



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

New Merit System Bulletin Given

SAFETY CARS SHOW LOW ACCIDENT AVERAGE

Safety cars operated by the company have been highly successful in accident prevention, according to records for 1922.

The data was given to the American Electric Railway Association as part of a survey made by that organization to show the success of this type throughout the country. The outstanding feature of the organization's report for all cities using safety cars is that step accidents have been practically eliminated. In view of the fact that approximately 60 per cent of the accidents involving injury to passengers are step accidents, this showing is considered to be of great importance.

Few Step Accidents

The Los Angeles Railway records for 1922 furnished to the national railway organization in its survey, show that one passenger out of every 125,000 riding two-man cars suffered a boarding or alighting accident, while only one out of every 2,250,000 riding one-man safety cars suffered a similar accident. Considering that practically all step accidents are injury accidents, this is regarded by the railway as a good showing.

In terms of passengers carried and miles operated, the safety cars maintained their good record. The Griffith and Griffin line, which runs down Spring street, is credited with 3.48 per cent of the total mileage of the system. It carried 2.17 per cent of the total number of passengers but it produced only .88 per cent of the total passenger accidents in the year.

Many Riders Served

The total mileage for all safety cars in 1922, was 2,055,544 miles, which is seven per cent of the total for all lines. They carried 5.95 per cent of the total passengers but produced only 1.46 per cent of the passenger injuries in all classes of accidents.

An average of one injury for every 787,847 passengers carried is the safety car record for 1922.

Take Time to Be Careful. Death or serious injury is too high a price to pay for a few seconds time.

IF YOU know some person who believes in you, who knows your faults and still stands by you on account of the good there is in you, be careful not to lose that person's friendship. With the aid of one such person you can be strong, with the aid of two such people you can be a giant, with the aid of three such people you can be a "genius" and rise to heights such as most people never dream of attaining.

OFFICIAL BULLETIN Merit System for 1923

THE Merit System with Bonus will be continued during the year 1923, under the same rules that governed the administration thereof for the fiscal year ending November 30th, 1922.

Minor changes may be made in the number of credits given or demerits assessed, but these will not materially affect the records.

Courtesy and Safety will occupy first place in efficiency records, as heretofore. Both Courtesy and Safety mean not only the building up of the official record of a trainman, but they mean actual cash, as has been, in our judgment, sufficiently demonstrated.

Courtesy pays—not only in personal satisfaction over a kindly deed performed in the right spirit, but it pays in cold cash as well. On the other hand, a man has to pay for Discourtesy.

It is my hope that those in the Operating Department who have charge of the details of the administration of the Merit System during the Bonus year ending November 30th, 1923, will be even more rigid in their attitude toward courtesy and discourtesy than they have been heretofore.

The trainmen of the Los Angeles Railway have the reputation throughout the United States of being among the most courteous, agreeable and accommodating in the whole country. There is no reason why, under our Merit System, the splendid body of trainmen to whom this bulletin is addressed, should not rank at the close of the present year as absolutely the highest class, without qualification, in respect to kindness and consideration towards the traveling public.

(Signed) G. B. ANDERSON,
Manager of Transportation.

Approved: G. J. Kuhrts,
General Manager.

Roof to Flood New Mill With Daylight

With the brick work of the wall for the new mill at South Park shops finished, the steel work for the roof is arriving. The roof will be of "saw-tooth" construction, which from a distance looks like the teeth of a saw and permits the use of more glass than an ordinary slanting roof and consequently gives more daylight.

Garage Lighting System Improved

The company garage at Sixteen and San Pedro streets is being equipped with a new lighting system to facilitate work. With the large number of trucks used in the daytime by the engineering department, it is necessary to do night work at the garage and to keep at least one mechanic on duty Saturday afternoons and Sundays.

COURTESY TO BE PRIMARY REQUISITE IN 1923

With the aim of giving Los Angeles the most courteous street car service of any city in the United States, the official bulletin governing the Merit System and Bonus for 1923, has been issued by G. J. Kuhrts, General Manager.

It is emphasized that discourtesy is inexcusable, although there may be excuses under some conditions for other offenses. With this in mind, courtesy will become one of the outstanding factors in determining a man's efficiency record and the amount of bonus he receives.

Another feature is that repeated offenses will bring increasingly heavy demerits. The conditions under which a man might receive three slips of ten demerits each for committing the same offense three times, will be changed materially.

Hereafter the division superintendents will have records, duplicating those at the main offices and showing a man's exact standing at all times. This will enable the superintendent to handle demerits for repeated offenses with the utmost accuracy.

Income Tax Data To Be Furnished

Following the usual custom, lists are being compiled by the auditing department showing the amount of pay received by each employe during 1922. This is for the information of the income tax officials and duplicates are sent to division superintendents and department heads in the engineering department. In this way a trainman may find the exact amount he earned by inquiring of the division superintendent. The same information may be procured by office employes from the paymaster. All figures will be available early next month.

George A. Prichard, motorman of Division Three, and attorney with offices at 933 Citizens National Bank Bldg., has repeated his offer of a special rate of 50c for helping employes in preparing their income tax returns.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

A System That Builds Men

The announcement that under the Merit and Bonus System for 1923, repetition of the same offense will bring increasing demerits in significant and worthy of extended comment.

If a motorman operates his car improperly near an electric switch and turns the switch under the car ahead of him, it is usually a sign of carelessness. There is always a chance of some peculiar condition being involved that changes the general aspect and releases the motorman from blame. But if that same man does the same thing twice more in the same week, it is a pretty sure sign that he is grossly careless and is certainly entitled to increased degree of discipline.

The Merit and Bonus System is in part a plan for maintaining discipline for bad deeds and giving reward for good deeds. But that is only a part of its function. The system has proved that it has a big, broad field in developing men. When it awakens a hitherto indifferent employe to a keen understanding of his responsibilities and possibilities, it has made him a better man for work on the cars or in any other walk of life.

Courtesy Counts In Cash

THE case in which one discourteous remark cost a trainman one hundred dollars in actual cash, was related last month by George Baker Anderson, Manager of Transportation, when the Bonus for 1922 was paid.

Those who were present will recall the statement that after the extra bonus winners had been picked tentatively, one of the men slated for an extra award of one hundred dollars was reported for gross discourtesy. The offense was such that instead of being top man of his class at his division, he slid down the scale so that he did not have a place in the first ten and did not receive any extra prize money.

The incident happened toward the close of the year. Every month it is necessary to demerit some men for discourtesy offenses and the demerits so given may be just enough at the end of 1923 to keep a man from extra bonus money.

If the man who lost the hundred dollars through his discourteous remark had been warned when he started to work that he had been picked for a top prize and would receive it unless any serious complaints of discourtesy or any other offenses were charged against him, he would no doubt, have been the personification of courtesy and efficiency and not done anything to endanger his prize.

Every trainman is told to be courteous. The offense of discourtesy is inexcusable. It is just a matter of smiling instead of swearing.

You know the rule of courtesy. A violation now or at any time may cut you off from an extra cash prize to be handed out next December. Make your actions put you in line for the extra award, not cut you off from a prize.

New Wheel Lathe Arrives at Shops

The new wheel lathe for turning steel wheels and smoothing out the flat spots has arrived and presented a heavy problem to Foreman Hathaway, of the machine shop, when it landed at South Park on a flat car.

One piece of the bed for the new machine weighs 42,000 pounds, and that is only a start.

Div. 1 Mechanical Has New Building

A new office for the Division One mechanical department, which combines a sand house and oil room, has been completed. The building is at the rear of car house No. 1, of Division One, and adjoins the north wall.

Foreman Martin now has a dignified place to attend to the business end of car repairing at the Central avenue division.

Settle your own fate by practicing safety.

Wife of Ray Smith, Cash Receiver, Dies

Mrs. Bessie M. Smith, wife of Raymond Smith, cash receiver at Division Four, died last Wednesday. The funeral service was conducted at the Hollywood cemetery chapel, Saturday morning.

The sincere sympathy of his associates is extended to Mr. Smith.

BULLETINS

Issued January 29, 1923

BULLETIN NO. 13
Notice to Trainmen

Effective this date, cars must not double the crossing at Pico and Figueroa. When cars are going in opposite directions and meet at this crossing, southbound will have right-of-way over northbound, and westbound will have right-of-way over eastbound.

BULLETIN NO. 14
Notice to Conductors

Transportation Book No. 6320, issued to E. A. Holmes, a/c Fire Department, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 15
Notice to Conductors

The following passes are reported lost: 1116, issued to A. I. Winship, Lineman. 4778, issued to A. Light, Motorman, Division No. 1.

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

P. B. Hill
Supt. of Operation.

Safety Zone Being Built at Tenth & Bdway. Junction

The company is constructing a raised safety zone at the junction of Tenth street, Broadway Place and Broadway, that will be a great benefit to street car riders and will help to direct the lines of automobile traffic.

The safety zone is for the convenience of passengers boarding northbound cars on Broadway. It is 56 feet long and parallels the car track on the west side. The east side is rounded with 17 feet as the maximum width. The island is raised nine inches from the surface of the street.

Red danger signal lights will be at the north and south ends of the zone.

Low Price Set For Household Supplies

The supply of household goods being sold by the company at the storeroom, Fifty-fourth street and South Park Avenue, has been priced at half the retail price and considerably lower than the wholesale prices.

The supply includes towels, sheets, cotton blankets, army blankets, two sizes of cots, mattresses and feather pillows. The goods may be purchased by employes of any department.

LINEMAN RECOVERS

Allen Barrett, wireman of the electrical construction department, returned to work last Monday, after a lay-off in which he underwent an operation.

Introducing New Men

The following men have been assigned to their divisions during the week ending January 20, 1923:

DIVISION NO. 1

Motormen—B. F. Yeast, T. P. Doolittle, F. O. McDonald, J. H. Kelley, G. Mathes.

DIVISION NO. 3

Motormen—W. L. Apgar, W. M. Carter, G. W. Dilts, W. J. Pollock, F. A. Lareau, F. O. Leatherbury, W. A. Lamb, Jr.

DIVISION NO. 4

Safety Operators—A. N. Moreland, F. F. Nunn, J. H. Hansen.
Conductors—R. A. Johnson, G. C. Muse.

DIVISION NO. 5

Motormen—G. D. Adams.
Conductors—H. W. Baerresen, A. Gilstrap, G. C. Fisher, G. E. Gibson, B. M. Wolfe, D. O. Livingston.

DIV. 1 LOOKS LIKE SAFETY WINNER

Division One, several times runner-up but never winner of a safety contest, appears to have the inside track toward the big pennant for January.

Figures announced by the safety bureau at the middle of the week show Division One in the lead by approximately 30 points. This is one of the biggest leads every piled up by a first place holder and should be enough to carry Supt. Williams' gang into the first place unless there is a serious accident slump before the end of the month.

If Division One gets the flag this time, every other division will be ready to give a cheer and congratulations because the men on Central avenue have put up many a hard fight and lost out by breaks of the game.

The scores at the mid-week were:

Division One	122.34
Division Two	150.42
Division Three	154.10
Division Four	158.98
Division Five	190.89

Condr. Frank Leon Of Div. 3 Marries

Recently Division Three reported that the genial Conductor Frank Leon was going around with a strange light in his eye as if something was going to happen.

But now it is different, Frank has a smile that will not come off, the reason therefore being that on Saturday, January 20, he took unto himself for better or for worse Miss Luella Vanderslice and they are nicely settled in their home at 2234 Rogers street.

Division Three extends to the happy couple sincere felicitations and trust that their trouble, etc.

On the Sick List

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

DIVISION NO. 1

Conductors—M. M. Pierce, 446 Downey Rd.; D. B. Gilmore, 423½ E. 7th St.; H. N. Mullendore, 417 Crocker St.
Motormen—C. Coover, 861 S. Norton; G. L. Thompson, 508 Pasadena Ave.

DIVISION NO. 2

Conductors—J. E. Delaney, 453 E. 30th St.; N. E. Olton, 3727 S. Hope St.; F. C. Ham, 1806 W. Vernon; A. Hill, 515 E. 62nd St.; H. McDaniel, 1026 E. 29th St.; A. C. Haenssler, 326 E. 52nd St.; L. P. McLaughlin, 1327 E. 42nd St.
Motormen—P. C. Pedersen, 8908 S. Hoover St.; S. P. Jordan, 200 E. 53rd St.; W. Meier, 603½ E. 7th St.; W. A. Hubbard, 160 W. 57th St.

DIVISION NO. 3

Conductors—E. C. Croughan, 513 N. Ave. 22; L. F. Helfer, 3414 Loosemore; C. E. Vassar, 814 E. Sycamore Ave.; C. V. Judd, 1215 W. Ave. 54; T. L. Miller, 3704 Morgan St.; J. J. West, 122½ N. Ave. 20.

Motormen—T. T. Fletcher, 329 W. Ave. 64; W. E. Darby, 3425 Merced St.; C. E. Aldridge, 2640 Maceo St.; J. J. Brannick, 3512 Arroyo Secco; J. W. Gilreath, 1923 Echo Park Ave.

DIVISION NO. 4

Conductors—J. Federbusch, 1334 Alsace St.; J. L. Carnine, 3306 Gleason Ave.; M. Maurer, 222 E. 24th St.

Motormen—W. Doovas, 743 E. 17th St.; J. B. Keller, 1604 Cherry St.
Operators—I. R. Tilton, 931 Girard St.; H. Rendell, 5623 Lexington Ave.

DIVISION NO. 5

Conductors—H. L. Raines, 829 W. 53rd St.; L. G. Turri, Inglewood, Box 592; L. W. McCandless, 951 W. 84th St.; H. Tinemeyer, Mesa Hotel; J. E. Coons, 1326 W. 60th St.; W. Janner, 12011 Hawthorne Rd.; J. W. Seger, 5415 2nd Ave.

Motormen—T. L. Stephens, Wallace & Prairie; W. F. Kelly, 1224 W. 95th St.

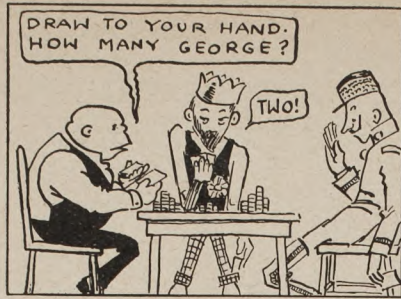
MONTHLY DANCE

If you get your copy of Two Bells Saturday afternoon, this will remind you that the monthly dance is about ready to start. The last Saturday evening of the month is the regular night devoted to this social affair of the Los Angeles Railway family, and a happy evening is assured.

"Is the new boarder married?"
"I guess so, he only uses one hook in the closet."

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things

(Hand Picked)

For Mtr. R. W. Fowler, Div. 2
Los Angeles Railway,
Gentlemen:
I want to give credit where it is due. On a crowded Western Avenue car one day this week, Motorman No. 1211 courteously offered me the use of his stool, when he saw there was no vacant seat. When I thanked him, he acknowledged it with the same quiet courtesy with which he had offered the seat. I trust he will be rewarded for his kindly thoughtful act.

Yours very truly,
K. A. WEMPLE,
157 South Ardmore,
Los Angeles

For Condr. F. C. Hawthorne, Div. 5
For Condr. W. S. Kennedy, Div. 5
Los Angeles Railway,
Gentlemen:
I write to say a word of thanks to two trainmen. I did not learn their names, but their cap numbers were 1418 and 2544. Both men are so good and act kindly to old folks.

Yours respectfully,
MRS. M. RIPLEY,
Inglewood, Calif.
Box 72, L. A.

For Mtr. F. F. Krichner, Div. 1
Los Angeles Railway,
Gentlemen:
As regular passengers of the Heliotrope line we wish to commend the polite and efficient service shown by Motorman No. 43.

Sincerely,
MR. AND MRS. C. A. HEEREN
550 North Juanita Ave.
Los Angeles

For Condr. C. A. Ermann, Div. 4
Los Angeles Railway,
Gentlemen:
I wish to express my thankfulness for the kind and courteous treatment shown me by Conductor No. 2704. When I found myself with only a ten dollar bill he paid my fare and I am enclosing same to him with many thanks.

Respectfully yours,
MRS. W. E. DOOGE,
7600 South Vermont Ave.,
Los Angeles

For Condr. E. L. Jandro, Div. 3
Los Angeles Railway,
Gentlemen:
In order that you may know that we car riders do appreciate good service and politeness from a few of the employees who really try, I wish to commend Conductor No. 178 as being unusually courteous and agreeable in his dealings with the public.

Kindly encourage his attitude and accept our thanks.
Respectfully,
PHIL HAMILTON,
943 Winfield Street,
Los Angeles.

For Condr. C. R. Ream, Div. 2
Los Angeles Railway,
Gentlemen:
I wish to show my appreciation of a courtesy shown me by Conductor No. 2216, on the evening of November 17th, at Western at 8 P. M. I was a stranger in that locality and his kindness meant much to me.

Sincerely,
MRS. P. W. STEBBIN,
3916 Wisconsin St.,
Los Angeles.

Verbal Barrage

"Shall I go over the top?" asked the talkative barber, poising his shears.
"Yes, as soon as your gas attack is over," answered the weary customer.

COLLECTED FIRST FARE ON CABLE CARS

Police Captain James McDowell, a horse-car pilot in the old days and now head of the traffic department, makes 9320 feel the bumps, just for old times' sake.



Former Horse-Car Pilot Directs Traffic of City

"I remember the time when every man in Los Angeles had the mark of the street car grill work on the back of his coat. In those days cars went off the track at almost every curve and it was a case of every passenger lending a hand to lift it back." This is from the reminiscences of Police Captain James A. McDowell, now head of the police traffic squad and an old time street car man. Captain McDowell's service on the cars dates back to 1888, when he piloted a horse car with Conductor Frank Nye, out of Division One. The Captain has the first nickle collected on a cable car, as he was the conductor of the first vehicle of this type.

First Air Brake

Later on, when the air brake came into use, Captain McDowell had a unique experience. Trainmen had to go to Pasadena to break in on the air brake cars. One day Mac was called upon to make a relief downtown on an air brake car and had a lot of fun. Starting at First and Broadway, he brought his car to a stop at Second street with much the same ease that a mountain pack burro does when he sits back on his haunches upon hearing a rattle snake sound the dinner bell. The second exercise was to find how the air was released so the car could proceed. That had its own difficulties but was mastered with the same ingenuity the Captain now shows in the big task of moving thousands of automobiles and pedestrians through the congested streets.

Two Dollars a Day

It was in these times that on the

last trip the conductor would pay himself and the motorman if they took in four dollars, as the pay was two dollars a day.

The Captain was a conductor on the electric cars for sometime. Under the system prevailing then, it was necessary for the conductor to record on a way bill the number of persons boarding his car. He then went through the car to collect fares and would enter on the poster the number of cash fares, passes, or police badges, and ring them up on the "brother-in-law" register. To the eternal grief of conductors, passengers would alight after their entrance had been registered and before their fare could be collected. Then an inspector would jump on the car, look at the way bill and then at the number of fares registered on the "brother-in-law" register. Discrepancies were common and arguments were numerous, but it was all a part of the game as played in those days.

Irish All the Way

Captain McDowell is known to many of the old timers on the system. His Irish brogue is as pronounced today as it was 30 years ago when he was on the cars. Somehow an Irishman can get things accomplished when the difficulties are more numerous than fivvers in Detroit.

Perhaps that's the reason why "Cap" McDowell is getting away with the extremely difficult job of directing Los Angeles traffic. The obstacles are known to every street car man, but in the face of them, "Cap" McDowell is doing a good job with the fine cooperation of his traffic officers.

On The Back End

(Contributed)

Over on the "R" line we have a crew working with names that are pretty well matched: Conductor Greenfield and Motorman Freshwater. Wherever you find Freshwater you can count on finding a Greenfield.

Don't shoot, that's only the first one!

Conductor, will you put me off at 11th street?

No, lady, we don't put anyone off. Well, will you tell me when we get to 11th, then I'll get off myself, because you couldn't lift me anyhow.

Alright, lady, I may be a small fellow, but I can do that.

It is very nice to ride F. O. B. on Main street, but Broadway is where the crowds go; if the Main street boys will just step over there they will find we have L. E. M. P. (Lamps) going both ways as you ride.

D. D. BRIGGS,
Div. 3.

Motorman E. D. Smith, of Division Four, was wondering if he had the correct time last Wednesday afternoon so he took up the private telephone at the office window and asked for it. "I don't know," came back the answer, "the clock up here is about two minutes fast." Smith hung up, "Good night," he whined, "if the dispatcher hasn't got it, who has?"

But the fact was he hasn't asked the dispatcher. He has used the main office phone and had been talking to the main operator.

Switchman: "Is it possible to confide a secret to you?"

Motorman: "Certainly, I will be as silent as the grave."

Switchman: "Well, then, I have urgent need of two bucks."

Motorman: "Worry not my friend. It is as if I had heard nothing."

"Ye gods, wouldn't that get your goat," moaned Conductor Leggett, who after parking his auto at Division Three, found that he was two minutes late and his run had been given to an extra man he had picked up on the way down. It was certainly the snake's kneecaps.

"Is that a fast train," asked a street car rider when a steam line had things tied up at Alameda street.

"It is supposed to be," replied the conductor.

"Well I wonder what it is fast to," commented the passenger.

"It is better to use care than a crutch."

Sorry He Spoke

"So you've given up drinking, have you, Rastus?" asked the grocer.

"Yes, sah," said the old fellow, "I ain't teched a drop in fo' weeks."

"Well, you deserve credit for that."

"Yes, sah; dat's jes' what I thinks, Mistah Brown. I was jes' gwine ter ax if you' cud credit me fo' some groceries."

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

The Safety Contest is heading for the last lap with Division 1 well in the lead. So far in the lead in fact, that we can just see the old pennant flying over the division already. The boys are sure showing some good stuff and if you will just keep it up the rest will be easy. We have a few days to go yet and a few bad accidents might send our hopes a flying, so watch your step up to the last minute.

Talk about forgetfulness, here is a good one. It is reported that Conductor No. 2688 boarded a West 6th St. car with his wife and another couple; he took out 20c and dropped it in the fare box paying for all including himself. He was in full uniform.

Shorty Stoddart, the boy conductor, who holds forth on the West Pico line, is back on the job again after an absence of six weeks. Shorty suffered a broken arm when he fell from the top of a car while helping another crew fix their trolley pole. Everyone is glad to see him back.

Conductor Grammer, Cap No. 1295, of Division 4, the pilot of Gage Street Shuttle, was married on December 29, (so we hear). No one seems to know anything about it, as he did not give out the cigars, so we know not the details. The reason for the soft pedal we know not, maybe he can tell you about it.

Motorman F. F. Kirchner left for the northern part of the state, to be gone about ten days, on a business matter.

Motorman G. A. Williams is taking ten days off to move his family and get fixed up in the new home.

Conductor C. L. Wiley came in the other day from Owensmouth, where he is starting a chicken ranch.

D. B. Buras is back on the job from a thirty-day leave to the northern part of the state, where he went to attend to some mining interests.

DIVISION 2

C. L. Christensen

That little black box is still on the wall, at the entrance to the office, ready to receive any little news item for Two Bells, but so far, evidently no one has been able to locate the box, as I always find it undisturbed. Now, come on, fellers, drop in a line once in awhile, as you surely see or hear something every so often which you would like to tell the world. Just drop it in the box or hand it in to the office, the Two Bells will do the rest.

About the safety contest—are we going to keep the pennant here another month? We are not—at least not at the rate we have been going the last week, fifteen to twenty accidents a day will win no contest; so when you start out in a rainy or foggy morning just try to keep out of accidents. One minute lost by operating your car safe is dollars and cents made for the company. There are a few more days left of the present contest, so let us put our shoulders to the wheel and prove to the other divisions that we meant "business" when we said the pennant is to have its permanent home at Division Two.

Two Bells, let us go!

Motorman W. L. Zoll resigned to accept a position with the Westinghouse Electric Company.

Conductor I. F. Graham is under the doctor's care as the result of try-

Who's Who



IT IS rather hard to write up Motorman E. K. Latta, of Division One. Although he has been in service since 1903, his quiet attitude has earned him the title of "Deacon of Division One," and he has held the title undisputed.

Fred Clothier, presiding genius of the Lost and Found Department is about the only one who can say anything about Everett K., as he worked with him as conductor years ago and often claimed his partner went to sleep on the car instead of sleeping at home nights.

Latta was a motorman with the old Pasadena Railway back in 1895, and later went to San Diego to be a motorman, but at that time the southern city was not big enough to support a street railway and he returned to Los Angeles. He established a grocery business but sold out and returned to street car life.

ing to leave a moving car while having a good hold of the handle bar. His foot slipped off the step and he was dragged a short distance, fracturing his arm.

Conductor F. M. Neyman has returned to work after a short leave of absence.

Conductor R. L. Wortman, who has been trying out the police force, is back with us again and is going to stay.

The old bird stork paid a visit to the home of motorman J. L. Price, leaving a fine 10½ pound boy. Congratulations.

DIVISION 4

C. J. Knittle

Motorman J. H. Meiers has been granted a thirty-day leave to rest up. This is Meiers first vacation in his 11 years' service.

Conductor 508, of Division 3, puts us next to a 1923 model alibi for missing out. When it is time to leave home to go to work you jump into your coat, overcoat and rubbers, grab your umbrella and lunch and then start looking for your cap which has disappeared. You search high and low for it (fifteen minutes on the high and twenty on the low) and then you find it under the bed. (But you don't need it then; you've missed out.) You call the division, then, to see if they really need you. Lots of times they don't but the clerk loves to hear an alibi like that. It's so different from the popular one, "My wife over-slept."

Motorman L. Edwards has been granted a fourteen-day vacation and

DIVISION 3

H. A. Russell

Division One is doing nobly in the present spasm of the safety contest, and from present indication has the pennant cinched, but that's no reason why we should be sticking around the edge of cellar position. Division Five this time, appears to be doing its "darnest" to do us out of the booby prize, so it's up to all of you to see that they succeed and that Division One does not have a clean walk away.

Conductor Frank Leon, who has been studying law for the past five years and just about ready to graduate, had a chance the other night to try out his power of appeal when three bandits boarded his car and frisked him clean. Frank appealed with such force for the return of his watch that the bandits returned it to him. So Frank's studies so far have not been in vain.

Motorman "Slim" Barrett, he of the Adams' Owl, likewise the money car, has been forced to give up the latter on account of the hours being too strenuous. He can be seen now any morning with tears in his eyes as he watches the money car depart, piloted by Motorman A. R. Miller, and his faithful and undaunted conductor, George Chapman, he of perpetual motion, giving poor old "slim" the merry ha, ha, as they pass by.

It was erroneously reported around the division that our Harry Beals had passed out, but nothing doing. Although he had gone to the grave yard, it was only for a short rest, but we understand he had a tussel with some of the stiff's out there and is now carrying his arm in a sling, but expects to be on the job again, soon.

Motorman Bill Millican was called north two weeks ago on account of the serious illness of his mother. We regret to report that she has since passed away. We extend to the family our sincere sympathy.

Conductor F. D. Caldwell was making up his cash when called for a hurry up car change. He left two dollars and a half in the cash tray. He was pea green and in a lather of sweat when he inquired at the office as to whether it had been turned in. Sam Riggs, with his eagle eye, having discovered said kale and turned it in.

Harry Tupper, of Irish descent and lover of work and rest, has been offered a position in the movies, we hear. It is to double for Arbuckle. For the way Harry props up the window at the office he surely would make good with the props department.

If you happen to meet Raymond Dean and he appears to be talking to himself, it is not that exactly, but if you listen you will hear: "Better and better, and then every way—and every day." But I am afraid it is wasted energy as I see no improvement.

Motorman J. D. Maynard is on a sixty-day leave to build up his health.

Motorman Jack Wayne was offered a swig of bonded whiskey a few days ago while on duty. He turned it down but not exactly with a smile. According to Jack, it was an awful temptation. How would you like to be conductor for Motorman Ole Taylor, Jack? It's "thirstier," we think.

Play the game of life like a gentleman.

DIVISION 5

E. C. Tyler

Conductor Donovan and Motorman Rew were working a run on the Cross-town the other day when Rew made a beautiful emergency stop. "Did you see that man fall off that car?" says Rew, "Why, he hit right on his head and the crew are not even going to stop to see if he's hurt."

Then he caught sight of a camera over on the corner. Another movie in the making.

Motorman Peter Jaksich is back with us again after enjoying a 30-day leave of absence. He says that he had a fine time visiting San Francisco, Sacramento and San Jose.

Motorman C. Desmond, who went east to visit his sister, returned the first of the week and is again working his run.

Conductor E. R. Trefren has taken a thirty-day leave of absence to do some needed work around home.

A letter received from Conductor G. F. Stevens (better known as fisherman Stevens), states that he is getting along fine but that the roads are so bad that he can't get out of the mountains. "Steve" asked for an extension on his leave and needless to say it was granted; so Steve can hunt and fish to his heart's content for awhile longer.

Conductor J. A. Johnson is in receipt of a letter enclosing a dollar from the owner of a package which Johnson found on the car and turned in. Conductor Johnson is proud of the letter.

Motorman W. E. Chilcoat has a car, at least he says its a car and we take his word for it. But the other day on his way to work, Chilcoat overtook three kids on the way to school. Chilcoat stopped and said, "Want a lift kids." "No, thanks mister, we're in a hurry," said the kids. Now, we are not so sure that W. E. has a car.

There's not much comment to be made on Division Five's position in the safety contest except this: That it is mostly a little carelessness that is putting us in the lowest position possible in this contest. So let's tighten up for there is nothing in the cellars around the Sea Gulls' Roost (they are dry), so let's climb.

I am glad to say that the trainmen and the kids are responding fine to my request in last week's Two Bells. We have enough listed to give us a good start. But let's all get in this show. The trainmen, their wives and all the kiddies of Division Five want to make this show a big success and every one of you kids will be disappointed if you are not in the show.

So have your Daddy hand your name to Tyler (the stenographer), or report to Mr. Hamlin, at the next rehearsal, which will be held at Hamlin's Studio, 955 South Olive St., after school on next Monday, January 29, 1923.

Division Five wishes to express its sympathy to Conductor F. C. Hawthorne, whose father passed away January 5th, after an illness of nine weeks.

"Do you act toward your wife as you did before you married her?"

"Exactly. I remember just how I used to act when I first fell in love with her. I used to lean over the fence in front of her house and gaze at her shadow on the curtain, afraid to go in. And I act just the same way now."—London Tit-Bits.