courteous, kind and pleasant, on the alert—helping ladies on and off the car.

Very truly,
GEORGE H. THOMPSON,
544 So. Wilton Place,
Los Angeles.

For Motr. W. W. Taylor, Div. 3
Los Angeles Railway.

Gentlemen:
It gives me pleasure in being able to commend Motorman 407 for courtesies extended belated passengers—permitting them to board their car by holding his car for an additional few seconds.
This watchfulness on the part of the motorman is appreciated by citizens living on the Eagle Rock City line, and I trust that your employe's merit card will receive additional check.

Very truly,
H. R. COLLINS,
1549 Hazelwood Ave.,
Los Angeles.

For Motr. E. Gardner, Div. 3
Los Angeles Railway.

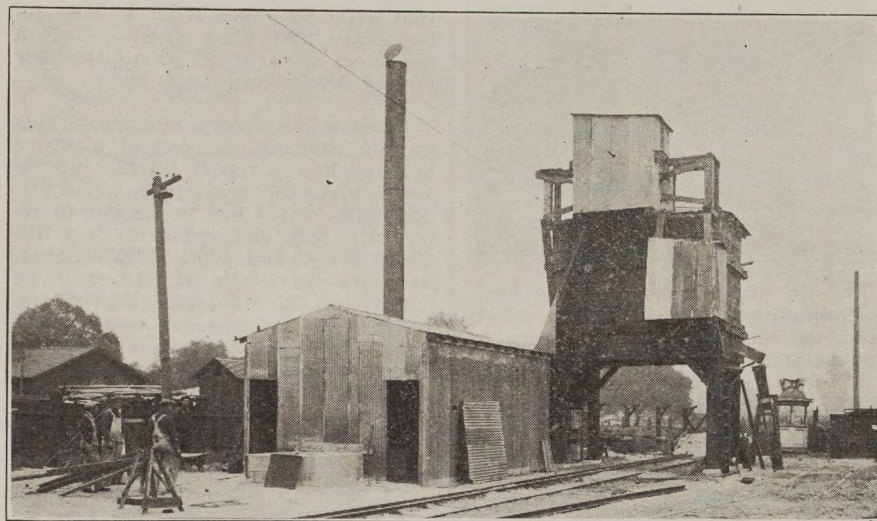
Gentlemen:
I am a regular patron of your crowded cars, and do some observing when getting home daily, with just about room enough to stand up behind the motorman (where I usually try to get), and when I observe the action of some of these gentry that hold the safety of passengers in their hand, I must give credit to 2479, Mr. E. Gardner, who seems to be able to control his nerve and disposition in a most charming manner, and is able to smile and be pleasant, even though he hardly has room to handle the motor—at about 4:30 P.M. daily.

It's the cheerful disposition,
That makes this life worth while;
And when working under difficulty,
You can smile, smile, smile.

Respectfully,
LOUIS HERZOG,
538 S. San Pedro,
City.

DEVOTED TO PREVENTION OF SKIDDING

This is the new sand drier shed and sand house put in service at Vernon Yards.



SAND DRIER IS PUT IN OPERATION AT VERNON

HOW do you like your sand on a rainy day, hot, cold or indifferent?
An oil-burning sand drier has been installed at the Vernon yards and was put in use last week with complete success. The equipment shown in the picture consists of the drier, which is housed in the galvanized iron shed, and an elevated sand house where the anti-skid material is stored.
The cement work in the foreground of the shed is the bin into which the wet sand is shoveled after it is brought to the drier in a work car. From the bin the sand is carried automatically into a large revolving drum, through which an oil flame blast shoots and quickly removes the moisture.

Buckets on an endless chain, shown at the rear of the shed, hoist the dried sand to the holder above. A sand car can be run underneath the sand house and filled by the opening of a trap door. Another chute is set at the side of the car house so that a truck can be filled and carry dried sand if necessary.
Heretofore sand has been dried by the sun during summer and stored for winter use, but this plan has not been able to meet the demands of winter weather. The former sand house is to be used for storing cement.
The sand used on the cars is procured from pits in the expanse which makes the yard.

Life's Ruts

The world is full o' ruts, my boy.
Some shaller and some deep;
An' every rut is full of folks as
High as they can heap.
Each one that's growlin' in th' ditch
Is growlin' at his fate,
An' wishin' he had got his chance
Befor' it was too late.
They lay it all on some one else, or
Say 'twas just their luck—
They never once consider that 'twas
Caused by lack o' pluck,
But here's the word o' one that's lived
Clean through, from soup to nuts:
The Lord don't send no derricks 'round
T' hist folks out o' ruts.

—The Buzz Saw.

On The Back End (Contributed)

Wisdom of Daniel Healy:
"Yes, sir, we had a new boy who in answer to the question 'why is it necessary to secure witness names?' wrote:
"To prove that the company is irresponsible."

Cash Receiver Culley overheard this one on a Temple Street car: Two of the chosen people, one much older than the other, had taken seats on the rear open section and the older one had lit a cigar. The other immediately told him he shouldn't smoke on the rear end of the car.
"But for why, Bennie?" begged the elder.

"The sign, papa, can't you read it? 'Smoking'k on the front section only.'" "Oh, yes, I see dot, mine Bennie?" replied papa, "but it don't say positively, does it?"

Motr. "Heinie" is telling a good one on Conductor Ed Link of Division Five. It seems that Ed pulled into Manchester the other morning and felt the need of a cup of coffee. So he left his motorman in charge of the farebox, giving him two bits for change.
When Ed came back the motorman handed him thirty cents, that had been put through the fare box and his "two bits" back. The Hon. Ed immediately put it through again. Now, it's just beginning to dawn on him that his cup of coffee cost him thirty-five cents.

At Division Three, the carpenters are busily engaged in making alterations to the cash room, all of which is very interesting to the office force. The other day we had the Bible Students preaching of heaven to the front of us and the carpenters raising H— behind us. All of which added to the enjoyment of our telephone conversations.—H. A. R.

Conductor Altizer of Division One says he is making quite a reputation for himself as a singer out on the West Sixth St. line. He composes the names of the streets into a beautiful ballad, which he says has a great effect upon the passengers. And incidentally earns him a brick or two sometimes.

Police, Trainmen Will Cooperate

(Continued from Page 1, Col. 1)
gan on a horse car in Los Angeles in 1888, and later operated cable and electric cars.
After Captain McDowell's talk at the three meetings, general questions were invited, and interesting discussion on various points of traffic resulted.
A tree is known by its fruit—so is a man.

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

Motorman Dave Rogers has a short leave to move out on his new chicken ranch at Monterey Park.

Cash Receiver H. F. Powell of this division, resigned last week to take up insurance work. Powell has been at this division for the past year and was well liked by all the boys. He has been succeeded by H. Coles.

Talk about keeping New Year resolutions, we must hand it to a certain conductor who works on the West Sixth line. Since the first of the year I do not believe he has missed a day's work. Before that time he averaged about four days out of the seven off. Keep up the good work, Mac.

"About a month ago a young man boarded my car, offering me a ten-dollar bill, with the remark, 'Do I ride with you, or will you put me off too?' Being unable to change the bill I paid his fare and told him if he ever recognized me, he could return the nickle or forget it. I had forgotten the incident when last Sunday he again boarded my car and dropped a coin in my pocket, after paying his fare. He then told me how much trouble that ten-dollar bill had caused him. It seems he had a business engagement at Pomona at a certain hour and he could get no change anywhere. He boarded a car and rode one block when he was invited to get off or submit to being thrown off. He chose the former way after trying in vain to get someone to change the bill. He left the car and after several cars had passed he tried my car, with the intention of leaving his watch as security, as his engagement was important. After all this trouble he missed his train, and then resorted to the bus route. Somewhere on the road the bus lost a wheel and a passing autoist gave him a lift, charging him \$6.00. Finally he reached his destination two hours late. After he left my car I was wondering how many times in my life I had paid someone's fare and as far as I can remember it was always a safe investment, and frequently pays well. When I felt in my pocket to extract the nickle I found a fifty-cent piece instead."

By COND. H. N. COLE.
(Double Bonus Man.)

DIVISION 2

C. L. Christensen

P. F. Fitzgerald, who has worked as flagman for the part sixty days, has returned to train service, and can be seen any day at his old job, winding the controller on his "J" line run.

Motorman F. L. Wellman, is back with us again, having resigned about two months ago, to settle up some personal affairs. Glad to see you back, F. L.

Conductor J. E. Lewellyn, of Div. 2, took a little vacation recently, saying nothing about what he intended to do. But on his return he informed us that he had had a lovely trip to San Diego, and on the way down there he was married at Santa Ana, by the well-known Justice Cox, to Miss Pearl Gordon, of Los Angeles. Mr. and Mrs. T. C. Chase were best man and bridesmaid, respectively. Division Two wishes the young couple a long, happy and prosperous life.

This present safety contest is a down grade proposition for Division Two. At present we are in third place, and at the rate we are going, we will probably reach the cellar position at the end of the month. It would be a fine "how do you do" if this should happen, but we just can not afford to let such a thing occur. We must move to the front again, where we belong. We held the lowest score for the first four months of the contest and by trying good and hard, by pulling together, working hand in hand, and having the "Safety first" slogan in mind, at all times, we surely will be able to put it over. "Let us go."

Who's Who



HERE'S another of the "way back when" boys, in the person of J. M. Long, motorman of work cars in the maintenance of way department.

Motorman Long's service dates from 1903 when he said Al Plummer, now director of traffic, used to run on the same line and swap chewing tobacco at the end of the day. In those days, Long was at Division One, where the greater part of the Los Angeles street railway street industry was centered.

At present Long handles work cars at Vernon yards and in carrying materials to track work in various parts of the city.

Conductor E. J. Andress has us all beaten when it comes to change of mind. E. J. had been pulling the bell cord for about six months, when all at once he decided to resign, for what reason, he didn't say. He left the service about two weeks ago, came back, was re-employed last week, and resigned again last Wednesday, to leave for his old home at Madera, California. Some speed, E. J.

DIVISION 5

E. C. Tyler

Motr. H. Conklin suggests that it would be a good thing if some of the trainmen would read and put into practice that little sign that says, "Call your street." According to Conklin, he has carried trainmen past their street, then had them get "peevd" because he couldn't read their mind.

Clerk "Baldy" DeMuth paid us a visit recently and says that his eyes are improving rapidly now and he expects to be back on the job next week. DeMuth has had a long hard siege of it, but we hope that this time the medicos fix up his eyes so that they will stay fixed.

Motr. "Tex" Seaberry has taken an indefinite leave of absence on account of his health. Motr. D. C. Ross also started on a thirty-day leave last week, stating that he was going to take it easy and do some needed work around home.

Fisherman or Switchman "Bill" Stoll has taken a thirty-day leave of absence, which he expects to spend at Long Beach. We probably will have some good fish stories to pass on when he returns.

O. S. Trabue will have charge of the yard during his absence, with Motr. Heinzman as chief assistant.

Just a word regarding Bulletin No. 24 and the good work it is doing. Before

DIVISION 3

H. A. Russell

Come out of it, pull yourselves together. Last week you were in first place in the safety contest, and then you took a nose dive for the cellar, landing in third place again, said slide caused, according to "Two Bells," by the fact that three of you used poor judgment in passing standing autos at First and Hill. This is evidently a bad place. One night a few months ago we had four cars collide with the same auto at the same place within a space of a few minutes. As most all of you have done your worst at that point, let's see if we cannot get back into first place again. Only a few more days to go, so all together for the first place. Let's go.

When a big husky motorman gets up the year around out of a warm bed and has to report for his run before 5 a.m., that's all jake, but when poor little wifey has to get out to report Mr. Man sick, well, that's a different story, and some story at that. As Clerk Reid tells us, the story as told to him the other morning by Mrs. W. E. Cox, had the ear marks of a Kansas tornado and Reid is now positive that the female of the specie is far louder than the male.

It is reported that Mot. D. W. Lantz pulled his car out the other morning but at 28th and Dayton the pesky thing just refused to go faster than a walk. Someone suggested that he had the funeral car, others that he needed more pep, another suggested that he cut in the other motor, which he did, and away went Dobbin on its way.

The story goes that Cond. K. A. Burton, always gallant, during one of the rainy spells lately, arrived at 16th and Union. A female of the flapper variety wished to get off his car but water was running knee deep to the curb, said flapper cast appealing eyes to pedestrian on sidewalk but without effect, and then cast the aforesaid eyes at the aforesaid gallant conductor, who with one mighty swoop gathered up the young lady and in a jiffy landed her high and dry on the sidewalk. Far be it from Burton to expect any reward, but she rewarded by saying, "Meet my husband, Mr. Conductor," as the aforesaid pedestrian stepped up." We have no record of Burton's reply.

Big Edward, the apple merchant of the mechanical department, is walking the gang plank these days, with a very sad and lonesome look on his face, but Bill says cheer up old man, she has not forgotten you. The worst is yet to come.

Cond. R. E. Northrup has resigned and will go back to his old trade, the shoe business. We wish him success.

Motr. Harry McConaha has been appointed regular flagman and is now busily engaged wielding a wicked flag at one of the railroad crossings.

Motr. A. B. Cooper's white steamer of the vintage of 23 B. C., is still full of pep, in fact so much so that A. B. has to tie it to a pole in the yard to assure its being there when he returns, as the pesky old dear has a habit of going sometimes when it takes the notion, which is very seldom.

this rule was put into effect missouts and oversleeps had increased to such an extent that it was next to impossible to let a trainman off his run, even to attend a mother-in-law funeral or a ball game. The clerks were all getting gray headed and the foreman ceased to have any hair at all.

Take, for an example Monday, February 5, there were 25 missouts and oversleeps and three runs were held in the barn because of no crews. On Tuesday,

DIVISION 4

C. J. Knittle

Conductory Harry Burke is back from his sixty-day leave to St. Louis. Although the journey was necessitated by his father's death, Harry feels greatly benefited by the rest.

The cash room is undergoing alterations to take care of transfers, tickets, etc. The looks of things would make us believe the Transfer Bureau had a nightmare. Cash Receiver Culley says, "All we need now is room for the money."

Dear Knittle—A self-opinionated wise Aleck boarded a car with two well dolled up "Janets" and pulled out a handful of small change. Evidently thinking he would create an impression on the ladies, he remarked, "I never worry over 'chicken feed,'" and threw it all in the fare box and proceeded up in the car. There were five dimes, a nickle and a quarter. What should the conductor have done? Never mind what he did.

CONDUCTOR SNOW—704.

Dear Snow—The conductor should not have worried over the "chicken feed," either. Those chickens were probably fed or the fellow would not have been so reckless. What gets me is what the conductor did with the quarter. If he picked it off the top of the box and put it in his changer, that wouldn't be "fare".—Knittle.

Operator E. D. Collins is giving the police force job a six month trial.

Conductor G. H. Witham received a letter last Tuesday evening. It was a yellow envelope and holding it to the light, he noted it contained a pink slip. "Credits," he declared, "wonder what for," and he ripped it open. Sure enough, it was a credit slip but ah, alas! On the lower line was the message, *No credits for safety or courtesy.* G. H. gulped, rammed it in his pocket and walked out.

Foreman Boyd was riding home from the office one afternoon recently. Two flappers were sitting nearby. "Did you notice how that conductor glared at me?" asked one of the other, "Just as though I hadn't paid my fare." "And what did you do?" asked the second flapper. "What did I do?" repeated the first one, "why I just glared back at him—as if I had."

Conductor H. E. Ketchum attended a meeting of the Temple St. Settlement Association a few nights. A hot argument was on about changing the name of Temple St. to Beverly Boulevard. One group insisted that Beverly Blvd. was the continuation of Temple, west of Vermont and that the name sounded classy. The other group debated that in honor of the man who long ago owned nearly all the property along Temple St., the name should remain in his honor. "Mr. President," exploded Ketchum, "if that's the case, let's be modern and call it Yiddisha Boulevard, in honor of the people who own it now."

February 6th, there were 15 missouts and oversleeps.

Now take Monday, February 19, just two weeks later, and after the new rule had gone into effect, there were only 3 chargeable missouts, and all reported within a few minutes after their runs were out. On Tuesday, February 20, there were 3 missouts again, two of them reporting within ten minutes after their runs had gone.

To date there has been only one regular motorman who has received the three-day penalty, although several of the extra men have been penalized three days.

Such results are gratifying and there is no doubt that the great majority of the men who have an interest in their work and in good service, are heartily in favor of this rule.