Vol. III

JANUARY 8, 1923

A Herald of Good Cheer and Cooperation Published by and for Employee of the Los Angeles Railway

Edited by J. G. JEFFERY, Director of Public Relations

ComplaintsDropinRecordTraffic

"Lost and Found" Saves Goods Worth \$500,000

H, I forgot about it and left it on the car!" This exclamation has been expressed by more than 20,000 forgetful Angelenos during 1922, according to records of the Lost and Found Department, compiled by Fred Clothier, custodian of

things misplaced and overlooked.

There were 18,126 articles, ranging from memory course books to a parrot, green in plumage and blue in profanity, handled by the department during the year. December was the heaviest month when 1823 articles were handled. This was due largely to the heavy Christmas shopping and travel on the cars when passengers travel on the cars when passengers lost packages, tempers and reputa-tions. During September, Fred had his feet up on the desk most of the time as only 1333 lost articles were handled that month

Worth Half a Million

Worth Half a Million

The total value of articles left on the cars and turned in to the company is well over half a million dollars. The highest article in this line was a handbag containing \$800 which a woman passenger forgot. It was found by the conductor, turned over to a supervisor and returned to the woman within 90 minutes.

A large percentage of articles handled by the department are claimed

dled by the department are claimed by passengers. Unclaimed articles are given to the conductor making the find after 30 days.

40,000 Visitors

About 40,000 people have walked in and out of the office in the year as a person in great distress over the loss of a pocketbook containing a prescription, a recipe or other valuable papers will make ten or twelve trips to inquire about it. Others who have lost articles will call at the bureau in a forlorn hope that a conductor noticed the auto robe or spare tire, or whatever it may be, near the car track and salvaged it.

The standard warning of "Lost and Found" Clothier is to put your name and address on packages, umbrellas and everything else you can without embarrassment. It takes but a moment to write a name and address on a package bought at a store and it loss of a pocketbook containing a pre-scription, a recipe or other valuable

a package bought at a store and it aids greatly in locating the article if it is lost on a car and turned in.

Luck is the thing that happens when preparation meets opportunity.

Obedience to the laws of this counis the acid-test of every citizen's patriotism.

When fashion enters the door, bills fly in the window.—Boston Transcript.

SAFETY CONTEST WON BY DIV. 2 ON FINAL DAY

In the ninth inning with two down, Supt. P. V. Mann and his safety champs of Division Two took the December of Division Two took the December Safety Contest and the Premier Safety Division Flag from under the nose of Supt. C. A. Morrison's clan at Division

"Shorty" Morrison's gang was lead-"Shorty" Morrison's gang was leading the contest up to Sunday, December 31. The Christmas traffic had failed to upset the lead, but on the final day Division Five had two number two accidents and two in class three while Division Two had only one number three accident.

The December contest was a close one and carries considerable glory, as it includes the heaviest traffic week of the year. The final scores were:

Division Two	212.70
Division Five	217.80
Division Four	230.16
Division One	232.45
Division Three	236.90
Division Timee	

Division Five has started in the lead of the January contest with Division Three second and Divisions Two, one and Four following in the order named.

Opportunity generally knocks during working hours.

Former Motorman has Imperial ranch

On a recent trip to Imperial Valley, On a recent trip to Imperial Valley, Conductor Harry Dean, of Division Five, had quite a visit with C. A. S. Howard, formerly motorman of Division Two for a number of years. He was on the work trains in the latter part of his service.

Howard has 160 acres of land and is raising vegetables and chickens with

Sick Man Gives Cemetery as His Home Address

WHEN Harry Beals, one of the genial conductors of Division Three, went on sick leave, he left as the address at which he could be reached "Calvary cemetery." cemetery.

cemetery."

More than one pair of eyes popped considerably Such an address is a mean one for a sick man, but investigation revealed that he is living with relatives who have charge of the big burying ground and their house is on the property.

Harry insists he will remain above the sod for some time to come.

CONDUCTORS GET RULES FOR 1923

The 1923 rules for conductors have been issued on a paper sheet that can be folded into a convenient size to carry in the trip sheet holder.

The rules show the various police badges to be recognized for transportation. The numbers in each class have been posted by the instruction department at the divisions. The conductors are asked to note these numbers on their own sheet of rules and make any corrections that are given in of-ficial bulletins during the year.

The greater part of the leaflet is devoted to fare and transfer rules and gives a thorough explanation of the various regulations.

A man's best country is that which gives him bread and butter.

To Visit Former L.A. Girl in North

Miss Alice Johnson, one of the clerks Miss Alice Johnson, one of the cterks of the main offices keeping the merit system records, has left for Portland, Oregon, where she will visit Mrs. E. J. Busch, who was Miss Ceclia Eimers and a member of the main office staff up to the time of her wedding last

"Safety First, to be effective, must contagoius—everyone should be contagoius-'catch it.'"

BIG TEST OF BY BEST

THE December complaint summary, which concludes the 1922 records, proves in a striking manner that the record-breaking travel on street cars

was met by record-breaking courtesy and efficiency of trainmen.

An even fifty letters of commendation for trainmen were received during the month to praise their courtesy and willingness. Only 43 discourtesy complaints were received during the month. The discourtesy column shows a decline of 18 from the November mark of 61.

The December total of commenda-tions has been exceeded twice in the past two years; last November and last July. In the latter month 62 bou-

quets were received.

A total of 192 complaints of all kinds were received in December. In five of the six months of 1922, the total (Continued on Page 3, Cols. 2-3)

22 Bulletins Half As Many As In '21

There were only half as many official bulletins issued in 1922 as in 1921. In the year just closed, 200 bulletins were issued through Two Bells. In 1921 there were an even 400 bulletins.

Whether we are getting so good that the right thing is done without a bulletin, no one may say, but if you want to take it that way, it's fair enough.

Final Shipment Of New Cars Made

Six cars which complete the order for 50 of the steel "1200 type" coaches, left the east December 22 and will arrive in Los Angeles shortly. The cars have numbers 1270 to 1275.

An additional order for 25 cars of this type has been placed and delivery is to start in the spring.

is to start in the spring.

Editorial Comment

Bells Is The Official Paper of The Los Angeles Railway

Argument Shows Weakness

N ARGUMENT between two employes of the same company has a mighty bad effect upon a third party. He naturally concludes that a considerable lack of efficiency exists in the organization as a whole and particularly in the two employes arguing.

The Los Angeles Railway has very little trouble along this line. The organization is efficient and this efficiency is produced by close co-operation between individual employes and between departments. However, an incident was reported a few days ago that should be mentioned in these columns to show how arguments can be avoided.

A motorman and a flagman exchanged a few hot words because the motorman claimed the flagman was not making proper observation to assure safety at a railroad crossing.

Such an incident has a very bad effect upon passengers. It makes them think not only of lack of co-operation but it suggests a danger which should not exist if all employes do their duties properly.

The Transportation Department has ruled that whenever a motorman considers a flagman is not taking the proper safety measures he may call upon his conductor to flag the crossing and report the situation as soon as possible.

Why Neatness is Important

HEN the third annual Christmas bonus was paid and the special prizes, higher and more numerous than last year, were announced, every trainman worth his salt decided to bring his efficiency to the point where he would get one of those special prizes

It might be surprising to some who did not get special prizes to realize the importance that was attached to personal neatness in making the selections of top men. It was a highly important point and in several cases swung the decision when the records of two men were

In emphasizing neatness, it is not the idea of the company to present to the adoring gaze of the public a group of handsome men just to be looked at and admired. If that was the idea, the officials would recruit trainmen from the ranks of theatre attendants, soda fountain brakemen and the he-vamps of the movies.

Street car work is a regular he-man's job that requires manly attributes. If a man takes care of his appearance to be neat without being showy, he is pretty sure to take reasonable care of his reports and of property entrusted to him. If his appearance is right he will feel right whereas if he looks sloppy his work will be sloppy.

Neatness is important, not for the picture it presents but for the general efficiency it indicates and develops in a man.

Be On The Job Thoroughly

X/HEN you are on the job, be on it thoroughly. There are certain duties conductor and motorman have to perform that vitally affect passengers. One of these duties is the calling of streets.

Rule 8 of the general rules says:

"On the trip out of the city, conductors must distinctly call all streets and transfer points. On the trip coming into the city, call the principal streets and transfer points. Call all streets in business section.

"Motormen and conductors on all lines which terminate at or pass steam railroad stations must announce the names of the stations in a clear and distinct voice."

There are many trainmen who pride themselves on calling all streets all the time. A large percentage of the letters of commendation which bring credits mention that "the conductor called every street clearly.

The need for clear and thorough calling of streets is particularly important in Los Angeles where a large percentage of the street car riders are strangers in the city.

Calling the streets thoroughly indicates whether a man is thoroughly on the job or just "getting by."

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BULLETIN NO. 1

Notice To Trainmen

Complaint is made that trainmen are throwing refuse, such as transfer stubs, etc. in bowl or toilet located in the Engine House at 2927 Whittier Boulevard.

Toilet facilities are provided in Barber shop, just west of the Engine House and trainmen will at all times avail themselves of the toilet privilege at this location, and when in an emergency are obliged to make use of the toilet in Fire House, must be very careful not to deposit any refuse which might result in the clogging of the toilet.

BULLETIN NO. 2

Notice To Trainmen

Pass No. 616, issued to F. L. Temple, stenographer, Operating Department, has been stolen.

If this pass is presented for transportation, take up, collect fare, and send to this office with description of party using same.

BULLETIN NO. 3

BULLETIN NO. 3
Notice To Trainmen
New form of register cards are beingput into use. This form provides a place for the designation of the Division Number.
Conductors in filling out register cards, must in all cases be careful to show number of Division in the proper place.
BULLETIN NO. 4
Notice To Trainmen
Tranportation Book No. 8054, issued to A. Muegenberg, a/c Fire Department, is reported lost. If this book is presented for transportation, take up, collect fare, and send to this office with report.

G. B. Stier Supt. of Operation.

Buck and Wing Artist Quits So Contest Is Off

It was with pleasure, that I read the first article, in C. J. Knittle's column of last week, pertaining to the Division entertainment contest, which Division Two, is very much interested in, owing to the agreement, that was ening to the agreement, that was entered into, in regard to the buck and wing contest, which was not to be staged until all Divisions, had put on their show. Owing to the delay in the contest, it has been impossible for me to pay the high salary, demanded by Switchman F. Byers and he has now left the service, to accept another position tion. Motorman O. M. Hayward Manager of Division 2 Theatricals.

Little Stories

Street Car Life

The following conversation took place on a West 11th car, between

place on a West IIIth car, between a lady passenger and Conductor H. Drake, last Sunday:

Lady—"I rode on this line the other night and I forget the name of the street where I got off. I think you are the same conductor. Do you remember? I think it was Springfeld."

the same conductor. Do you remember? I think it was Springfield."
Drake—"I don't remember you, lady.
There is no Springfield St. It might be Winfield you are looking for."
"I guess it is. Tell me when we get there."
"You get off at the next stop and walk one block south."
"But the car stopped at the street the other night, didn't it?"

"But the car stopped at the street the other night, didn't it?"

"Winfield is a parallel street, lady. The car couldn't stop there." (Car stops) "You get off here."

"You are sure this is my stop?"

"I am quite sure."

"I'll report you if you've made a mistake." (Motorman taps gong twice. Lady scurries off)

mistake. (Motorman taps gong twice. Lady scurries off.)

The passengers join in a laughing chorus. One of the men arises and shakes a warning finger at Drake:
"I have not told you where I want off," he giggles, "But don't you dare corry me past" off," he giggles, carry me past."

MORE SERVICE TO LINE "M" **TERMINALS**

An improvement in service on line "M" during the afternoon rush hour was introduced last Friday when the was introduced last riday when the trippers which stay at Division One during the midday were ordered to pull into their home division from the terminals instead of from the downtown district.

Some of the Division Two some of the Division Two cars, which operate as rush hour trippers and stay at Division One during the midday and then fit in during the afternoon at Second and Spring, have been pulling into Division Two from Fifty-third and Moneta. Hereafter they will go to Moneta and Manchester and pull in on the return trip.

Cars belonging to Division Five in similar service, have been pulling in at Fifty-fourth street and First Ave-nue. Hereafter they will run to Mesa Drive and pull in on the return.

This plan will give additional service on the ends of the lines.

MORE THANKS FOR CHRISTMAS BONUS

The Los Angeles Railway Corporation Gentlemen:

I wish to express my sincere thanks for the full bonus and especially the extra money received by me as top extra money received by me as top efficiency Conductor of Division 3. I appreciate it not only for the money value involved, but especially for the reason that you have shown your appreciation of my humble efforts to fill the bill in my position as Conduc-

I wish the company a prosperous ew Year and hope that the New Year will be so prosperous and accidents so few and above all that the efficiency of all trainmen will be so great that all may receive the extra bonus for the year of 1923.

Faithfully yours, Conductor Div. 3

J. C. Phillips.

To the Management and Officials of the Los Angeles Railway:

We wish to express our most sincere thanks, for the special as well as the regular bonus I received.

Also for the honor conferred on me by the award of special bonus. And I assure you I will make every effort in the coming year to surpass my record of the past year in efficiency. Respectfully

M. R. Ballard & wife (Signed) Motorman Div. 3

Introducing New Men

The following men have been assigned to their divisions during the week ending Dec. 30, 1922.

Division No. 1, Conductor H. P. O'-Reilly.

Division No. 3. Motorman S. I. Spikes. Division No. 4, Safety Opr. C. E. Crayne

PURSE LOST AT DANCE

During the Christmas entertainment During the Christmas entertainment at Recreation Hall, Mrs. Frank Mead, wife of the official clown, lost a pocketbook containing a considerable sum of money. The finder is urged to get in touch with Mr. Mead at Division Three or with Mr. Means at the main offices.

Conductor Ding and Motorman Ding Ding









Bouquets And Chings

(Fand Picked)

For Mtr. F. Clavin,

Los Angeles Railway.
Gentlemen:
Your conductor No. 2738 did a good deed tonight. In a crowd, a young lady dropped a coin. Later the conductor found it, but no one knew it until he hunted out the girl and gave her the dime.

R. B. OSGOOD,
Y. M. C. A.

Los Angeles.

For Mtr. V. L. Race, Div. 4

For Mtr. V. L. Race, Div. 4

Los Angeles Railway.
Gentlemen:
Just a word of commendation for Motorman No. 1399 of the West Washington line. This afternoon his gentlemanly manner of assisting an old lady from the curb through heavy troffic to the rear of his car deserved great praise. I only wish that more of our car crews could be of this type.

Yours truly,
JOHN PARKER,
231 S. Wilton Place,
Los Angeles.

Los Angeles.

For Motr. O. A. Waggoner, Div. 2

For Motr. O. A. Waggoner, Div. 2

Los Angeles Railway.

Gentlemen:

Just a word to say that you have a very courteous, efficient and capable employee in motorman No. 1165, Grand Ave. line.

Yours,

JOHN E. MAYER,

311 Homer Laughlin Bldg.

Los Angeles.

For Condr. Frank Nelson, Div. 5

For Condr. Frank Nelson, Div. 5

Los Angeles Railway.
Gentlemen:
I wish to commend Conductor Frank
Nelson, No. 742, on his courteous treatment of his patrons. I have been a patron
of the L. A. Railway for the past twelve
years, and find Nelson to be the most gentlemanly conductor in your employ. His
acts of assistance to women and aged
people is greatly appreciated. With pleasure I commend Mr. Nelson.
Yours respectfully,
THOMAS H. O'NBIL, Deputy,
Sheriff's Office,
Los Angeles.

Grant Condr. V. Impusene, Div. 1
For Mtr. W. D. Pringle, Div. 1

Los Angeles Railway.

For Condr. V. Impuselle, Div. 1

For Mtr. W. D. Pringle, Div. 1

Los Angeles Railway.

Gentlemen:

Last night I was riding west on one of your cars between Flower and Figueroa on West 7th Street. The car was driven by Motorman No. 2419, in charge of Conductor No. 124, when a drunken man staggered between the row of automobiles and tried to catch the rapidly moving street car.

The motorman brought the car to a stop barely in time to avoid an accident. He sure must have had both eyes open, and was you might say "on the job".

The drunk climbed aboard. He was a big, burly looking brute and was evidently looking for an argument. Did he get if No. The conductor smiled, said he should be more careful, asked him where he wanted to go, discovered he was on the wrong car, told him he would let him off at the next corner, which he did, helped him down the steps and with a smile said "Be careful, mister". The drunk smiled and everybody parted good friends.

Yours very truly,

A. J. DAVIDSON,
1425 West 11th St.,
Los Angeles.

000

For Mtr. L. A. White, Div. 2

For Mtr. L. A. White, Dlv. 2

Los Angeles Railway.

Gentlemen:
I wish to highly commend the quick thought and action of Motorman L. A. White, No. 883 of the Moneta line. His timely stopping of his two car train saved the life of a 5 year old boy on his tricycle. The time was October 26th, 1922 at 5 P. M.

M.

Respectfully,

THOMAS H. O'NEIL, Deputy,

Sheriff's Office,

"L. A. FAMILY" ENJOYS **BIG OPEN HOUSE PARTY**

THE Los Angeles Railways family, including dad, wife and the kids, turned out in full force at the annual "Open House" of the holiday season which was held December 29 and 30 at

The children's parties in the afternoon were well attended and fun in large juantities was given the kiddies to accompany the fruit, candy and sandwiches they consumed. At one time Saturday afternoon there were 265 children in the hall but it was impossible to activate the total number. possible to estimate the total number that came, ate, played and departed during the two days.

Saturday night drew the big crowd.

Eleven hundred employes with their relatives and friends saw the entertainment and joined in the dancing. A good class of entertainment was provided and the acts brought out enthusiastic applause.

Motorman D. V. Hambly played Santa Claus and delighted the kiddies, Conductor Frank Mead of Division Three was perfectly at home in his role as clown and then exercised his deputy sheriff badge and red suspenders sheriff badge and red suspen while playing town "constibule."

The refreshments, served in buffet style, proved quite an attraction. A total of 16,500 sandwiches, 4000 cups of coffee, 95 gallons of punch and 1000 boxes of candy were served.

The affair was a complete success. Congratulations are due Charlie Means and his entertainment committee members of the Co-operative Association for the way the annual big time was plan-

COMPLAINTS DECLINE DURING HEAVIEST TRAVEL OF YEAR

(Continued from Page 1, Col. 4)

number of complaints was higher than in December and in six months the number was lower.

peculiar feature of the summary is the fact that for the last four months there have been just 19 complaints that passengers were carried past their stop.

The comparative figures for November and December are as follows:

	November	December	Gain
Discourtesy	61	43	—18
Fare & Transfer Trouble	44	47	+ 3
Starting too soon	12	16	+ 4
Passing up passengers	23	14	_ 9
Carrying passengers past stop	19	19	0
Dangerous Operation	3	0	_ 3
Short Change		7	+ 6
Miscellaneous	31	46	+15
	194	192	_ 2
Commendations	52	50	— 2

On the Sick List

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

DIVISION NO. 1
Conductors—G. J. Stoddart, 120 S. Boyle
Ave.; L. Rasmussen, 1484 E. 42nd St.
Motormen—G. L. Daniels, 615 Kohler
St.; J. P. Robinson, 201 Colina St.; W.
H. Fisher, 905 E. 6th St.

DIVISION NO. 2 Conductors—J. I. Burns, 5102 Wood-lawn; L. Smith, 317 E. 53rd St.

lawn; L. Smith, 317 E. 53rd St.

DIVISION NO. 3

Conductors—W. F. Stark, 820 Isabel St.; W. M. Rogers, R. F. D. box 286, Burbank.

Motormen—T. T. Fletcher, 329 W. Ave. 54; F. E. Wolfe, 3339 Maceo St.; F. M. Newell, 3361 Andrita St.; H. Christin, 2660 Loosemore St.; E. M. Eaheart, 2615 Merced St.; G. V. Zimmerman, 600 W. Ave. 27; F. B. Love, 54244/2 Monte Vista; A. Valenzano, 1061 Yale St.

A. Valenzano, 1061 Yale St.

Conductors—L. Johnson, 119 Colina Ave.;
G. Prewett, 1341 W. 12th St.; R. Hardy,
933 Girard St.
Motorman—W. H. Warner, 150 W.
Adams St.
Operators—T. M. Fitzgerald, 935 Winfield St.; J. E. Balding, 878 E. 48th St.;
L. E. Jones, 1201 Girard St.

DIVISION NO. 5 Conductirs—P. N. Bailly, 3747 S. Van

Gives Conductor 50cts. for Loan of Nickel Fare

One morning a man boarded the car in charge of Conductor L. F. Van Zile, of Division Two, and upon discovering that he was without car fare asked to be let off. Instead S. F. offered to pay the man's fare, which was cheerfully accepted. A few days after this occured Van Zile received the following letter:

Mr. L. F. Van Zile, Condr. L. A. Ry.

I want to thank you again for paying my fare the day I got on your car "broke". Enclosed find check for 50c. Buy yourself a few cigars. Wishing you a happy New year.

MARK L. WEIL 1307 W. 45th St., Los Angeles

Ness; L. A. Grasso, 85 Oxford Ave.; H. Tinnemeyer, 5403 6th Ave.
Motormen—P. G. Atwood, 328 E. Carolina; F. Adams, 5407 2nd Ave.; J. I. Murray, 123 S. Cedar St.

On The Back End

(Contributed)

The best recommendation for a big job is a little job well done.

* * * *

Conductor C. C. Beyers called the emergency board to report an accident.

Voice over phone: "Where did it happen?"

Byers: "At Eleventh and West-

Voice over phone: "Better stay off that corner, the tracks are on Tenth and Western."

An auto runs in front of a truck and the truck driver says, "You know I can't stop as soon as a small car. I have too much weight."

Then the truck driver deliberately drives in front of a street car loaded with human freight when he knows that the

same logic would apply.
Why does he do it? Anybody answer?

MTR. DUNDAS.

The most valuable tool in the world is the human brain.

Extra Conductor Stebbins has joined the "Couie Club" of Division Three and can be seen every day with Shields and Block counting the knots in his "Couie string" and repeating the slogan "Day by day in every way, I'm a better conductor every way."—
And we hope he means it And we hope he means it. * * *

"He has not served who gathers gold, Nor has he served whose life is told In selfish battles he has won Nor deed of skill that he has done, But he has served who now and then Has helped along his fellow men."

Conductor O. G. McDermith Conductor O. G. McDermith found a handbag containing \$10 in cash on his car the other day and duly turned it in to the Lost and Found Department. The loser called for it and went fifty-fifty with Mac and presented him with a five spot. 'Atta boy.

A GENTLEMAN

Come wealth or want, come good or

Let young and old accept their part

And bow before the awful Will,
And bear it with an honest heart
Who misses or who wins the prize— Go, lose or conquer as you can, But if you fail, or if you rise, Be each, pray God, a gentleman.

WHAT WAS IT?

The kindergarten had been studying the wind all week—its power, effects, etc.—until the subject had been pretty well exhausted. To stimulate interest, the kindergarten teacher said, in her most enthusiastic manner: "Children, as I came to school today in the trolley car, the door opened and something came softly in and kissed me on the cheek, what do you think it was? And the children joyfully answered: "The conductor?"—Exchange.

at the Divisions Looking 'em

DIVISION 1

L. F. Carmack

If you have a bit of news, Send it in. Or a joke that will amuse, Send it in, A story that is true, An incident that is new, We want to hear from you, Send it in.

If its only worth the while,
Never mind about your style,
Send it in!

Now that we are settling down to the new year, let's try and make this column a snappy one every week fellows. Of course we can't have a large column like the other divisions, because this is a smaller division, but we can have a snappy, newsy little column, so it is up to every one to do

About the safety contests, let's all try and get at least one or two for this division this year. Remember all the danger spots, bad corners, and etc., where in most cases accidents of this division occur and take extra care. In rainy weather always remember that it takes more skill and caution to keep a car under perfect control owing to slippery rails, and if a motorman is not cautious in such weather he is apt to do a Slide, Kelly, Slide! act, ending in a step being amputated, and a letter telling all about it to Mr. Collins and Mr. McRoberts. So read, remember, and have that safety flag flying over this division.

Motorman Lawson who was injured in an accident some months ago in which his leg was broken, hobbled in the division this week on crutches to have a little visit with the boys. Its great to see you up again Lawson, and here's hoping you will throw those crutches away in as short a time as is possible, and be back.

Conductor Stoddart is another man who has a broken limb. Stoddart broke his arm about two weeks ago, when he fell from the top of a car on which he was trying to pull the trolley pole down. The trolley rope had broken and Stoddart, who is "Midget" Bryant's double of division Four started to climb double of division Four started to climb the trolley pole to pull it down with his weight. The pole broke in the middle and Stoddart fell to the ground and one half of the pole fell on his arm. He was in the hospital a week, but is now up and around.

Conductor O'Neil who has been on the sick list for the last three weeks is now back on his run.

Conductor Joe Krc resigned on account of ill health. Joe was injured when struck by an auto at the S. P. depot some time ago and since then has never felt O. K. Good luck, Krc.

Conductor Ed. Urban and Student Instructor Yonkin went quail hunting Sunday and besides getting the limit, bagged two rabbits. Of course, we are taking their word for it. Sometimes you know these hunters and fishermen -well you know.

DIVISION 2

C. L. Christensen

Well, boys, we did it! Did what? Win the safety contest for last month, of course, as I said something about a month ago, that by working together, and helping one another, I thought we could bring that safety pennant back to Division Two. Now that we have got it here we have to work hard to keep it here, for if we don't keep right on doing our very best we will be sure to lose it again. Winning the contest of the heaviest traffic month of the year, is no easy job, but the other Divisions are also entitled to be congratulated, as they

Who's



THE year 1923 will round out about 20 years service with the Los Angeles Railway for Motorman J. F. McCormick, of Division One. Although he resigned once to attend to some business in the East, John came to his old haunts and his old

occupation.

Mr. McCormick started out as an Illinois farmer by spitting on his hands and taking hold of the plow, but illness of his wife forced him to change his plans and he came west. the started as a motorman in 1901, and in 1903 was appointed extra towerman and regular towerman in 1904. In 1906 he resigned and went back to Illinois to handle some business, but 1909 saw him back on the

ness, but 1909 saw him back on the job in Los Angeles
John tried Division Three for a time but returned to Division One in 1910, and soon after was appointed to tower service. In 1916 he returned to the cars and is still very much

were only a few points behind Division Two, at the close of the contest.

Conductor L. F. Crandell has returned to train service, having been assigned to the Instruction Depart-ment during the last couple of months.

his old job winding the controller on a Moneta Avenue train, after working awhile as supervisor.

Motorman J. E. Albert, who has undergone several throat operations, during his absence of three months, has now fully recovered and is working his San Pedro Street run again.

Conductors G. R. Stevens, recently made a hurry up trip to San Francisco from where he had received the news that his mother was very sick, so we can imagine his surprise when he arrived at the northern city and found his mother improved enough to come with G. R. to Los Angeles, and she is now comfortably resting at his home.

Conductor E. C. Hickey has returned from a trip to Salinas, Calif., where he was visiting friends and relatives, reporting a fine trip.

R. W. Grisham, who has been a motorman here about three years has resigned on account of ill health and is now on the way to Kansas City, his former home.

Motorman E. A. Williams, one of the old timers at Division Two and a friend of everybody, sent in his resignation recently, having purchased an Oil Service Station. We are sorry to have you leave us, Ernest, and wish you a happy and prosperous New Year.

Motorman D. J. Wejman returned last week from a trip to Fresno, where he was visiting relatives.

Conductor W. A. Gronwald, who transferred to Division Four about a year and a half ago, as safety operator, has now decided that he likes Division Two best, and is back with us again; this time as motorman.

DIVISION 3

H. A. Russell

Well, I guess that we were in the cellar at the wind-up of the recent safety contest, where as we should safety contest, where as we should have been in first place. It seems that we are having a streak of hard luck. Maybe now that we have started out on a new year that things will change and we will get back into our old form, at least I hope so.

We understand our corpulent friend E. Armstrong, of the Mechanical Department, is interested in apples as a a side line. Indeed he is a heavy dealer in the fruit.

Many of the older boys will remember Mot. Cy Young, who left us a number of years ago on account of ill health and returned to Missouri. Word was received last week that he had passed away at the old home a few weeks ago.

Mot. Slim McFadden, who between shifts is holding down a ranch at Merced, had the misfortune to be visited by a bold bad bandit who got away with a fine team of horses that Mac had just purchased. This is a severe loss to Mac as he was just getting nicely started on his ranch.

Oh, yes, they will come back. Mot. Fern Peterson, who resigned several times during the past year, is back on the job at the foot of the extra

Cond. G. C. Bidwell, who came back to us lately, after an absence of about a year, has changed his mind again and is now breaking in on the head

Cond. E. J. Reilly is breaking in as extra Register Clerk. Motorman C. H. Owens having decided that the duties of Extra Clerk were too strenuous. We wish Reilly every success.

Mot. H. W. Huber, one of our old timers has taken a 90-day lay off, he having bought a half interest in a drug business on the east side. Harry improved his time the past few years in studying and is now a full fledged druggist.

Foreman J. W. Allen, Five, was to see us the other day and assured us that everything at Division Five was all O. K., a continual round of pleasure; just like laying off with nothing to do till tomorrow.

Our popular night switchman Geo. Woolley is at present under the weather suffering from an attack of neutritis. We wish him a speedy recovery as his presence is greatly missed around the Division.

DIVISION 5

E. C. Tyler

"Brudder" Stork has again paid a visit to Division Five. This time Conductor H. E. Chester announces the arrival of a 7 1-2 pound baby boy. Last reports were that mother and boy were both doing fine both doing fine.

Motorman "Pete" Jaksich who pilots the "Second Ave. Flyer" on Sundays has taken a thirty-day leave of ab-sence and will visit relatives in San

If you were to ask Motorman T. A. Ferguson if he is thinking of starting a meat market at Townsend Ave. ter-minal Eagle Rock City you might hear

Motorman W. A. Huffman has taken a ninety day leave of absence on account of his health. Motorman A. E. Downing has also taken thirty days off for the same reason.

We lost the Safety Pennant, but it was a good race and up to the last day it was so close that it was doubtful who had won. But on the thirty-first

DIVISION 4

C. J. Knittle

No news is reported from the division office this week. There was some, probably, but the reason it will not materialize is this. Foreman B. B. Boyd forgot it was news day when the scribe blew in last Wednesday. When the scribe gently but firmly asked, "does anybody around here know anybing?" the energetic foreman who thing?", the energetic foreman who among other things knows where the door is, gave him the air, advising him not to return until he gets more sense. Taking a seat on the trash can outside, the scribe pondered over the situation and decided—(ah Fate!) that he would never go back.

Conductor A. MacKenzie tipped off that there was an increase in the family of Motorman Jimmy Ruelas but did not say whether it was a boy, girl or twins. Ruelas could not be located so Mrs. Ruelas was called upon cated so Mrs. Ruelas was called upon in order that the big news might be "scooped" for this issue and here it is, folks: QUINTETS WERE BORN TO MR. AND MRS. JAMES RUELAS' dog "Snap".

Motorman Jack Mesquit was given the Royal Razz by Conductor Frank Reynolds and Motorman Votaw of Temple line, last Sunday. Mesquit loafed ple line, last Sunday. Mesquit loafed around the division until the proverb-ial eleventh hour and then did a "Jim-mie Murphy" to Temple and Spring ial eleventh hour and then did a "Jimmie Murphy" to Temple and Spring where he was to relieve Votaw at 3:14. But Votaw would not turn the car over to him because he felt like working an hour longer. "You can't do it, man", declared Mesquit, "it is time for me to relieve you and I must have the car. Look here. It is 3:14—" and he jerked out his watch and—why say, it was only 2:14. The razz which followed was so touching that he called up the division and did not work the run at all.

Let's not forget the Safety Contest, llows. "Well begun is half done" fellows. "Well begun is half d and we just started one on Jan. 1.

The bluest gentleman in the whole The bluest gentleman in the whole world on New Year's morn was our vivacious janitor, Herb. Sup't Wimberley had handed out the pay checks to the office bunch on Friday evening (including Herb). Among the seventy four things the janitor did next day was to lose his check. Sunday morning he came over to clean up the trainmen's room. The check was still "dislocated" and Herb's blues had turned to indigo. He wanted to bust a chair over his head but Mr. Wimberly reminded him that busting the furniture wouldn't bring back the the furniture wouldn't bring back the check. Suddenly the dark cloud's silvery lining shone forth. A man came in and asked if a "Herb Newman" worked here, that he had found a pay check down the street belonging to him. And to Herb the new year seemed brighter than ever.

Division Two took the lead of five

points that gave them the flag.

We congratulate you Division Two but hope that we will be the one to be congratulated next time.

Our former stenographer and Two Bells scribe has left us to accept another position in Long Beach. We regret to see him go, but glad for his sake as he states he has a better position and knowing Burwick we feel there is no danger of his not making model.

The Two Bells items for Division The Two Bells items for Division Five will in the future be handled by E. C. Tyler and he wishes to take this opportunity to ask for your help to make our column in Two Bells interesting reading and a credit to our Division. Little incidents that happen on the road or around the Division that seem humorous to you will interest others who were not there. Or news items of fellow trainmen or of former trainmen. So use the Two Bells box or see Tyler personaly.