



TWO BELLS

Vol. VI

DECEMBER 21, 1925

No. 30

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

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

Bonus Rules For 1926 Presented

ANNUAL BONUS IS PAID TO 2208 MEN

Bonus checks totalling \$110,123 and representing the appreciation of the Los Angeles Railway for efficient work done by motormen, conductors, and safety car operators during the past year, were distributed to 2208 trainmen at three enthusiastic meetings held in the auditorium of the Masonic Temple at Figueroa and Pico Streets last Tuesday. The three meetings, held at 10 A.M., 1 P.M. and 8 P.M. were conducted with dispatch, and lasted less than an hour. The division superintendents and their assistants had the checks arranged so that no time was lost in the distribution.

Officials Participate

R. R. Smith, assistant superintendent of operation, presided as chairman and introduced the officials who attended the meetings. They included George Baker Anderson, manager of transportation, who originated the Merit and Bonus System in 1920; R. B. Hill, superintendent of operation; R. O. Crowe, auditor; R. A. Pierson, supervisor of the Merit System; C. A. McRoberts, general claim agent; L. A. Recappe, superintendent of schedules.

The men who won the 110 special bonus awards were announced at each meeting, and those present were called to the front of the stage.

New Plan Outlined

Mr. Hill made the only remarks bordering on a speech; in which he reviewed the extreme difficulty experienced by the committee of 21 transportation department officials in selecting the 110 top bonus men. He explained that, in some cases, the ten credits for clear safety record.

No credits or demerits will be given for the first 90 days in service, and no bonus will be allowed for the first six months in service.

In case of transfer from one division to another, but remaining in the same capacity, the efficiency rating will remain the same as when transfer was made; and if in continuous service for six months or more, bonus will continue.

In case of change of occupation the 90 day probationary period will be allowed—records to be restored to 100 per cent.

Accumulated bonus will be forfeited on account of the party making the

(Continued on Page 2, Col. 4)

Mr. Kuhrtz Extends Christmas Greetings

To the Officials and Employes of the Los Angeles Railway.

Gentlemen:

The year 1925 draws near its close leaving a record of slow but steady increase in our business. This steady increase is greatly encouraging, marking as it does an improvement in general business conditions over the district.

The year has also brought an increase in friendly relations between the company and its patrons, evidenced in the fact that the amount of bonus money paid employes for courteous and efficient service in 1925 surpassed that of any previous year. This increase in goodwill, which has so definite a value to the company, has been made possible by the loyalty and cooperation of the employes in maintaining high standards of service.

It is gratifying to the company that, while the cars and power facilities at our command would in themselves amount to little against the constantly increasing difficulties of traffic, the spirit of loyalty, efficiency, and courtesy maintained by every employe brought the company creditably through 1925 and augurs well for the coming year.

I want to extend to all of you my sincere thanks for your cooperation in the past, and my hearty wishes for a Merry Christmas and a Happy and Prosperous New Year.

Very truly yours,

General Manager.

A Cutting Answer

It was a sunshiny Sunday morning and Pat had brought his shaving tools out on the back porch.

Mrs. McGinnis looked over the back fence. "Shure, Mrs. Murphy, does your old man shave on the outside?"

"And what's bothering you?" said Mrs. Murphy. "Did you think he was fur-lined?"

Christmas Dinner

IF YOU work on Christmas Day, it won't be so hard to take if you go and rest your feet at the company restaurant at Division Three. Harry Tuttle, manager of the restaurant, is offering a dinner that's worth taking your wife and kiddies to for a treat at the special price of 75 cents.

\$60 RATE AND TOP PRIZES CONTINUE

OFFICIAL BULLETIN Merit and Bonus System for 1926

The Merit and Bonus System will be continued for 1926, operating under the following plan:

\$5.00 per Month

The Management sets aside \$5.00 per month per man as a reward for satisfactory service and steady and dependable work in passenger service, which will be paid to each man remaining in active service on November 30th, this being the end of the fiscal year—bonus to be paid December 15th. Men on leave of absence on November 30th will not be paid bonus until returning to active duty in the train service, and working for at least 15 days.

"Work in Train Service" shall be construed as meaning any work for which pay is allowed on an hourly basis at the regular wage rate, no bonus being allowed for men on sick leave, leave of absence, or working in other departments at any pay rate other than that of trainman.

Deductions for Lost Time

No deductions will be made for the loss of 5 days or 10 one-half days, or less in any one calendar month, but for each day not worked in excess of 5, deductions will be made for all days lost over 5.

Special Awards

A special award ranging from \$10.00 to \$100.00 will be made to the 10 conductors, 10 motormen, and 10 safety operators, who have made the best showing during the year—days worked, adherence to courtesy and safety rules, personal appearance and disposition to be the governing factors.

Demerits

Demerits will be assessed on reports from Division Superintendents, supervisors, instructors, and others in authority.

Deduction from the bonus will also be made at the rate of 25c for each 5 demerits assessed (5 demerits equals 1%), regardless of the efficiency rating shown on record. Heretofore this deduction has been made only when the record was at 100% or below.

Credits

Ten credits will be allowed each month for clear courtesy record, and

(Continued on Page 5, Cols. 2-3)

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Merry Christmas

RACES, nations, and creeds, submerge their differences in common worship of the Babe of Bethlehem at the Christmas season. The observance of Christmas carries the minds of the world back through the centuries to the humble manger cradle of Him who brought Peace on Earth, Goodwill toward Men. Out of the worries and struggles of a busy and turbulent world there comes to every heart at this glad season of the year, the holy thought of peace and goodwill.

It is fitting and comforting that mankind should unite at this time of year in common worship and re-dedication of the doctrine of love among men.

Our paths may lead along diverse lines; our friends may range from prince to pauper; but there is no finer wish that we can extend to those around us than that they may enjoy the full measure of friendship and love of their brother men. Let this be the thought that prompts us all to say, "Merry Christmas."

Again We Thank You

AS EACH year passes, we think that traffic conditions have reached the point where they cannot become much worse. During 1924 we were severely hampered by a shortage of power for several months. The year just closing brought a new line of difficulties in the construction of viaducts, large storm drains, and other improvements. While no one is so short-sighted as to question the ultimate value of these improvements, they cause a temporary inconvenience that is particularly aggravating to those connected with local transportation.

Perhaps every man has had the habit of thinking that his line of work has too large a percentage of worries, and that men in other lines of business have all the good fortune. Despite the worries of traffic that have been apparent in 1925, there is an enthusiastic side of the work that can not be overlooked. The increasing efficiency indicated by the payment of a record bonus, and the increasing development of friendly relations with the public, as indicated by the hundreds of letters of commendation and the comparatively few complaints, bring joy to displace the worries of traffic difficulties.

We are engaged in a great business of serving the public, and there is joy in the knowledge of worthy accomplishment.

We thank you sincerely for the cooperation you have shown during 1925, and extend to you our best wishes for a Merry Christmas and a Happy, Prosperous, and Successful New Year.

Leo Anderson

Manager of Transportation.

R. B. Hill

Superintendent of Operation.

Company Orders Three Mack Buses

An order has been placed for three single-deck Mack buses, for delivery about the first of the year. These buses seat 29 passengers. They have four-cylinder engines, and are equipped with dual rear tires and air brakes. One of the buses was placed on trial here for several weeks.

The order adds a new product to the family of machines operated by the Los Angeles Railway bus division. The company has used Mack equipment for tower wagons and trucks extensively with satisfactory results.

955 Cars To Open Christmas Week

Forty-eight cars will be added to the service next Monday, bringing the total for the system to 955 cars at the opening of Christmas week. Service for the remaining days of the pre-Christmas season will be adjusted according to service demands, and will be called out where needed. The additional cars authorized for Monday will go into service beginning at 10 A.M. to serve the large number of Christmas shoppers.

BULLETINS

Issued December 21, 1925

BULLETIN NO. 209
Notice to Conductors

1926 Passes—Granite Blue in color—will be distributed and may be honored for transportation on and after Dec. 27th, 1925.

No 1925 passes will be honored after December 31st, 1925.

BULLETIN NO. 208
Notice to Conductors

The following passes are reported lost:
No. 1487, issued to Rafael Ruiz, Line-man, Line Dept.

No. 1656, issued to E. A. Ness, Helper, Electric Construction Dept.

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

R. B. Hill

TESTS ARRANGED FOR NEW TRAINMEN

BY DAN HEALY
Chief Instructor

Shortly after the first of the new year, all trainmen who have qualified under the one man plan of instruction will be called to the instruction department and given an oral examination on the general rules. In addition, the motormen will be examined on their knowledge of equipment and the conductors will be questioned on transfer and bus ticket rules. Safety operators will be examined on both subjects.

It will take two to three hours for an examination. I am anxious that every new man make a good showing and I suggest that you get all the information you can concerning the above mentioned subjects, which you can do by riding the various bus lines, studying your rule book and by asking questions of your line instructor or the traveling instructors. Conductors should study the various tickets displayed in the case at their divisions and the 1925 instructions to conductors.

"Bill" Shelford Passes Cigars Around Office

L. A. Recappe, superintendent of schedules, follows the laudable and encouraging practice of starting a savings bank account for all babies of employes in his department. Last Tuesday the genial time-table shark dug deep into a pocket of his two-pants suit and pulled out a silver dollar to start a bank account for Miss Dawn Vivian Shelford. Thus we introduce the baby daughter who has arrived at the home of Mr. and Mrs. William T. Shelford.

Father Bill is a schedule maker and typewriter pugilist of the schedule department, and secretary of the Square and Compass Club. Wednesday morning found him wandering over the floors of the main offices spreading the good news, and with a pardonable trace of sleepiness in his voice, saying, "Thanks. Have a cigar."

Melrose Bus To Be Extended January 1

The Melrose Avenue bus line will be extended January 1 to a new western terminal at La Cienega. The present west terminal of this line is Fairfax Avenue. The extension is being made to serve rapidly developing territory. All buses will run to the new terminal, with the exception of a few that may turn back for school service.

METERED PHONES PUTS GOSSIP ON RATIONS

Talk may be cheap at times, but it is going to be rather expensive after the first of the year under the new plan of metered telephone service which is effective January 1. Notices of the change have been sent to all departments, and all employes have been notified that personal calls must be eliminated. To ascertain what the change in telephone system would mean under present conditions, a check was made at one of the divisions at which the company pays the \$12.50 per month for telephone service. It was found that the present number of calls, if made under the meter system, would cost more than \$60.00.

Division superintendents have been notified that in cases where the customary working time of a trainman is changed to working a "tripper" or for any other reason coming from an official source, a telephone call by the trainman affected to his home giving notice of the change of hours may be considered as legitimate company business.

CASH 'EM!

"Now that you've got 'em, cash 'em!"

This is the wish and advice of George Lane, paymaster, who is popular at least twice a month, and with whom we manage to get along during the long waits between paydays. Each year the company has lost valuable time in closing the records of the Merit and Bonus System for the year, due to the delay of some trainmen who could afford to keep their bonus checks to show their friends. The paymaster's office asks that the checks be converted into cash promptly, even if it is an inconvenience to do so!

2208 RECEIVE ANNUAL AWARD

(Continued from Page 1, Col. 1)

margin was so close that the decision had to be based on the number of hours spent in service. He went into some of the details of the Bonus System bulletin for the coming year. Special mention was made of the fact that a large number of the winners of special bonus money this year have been the top men in previous years, indicating a continued efficiency.

An interesting side-light of the morning meeting is the fact that Motorman S. B. Prancevich, of Division One, attended with his wife and baby daughter, Madeline. The baby was born on the day the bonus was paid last year.

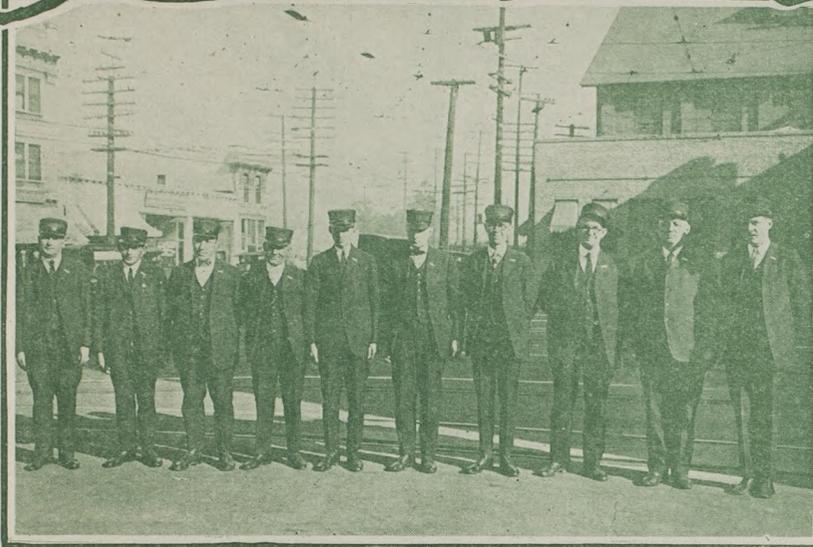
A fine spirit of enthusiasm was generally manifested, indicating a determination on the part of all the men to set efficiency records at an even higher mark next year, and raise the mark of bonus money beyond the high level for six years that has been established in 1925.

The names of the winners of extra bonus are contained in the picture sheet of this issue. Special mention is due Motormen J. L. Ott of Division 3, Conductor N. W. Wagner of Division 2, Motorman W. C. Dugger and Conductor A. R. Graves of Division 5, who have been winners of special bonus money every year since their introduction in 1921.

Here Are The 110 Winners of Special Awards

The first six men in each group are arranged according to the amount of their bonus. The man on the extreme left of each group is winner of the

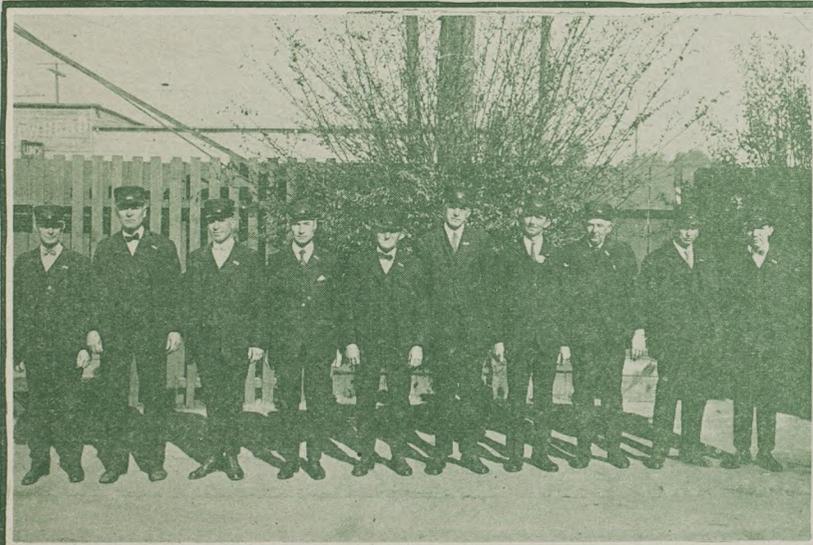
\$100 prize in addition to his regular bonus. The four men on the right of each group are winners of special \$10 awards. See Page 5 for names.



DIVISION 1 MOTORMEN



DIVISION 1 CONDUCTORS



DIVISION 2 MOTORMEN



DIVISION 2 CONDUCTORS



DIVISION 3 MOTORMEN



DIVISION 3 CONDUCTORS

Extra Bonus Checks Give Incentive For New Year



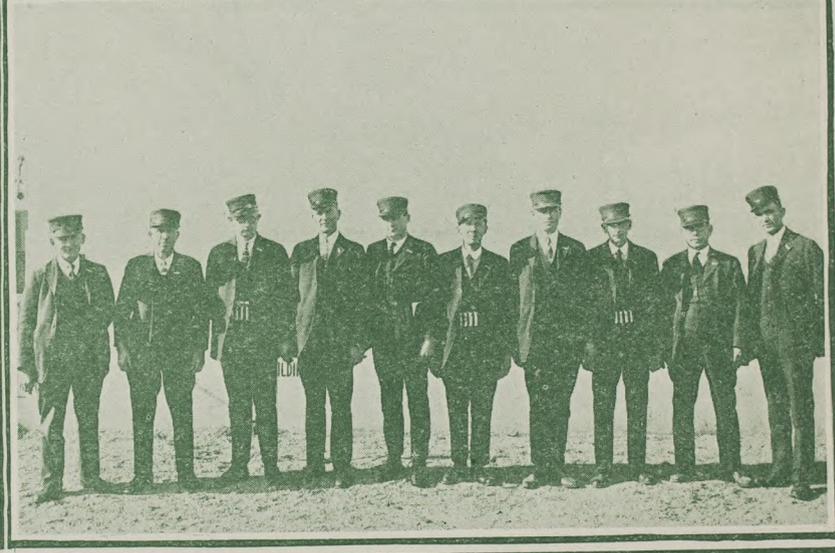
DIVISION 4 MOTORMEN



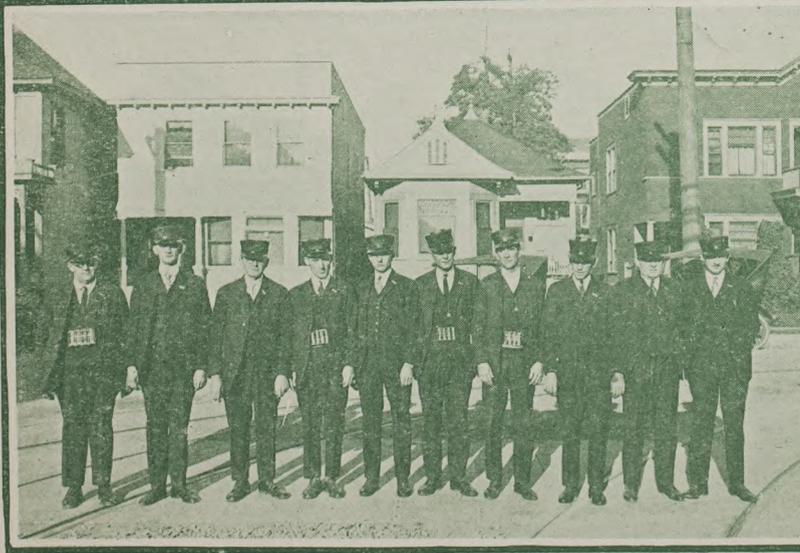
DIVISION 4 CONDUCTORS



DIVISION 5 MOTORMEN



DIVISION 5 CONDUCTORS



SAFETY OPERATORS

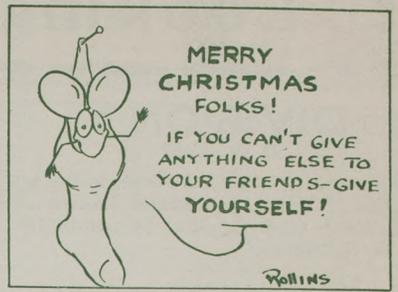


BONUS BABY. Little Madeline Prancevich was born on the bonus payment day, December 15, last year, so her dad, S. B. Prancevich, and wife, brought her to a meeting. R. B. Hill is handing her Dad's check.

Conductor Ding and Motorman Ding Ding

The Christmas Lesson

By Rollins



Bouquets And Things (Hand Picked)

For Condr. J. Perkins, Div. 5
Los Angeles Railway.
Gentlemen,
I would like to call your attention to Conductor 304, 116th—"M" car, who is the most efficient conductor I have ever ridden with. I have lived on this line for 5 years. He called every street loud enough for all to hear. He is a wonder in his line.

Very sincerely,
Mrs. H. M. Chandler,
161 West 112th St.
□ □ □

For Condr. F. T. Biederman, Div. 4
Los Angeles Railway.
Gentlemen,

Will you please credit Conductor 486 with a five cent fare which he very courteously paid for me as I was in a hurry to get down town and had left all of my money at home.

Yours truly,
John Rattray,
1673 West Blvd.
□ □ □

For Condr. M. V. Howell, Div. 3
Los Angeles Railway.
Gentlemen,

No doubt you get many complaints, more or less well founded, and a letter of commendation, contrawise, must needs be welcome news.

I wish particularly to commend Conductor 1686, of the L line, for his uniform courtesy, forbearance and tact. His consideration for the aged and infirm is especially noticeable. Recently I noticed him helping two old ladies to alight from car at 7th and Hope

Yours truly
W. H. Wright,
600 Braun Bldg.,
820 South Broadway
□ □ □

For Condr. L. Jurick, Div. 3
Los Angeles Railway.
Gentlemen,

I am an old lady, very crippled. I went down town on No. 11 car. I want to speak a word of praise for the conductor who wears cap No. 2086, who so kindly helped me on and off the car. It is a pleasure to ride on his car.

Very sincerely,
Mrs. A. L. White,
1023 Grattan Street
□ □ □

For Condr. W. A. Rickstein, Div. 2
Los Angeles Railway.
Gentlemen,

Just a word of commendation for Conductor 1656 on the Vernon Ave. car line. Yesterday I noticed his thoughtfulness and desire to please, and also that he called the streets, which seems quite necessary in a city like Los Angeles.

Very Sincerely,
Mrs. Minnie Schultz,
1833 West 24th Street
□ □ □

For Condr. A. B. Morse, Div. 1
Los Angeles Railway.
Gentlemen,

Allow me to present to you a word of praise and commendation for Conductor No. 10, on the "D" line—east bound this evening between four and five o'clock. I do not know his name, but his kindness and courtesy to every one was noticeable.

Mrs. C. N. McNeal,
573 South Boyle Avenue

Santa To Greet Kiddies At Party Next Saturday

SPECIAL arrangements have been made whereby Santa Claus will remain in Southern California an extra day and attend the annual party for the children of Los Angeles Railway employes next Saturday afternoon, December 26, at Foresters' Hall, 951 South Olive Street. The children will hold sway and will be the honor guests of the company during the entire afternoon. An entertainment program will begin at 2 P.M. and last for an

hour and a half. Before the entertainment starts, a photograph will be taken of all the children. It is particularly desired that every kiddy of the Los Angeles Railway family be present at 1:45 o'clock, when the picture will be taken.

Toys, fruits, and a box of candy will be given to each child.

The evening will be devoted to a vaudeville program beginning at 8 o'clock, and a dance.

AUTOMATIC CANCELLATION OF DEMERITS DISCONTINUED

(Continued from Page 1, Col. 4)

change not remaining in the same position until the end of the fiscal year. Bonus will not be paid for work performed after the change for a period of six months.

Men making voluntary change from one position to another will not be paid breaking in time.

All reports on which credits or demerits are based will be checked in the main office by the Supervisor of Merit System before being entered and forwarded to the division.

Cancellation of Demerits

Automatic cancellation of demerits will be discontinued inasmuch as it is inoperative part of the year. If demerits are given in error we are more than anxious to cancel them, and will appreciate your calling to our attention the fact that an error has been made.

Appeals

Appeals from dismissal must be made within 3 days.

Appeals from demerits assessed

must be made within 30 days in the following order:

1st: DIVISION SUPERINTENDENT.

(This in order that the platform men will be saved the time of coming to the main office.)

2nd: R. A. PIERSON, SUPERVISOR OF MERIT SYSTEM.

3rd: R. R. SMITH, ASST. SUPT. OF OPERATION.

4th: R. B. HILL, SUPT. OF OPERATION.

5th: G. B. ANDERSON, MANAGER OF TRANSPORTATION.

Classification of Demerits

The classification of demerits will be the same as during 1925, copy of which is posted at your division.

(Signed)

Geo. B. Anderson,
Mgr. of Transportation.

APPROVED:

G. J. Kuhrts,
General Manager.

Winners of Special Awards

HERE are the men who won the extra bonus at the five divisions. The numerals indicate the years in which some of the 1925 bonus leaders were successful previously. The names are arranged in the order in which

the awards were made. The first man in each group is the \$100 winner. This corresponds to the order in which the men are standing in the picture supplement of this issue.

Division 1—Motormen: E. W. Knapp, '23, '24; J. Henschall; J. E. Fagin, '23, '24; P. Sciffo, '24; J. R. Williams; B. R. Parker; T. W. Spurgeon; G. A. Williams; F. M. Berry, '23; J. O. Huffman, '22.

Division 1—Conductors: F. J. Canning; W. E. Marsh, '21, '23, '24; D. H. Rom; H. J. Klingsick; C. E. Stevens; J. H. Stanley, '21, '23; L. E. Adkins; E. E. Howard; C. M. Mitchell; A. E. Plaxton.

Division 2—Motormen: E. C. Secrist, '21, '22, '23, '24; W. E. Hancock, '21, '22, '23; W. Harris, '21, '24; A. I. England, '24; F. Weseloh, '21, '22, '23, '24; D. D. Cellers; T. K. Batson, '21, '24; H. H. Fairman, '23, '24; T. A. Brewer; J. A. Wear, '23.

Division 2—Conductors: W. A. Pilcher, '21, '23; S. G. House, '24; E. H. Rosebrock, '22, '24; V. W. Gore; C. Cavin; R. A. Eisenhart, '23; G. B. Lindersmith, '23, '24; N. W. Wagner, '21, '22, '23, '24; F. C. Ham; E. W. Gay, '23, '24.

Division 3—Motormen: J. L. Ott, '21, '22, '23, '24; G. C. Plannett, '22, '23; G. M. Nankervis; M. L. Runyon, '22; C. H. Doughty, '23, '24; C. M. Ward, '22; G. V. Hopkins, '23; H. T. Parks; S. I. Spikes, '24.

Division 3—Conductors: J. Pewitt, '24; J. A. Morris, '24; C. Vassar, '21; I. E. Gott, '21, '24; J. P. Martin, '22; D. A. Kuykendall, '21, '24; O. G. Thompson, '21, '23, '24; T. N. Willis; I. Gasparro; T. E. Shanafelt.

Division 4—Motormen: J. R. Deenean; A. Halwax; G. G. Heiser; R. D. Deucher; W. Brotherton, '21, '23, '24; D. L. McDonald, '22, '23; R. A. Knudson, '22; C. Larson, '22, '23; C. Taylor; J. M. Gustafson, '24.

Division 4—Conductors: S. T. Cooper, '24; A. B. Chambers, '21; H. Buckman, '21, '22, '24; J. L. Carmine, '24; W. E. Griffis; C. J. King; A. L. Layton; R. M. Garner, A. McKenzie, '21; J. A. Saunders, '24.

Safety Operators: T. R. Bates, '21, '22; L. A. Moyer, '22, '23, '24; I. R. Tilton; F. H. Rhodes; B. S. Hopkins, '23, '24; H. A. Cornwall, '21; H. Howard, '22, '23; W. J. Templeton, '23; T. Walsh; W. L. Greenwood.

Division 5—Motormen: W. G. Dugger, '21, '22, '23, '24; J. York; A. H. Popst; G. J. Smith, '22; P. D. Probert, '23; J. A. Gillespie, '24; F. P. McMurphy, '24; L. O. Larson; C. A. Malcolm; M. McConnell, '24.

Division 5—Conductors: H. Hazen, '21, '22, '24; A. R. Graves, '21, '22, '23, '24; L. T. Staten; T. J. Trabue; A. J. Konecny; H. Tinnemeyer; F. A. Keersmaekers, '21, '22; J. C. McHenry, '22; N. A. Matlock; A. McCurry.

On The Back End (Contributed)

In a crowded car, a lady had been standing for some time near a man who was seated. As the man finally rose to get off, he turned to an elderly man standing near and said, "Now I wish this lady to have my seat, as I am getting off at this corner."

The elderly man replied, "Don't worry, I won't take the seat."

When the thoughtful passenger had proceeded to the door, the elderly man remarked, "Funny he wasn't worried about the lady not having a seat until he got ready to get off."

A. T. FERRIS
2092 West 24th St.
* * *

There are 21 different ways of spelling "Figueroa Street" wrong.
* * *

"Yes sir," remarked Conductor Hollander, "I moved in a new house, got new furniture, new piano, new clothes, everything new and even the wife got neuralgia."

Getting witnesses by score, shall be our slogan evermore. By our average we have shown (what the Boss has always known) that an effort on this line shows in figures every time. We may have been slow to hit the pace, nevertheless we won first place; for those who hail from the Sea Gulls' roost, have given themselves a whale of a boost. The reason is simple and easy to find; it's team work with one thought in mind. 'Tis easy to see with half an eye, that the men from up at Division Five, are keen and quick, alert and alive.

J. T. O'HARA, Div. 5
(Apologies to Walt Mason)
* * *

Motorman Knudson reports he drank a bottle of gold paint last Tuesday night by mistake, and he felt rather guilty in the morning.

BUS DIVISION Elmer Wood

Operator A. E. Johnson is resigning this week, after which he will return to his former home in San Francisco. We all wish you the best of luck, Johnson, also a Merry Christmas and a Happy New Year.

Introducing New Men: John A. Riley, formerly with the Coast Truck Line Company.

Year by year, buses are increasing and advancing in every way.

"Thanks for the cigars." Boys of the garage extend their congratulations and best wishes for a Merry Christmas and a Happy New Year, to Wesley Nolf and his bride, formerly Gladys Browning, who were united in marriage two weeks ago in Ventura, California.

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

Here are a few good ones picked up on the "N" line, sometimes known as the "C. C. C. & C." line by conductor W. G. Gerrie:

Passenger at Eighth and Spring north bound. "Conductor, does this car go as far as Third street or do you only go to Second?"

Passenger to Conductor. "Do you go to the Ambassador?"

"Yes, sir."

"Do I need a transfer?"

Lady boards car, hands conductor dime, asks conductor for transfer as she drops nickel in his changer.

NEW BUS LINE WANTED

Foreign lady boards car and makes inquiries regarding purchasing ticket by Santa Fe to Chicago and then asks did we run big busses to Chicago.

The day after the bonus was paid, many smiling faces were seen around the division. Everybody had money, and many acquaintances were being renewed and I.O.U.'s were destroyed.

And in the meantime, "Bring in the witnesses."

SHOPS

Jack Bailey

It is easy to find men who do a lot of talking and never say anything, but to find the men who do a lot of traveling and never go anywhere seems to be quite a difficulty. However, I have been very fortunate in solving this problem and am confident that the hazardous influences of such an occupation should go to the press. The answers are personified by our patient, cheerful and ever willing Transfer Table men, E. McClenathan and F. (Jack) Bickford. Did you ever stop to think of the many miles these men must have traveled? Day in and day out they retrace their same old tracks, make the same routine of deliveries and still keep the same smile. Now, if these boys received conductors' honors, and every morning have the girls' "Good Morning, Mr. Conductor" they might get somewhere. As it is, they seem satisfied and continue on the road to nowhere. Ding, Ding.

Carpenter C. E. Frymute was doing his stuff at the Bus Garage last week in the line of alterations. I'm safe in saying that because Ed. did a nice piece of work in sawing off a coat sleeve while making some changes in the garage lockers. Good job and quickly done, Ed.

"Be careful of the person who shoves you" is Bill Reynolds' advice to persons gathered to watch Old Santa and his reindeer. It nearly cost him \$30 and 30 days. Ask him.

Mr. Hathaway was minus his right hand man one day last week. Eddie Culver was doing 35 per, headed for Redlands. Twenty iron men for Christmas charity.

Introducing Neil K. Alexander, new man at Store No. 2. Welcome.

Personally, I think traveling bags make the nicest Christmas gifts, and besides it is suggestive of a trip from the middle west to California. Ye scribe has been singing "I've waited honey, waited long for you" for a long time.

An inebriating Christmas to all.

—Your Scribe.

Who's Who



WILLIAM Vincent Dempsey, a conductor at Division Four, came to Los Angeles late in 1922, and has lived here since the Los Angeles Railway employed him as a motorman in November of that year. Long enough, it may be said, to get the smoke and soot of Pittsburg, his home town, out of his eyes and let the red of his hair shine untarnished. In spite of his name and hair, Dempsey has not laid claims to a fighting championship, perhaps because he has been busy working right along to buy shoes for the wife and baby. In September, 1923, Dempsey was made a conductor.

DIVISION 2

H. T. Hansen

Through the column I wish to extend my sincere greetings for the holidays; and though it would be impossible to shake hands with each and every member of Division Two, I wish you all a Merry Christmas and a Happy New Year.

Signed: T. Y. Dickey—Supt. Div. 2

Christmas is almost here. What have you done to gladden the heart of some one you know who would appreciate your kindness? Let the Yuletide spirit radiate your love towards your fellow men. Take things with a smile instead of a frown. Let us all do our work just a little better and treat the public with a little more courtesy and consideration, and, as the saying goes—"You will be happy, by making others happy too."

Conductor J. Hollingsworth has just returned from 75 days leave of absence. Says he feels just right to handle the Christmas rush.

Conductors G. E. O'Bar and R. W. Lee with their better halves, motored to Tia Juana. They report a very enjoyable trip.

The bonus meetings were well attended and everyone seemed satisfied—even W. J. Teahan, who received a check for a little over two dollars.

Conductor J. E. Roberts has resigned again. (The call of the wide open spaces, somewhere in Texas, got the best of him.)

Conductor W. P. Kramer has resigned to try his luck in the oil fields, near Taft.

Motorman J. D. Brubaker, has also resigned to try his luck in the Radio business. Brubaker has opened a shop on 54th Street near Mesa Drive.

"Any part of the city for fifty cents?" yelled the taxi driver.

"You can't sting me again," retorted Silas. "I bought the City Hall last year, and they wouldn't give it to me."

DIVISION 3

Dan Hanley

TO THE TRAINMEN OF DIVISION THREE.

Another year has gone by with fewer accidents and better records for the majority of Div. 3 trainmen.

I extend my hearty congratulations to those trainmen who on account of consistent work have maintained splendid records which have resulted in them being awarded special prizes in addition to their bonus.

Let us all endeavor, during the coming year, to do our work just a little better and a little more thoroughly than we have ever done before.

To all of you, I wish to express my sincere appreciation of your splendid work and your loyalty to our company, as I realize that sometimes your duties are performed under very trying circumstances, and I wish you and yours a very Merry Christmas and a bright and prosperous New Year.

Yours very truly

E. R. DYE,

Superintendent, Division Three

"Put my name down in the book to work Christmas, Mr. Owens, I have no Sunday time." Says which?

Motorman Neal said that the first two buildings in Los Angeles were the Orpheum and the City Jail. They have been enlarged and both are doing a capacity business. "I know," remarked Neal, "because I have been a guest."

AIN'T WE GOT FUN

Unusual you say, yes but true. Snow fell in Los Angeles Monday, (comma) but read on. (period) He was getting off an "L" car.

Two can live as cheaply as one, but not as quietly.

Cond. Harris: "Do you know the cars we work on?"

Motorman Long: "Yes."

Cond. Harris: "Do you know what they call the people who ride them?"

Motorman Long: "No."

Cond. Harris: "Passengers, of course."

After we separated them it was a draw, as they were both on their feet.

Start now, for if you save a dollar a week you will have a million dollars in 20,000 years.

First Con.—"Does Con. Rosnoskey live here?"

Second Con.—"No, that building is fireproof."

Only four more days and the big day will be here. You are doing great, fellows, and stay with it. Let's make our Christmas present to the officials in the big building at Eleventh and Broadway "The good will of the street car riders of Los Angeles."

Don't forget to take a look at the Company's restaurant menu for Christmas.

"Fares, please"

The Office Boy's Letter of OFFICE NEWS

Dere Maw:

i am werking fore the Los Anjulus raleway now & it is a good plase to werk as we hav lots ov fun. i am on the boleing team & thay is sum fellers on the team as are purty good but i hav to tawk to them now and then to make them bole better. the captin ov the team is naemed miller & i ges he got his naem frum runnin a grist mill in afrika as he is oful dusty. & then we hav a feller named konrad hoo throes a ball that wee boelers call a hook bol. you see maw i lerned him to throe that bol & he will soon develope intoo a good boler if he lissen to my advice. ther is another

DIVISION 4

C. J. Knittle

This is the last issue of "Two Bells" before Christmas. It is time to extend our Christmas wishes to the management and our fellow workers. To the winners of the special bonus awards we say, "GOOD FOR YOU! DO IT AGAIN!" To the management, our co-workers and our friends we wish a very happy Christmas.

Jezzro, husband of "Millie," our Star car cleaner, bought her a beautiful diamond ring last Wednesday.

We did not see it but Millie says it's a twenty year installment size.

Conductor Ketchum has figured out how to get eight rides for a nickle, in his own words:

"After riding on any line on a car fare, use coupon of transfer to reach post-office and get a shuttle car transfer for body of transfer on "T" car. Then at Hill Street take "C" line, Kensington Road car to Edgeware. Get transfer to Belmont car. Then to Clinton car and then to Fountain and Virgil car and next transfer to Edgeware car.

Every time "Ye Scribe" and wife have an argument we make a note of it in the scrap book.

Duke Lowen went fishing the other day and didn't get a thing so he stopped at the butcher's on the way home and said, "I'm going over here in the corner, and you throw me three nice halibuts."

"Alright," said the butcher, "but what's the idea?"

"So I can tell the fellows I caught them," answered Duke.

DIVISION 5

Ed. Tyler

"Freddie" Mason, the Charleston stenographer of Division Five, is one of those fortunate individuals who can "spear" a week off during the Christmas holidays and never bat an eye. We understand that he is taking his lunch and spending each day in Chesterfield Park communing with nature.

A letter received from Motorman J. L. Bruno, who is on leave of absence visiting in Helper, Utah, states that he is enjoying himself, but complains of two snow storms, which he remarks is somewhat different from sunny California.

The condition of Conductor J. E. Clark, who is in the Roosevelt Hospital recovering from injuries received when thrown from his motorcycle, is somewhat improved.

A letter received from Conductor L. L. Boatman again repeats the assertion that he is having a good time hunting, fishing and etc., mostly etc. To try and put over the idea that he is catching something besides a cold, he encloses a picture of himself holding up one end of a string of steel-head trout.

"Why such a gloomy face, Frank?"

"I guess you would have a gloomy face, too, if you drew a bonus check on the 15th and your wife re-drew it on the 16th."

—(Heard in the Trainmen's Room.)

feller who cum from skotland naemed m'kdonald and we hav to hav a man along with the team wen we bole to play the bagpipe to make this skotchman bole better. wel maw crismus is cuming & i am oful bizy making munny for the Co. so i will conclod this time til next week wen i will rite you again and tel you allebout the other bolers.

your lovin son
IVEY BEAN