



Biggest Year for Company Closed

DIV. 1 MAKES TOP SAFETY RECORD IN XMAS WEEK

Division One made the best showing in accident prevention in the six business days preceding Christmas—the heaviest traffic days of the year.

This is a fine mark for the division that never won a safety contest but has been nosed out of first place on several occasions by the hardest of hard luck.

More people were served by street cars in the Christmas week just passed than ever before. More automobiles and pedestrians were on the streets than last year, and a record number of cars were in maximum service.

The safety bureau records show that only 36.92 points were assessed against Division One during the heaviest six days. Division Three took second honors with 38.64 and Division Two was third with 45.30 points marked up. Division Four in fourth place took a count of 51.76 and Division Five was charged with 62.32 points.

Three Divisions Fighting for Lead

As this edition of Two Bells went to press, Division Two, Four and Five were fighting a close battle for first honors and Divisions One and Three were making an equally close scrap to keep out of the bottom position.

The standings announced Wednesday were:

Division Two	181.10
Division Four	186.10
Division Five	187.28
Division Three	201.48
Division One	202.38

The Safety Bureau joins with other departments in expressing highest praise for the work done by trainmen during the difficult traffic conditions of the holiday season.

—Happy New Year—

A mistake, when discovered, always looks stupid.

—Happy New Year—

The safe man is and always will be the best man.

Pays 15cts To Ride Around Curve Thrice

The world loves a good natured man and when he still smiles after pulling the same boner three times, he is a champion.

At Third and Main a man waited for a northbound car and boarded the first one that came to him. It slid around the curve and headed east as the passenger dropped his nickel in the fare box and then jumped off when he saw the mistake.

He boarded the next car and smiled as he paid his fare, and, dad bust it, if this car didn't take the curve. As the passenger alighted he looked at the roof and saw "F" sure enough for the second time.

A third time he stepped from the curb to a car step, and, believe it or not, it was an East Fourth and took the curve.

"Want a transfer?" said the conductor as the passenger beat a hasty retreat. "No," was the answer "If I haven't got sense enough to look at a car sign, I ought to pay 15 cents for it."

Service O.K., Says Poet's Bouquet

While many folks will praise a man who really does the best he can, its something new among our crew to get a terse and timely verse, to voice appreciation.

But written in the lines below, for trainmen two-three-seven-O, we find a rhyme has come this time, for William Fox does not get knocks, on cars of Division Two.

*Says Uncle Josh, says he, Be gosh,
Speaking of the Grouch,
I know the man whose joking can
Divorce it from the ouch,
His given name? That very same
I do not chance to know
But can recite to place him right
Just two-three-seven-O.*

*One afternoon a burly coon
Gave this Conductor sass,
His smiling joke the tension broke
And let the anger pass,
I vow, Be gosh, says Uncle Josh,
His humor is a prize,
The answer tart is doubtless smart,
But honey catches flies.*

C. G. HEDENBERG
Per W. A. Paxton

Two Kinds of Men; which one Are You Like?

Mr. George Baker Anderson,
Manager of Transportation,
Los Angeles Railway Co.

Dear Sir: I wish to say a few words in behalf of Conductor No. 2650 on car No. 300, Washington line. Taking weather conditions into consideration, the big crowds of short riders, wet umbrellas and raincoats, bags and bundles, this conductor made his passengers oblivious of inclement conditions by calling out every street distinctly, was courteous, assisted the feeble and children.

A lady next to me exclaimed, "what a comfort to ride with this conductor."

I often wonder why your men are so different and indifferent? I rode on a Lincoln Park car a day previous and both conductor and motorman called every street from Hill to where I left the car at Lincoln Park Avenue. It was certainly a comfort when one is absorbed in as-sorted checks as I was. Enroute on a return trip later I encountered an unfavorable contrast, the motorman was voiceless, the conductor called one point —post office.

More power to No. 2650 and then some power. I am always with the man who tries.

Sincerely,

(Signed) HARVEY J. ADDAMS,
4801 Mascot Street
Los Angeles, Cal.

—Happy New Year—

Pierson's Turn at Playing Invalid

Illness seems to run in circles for the heavyweights. No sooner had R. R. Smith, assistant superintendent of operation, recovered from an attack of appendicitis and returned to his office, than R. A. Pierson, chief instructor, was taken sick.

At the middle of the week he returned and quickly regained his ability to ask for cigars. Dan Healy, assistant chief instructor, sat at Mr. Pierson's desk playing "Daniel in the lions den", during the forced vacation.

—Happy New Year—

Jim Bodley Starts Extended Lay-Off

J. A. Bodley, emergency supervisor in charge of the telephone board during the daylight hours has started on a lay-off of several weeks duration. Jim has been at the street railway game for 14 years and the greater part of it on emergency work so he considers he owes himself a good rest and recreation.

During his absence, Elmer Tower will be in charge of the board.

IMPROVEMENT MADE IN ALL PARTS OF SERVICE

The Los Angeles Railway has closed records on one of the biggest years in its history. It has been big in the number of passengers served and the extent of service rendered. It has been big in the development of a fine cooperative working spirit among all employees.

A review of some of the outstanding events of the year has been compiled and is as follows:

Last January the engineering department started on a program of rebuilding 106 cars of the P. A. Y. E. No. 2 type into P. A. Y. E. No. 1. The work was completed well within the year and brought the passenger equipment up to modern standards. The cost was approximately \$2000 per car.

Trains Introduced

Two-car train service was started on the "M" line January 30. This type of service has been successful in handling big crowds and has been so popular with passengers that it will be extended. Twenty-five cars were bought originally but another fifty were ordered last spring and twenty-five more were ordered last month so that within a few months 100 cars of "1200" type will be in service.

Schedules Improved

Service on all lines has been improved during the year. The first important move was elimination of shuttle service on Temple Street line and establishment of through service last February. Work is now under way on double-tracking the west end of the line.

Last March the track department started a big improvement job in placing a mile of track on the east end of line "R" in the center of the road preparatory to paving and general improvement of the thoroughfare.

The Garvanza automatic substation was put in service in the spring and enabled the company to render service to Eagle Rock Park for the Easter sunrise service which had been practically impossible in former years.

Prizes for Ideas

The system of giving cash prizes of \$7.50, \$5 and \$2.50 for the best suggestion was inaugurated.

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

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Test Shows Cooperative Spirit at Highest Point

NUMEROUS requests that special credits be given certain men for exceptionally meritorious work during the holidays, willingness to make relays, etc., have been received from supervisors and division superintendents. The same request has been received from Mr. Sweeney regarding work performed by traffic men on the streets.

Considering the record-breaking travel on our cars for the season, just closing, and also the operating conditions under which trainmen, supervisors and others have been working, we are especially glad to receive these recommendations, although it is not deemed advisable to comply with these requests. **This for the reason that with but very few exceptions every trainman in the service has rendered not only efficient but willing service during this period, and it would not be fair to give certain men special credits without extending the same recognition to others.**

Almost every man in the operating department, including the division superintendents, and their forces, the supervisors, traffic men, flagmen, and trainmen have co-operated more fully in rendering good service during this past season than has ever before been noted by the present operating officials, therefore the noticeable feature of the work is not so much the efficient and willing cooperation of all concerned as is the few cases where the proper spirit was not shown, and we wish again on behalf of the operating department to thank every man connected with that department for the part he played in rendering such efficient and cheerful service.

R. B. HILL,
Supt. of Operation.

R. R. SMITH,
Asst. Supt. of Operation.

Life Saving Appreciated

It is not pleasant for a conductor or motorman to be told to "leave me alone" when he grabs a passenger who is about to step into the path of an automobile or do something equally careless to injure his health, but one who is saved from injury often takes this means of covering his confusion.

A man will not let a fellow man get hurt without raising a hand to help, no matter what the circumstances may be, but it is mighty encouraging to know when such efforts are genuinely appreciated.

A commendation for Conductor C. D. Sayers of Division Four on the West First Street line has been received from S. O. Sulterson of 541 Gower Street, who said Sayers caught him by the coat collar as he was about to step from the car into the path of an automobile and thereby saved him from serious injury.

Christmas Joy

THE most delightful Christmas present any young couple could wish for was presented at the home of Conductor F. F. McGinn of Division Two, when the well known bird, John Stork, on his journey stopped long enough to leave a package containing a big healthy, ten-pound boy, and believe me, F. F. is some proud daddy.

Both mother and baby are doing fine. Congratulations, Mac.

McGinn has been with the company since last February.

Booth, the tragedian, (father of Edwin Booth), had a broken nose. A lady once remarked to him, "I like your acting, Mr. Booth, but to be frank with you, I can't quite get over your nose."

"No wonder, madam," replied he. "The bridge is gone."—Baton.

All the world knocks a knocker.

Christmas Sorrow

CHRISTMAS did not hold any joy for the little family of Frank Newell, who was a conductor at Division Two for several years, and when his health failed he was appointed flagman, in which capacity he worked until a short time ago, when he was compelled to remain in bed after contracting a severe cold. Later he was removed to a local hospital, where he passed away Christmas day.

In their hour of bereavement, Division Two men extend their sincere sympathy.

Mrs. Crabshaw—What in the world is it that our neighbor is doing?

Mr. Crabshaw—I'm not just certain. He's either giving a jazz concert or else fell downstairs with a scuttle of coal.—New York Sun.

Our suspicions of others are frequently due to experience with ourselves.

BULLETINS

Issued December 25, 1922

BULLETIN NO. 199
Notice To Trainmen

It is absolutely necessary that we have the correct address of all employes in the Operating Department, and any employe who changes his address and fails to so advise his Division Superintendent, or the Head of the Department with which he is connected, will be subject to severe discipline.

BULLETIN NO. 200
Notice to Motormen

Effective at once, all cars arriving at the terminal of line "S" at Santa Monica & Western will pull through the crossover, unload their passengers, and immediately pull south to a point which will permit all waiting northbound cars to move through the crossover and unload their passengers.

Southbound cars before starting up must note carefully whether any passengers are approaching the car for the purpose of boarding same. This rule must be carried out to the letter at all hours of the day or night.

R. B. Hill
Supt. of Operation.

Bag Containing \$5 Bill Sold For \$2.50; A Bargain!

Mechanic Joe Turnbull of Division Four found an old grip on Girard St. last Saturday and took it in the office and offered it to Foreman Boyd for twenty-five cents. The stalwart foreman looked it over and said he didn't think it was worth it but he might need it, so he bought it. Later in the day he dusted it off and after a lot of gab, sold it to his room-mate, "Windy" Brown for \$2.50. Before throwing it in the clothes closet, "Windy" decided to inspect it thoroughly and, lo and behold there was a \$5.00 bill stuck in the lining in the corner. When Turnbull and Mr. Boyd heard about it they sat down and gulped.

BURWICK, DIV. 5 SCRIBE, RESIGNS

Lloyd W. Burwick, stenographer of Division Five has resigned and will be connected with an oil drilling concern at Long Beach. Lloyd has been division scribe for Two Bells and has been responsible for an interesting string of weekly news items about members of the Morrison clan. He was guest of honor at a little dinner party given by some of his many friends at Division Five and was presented with an attractive Masonic ring.

E. C. Tyler, conductor and extra clerk, is taking up the duties of division stenographer and also will be the division scribe for Two Bells. Men of Division Five who appreciate reading the paper are urged to lend a hand in reporting interesting news items. Tell them to the scribe or use pencil and paper and drop a story in the Two Bell's box. Help of this kind is greatly appreciated by all division editors.

Harry Cord Honored On Christmas Day

Harry Cord, former supervisor and motorman of Division One, who has been confined to his home on account of sickness for many weeks, was cheered considerably on Christmas when a number of his former associates presented him with a token of their esteem.

Harry is making good headway in his fight to regain health and if his progress continues, he will be out again soon.

WHOLE FAMILY THANKS CO. FOR BONUS

Mr. G. J. Kuhrts, general manager and all officials of the L. A. Railway:

Dear sirs:

We wish to extend our most sincere thanks to you for the nice Xmas bonus paid up for 1922. We are glad we were able to be of service and hope and trust we will be able to be more efficient in the new year.

We extend to you our wishes for the compliments of the season.

May Santa Claus be more than good to you. May he not only bring gifts in abundance, but also health and happiness. May 1923 enter and continue as the best yet for us all, for business, good will and perfect interest in our work.

Yours truly,

T. E. BOYDSTRUM AND FAMILY.
Mtr. T. E. Boydstrum, Div. 2.
Mrs. T. E. Boydstrum.
Gwendolyn W. Boydstrum, 12 years old
Hazel M. Boydstrum, 8 years old.

Wife Joins Ed In Letter of Thanks

Los Angeles Railway.
Gentlemen:

Mrs. Link and I wish to thank most heartily the Los Angeles Railway officials for the special bonus which I received. We were pleased beyond words. My work is a pleasure because I like my work. It is my aim at all times to be efficient, and faithful and courteous to the public to the best of my ability.

Most sincerely,

E. H. LINK,
Conductor, Div. 5.

Will Prove Right Man Was Picked

To the Officials of the Los Angeles Railway:

My wife, my family and I wish to express our thanks for the regular and extra bonus given me by the Los Angeles Railway, for the honor conferred on me by your reward of special bonus. I wish to assure you that I will make every effort during the next year to prove to you that I appreciate this honor.

Respectfully,

R. A. EISENHART,
Conductor, Div. 5.

Paymaster's Office Has New Changers

The paymaster's office has a new supply of changers on hand. The supply was exhausted recently but a new stock is available.

The changers have four barrels, two for nickels, one for dimes and one for quarters. The price is \$2.30.

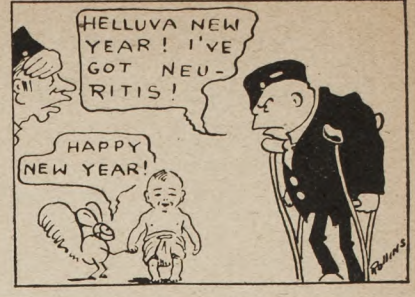
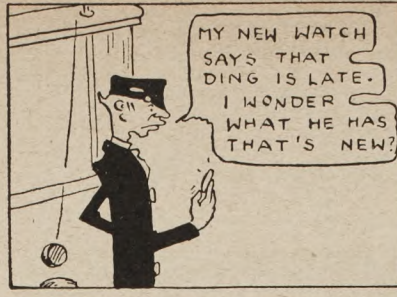
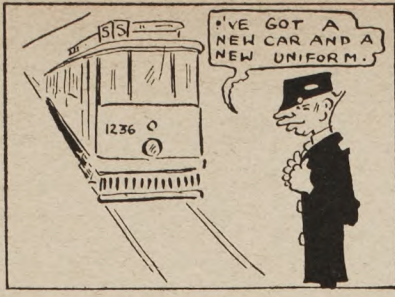
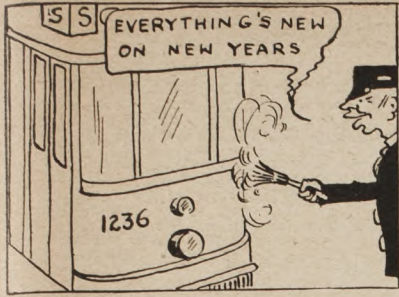
Copies of Christmas Edition Available

Extra copies of the Christmas edition of Two Bells may be procured at the office of the Public Relations Department, room 601.

The pictures of the top bonus men of the five divisions proved quite an attraction and a brisk demand for copies resulted.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things

(Hand Picked)

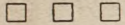
For Condr. T. F. Hinshaw, Div. 2

Los Angeles Railway, Gentlemen:
We wish to recommend a conductor working on the San Pedro Line, for his courtesy and politeness, also for holding a car for us in the rain today. We use this line in particular with the Maple Ave. Line, and it is the first time that this particular favor has been rendered us. We appreciate beyond expression a favor of this kind.

The conductor's cap number was 964. If you can help this young man along he will be of great help to both your company and to the public.

Wishing him all the success in the world, we remain
"Daily Passengers of the Los Angeles Railway"

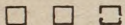
MR. & MRS. U. S. CROUSE,
509 East 16th St.,
Los Angeles.



For Condr. H. H. Hennings, Div. 1

Los Angeles Railway, Gentlemen:
I would like to call your attention to one of your conductors, number 2506, on the "N" car, who was so very kind to the passengers that I have only praise for him. He should be rewarded.

Respectfully,
MRS. D. COHN,
1901 Orange St.,
Los Angeles.



For Mtr. T. H. Peterson, Div. 4

Los Angeles Railway, Gentlemen:
Allow me to congratulate you on having in your employ such men as Motorman No. 1555, operating car No. 65, on the Temple Street Line on Sunday at 7:15 P. M.

My mother, brother, sister and I started out to board the car at Temple and Bonnie Brae, going east.

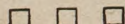
The motorman had already started the car and pulled up several yards. When he saw us running, he stopped the car and waited for us, which is merely an example of the kind of trainmen you have in your service. I ride often, and find nearly all of your men very courteous and accomodating.

My husband being a conductor, I know when they go out of their way, and what is their regular line of duty.

This motorman always has a smile for everybody.

Hoping he may receive all credit due him, I remain

Yours for success,
MRS. H. L. CULLUM,
5351 3rd Ave.,
Los Angeles.



For Mtr. W. T. Miller, Div. 5

Los Angeles Railway, Gentlemen:
This will call your attention to a little act of honesty and promptness, which I believe you will be pleased to know, as from my experience as a conductor for your company and a police officer for the City of Los Angeles you receive more letters containing complaints than those of commendation.

I left, setting beside the controller of an Eagle Rock City car, operated by Motorman W. T. Miller No. 469, a small shot gun, the property of my wife, and when I reported for duty the following morning your claim department called me on the telephone, stating my gun was in their possession. The next afternoon I again boarded Mr. Miller's car and thanked him personally for the return of the gun, also offered him a small reward which he refused to accept.

I am taking this means of again thanking Mr. Miller by letting his company know of the prompt return of the gun.

Respectfully,
GEORGE E. SMITH
Detective Sergeant,
Department of Police
Los Angeles.

TRAINMEN ARE KEEPERS OF VALUABLE PROPERTY

THE Electric Railway Journal, one of the foremost publications of the electric railway industry, published the following article in the editorial columns recently:

When a man takes his place at the front end of his car and puts the car in motion he assumes responsibility for the safety of the car riders behind him and for the preservation of his employer's property. A realization of this fact cannot but tend to lend dignity to the position of motorman and thus promote the incumbent's self-respect. It should also make him careful, and carefulness is needed now as never before because of the congestion of street traffic by automobiles and the recklessness with which many of those vehicles are driven. The alarming increase in the rate at which vehicles are colliding with cars indicates an unusual need for caution.

It is true that a large part of the collisions between cars and automobiles are due to carelessness of the drivers of the latter. At the same time it is up to the motorman, who is a responsible employee of an established public service corporation, not only to avoid causing collisions himself but also as far as possible to pre-

vent less careful drivers from running into his car.

Aside from the urgent and primary duty of minimizing injury to persons, which is "another story," the motorman has it in his power to safeguard costly physical equipment. If he is on an interurban car the value of this may run to \$30,000 or more. It is difficult to visualize just what this means. That amount of money in real estate or grocery store stock would make quite a show. And a motorman on a train has behind him several times this value, possibly a quarter of a million dollars. Even when it is an inexpensive safety car that is being operated the principle is the same. Besides this, the motorman also in part determines the life of switches, crossings and other special track-work, which also are more expensive than he usually realizes. It would be well for managers to impress the above line of thought upon their men at this time as a part of the campaign against the accident evil.

On The Back End

(Contributed)

Motorman D. Greenall of Division Two had a silent argument with a fender on a car at the end of the Hooper Avenue line one day recently. No damage to car or fender was reported.



Extra Conductors C. A. Shields, A. Block and L. S. Moore of Division Three can be seen every day with their "Coue" string of 20 knots repeating the Coue slogan "Day by day, in every way, I'm a better conductor every way."



At Vernon and Moneta a male passenger boarded a two-car train and offered Conductor C. E. Cook of Division Two a United Cigar Stores coupon instead of a transfer. The passenger was very much surprised when the conductor thanked him but said he wasn't saving them and that he would have to find his transfer or pay another nickle.

For Condr. G. C. Bidwell, Div. 3

Los Angeles Railway, Gentlemen:
Conductor No. 392, on the West 1st Street car, is extra nice to ladies, and especially to the older ones.
One who rides on the cars often,
MRS. K. V. GRACEY,
201 So. Grand Ave.,
Los Angeles.

SUCCESS

It's doing your job the best you can
And being just to your fellow man;
It's making money, but holding friends
And staying true to your aims and ends;
It's figuring how and learning why,
And looking forward and thinking high
And dreaming a little and doing much;
It's keeping always in closest touch
With what is finest in worth and deed;
It's being thorough, yet making speed;
It's daring blithely the field of chance,
While making labor a brave romance;
It's going onward despite defeat,
And fighting staunchly, yet keeping sweet;
It's being clean and playing fair;
And laughing lightly at Dame Despair;
It's looking up at the stars above,
And drinking deeply of life and love;
It's struggling on with the will to win,
But taking loss with a cheerful grin;
It's sharing sorrow, work and mirth
And making better this good old earth;
It's serving, striving, thru strain and stress,
And doing your noblest—that's success.

—Berton Braley.

SERVICE IMPROVED BY NEW EQUIPMENT BOUGHT IN 1922

(Continued from Page 1, Col. 1)

gestion for improving service was started last May. The plan has resulted in increased effort to improve service.

Through the efforts of C. M. McRoberts, general claim agent, the convention of the Pacific Claim Agents Association was brought to Los An-

geles in June. Mr. McRoberts was later elected president.

June 19 the price of a complete uniform was reduced from \$30 to \$27.50.

Increase Shops

Last August work was started on the erection of a new mill building at

the South Park shops 433 feet long and 94 feet wide, capable of housing 42 cars for carpentry repair.

One of the liveliest "shake-ups" or general choice of runs in history was conducted September 6 when trainmen had the option of six or seven-day runs.

A new series of six monthly safety contests started October 1.

The Melrose automatic substation was put in service during October and in December the fourth station of this type, located near West Adams and Hobart was put in operation. The Garvanza station was opened earlier in the year. With the Vernon substation, opened late in 1921, a power improvement program costing approximately half a million dollars, was completed.

Safety Committees Named

Division safety committees were chosen last November, starting a new field of accident prevention.

December 14, \$94,916.51 in Christmas bonus money was paid to trainmen in the third annual "bonus day" of the company.

In the week of December 18 to 23 the Christmas crowds, although larger than ever, were handled better than ever.

December 31, some 4000 employes of the Los Angeles Railway made new year resolutions to do just a little better and cooperate a little more enthusiastically in the big job of giving Los Angeles the best possible local transportation during 1923.

Looking 'em Over at the Divisions

DIVISION 2

C. L. Christensen

Conductor E. F. Thompson, who was visiting friends and relatives in Georgia and Florida, from whence he started on the return trip about four weeks ago, but was detained in Savannah, Georgia, on account of illness, has returned with his family, and all are glad to be in Los Angeles again. E. F. will be on the job at the beginning of the year. Glad to see you back.

Motorman R. E. Thompson, has been granted a three-months leave to accept position with the Los Angeles Fire Dept. We wish you success in your new undertaking, R. E., although we hate to lose a good man.

Conductor J. E. Allison, our oil salesman, who went to Tehonia, Oklahoma, a couple of months ago, to witness the drilling of an oil well in which a number of Division Two trainmen are interested, has returned recently and declares there are fine prospects of oil in the near future as a gas belt has been encountered at the depth of 3400 feet. Well let us live in hope.

A contagious disease of some kind seems to prevail around Division Two, on big holidays mostly, as no less than ten trainmen reported sick last Sunday, and that number was increased a few more for Christmas day. We will continue to hope that the New Year will bring a sure cure for the holiday sickness.

Christmas time, the biggest holidays of the year, has passed, and 1922 will soon turn its last leaf and a new year will greet us.

It is hard for us to realize how time flies, only a few weeks ago we celebrated Thanksgiving, then we waited eagerly for the day when the bonus was to be paid, every trainman hoping he would be one of those selected to share in the special bonus. Of course, as we know, they did not all make the big grade, but "they tried".

Many are now making New Year resolutions, most of which will be forgotten in a few weeks, perhaps a few days. Such promises (to yourself) are of no value to anyone, therefore, let us make a resolution to work for that special bonus from now on, for the coming year, thereby having the interest of our employers as well as ourselves, at heart.

So, friends, let us resolve to make this coming year the greatest success for the Los Angeles Railway Corporation that it has ever experienced, and thereby benefit ourselves, both morally and financially and if we all put our shoulders to the wheel and do our level best, then, at the close of next year we can look back over the past and say: "If I didn't accomplish anything great during the last year, I have at least done my duty!" ... and that IS something great.

Keep trying!

C. L. CHRISTENSEN

Work earnestly, save steadfastly and turn your face away from no man. A clean conscience is better than unclean cash.

For Condr. G. W. Pinney Div. 2

Los Angeles Railway.

Gentlemen:

Saturday, October 21, I was on car No. 598, in charge of Conductor No. 1850, and as I rode some distance, and being a student of human nature I observed this man with interest.

A young man boarded the car and gave the young man a transfer of the day before, and beat it to a seat. He came in with a crowd. After the fares were all taken up, the conductor discovered the error, and kindly and politely went to this young man, and called his attention to the fact.

He got the young chap to come back and drop a nickel in the container, and gave him a smile and transfer, and the incident was closed in harmony.

A deaf old lady got on, and hardly knew where she was going. He gave her directions in a very kind manner, and the old lady smiled back at him very happily. Such a man is one of Nature's Noble-men.

Yours respectfully,

MRS. ELIZABETH MAYER,
131 South Grand Ave.,
Los Angeles.

Who's Who



THIS week we will feature one of the younger fellows of Division Two, Conductor S. K. Fair, who has been in service since October 27, 1920. Fair is a musician when not making a fare box jangle and handles a banjo and violin with considerable ability.

Before starting on the cars, Fair was with the Union Pacific as a signalman and by way of diversion can turn a good hand as an automobile mechanic.

He is a popular young fellow and is keeping right down to business in good shape.

A silk taste makes a calico pay check look like thirty cents.

Care Given Sick Man Averts Tieup

An appreciated act of friendly help was rendered the company during the Christmas rush by Sam "Curley" Robinson, proprietor of Blarney Castle barber shop and department store opposite the main office building.

A passenger was taken suddenly ill on a car near Eleventh and Broadway. "Curley" helped the crew take the man to his store where he was given emergency treatment. This act prevented a serious delay. A few days later "Curley" received the following letter from the man who was ill. He declined with thanks the proffered reward for his deed:

Mr. Samuel Robinson,
1061 So. Broadway, City.

My dear Sir:

We wish to thank you very much for your great kindness in taking care of me and bringing me home when I fainted on the car. It was a very unusual experience for me to be taken so suddenly ill as to faint, and we are glad I happened to fall in such good hands.

With the enclosed check will you please treat yourself to some Christmas cigars as an appreciation from us for your good service?

Wishing you a very Merry Xmas,

I am gratefully yours,

ERNEST BINGHAM AND WIFE.

DENIED THE EVIDENCE

Stonewall Jackson Smith was looking for work and Barney was asking him the usual questions:

"What's your name?"

"Stonewall Jackson Smith, suh."

"How old are you?"

"Ah's twenty-seven yeahs old, suh."

"Are you married?"

"No suh. Dat scar heah on mah head is wheah a mule done kicked me."—The Life.

ALWAYS REMEMBER THAT AMERICAN ENDS IN "I CAN."

DIVISION 3

H. A. Russell

Well here's hoping that you all had a very Merry Christmas and no doubt you are all glad it is over, as in street car life it is a very strenuous time. On behalf of the office crew, I wish you all a Happy and Prosperous New Year.

Conductor O. A. Discon is in the market for some kind of an instantaneous heater, to be used at end of line as it would save him considerable time hunting fuel these cold and frosty mornings.

Motorman George Anderson begs to inform the boys in general that the bank will not cash the Bonus Statement, but the Cheque only. He knows, for he tried it. After making the try, he found the cheque all wadded up in his vest pocket.

It is understood that Motorman H. R. Armstrong will buy an enlarged photo of the top motormen and place it in a position that he can see it every morning as soon as he arises, and make a solemn vow each day that "that is where I aim to land."

Two line shake-ups in one week is going some. The "L" line on Tuesday and the "O" on Wednesday. They both passed off serenely and everybody is happy.

Our friend Jarvis Phillips is in receipt of a lovely post card from an admirer, I think it was from Hong Kong, recommending a sure thing hair tonic or hair restorer. Which all goes to show that "Two Bells" is a wonderful advertising agency. Its circulation extending even into the Orient.

Motorman W. W. Dyer has been off several days from the effect of having a wisdom tooth pulled. It's tough to lose one's wisdom, but as he operates on the front end it will not be needed. Now you conductors come across.

He of the office that has the pleasure of filing away the Train Run Disc extends his thanks to Motorman H. D. Gordon of Division Five for his sagacity in making the suggestion that they be numbered on each side, for which he won first prize. It is a great help.

When Motormen Geo. Kleinschmidt and W. X. Dickert, our two money car guards, take their position, they are an awe inspiring sight, and should any thoughtless bandit endeavor to molest them, there would be nothing to it any more than a few more notches on their already notch covered trusty saw-offs.

Our indefatigable "Constibule" Frank Mead has added another dent in his famous star—he having recently caught a pickpocket red-handed, and marched him in triumph to the Police Station where said pickpocket received 180 days for his aforesaid activities.

Motorman C. R. Meador our day-lighter who recently bid in an early night run on Hooper, is just tickled pink over his choice and says he believes that he will bid on the Owl should it come open. Nit!

DIVISION 5

Since a little incident last week, Motorman H. L. Mast, the small trainman of Division Five, weighing only 317 pounds in his stocking feet, has asked Foreman Allen not to mark him up for any runs on the University line. At 5th & Spring a negro lady of very large proportions was loaded on the front of the car. She crowded through the door, elbowed her way around to the left of Mr. Mast and after looking him over carefully was

DIVISION 4

C. J. Knittle

Happy New Year!

Starting out the new year with a clean efficiency record and a new safety contest starting, is as refreshing as a dip in the cool pools of Bimini. Keeping those efficiency cards clear of undesirable notes needs no coercion but about the Safety Contest,—well, boys, you know we didn't win all the contests last year as we expected we would, but 1922 "haint" 1923. Another divisional contest scheduled for the new year is the entertainment contest which started last April and a Buck and Wing dancing contest between Switchman Byers of Division Two and Operator A. Vejar of this division.

Keeping peace among crews usually requires very little arbitration from outside but over on the West 9th line we find a crew that just can't be separated and can't get along together, either. A lady boarded at the west terminal last Monday and asked them (Motorman Wayne and Conductor MacKenzie) to get her to the Santa Fe Station, which is the east terminal, in time to catch a certain train. They did and as she alighted she handed "Mac" a dollar to share with the motorman. He went and gave Wayne "two-bits." Next day Wayne saw a man running for the car. He stopped and waited for him. The man was so pleased that he handed "Mac" the conductor, a dollar, telling him to "divvy" with the motorman. "Mac" bought five Virginia Cheroots (the popular five for fifteen cents cigars) and gave Wayne one. And Wayne sighs and says, "I'm glad my con is not diametrically opposed to team work."

Conductor Harry Burke is on a sixty-day leave, having been called to St. Louis by his father's death.

"Informationer" C. B. Blakeman reports that he has the name and address of a well-to-do German lady, aged forty, who is looking for a husband. (Stop! Stop! What do you guys mean by rushing up like that?)

Since this division won the last Safety Contest, Janitor Herb, who promised to give us all a free shine if we did it, has given out eight hundred and ten shines (gratis). When we consider that there are only four hundred and twenty-five trainmen in this division we don't blame Herb for keeping out of sight.

heard to sigh, "If dis company didn't hire sich big motahmen dere would be more room for de passengers."

Conductors E. F. Rogers and E. M. Curran have resigned to accept other positions.

Frank Mennerich, who has been acting as Instructor on the Eagle Rock Line for the past four months has been returned to train service, having succeeded in establishing a uniform system of hat checking on that line.

Motorman Frank Sims and Warren Moore have taken short vacations to rest up and to attend to some personal business.

Considerable improvement is being made on the office and cash room at Division Five. The cash room has been made larger and repainted. A dandy storeroom has been added to the foreman's office and the entire office has received a new coat of paint.

Conductor Floyd Smith advises that his wife, who has been seriously ill for the past three months has improved to such an extent that she expects to attend the entertainment at Recreation Hall either Friday or Saturday.