



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

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

L.A. Railway Will Build Own Cars

82 THIS YEAR, AIM OF NEW SHOP MILL

THE Los Angeles Railway is going to build its own cars. This important announcement indicates a new development in the company's activities and is expected to be a big help to the city. Eighty-two cars will be built this year in the new brick carpentry mill being erected at the South Park shops, according to present plans.

Material has been ordered for these coaches which will be similar

to the type "H" cars now running in two-car train service on the Grand and Moneta line. Two motors of the latest type will be used on each car with equipment for multiple control, so that two-car train service can be given.

The cars will be 48 feet long and will seat 52 passengers. The loading platforms will be the same as on the present "H" type cars.

The new building, in which the cars will be constructed, is nearing completion. It is 433 feet long by 94 feet wide and will have 21 tracks capable of accommodating 42 cars under the one roof.

A considerable investment in new shop equipment is being made to facilitate the construction program.

Ex-Motorman Shoots Two Hold-up Thugs

S. J. Anderson, a former motorman of Division Two and now a city policeman, had an ugly encounter with a couple of highwaymen recently, when attacked in a dark spot. However he came out the conqueror, but only after shooting both of the bandits, in order to save himself. S. J., we congratulate you.

"Johnnie" Johnson To Wed In Fall

Our Johnnie, who was enrolled in kindergarten class as Alice Johnson, and is one of the most popular girls of the main offices, will be leaving us next fall to marry.

The announcement of her engagement to Thomas R. McKinley of Los Angeles was made last Tuesday evening at the silver wedding anniversary celebration of her parents at their home in Glendale.

Do you remember the girl in the picture Two Bells ran recently illustrating the posters asking the cooperation of autoists in traffic and shaking her fist at an offending driver? Well, that was Johnnie, but really she is too good-natured to scold anybody.

Congratulations, Mc.

DO WE believe in luck? Certainly we do! All a person has to do to rise in the world is to cultivate a pleasing personality, make himself well liked by others, sow the seeds of kindness and good cheer, keep an even temper when things go against him, organize his efforts and intelligently direct them toward a definite purpose, perform his work better than the "unlucky" man does, render the greatest amount of service possible regardless of the pay he receives. **LUCK DOES THE REST!**

TRAFFIC EXPERT WILL MAKE SURVEY OF LINES

A thorough survey of the Los Angeles transportation situation has been started by Joe R. Ong, a nationally known consulting transportation engineer whose services have been engaged for this work by the Los Angeles Railway.



Joe R. Ong

Mr. Ong has offices on the sixth floor of the main building and is actively at work with his assistants in making travel checks which will show not only the number of passengers riding, but the origin and destination of rides and other features of local traffic conditions.

Mr. Ong's immediate objective for the company will be to give Los Angeles the best possible service under existing conditions and to plan for future service to meet the developments of the city. The survey is expected to show what part the Los Angeles Railway must play in the growth of Los Angeles.

Mr. Ong has had a wide range of experience in street railway business. He has been connected with the properties at Kansas City, Mo., Winnipeg, Canada and Atlanta, Ga. In addition to this experience as an operating man, he has the benefit of several years service as Electric Railway Engineer for the Railroad Commission of Wisconsin. In the latter work he became thoroughly familiar with the public view-point, as his work had to do with investigations of street railway service.

Household Goods To Be Sold at Bargain

The purchasing department announces that a quantity of household goods is to be sold at reduced prices by C. A. Bollette, storekeeper at the South Park storeroom, 54th Street and South Park Avenue.

The goods include cotton towels, sheets, blankets, cots, pillow slips, pillows and mattresses.

This offer is a genuine bargain, and it will pay those in need of any household equipment to look over the supply.

Accidents cost dollars and cents while safety costs only common sense! Why not invest in Safety?

Extra Trousers for Uniform Advisable

A trainman's uniform is something that can be adjusted to conditions to a considerable extent. For instance, the vest may be discarded if the weather gets a little warm and the coat may follow if the warmth increases and the uniform shirt is worn. But the trousers—ah that's a different story, and introduces a bright idea of the uniform department.

"Curley" Beers, chief of the uniform department advises trainmen that the purchase of an extra pair of trousers is a good investment. The price is \$9 and it enables a trainman to have his uniform kept in better shape. Extra pairs may be bought at any time.

Use of Downtown Terminal Betters Line "R" Service

Ten cars were added to regular service last week on lines A, B, D, E, F, N, P, R, S and W.

Last Wednesday an important change on line "R" (Stephenson Avenue) was made whereby a downtown turn-back terminal was established at Eighth Street and Grand Avenue during the morning rush hour. From 6:20 a. m. to 7:30 a. m., the headway is reduced from three minutes to two and one-half minutes.

The west terminal of line "R" is Sixth Street and Rampart Boulevard, but the establishment of a downtown turn-back terminal will give seven more trips in the morning rush hour for the benefit of passengers bound for the downtown district from east Whittier Boulevard.

Hunts Firemen As They Check Blaze

A fire broke out last Tuesday morning in a store at 60th and Moneta. Conductor C. Fisher of Division Two happened to be in charge of the first car blocked by the fire, and therefore it was his duty to hunt up a telephone to notify the dispatcher.

While searching for the phone box, a citizen called in and the hose-bridge car was sent out immediately.

A little while later Fisher returned, and told his motorman that he had finally found the phone box, but was unable to raise the dispatcher. The motorman told him it would be all right anyway, as the fire department had been there and put the fire out, and they were only waiting for him (Fisher) to return.

Careful men recognize dangerous conditions and warn others.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Safety on Both Ends

HERE is a tendency with some folks to think of the front of the car exclusively when safety is mentioned. It is true that the greatest responsibility for safety rests with the motorman, but the conductor has a big responsibility.

An example is contained in the article by John C. Collins, supervisor of safety, in this week's Two Bells. He points out the proper method of cooperation between conductor and motorman in bell signals. This article is well worth the careful study of every motorman and conductor.

No more foolish mistake can be made than for one of the men to assume the responsibility for loading. The motorman can see ahead and notice passengers running to catch the car. The conductor can not see these passengers coming in nine cases out of ten. The motorman can see the steps in his mirror but his range of view to the rear is very limited. He can not see persons stepping from the curb or from behind an automobile or coming up behind the car. The conductor can see these passengers and can protect them against wrong action a motorman might take.

There must be the utmost cooperation between the motorman and conductor and fortunately this spirit exists generally throughout the system. Safety permits no chance taking.

Effective methods of cooperation are outlined from time to time by Mr. Collins and his suggestions should be studied carefully by conductors as well as motormen in order that they may render the best possible service.

Another Big Test Ahead

IN THE company restaurant at Division Three a sign was tacked up some time ago reading: "It's not the first kiss that's expensive, it's the upkeep."

There is a somewhat similar situation in having a reputation. It needs to be kept up to the maximum at all times.

The Los Angeles Railway has established a reputation for operating efficiency although fare has never risen above the horse car price. The courtesy of trainmen has been commented on throughout the country and is one of the delightful surprises of California to Easterners, who visit Los Angeles. In the recent Christmas season, travel went to the highest points on record and service was satisfactory.

A new problem in handling big crowds will be upon the company in less than six months with the opening of the gigantic coliseum at Exposition Park. Quietly this work has been carried on until it is now nearing completion.

The coliseum will accommodate 80,000 people and exits are so arranged that it can be emptied in a few minutes.

Arrangements are being made for trackage in the vicinity but no matter how much track space and how many cars are provided, the degree of service given will depend on the men who handle the cars.

To the every-day passenger, the conductor or motorman he meets stands for the Los Angeles Railway.

We are confident that the big job of serving the coliseum crowds will be carried out with typical efficiency.

DIV. 1 HOLDING LEAD IN SAFETY

Division One has taken a good lead in the January safety contest, according to figures given out at the middle of the week by the safety bureau.

Division Two, the pennant holders, are in the second place with the other three divisions within six points of each other.

The scores are as follows:

Division One	82.79
Division Two	99.92
Division Three	100.28
Division Five	103.54
Division Four	106.18

Man's love for man is born of consideration and fair dealing.

DECEMBER SAFETY RECORDS GOOD

More safety was shown on the cars during the December traffic with the heavy Christmas week travel, than was shown in November, according to a report issued recently.

A total of 564 trainmen failed to receive credits for clear safety record in December but, in November the figure was 607.

The number failing to receive extra credits for clear courtesy record in December was 46. This is slightly higher than the previous three months.

If you have half an hour to spare, don't spend it with some one who hasn't.

BULLETINS

Issued January 22, 1923

BULLETIN NO. 8 Notice to Conductors

Annual Passes when presented for transportation must be shown in such a manner that no portion of face of pass is obscured by papers, pictures, or anything which will prevent the conductor honoring such passes from obtaining full view of same, and noting number and name of holder if he so desires.

Any trainman losing a pass and failing to report same promptly will be discharged from the service. Dependents of trainmen losing passes and failing to report loss promptly will not be issued another pass during the current year.

Conductors on duty and honoring Annual Passes will in all cases, when pass is properly presented, acknowledge such presentation in a manner which will prevent the holder from being in doubt as to whether the conductor has recognized the pass or not.

BULLETIN NO. 9 Notice to Conductors

Transportation Book No. 8557, issued to Capt. H. Stoermer, 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.

BULLETIN NO. 10 Notice to Conductors

The following passes are reported lost: No. 1091, issued to H. A. Peterson, Lineman.

No. 5828, issued to L. P. Winter, Conductor, Division No. 3.

If the above passes are presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 11 Notice to Trainmen

Covers of permanent headlights are supposed to be dust-proof, but in order to render them so, must be tightly closed and securely fastened in all cases.

When necessary for trainmen to open the headlight cover for the purpose of changing a burned out globe, this cover must in all cases be tightly closed and securely fastened.

No paper or cards are to be used in the headlights for any purpose whatever.

BULLETIN NO. 12 Notice to Conductors

Out-trip transfers on line "H" provide for a walk-over privilege at Dillon Street, reading "WEST at Temple and Dillon."

Effective this date, walk-over privilege will be granted EAST or WEST at Temple and Dillon.

P. B. Hill
Supt. of Operation.

Supervisor With Flashlight Taken For Car Bandit

Here's the story of a traffic hold-up that was mistaken for a regular gun-toting, blood and bullets affair. And it actually happened, considerably to the embarrassment of the parties involved.

A house moving outfit had line "J" blocked and a supervisor was doing the best he could with service. A car in charge of H. A. Glenn and E. M. Clark came up and the crew started a conversation with the supervisor. The traffic man held a harmless metal flashlight in his hand.

An automobile passed and the driver evidently thought the car was being held up. He hurriedly notified the police and four autos filled with detectives and sawed-off shot guns rushed to the scene.

With mixed thoughts they returned to the station after learning that the early-morning crew and the supervisor were discussing nothing more harmful than the weather.

PREFERS WORK

Motorman R. E. Thompson, who recently was granted a couple months time off to qualify for city fireman, is back with us again. Saying, he would rather work for a living than be a fireman.

CASH PRIZES GIVEN FOR SERVICE IDEAS

Prizes have been awarded for December suggestions as follows:

First Prize: Motorman H. L. Glass, Division One, his suggestion being that at such points as are governed by flagmen or by traffic officers, motorman will call for signal from the conductor by one tap of the gong, and answer same with two taps when such signal is received and the flagman or traffic officer has taken such action as will permit the car to proceed.

Motormen will so operate in the future. This does not in any way alter the rule as to the sounding of gong at ordinary passenger stops, or at points governed by automatic signals, but applies only to such points as are governed as stated above, by flagmen or traffic officers.

Passes

Second Prize: Awarded to Conductor A. Nielson of Division Two, his suggestion being that holders of annual passes display such passes properly, and in such a manner that the conductor has ample opportunity to observe the number of the pass and the name of holder.

His suggestion also calls attention to the fact that in a number of cases, holders of passes have photographs or other scraps of paper partially covering the face of pass, which is of course absolutely wrong. One feature of his suggestion is that as a penalty for losing passes, a new pass should not be issued for a considerable period, thereby compelling the holder to pay fare.

Stop Sign Change

It is to be hoped that a more drastic rule in this respect will not be necessary. Note bulletin in connection with the use of passes in the future.

Third Prize: Awarded to Condr. J. A. Madigan, Division Two, his suggestion being in connection with the moving of a certain passenger stop sign.

While Mr. Madigan's suggestion was considered as having sufficient merit to entitle him to the prize, the adoption of the suggestion will depend entirely upon an investigation to be made in connection with the present location of this sign and the advisability of moving it to the suggested location.

Div. 5 to Sponsor Children's Show

To the folks of Division Five:— Are your kiddies in the great Division Five Kiddie Show to be held in the near future at Recreation Hall.

If not, why not? This is going to be the greatest Kiddie production ever staged in this city for we have secured the services of one of the best directors in the city, Hugo Hamlin who has more than 20 years experience in New York City in staging productions of all kinds.

The show will be headed by the famous Phyllis Lane and her Personality Pets.

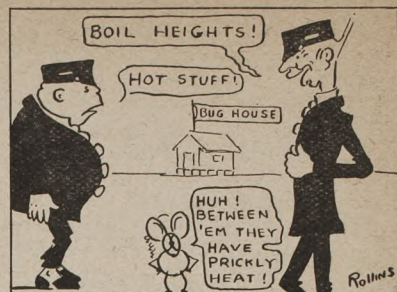
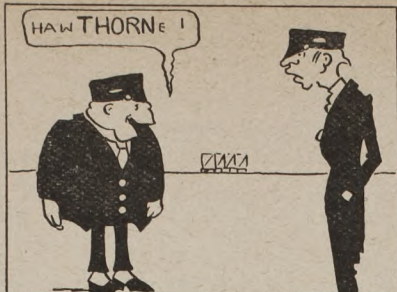
First rehearsal will be held at 4 P. M., Jan. 22nd at Hamlin's, 955 South Olive Street.

Be sure and take the children between the ages of four and sixteen and remember there is absolutely no charge.

You can secure any additional information by calling Tyler at Division Five or ask your husband.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

For Condr. H. H. Hennings, Div. 1
Los Angeles Railway,
Gentlemen,
For courtesy and kindness to a tired mother and little baby a little beyond the call of duty or company rules, I would like to commend Conductor No. 2506. Such a man is a credit to your corporation.

Very truly yours,
FRANK P. CLARKSON,
923 So. Mariposa,
Los Angeles.

For Condr. H. G. Evans, Div. 2
For Mtr. J. G. Adair, Div. 2
Los Angeles Railway,
Gentlemen,
May I offer a word of commendation for the crew on Western Avenue—San Pedro run, on the east bound car that passes Alvarado Street about 5:17 A. M., the regular crew.

Yesterday morning the car came up to an automobile accident at 7th and Union. One auto was blocking the track, and the occupants seemed to be more or less badly injured. Most of the crowd seemed to be merely curious, but the motorman (cap no. 1151) ran to a garage to telephone for an ambulance, and the conductor assisted in moving the wreck from the track.

Hoping this will counteract any criticism of the motorman for his humanitarian act, and also adding a boost for the A-Z-U-R-I-D-E. I am
Very truly yours,
J. G. DAVIDSON,
1901 Orange St.,
Los Angeles.

For Condr. W. S. Kennedy, Div. 5
Los Angeles Railway,
Gentlemen,
I would like to commend No. 2544 for the faithful way he performs his duty. We have a little girl 7 years old, who takes his car to school each day and she tells us how kind he is to her, always seeing that she gets on and off the car in safety.

I also ride on his car at times and notice that he is not lacking in the performance of his duty to any one. This is on the Eagle Rock City Line.
MRS. EDWARD HULL,
2629 West Ave. 34,
Los Angeles.

For Condr. A. R. MacDougall, Div. 3
Los Angeles Railway,
Gentlemen,
Lately it has been my good fortune to ride on a West 11th and Lincoln Park car, in charge of a real conductor. It is really a pleasure to ride in a car, in charge of a conductor, who calls the streets loud and distinctly enough for all to hear, and who also displays a vast amount of good common sense and decency.

Being a comparative stranger in the city, I certainly appreciate this fact, and as I have heard many other complimentary remarks concerning Conductor No. 396, thought a few remarks of appreciation would not be out of place.
Respectfully,
W. B. SOMMERS,
1042 So. Beacon St.,
Los Angeles.

For Condr. T. T. Leech, Div. 5
Los Angeles Railway,
Gentlemen,
I know your conductors may get many "knocks" but I believe in passing around a few flowers before death.
I was a passenger on car 613 getting to the Hawthorne end of the line about 6:30 P. M., thereabouts, Nov. 13, and was sick on the car, the conductor was extremely courteous to me. He was a young man, and if I had been too, perhaps many of your young men would have been solicitous about me, but I am a gray-headed mother.
MRS. ALICE M. KEELER,
Hawthorne,
California.

RULE ON PASSING UP PASSENGERS EXPLAINED

BY R. B. HILL

Superintendent of Operation

REPORTS have been received in the main offices that some motormen, doubtless because they have an erroneous impression regarding the rule, make it a practice not to pass up passengers when good judgment would indicate that it would be their duty under the proper interpretation of the rule to do so.



For instance, some of these reports state that certain motormen when running behind time do not pass up passengers when there are as many as two cars of their line following close behind them, for fear that demerits might be placed on their record on this account.

The passing up of passengers, when a motorman is behind time and his follower is reasonably close, is not only permitted under the rule, but

there are occasions when it is necessary for the maintenance of proper service.

In no case will demerits be assessed for this cause, provided the car is running late with no chance to make up time without skipping some stops, and provided the motorman puts down his "Take Next Car" sign, as laid down by the rule, and his follower is reasonably near.

Motormen are expected to operate as outlined in the preceding paragraphs; supervisors are expected to see that motormen obey these instructions so far as it lies in their power to do so.

But when good service demands that you pass up passengers, be sure your "Take Next Car" sign is down.

Pull-out or pull-in cars MUST NOT pass up passengers, except in accordance with above rule, but on such trips conductors must notify all passengers at time of boarding of the destination of the car.

HOW CAN YOU REPLY TO QUERIES OF SAFETY MIND?

BY JOHN C. COLLINS

Supervisor of Safety

This is the second of a series of articles by Mr. Collins on The Safety Mind.

Now listen to your Safety Mind talk to you for a few moments.

Have you read your rule book during the year? How many times did you force yourself to break a rule, and then find out later that it caused you trouble? How many times were you fooled by the auto driver ahead of you stopping on the track? System is needed in following autos, not guess work. You may have guessed this man's intentions right, but things move so fast today, that the thought and actions of others must be considered. Why, the time has passed when it is safe for a motorman to look at his watch while his car is in motion. Motormen look at their watch too many times, when there is no necessity for it.



Do you know the rule governing car movements at crossovers? Do you safeguard your passengers at track intersections, or observe the rule for electric switches and curves? Do you run too fast down hills or in a fog? Do you slow down for dangerous cross streets and ring your gong? Have you made any particular effort to observe your road space?

Work With Conductor

You have complained many times about conductors not giving signals to go when you had called for them. What are you

doing yourself when this system is reversed. Have you given it a trial, or just said it cannot be done and dismissed it? There is nothing hard about the rule on giving bells. All that is necessary when the motorman is ready to go, is to signal this fact to the conductor by one or by two taps of the gong. Act naturally, if at a tower, or where an officer is in charge, call for signal as you always called for it with one tap of the gong, and answer with two taps. Conductors may give signal to proceed on your tap. They will do their part when the motorman does his part. This works successfully for all men who try it, and is much more satisfactory to all concerned, than it ever has been in the history of this company.

Keep Pace With Shifts

Give the bells so that the conductor may hear. An observer on the street readily sees how well a man is following a rule, the same as how great an effort he makes to violate it.

There are many combinations in the billions of moves made on our streets during a year. We must recognize the moves, anticipate them, imagine them, no matter how fast the moves may form. There are none that travel so fast as the mind, or can be changed so quickly. One must keep his mind up with things or fall behind in a world where all is motion.

Inherits \$6000 Then Hands in Run Disc.

Motorman D. J. Wejman came whistling into the waiting room of Division Two one morning last week, and upon the clerk's inquiry as to the reason for being so noisy at that hour of the day, was informed by D. J. that it was his last day as a motorman, because he had fallen heir to the neat little sum of \$6,000, with which he intended to start some little business.

On The Back End

(Contributed)

"SAME HERE"

This week's hot one is told of a new conductor on Line N. He was making his first trip and was a little uncertain about some of the stops, so the motorman offered to help him out. The front end man called the streets loud enough for the conductor to hear and then the new man repeated them for the back end customers.

Arriving at the east terminal, the motorman sang out "Santa Fe Depot." And the new conductor announced: "Same back here."

Wonder if Eskimo Pie is the fare limit on the street railway of Greenland's icy mountains.—Deep stuff Omar.

Conductor E. Perkins recently sold his automobile to a man who was willing to pay \$5 down and \$5 per month, price \$15, and Perkins was tickled to death to let it go at that price, as he told us the old flivver caused him to miss out about three times a week; besides, he had to get up at least an hour earlier every morning, in order to get the old thing started, and got home two hours late at night, on account of changing tires. Now he walks the five miles every morning, and is always on time at Division Two.

An old lady started to board a West Ninth car and asked the conductor if it was a Grand Avenue car. The conductor promptly answered that it was not a Grand Avenue car.

"Well," she snapped, "I've lived here five years and I guess I know where I'm going."

"Well," the conductor replied, "I've lived here for EIGHT years and I guess I know where this car goes. This is NOT a Grand Avenue car."

Condr. G. R. Stevens, Div. 2.

Did you ever hear that one about the Amazonian who told her hen-pecked spouse to feed the chickens to the corn? Bill Sloane came to work last Tuesday morning and asked off his last half. It was granted. When he came in from the first part of his run he called up several paper hangers to do some work for him but all were too busy. "Gee, isn't that tough?" he began, "and me laying off just to see that the papering is done right." Then he called up a hardware store to see if they had a certain size door. They did. Bill was still grieving over losing a half day's work just to put on a door. His head drooped in thoughtful mien. "Say," he burst out suddenly, "can I take the car home on a door?"

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

L. F. Carmack, Division One editor for Two Bells, has been checking for Mr. Campbell of the schedule department recently.

Conductor C. A. Phillips, who has been with the company for about two years, came in this week to resign. He is leaving for Ogden, Iowa, to take up farming.

We were very sorry to hear of the death of Conductor H. O. Brann, who died in the County Hospital last week. His death was rather unexpected, although he has been suffering from tuberculosis for the past year. He recently returned from Tucson, Arizona. A beautiful floral piece was presented by the boys of this division.

Some improvements are being made to the cashiers' room. We don't exactly know what it is going to be when it is made, but anyway it will be for the best.

Well, Division One seems to have a good hold on first place in the safety contest race, as she has held it for the last week. Each day finds us piling up a stronger lead and we fully intend to maintain this lead until the end of the race, thereby winning the first safety contest of the New Year.

Motorman C. L. Bond tells this one: "A passenger got on my car after the loader took his transfer at the front end. He asked me what right this man had to take his transfer and what would he do when the conductor came through the car?" O boy, one every minute is right!

Motorman J. P. Robinson, who was injured at 9th and Broadway has fully recovered and is back on the job after being off for a month.

With Conductor Hersh and Motorman Rodick gone from our midst, the division has again resumed its quiet and peaceful routine.

DIVISION 2

C. L. Christensen

Say, fellers, do you know the reason we are not at the top at the present Safety Contest? It is very simple. In the first place, we have too many accidents, and after they have happened some of you boys are not making out your reports promptly, but think it will be alright to turn them in the following day. That is not the case. It is very important to make out the report and turn it in the same day you have the accident, or, if you get relieved on your run, in the evening, and, as a rule, don't go to the car house, so you may turn in your report the next morning, but it *must* be in by 6 A. M.

Conductor G. A. Stowell has secured a few weeks leave of absence for the purpose of having an operation performed on his throat. We hope to see you back again soon, G. A.

Motorman R. K. Wilson, who lives at a downtown hotel, decided Division Four was the most convenient place for him to work, so he traded seniority with G. Jensen of Mr. Wimberly's clan. Division Two welcomes you, Mr. Jensen.

Ed. Foresythe, our yard master, has taken a month off, and left for Palm Springs with Mrs. Foresythe, who has been in ill health for some time. We wish for Mrs. Foresythe's speedy recovery.

Conductor A. Lowe is spending his vacation on a ranch in San Luis Obispo. Motorman R. Nall has gone to Bisbee,

Who's Who



MOTORMAN R. S. DREW of Division

Five has had a lot of interesting experience in railway work different from the usual run. For more than five years he worked on railway properties in Mexico and during some exciting times at that.

Drew started in 1908 as a conductor with the Southern Pacific of Mexico and was stationed at Guymas. Four years later he became a roadmaster in Costa Rica, and then went to Spanish Honduras where he was a trainmaster. He is well versed on conditions and customs in the Latin America countries.

He began service with the Los Angeles Railway as a motorman in 1917 and is one of the best-liked men of the sea gulls' roost.

Arizona, to look after some mining interests there.

Conductor E. L. Bach is taking a short time off to rest up.

Conductor G. R. Stevens, the popular young scenario writer of Division Two, has entered the golden path of matrimony. G. R. says the girls of the middle west were always number one with him, so he chose as his life-long partner, Miss Florence M. Cross of Des Moines, Iowa.

Division Two congratulates and wishes the young couple a happy future.

In a recent journey around Los Angeles, our well known friend, Johnny Stork, stopped long enough to deliver a bright blue-eyed 8½ pound boy at the home of Clerk C. J. Clark, and believe me, C. J. is some proud papa. Both mother and baby doing fine. Congratulations are in order.

Our distinguished gentleman, Motorman K. Pappé of Division Two, has shaved off his mustache. Pappé says he hated to do it, but you know, a man will do anything to keep peace in his house. (Pappé was married a short time ago.)

DIVISION 5

E. C. Tyler

Motorman E. A. Hilty, cap number 133, says, "That if he saw a dollar laying in the street the eagle would fly away with it before he could put his foot on it."

The cause for Hilty's loud wail is that some one sent him a bouquet and it was credited in error to Motorman E. A. Holtz in last week's Two Bells.

The present Safety Contest reminds one of a game of tag. Now your it and now you're not.

What's the matter with putting Division Five on top and keeping it there?

Conductor S. M. Fox has been wearing a very self-satisfied look lately and here's the reason.

Conductor Fox bears a slight resemblance to Conductor A. W. Hall who has that celebrated large family. Now

DIVISION 3

H. A. Russell

Well, in regard to the Safety Contest, we are still in it, bobbing around like a cork in the ocean. One day we are fourth, the next second and then back to fourth again. Now you know that isn't right. We ought to be in first place and stay there, so pull yourselves together. Take things easy. Take no chance and see if you cannot get up into first place where you belong and bring that old flag back home.

Motorman L. M. Covington, another one of our bald pate club, is busy these days endeavoring to interest the other bald pates into buying his very own hair restorer. He declares that he has only been using it for eight months and has already grown two hairs and an inch of fuzz, which he will proudly exhibit to anyone interested. Jarvis, please see him.

George Woolley, our genial night switchman, is still under the weather, suffering with neuritis in his arm. He is taking electric treatments and expects to be on the job again, shortly.

There was great excitement in the yard the other day, and a grand rush for a camera to obtain rare pictures. The reason being that Yard Master Walker had been caught in the act of cleaning the windows in the switchmen's shanty. In fact it is reported that Charlie Merrill was passing and looked in the gate and swooned away.

Conductor Percy Stebbins, after giving the Coue system a thorough trial and worn out two strings, has decided that it is all bunk and that he is not, every day, every way, becoming better and better, in fact he believes he is becoming worse.

If you should happen to find a piece of paper with an address on it, please return same to Conductor Joe Meehan, as a certain passenger became very chummy with Joe the other day and before leaving the car gave him (his) (her) address with a strong invitation for a friendly visit. Now Joe has done gone and lost the paper. Curses!

Extra Conductor Winters had the misfortune to have his pocket picked while working a crowded Hawthorne car the other day. This was hard luck, old boy, but a warning to others: These dips are no respecters of person.

Motorman Bill Millican has taken 30 days off and is visiting his mother in the northern part of state.

Conductor Harry Beals overdid himself to show his wealth and generosity by putting an extra two-bit piece in a roll of quarters the other day, the bank returning same to him. Ye gods, will wonders never cease?

Our janitor of colour, Mr. Frank Durand, successor to our Angel, is going around with a smile that won't come off. The reason therefore being the fact that on Thursday of this week he expects to take the awful leap into the sea of matrimony. This is about all the dope we have on the event, but we wish the happy couple everything that goes to make up a happy married life.

since Hall's picture was published in the Evening Herald, Fox has been in receipt of numerous congratulations from his passengers on his fight against race suicide.

Fox didn't say whether he accepted the congratulations or not.

A two-car train was proceeding down Main Street when a flivver of ancient vintage tried to run between the first and second car. The flivver took a place in the file closers and the conductor ran back to ascertain the damage. He was met by a red-faced old fellow climbing out of the Ford who exploded, "That's a h—l of a motorman on that second car. Why don't he watch where he is going."

Motorman Roy Yarger, better known as the skipper of the Crosstown Toonerville Line, was missing Saturday and

DIVISION 4

C. J. Knittle

Motorman A. Foster has been granted a thirty-day leave to look into that popular government position, carrying mail. Motorman H. A. Tinder has also been charmed with the idea of toting a mail bag, and is trying it out on a sixty-day leave.

Motorman L. Edwards is on a fourteen-day vacation to visit his mother in wild and woolly "San Berdoo."

During the past week this division slipped down to fifth place in the Safety Contest. But we only bumped our heads on the cellar floor once. Two days later we were up in second place which is going some, you'll all agree. But remember, Four-ites, it's the steady pulling team that makes the grade. Didn't Johnnie Collins say so? And doesn't Johnnie know?

Operator A. S. Page's idea of regulation dress received a crashing blow when he reported for duty Friday morning in gay green sport vest, the like of which was never equalled around 12th and Central. Clerk Ellis informed him that he could not work in such a thing, whereupon Page disappeared for a few minutes. When he returned he had put the vest under his white shirt, but Ellis again refused to check him in. The rule being that in the absence of the regular uniform vests, blue cambric shirts must be worn (or wica-woisa) he was still out of luck so he went home.

Motorman G. H. Bramley and "Ye Scribe" were conversing in the trainmen's room last Tuesday. Several of the boys were playing cards, pool, reading, smoking and expectorating at the cuspidors. The last named indoor sport brought up a story in Bramley's mind. "Years ago when women were just as particular in regards to cleanliness in the home as they are now, but more men chewed tobacco than now, an old farmer called upon a widow with whom he was infatuated. During their conversation the farmer expectorated several times quite carelessly on the floor. The widow went to the back room and brought forth a new cuspidor and set it in front of him. The next time he expectorated to one side, whereupon the widow moved it to that place. A little later he did it again, but to the other side. So she moved it to that side. A few minutes later he expectorated to the opposite side and the cuspidor was again moved. 'Rebecca,' the old farmer almost shouted, 'If you don't keep that thing outa my way, I'll spit in it.'"

"Heads I win, tails you lose." It's old stuff but it still works. Clerks Ellis and Croushorn started arguing over who should wind the division clock one morning recently. "Flip a coin," suggested "Crous." Ellis did and yelled "heads" while the coin was still in the air. Heads was up when it landed. "Now," said "Crous", "go wind the clock." "But I've won!" protested Ellis. "I called 'heads' and 'heads' is up." "Yes," agreed "Crous". "But was it not flipped to see who'd wind the clock?" "Sure," replied Ellis. "Well, you've won," declared "Crous" and Ellis staggered towards the clock.

Sunday. Monday he returned and, according to his conductor, proceeded to break a gong cord and acted in general as though his mind was far, far away. Now comes the whisper that he has taken unto himself a wife.

J. M. Anderson, the baby motorman of Division Five, has been trying for many moons to get a uniform that will surround him.

He now says that if the uniform department doesn't order a couple of bolts of cloth and make him a uniform, he is going to bed and stay there. By gum!

I am taking this opportunity to announce that Division Five is lining up a show that will be a knockout.

Not to feature the conductors and motormen who are before the public enough in their daily work.

In this show all the honors will go to the kiddies. Yes, the kiddies of the trainmen of Division Five and the wives and mothers of this division are urged to read the announcement for them which appears on another page of this issue.