



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

BONUS GIVEN 1977 MEN

NO ACCIDENT DRIVE CUTS INJURY TOTAL

No Accident Week, December 4 to 10, was a success in saving limbs and in educating the general public to the need for safety first.

While No Accident Week produced 42 more general accidents than the week previous (Nov. 27 to Dec. 3) there were only 39 more than in the corresponding week one year ago.

A comparison with the week just prior to No Accident Week, shows that there were three serious accidents in the former period but there were no serious accidents while the safety campaign was being conducted. The total general accidents for the two periods was 292 and 334 respectively, but an increasing number of accidents is natural at this time of the year when every day nearer the Christmas season brings more machines and pedestrians into the heavy traffic areas and increases the number of riders.

Injury Accidents Drop

An encouraging feature is that the number of injury accidents in No Accident Week was less than the previous seven days even though the total of general mishaps was higher. No Accident Week produced 81 injuries and injury accidents, but the week prior produced 104. The biggest reduction in injuries was in traffic accidents as 44 were listed under this heading as injured between November 27 and December 3 and only 17 were recorded in this class in No Accident Week.

An equally encouraging conclusion comes from comparison with the 1920 totals. An advance of from 295 accidents last year to 334, or a total increase of 39, is not considered serious when the increase in traffic congestion is taken into consideration. An actual reduction in serious accidents and number of persons injured is shown. Last year there were two serious accidents in the week. This year there were none. Last year 94 persons sustained injuries but this year there were only 81.

Public Grasps Spirit

As has been previously stated, no special urge was made to trainmen. They practice safety 52 weeks in the

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Condr. Ed. Lloyd, Div. 2, Gets Prize

Special Help For Div. 2 In Safety Race

A PLAN of giving special assistance to the division at the bottom in the safety contest has been developed by the safety bureau and as a result, L. D. Starling, traveling supervisor of safety, has been assigned to Division Two and will give trainmen all the help possible to help them climb back near the first place, which they held in the first contest.

The daily reports of the contest standings are attracting considerable attention at all divisions.

As Two Bells started off to press, Division One was still holding the lead, with Division Five threatening to make things hot. Division Five made a good showing by taking second place away from Division Three. This happened on the thirteenth of the month; hoodoo day. Divisions Four and Two held fourth and fifth places respectively.

Condr. Taylor, Div. 3, Buys Company House

Conductor Harry Taylor of Division Three has just purchased one of the company houses on Cypress Avenue, and is now comfortably settled. Harry says it is the only thing and now instead of having a bunch of monthly receipts, he is paying rent to himself.

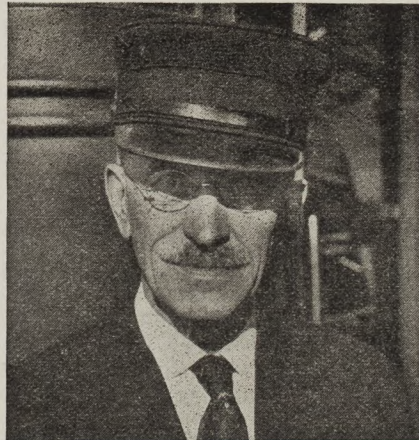
Returns From Visit To East—and Cuba

Motorman G. L. Trask, of Division Five, has returned to duty after a six weeks' vacation spent in the east. Mr. Trask visited his daughter in Maine, took a trip down the Atlantic Coast and even hopped over to Cuba for a few days. He is looking fine, and comes back with a broad smile and the belief that "There is no place like home."

"Early Night" Dascom has bought for himself a flivver, and is burning up the Long Beach boulevard every Saturday now, as his folks live down there. Yes, I spects he rides the trail alone,—sometimes?

One Man In 2200

Conductor E. Lloyd of Division Two, who completed 26 years service last month and received the capital prize, plus double bonus, making a total of \$203.77 for Christmas.



ED. LLOYD VOICES PROFOUND THANKS

By CONDUCTOR ED. LLOYD

First of all I want to thank the officials of the company for awarding me the prize money.

Frankly I don't know why I was selected, but I am not likely to start much of an argument with the officials about it. I will say that I have tried hard to give good street car service and I have found that trying hard has made the work easier. In other words passengers have shown a willingness to help when traffic is jammed and the car is loaded, just in proportion to the efforts I have made to serve them.

A quarter century is a long time in street car service and conditions are different to those I knew when I started on a cable car. A Christmas bonus was unthought of in those days, but through the years there has been genuine consideration shown to the men.

I am strong for the Los Angeles Railway. I think the officials are "regular fellows," and among men that just about tells the story. I don't want to preach, but from my observations in 26 years, I will say that if a man does his dead level best all the time, this company will not fail to do the right thing by him.

\$89,825.35 IS FULL AWARD FIGURE

Exceeding previous estimates of the total amount of bonus money, the awarding of Christmas checks to 1977 trainmen and the naming of the 77 most efficient men made last Thursday a notable day in the history of the Los Angeles Railway. The total bonus was \$89,825.35.

The big surprise, promised by the transportation department officials, came in the presenting of a crisp, new, one hundred-dollar Federal Reserve note to Conductor Ed. Lloyd of Division Two. This cash prize was given personally by George Baker Anderson, manager of transportation; R. B. Hill, superintendent of operation and R. R. Smith, assistant superintendent of operation. It represented a personal expression of appreciation from the three officials.

Service Practically Equal

These operating department heads planned among themselves to give a special prize to one of the 11 highest motormen, conductors and safety car operators of the system. It was explained by Mr. Anderson that it was practically impossible to determine from the service records of 1921 which of these 11 men was at the apex. Accordingly it was necessary to look into the records of past service and Conductor Lloyd was selected on the strength of his more than 25 years of consistently efficient work. Through changing conditions and changing administrations that a quarter century has brought in local transportation, Mr. Lloyd has shown ability to meet these new conditions and new policies in the most commendable manner.

Receives \$203.77 for Xmas

Mr. Lloyd received \$43.77 on his merit record. Needless to say, he was well over 100 per cent efficiency every month, but did not receive the full \$60 because of leave taken on his own time. Being selected as the most efficient conductor of his division, he received double the bonus, an additional

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Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Shoes and Street Cars Need Real Salesmanship

A LOS ANGELES man or woman stands at Fourth and Broadway or Fourth and Spring and wants to go to Seventh and Grand. Is that man or woman going to board a street car and ride to Seventh then transfer to a Seventh street car and spend five cents with the company for the service received? Or will he or she start off at as lively a pace as the congested sidewalks will permit, over to Hill street, through Pershing Square and to Seventh street by Olive or Grand, where the sidewalks permit one to move with alacrity?

That question affects every employe of the Los Angeles Railway. The answer depends on whether that person has been "sold" to street car riding or whether he is a customer who has been neglected or treated indifferently as we have sometimes been in some stores.

Success of the Company Benefits the Individual

The question comes into the minds of hundreds of people every day and in the total means hundreds of dollars gained or lost by the company. It is unnecessary to reiterate that the success of the railway affects the success of every employe hence every employe has an interest in seeing that the person standing momentarily at Fourth and Broadway is sold a street car ride.

We must realize that genuine salesmanship is just as essential to success in the street railway industry as to a shoe store. A man has to ride a street car to and from work and he has to have a pair of shoes. But the skillful salesman of a shoe store shows the customer that it is desirable for him to have a pair of shoes for social affairs, another for ordinary service and still another pair for hikes. If the shoe man depended on doing business only to the extent of one pair of shoes to a customer he would be dangerously near bankruptcy.

Sell Them More Street Car Rides

So we can apply genuine salesmanship to make people ride the street cars on the short trips as well as on the long run between home and office, store or shops.

Just as the shoe man makes his goods attractive and serviceable, we must make street car riding convenient and a real service. If we look at the proposition from the customer's eyes we get the real idea of what he wants and can adjust ourselves to the demands. A sale begins with courtesy, and remember that the majority of people carry a smile, not a frown. The best way to make a friend is to be one. Friendliness makes the work easier.

Now we can suppose we have the customer on the car. Possibly not a word is exchanged, but neat appearance, promptness in making change or issuing transfer and getting the car started, safely, speaks volumes. These things are a part of service. If the entrance becomes jammed, service demands that every effort be made, with courtesy, to have patrons move forward.

These are a few of the high spots of selling a street car ride. The shoe salesman applies the same principles. If the customer is satisfied with the shoes he will come again. If the street car rider received a money's worth in service and safety, he will come again. So let us remember that it is to the interest of every one of us to do our part toward giving such service, that the person on Fourth and Broadway will board a street car instead of walk.

Mtr. F. E. Wolfe To See Honduras

Motorman Frank E. Wolfe of Division Three intends to take leave of absence early in the year for a trip to Honduras. He has received reports from friends who have recently visited the country, which indicated good business possibilities to him.

Before entering street car service Motorman Wolfe was a commercial photographer. He was in the Yukon country for some time and did very well.

For Condr. W. O. Butt, Div. 3

Los Angeles Railway.

Gentlemen:
I am glad to say a word of commendation for Conductor 2270, on West Washington car about 4:00 Tuesday p.m. He not only was patient with an overcrowded condition, but was kind and considerate to a blind man. I am glad to recognize a thoughtful, helpful employe.

E. HOLMES,
100 E. Avenue 28.

Big Plans Made For Xmas Party

Plans for the Christmas entertainment, December 28 and 29, are progressing rapidly.

Fine entertainment will be presented both evenings and special fun features for the children will keep things lively in the afternoon. The dance orchestra will play afternoons and evenings. There will be plenty of refreshments and candy for the little folks.

All employes of all departments are urged to remember the dates and make an effort to join in the Christmas party at Recreation Hall.

THANKS ASSOCIATION

Co-operative Association, Gentlemen:

I wish to thank the Association, the company officials and my brother trainmen for their kindness and the flowers sent during the hours of sorrow at the time of the death of my dear mother.

MTR. W. F. VELLAGE, DIV. 1.

BULLETINS

BULLETIN NO. 389

Notice to Conductors

In the future, conductors passing what was formerly the Salt Lake Station on East First Street, will announce "Union Pacific Station," instead of Salt Lake Station.

BULLETIN NO. 390

Notice to Conductors

Conductors frequently give as an excuse "No Mileage Card on car when I took car."

In all such cases, conductor pulling car into car house, must obtain card from Division Clerk and fill out on same such data as pertains to his own run, and note that no card was on the car when he made relief.

R. B. HILL,
Supt. of Operation.

Be a "Can Be"

There's a thousand "Can't be Donners,"
For one who says "It can."
But the whole amount of deeds that count
Is done by the latter clan.
For the "Can't be Donners" grumble
And hamper, oppose and doubt,
While the daring man, who says "it can"
Proceeds to work it out.

There isn't a new invention
Beneath the shining sun
That was ever wrought by deed or thought
Of the tribe of "Can't be done"
For the "Can't be Donners" mutter
While the "Can-bes," cool sublime,
Make their notions work till the others
Smirk.

Oh, we knew it all the time."

Oh, the "Can't-be" clan is meager,
Its membership is small
And its mighty few their dreams come true,

Or hears fame's trumpet call;
But its better to be a "Can-be,"
And labor and dream and die,
Than one who runs with the "Can't be Donners"

Who haven't the pluck to try.

INJURIES DROP IN NO ACCIDENT WEEK

(Continued from Page 1, Col. 1)

year and were merely asked to exert an unabated effort in No Accident Week.

Indications are that effective educational work was done with the public, and in this the Los Angeles Railway, as a member of the National Safety Council, was glad to lend its assistance.

Heads Up!

By A. K. PLUMMER
Director of Traffic

The coming week will be the hardest in the year.

The utmost effort is being exerted by the company with extra men and extra cars to maintain good service during the Christmas week rush. Every effort will be made to help the trainmen by the stationing of additional loaders at important points and men to assist in any emergency.

The company looks to every trainman to show his ability this week. The crowds will be heavy, congestion will be bad, but we will pull through O. K. with your co-operation.

An elderly lady who was riding on Motorman Flynn's car on Stephenson Ave. the other day, asked him if the letter "R" on the top of the Stephenson Ave. cars meant that because they went to the cemeteries the "R" stood for the Resting Place for all time. Oh! what a world this is anyway.

HELP SAFETY BY HELPING OTHER MEN

By JOHN C. COLLINS
Supervisor of Safety

The slight collisions at 8th and Main, which there is absolutely no reason for having, are caused by motorman and chauffeur trying to bluff each other, keeping it up until too late for either to avoid a collision.

It will be hard for an overanxious man to understand how the idea of combining time and safety (as explained in Two Bells of November 21) works to his favor instead of against him. The only thing I ask is, to give it a trial, not for one day, but for one month. A man who works for one month with this in mind, can never drift back to the point from which he started. I am confident of this, because it is the way our safest and best men look at it.



Help Your Follower

If you are the lead car at the head of a string of cars, with nothing on the street ahead of you, you have the advantage of position over the man following you. Be willing to give 15 seconds to safety. This allows for the necessary slowdowns in the different sections as you clear the way, as it should be done quickly and safely. The use of common sense, your willingness to give 15 seconds of your layover to safety, will pull you through safely every trip. This is a fact. To prove it is to try it. I do not expect all the men to get the idea right away, especially when I see men who have operated cars for over 25 years, failing to see a way that would make the work twice as easy.

Another thing which a few of our men see and handle properly, although overlooked by a very large majority, is the proper movement of cars at electric switches. Say—at 11th and Broadway.

Can Avoid Delay

A southbound car at the switch point loses the right of way to a northbound car turning from 11th Street, north on Broadway. As this car clears the southbound car, the northbound East 1st car starts, crossing under protection of the car ahead, causing the southbound car to wait at the switch for two cars. This should not be, the car going toward the switch point had the right in the first place, so without a doubt, had it over the second car. The second car gained nothing by holding the outbound car, which could have gained had he been permitted to go. The Pico and East 1st car, northbound, had to follow the car ahead to the diverting point on Broadway, or to First and Spring, no doubt having to slow down, as well as making several stops back of it before it cleared the way. This is just a little act of courtesy costing nothing to the giver, but is worth something to the man who receives, so why overlook a point though a small one?

Clyde Sawyer Dies After Brief Illness

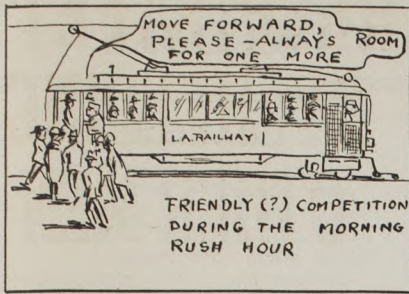
The death of Clyde Sawyer, car repairer of Division Five, occurred last Tuesday following a brief illness. The news was a great shock to his many friends in the company. Funeral services were held Thursday afternoon. He leaves a wife and three children. He was a member of the Co-operative Association.

Mr. Sawyer had been at Division Five for a number of years. His brother, Jake Sawyer, is night switchman.

Condr. A. Auger, of Division Three says it augurs well for motormen to get him although it might bore them somewhat.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

BOUQUETS RECEIVED LAST WEEK

- Mtr. Ed. Fox, Div. 1.
- Condr. J. D. Allen, Div. 1.
- Condr. W. E. Marsh, Div. 1.
- Condr. F. H. E. Pierce, Div. 2.
- Condr. G. W. Settles, Div. 3.
- Condr. J. P. Rossiter, Div. 4.
- Condr. E. H. Link, Div. 5.
- Condr. P. L. Laurene, Div. 5.

For Mtr. E. D. Smith, Div. 4
Los Angeles Railway.
Gentlemen:
I wish to thank (through your paper) Motorman 1693, for many acts of kindness and courtesy.
I am a frequent rider on the Washington-Garvanza line on which he works and he has always shown courtesy to patrons on the car.
Yours respectfully,
HAZEL PARSONS.

For Mtr. H. Lozier, Div. 1
Los Angeles Railway.
Gentlemen:
He might as well have rested. He had brought his car to a stop just behind the building line on Sixth street; he was driving north on Spring. He had to wait for the traffic officer so he might have considered himself "at ease" and let it go at that.
But not this motorman: he saw the usual pedestrians shuttle back and forth in indecision or confusion—inasmuch as there is no visible signal at starting or stopping of cars. A cheery and robust "All right lady," ended the momentary confusion and the pedestrians were given a chance to cross.
City planning engineers have figured that the annual loss to citizens, due to traffic delays, amounts to the interest on upwards of \$20,000,000—an economic waste which increases the cost of living.
I wish there were thousands of "2167's" both in the L. A. Railway service and in other vehicles.
Very truly yours,
C. W. SIRCH,
126 West Third Street.

For Condr. F. H. E. Pierce, Div. 2
For Mtr. C. E. Freeman, Div. 2
Los Angeles Railway.
Gentlemen:
I am writing this little note to express my appreciation for the courtesy extended me today by Conductor 430 and Motorman 367.
I had an important business engagement downtown, when part way down discovered that I had to go back home for something I had forgotten. Returned home with train crew above mentioned. I told them of the hurry I was in. I went to the house and got back to the corner just as they were crossing. They quickly stopped the car and helped me aboard, thus saving me much time and money.
Respectfully,
MRS. D. A. WILKINS,
627 North Mariposa Avenue.

For Condr. F. La Rue, Div. 2
Los Angeles Railway.
Gentlemen:
I wish to compliment and thank the conductor in charge of San Pedro Street car No. 687 (to 61st St.) this morning, for his kindness and foresight in taking care of a satchel of mine which I left on his car.
I rode with him to 52nd Street, where I left the car, leaving my satchel on the car. Did not discover my loss until about 20 minutes after. Decided to board the first car going north on South Park, to get the number of car, if possible, I had just left. To my surprise the car I boarded was No. 687, which proved to be the one I had left 20 minutes previous. The conductor recognized me and returned my satchel. I offered to reward him, but this he refused.
Thanking you, I beg to remain,
Very truly yours,
R. A. MORLAN,
51st Street Cash Grocery,
1008 East 51st Street,
Los Angeles.

Information? Sure, What Flavor? Four of 57 Foolish Questions

JUST to show that all the foolish questions are not asked on the cars, four bell ringers have been selected from the many classics presented to the information desk at the main offices. And yet the girls retain their good looks and send the customers away with a smile. Ain't nature wonderful?

* * * * *

A man called and asked how to get to 1536 Shatto St., and after receiving the information, he wanted to know the telephone number at that place.

* * * * *

A lady called one day and asked the price of the lot on the corner of 61st and Moneta Ave.

* * * * *

Yesterday a man asked how to get to room 711 Pacific Finance Bldg., and when I told him, he said, "Oh, no, I don't want to go there, I want to know the telephone number at that room."

* * * * *

One lady, evidently a stranger in the city and housing hunting, kept one of the girls on the phone for forty-five minutes one day. I think she asked for about 35 streets and the next day she called again and asked for about 15 more and the third day for five, and by that time we were all ready to call it quits.

26 YEARS SERVICE BRINGS ED. LLOYD CAPITAL PRIZE

(Continued from Page 1, Col. 4)

\$60, and on top of this came the capital prize of \$100, making a total of \$203.77 for Christmas.

A more popular man than Mr. Lloyd can not be found in the system and the announcement of his honor and reward was enthusiastically received.

The naming of the most efficient motorman and conductor at each division and the most efficient safety car operator at Division Four, was a matter of great interest. Next in interest was the naming of the other six motormen and conductors at each division and six safety car operators who received special awards. These added awards were \$60, \$25, \$15 and four prizes of \$10 each.

How They Were Picked

In announcing these winners, Mr. Anderson dwelt at some length on the qualities which entered into the selections. He showed that to a large extent, the factors were such that could not be expressed in figures and percentages. They were largely matters of willingness and determination demonstrated through definite accomplishment along varied lines.

G. J. Kuhrts, general manager, received an enthusiastic reception when he expressed his appreciation for the excellent work done in the past year. He said officials of many big street railway systems had praised the uniform courtesy, safety and efficiency shown here. In closing he extended his best wishes for a merry Christmas and happy New Year.

Special Prize Winners

Following is a summary by divisions of the men who received special awards. In each class the man picked as most efficient at this division is given first. Second prizes went to those named second, and third prizes to those named third. To the other four in each class, went one of the ten-dollar prizes. They are the winners, but it took some accurate judg-

On The Back End (Contributed)

Report to Supt. Morrison: "One Ford touring car, model 1880, found in fare box by register man."—E. C. TYLER.

* * *

Another Christmas savings plan is to fight with your best girl about this time.

* * *

That indefatigable worker, Harry A. Beals, appeared at the Division Three office the other morning just one hour late, and with his golden smile, demanded his run. And do you know, that old boy stood right up there without batting an eye and swore he thought he was on time. Oh Harry, it's awful.

* * *

Home Hints: Bait the mousetrap with sunflower seed.

* * *

The car was crowded. Several high school girls of romantic age were being jostled until one of them remarked: "I am being terribly squeezed."
The other said, "You don't mind that, do you?"
"No" she replied if it is under proper conditions, but not in a street car."

* * *

A passenger remarked one cold morning: "I don't see how you conductors keep warm unless it is over the heated discussions you have with some quarrelsome people."
"Not necessarily," I replied "as the work is LIGHT and being FIRED with enthusiasm, the SRARK of ambition KINDLES in the breast a feeling of WARMTH which makes HEATED arguments unnecessary, consequently my spirit is AGLOW with fervid friendship for all."
C. E. P.

* * *

What is the greatest indoor sport around the cash room? Hunting shorts. Ask Daniels, he knows.
DIV. 3.

On the Sick List

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

DIVISION NO. 1

Conductors—R. W. Stevens, 2013 Nadeau St.; A. B. Morse, 2315 Royal St.; O. L. Bailey, Van Nuys, Cal.
Motormen—J. F. LaBarre, 755 Central Ave.; S. F. Dunn, 1729 E. 22nd; L. F. Moore, 615 Kohler St.; C. Roberts, 1032 S. Bonnie Brae.

DIVISION NO. 2

Conductor—E. A. Toler, 700 E. 41st St.
Motormen—A. G. Johnson, 219 West 58th St.; G. E. Sisk, 815 Kohler St..

DIVISION NO. 3

Conductors—W. M. Rogers, Burbank; J. C. McKasson, 161 So. Ave. 21; J. P. Martin, 339 Isabel St.; W. W. Wright, 236 E. Ave. 38. Motorman—V. A. Light, 120 E. Ave. 38.

DIVISION NO. 4

Operators—J. H. McClintock, 1616 S. Flower; K. G. Madsen, Manchester and McKinley; G. B. Hubbard, 1326 Georgia St.; A. E. Dodge, 1700 Griffith Ave.

DIVISION NO. 5

Motormen—W. L. Brophy, 949 W. 84th St.; E. F. Gammell, 850 W. 35th Pl.; A. W. Fletcher, 4500 Willow St.; L. V. Carothers, 1520 W. 57th St.
Conductors—F. P. Walker, 3937 S. Hill St.; E. L. McClain, 5856 Town Ave.; F. Clavin, 5008 Wilton Pl.; W. F. Riker, Hyde Park; M. D. Smith, Inglewood; A. McCurry, 5205 Connecticut; T. R. Miller, 111 W. 14th St.; O. S. Nyhart, 245 E. Buckthorne.

- ing to select them. They are the "top notchers." Here's to them:
- ### DIVISION 1
- Motormen: T. C. Jones, J. E. Stewart, W. S. Service, C. L. Hanson, F. E. Kimble, G. C. Hanson and D. F. L. Buck.
Conductors—E. Urban, C. W. Kaffka, J. H. Stanley, C. O. Morse, W. E. Marsh, D. R. Greenfield and C. W. Springstead.
- ### DIVISION 2
- Motormen: W. Harris, W. E. Hancock, E. C. Secrist, F. Weseloh, R. Aldworth, E. A. Williams and F. K. Batson.
Conductors: E. Lloyd, W. A. Pilcher, N. W. Wagner, G. W. Clark, D. M. Wood, E. C. Hickey and R. H. Barnard.
- ### DIVISION 3
- Motormen: G. E. Hendry, J. L. Ott, J. W. Reynolds, W. E. Darby, J. W. Stewart, I. F. Phillips and C. E. Aldridge.
Conductors: I. E. Gott, O. G. Thompson, E. C. Bradley, C. E. Vassar, D. A. Kuykendall, S. J. Riggs and C. R. Meeds.
- ### DIVISION FOUR
- Motormen: J. W. Hanchey, J. W. Votaw, J. G. Dixon, D. S. Wildermuth, Z. Gascon, J. B. Woodland, W. Brotherton.
Conductors: A. B. Chambers, W. E. Griffis, A. McKenzie, G. M. Brassington, H. S. Turner, H. Buckman and T. C. Riffe.
Safety Operators: C. A. Erickson, H. A. Cornwell, C. N. Aubin, H. W. Frazier, S. Ashworth, T. R. Bates and W. J. Anson.
- ### DIVISION FIVE
- Motormen: H. O. Lillie, H. H. Swinerton, W. G. Dugger, H. Conklin, W. M. Marion, A. J. Spohn and W. W. Campbell.
Conductors: H. Hazen, A. R. Greaves, E. C. Tyler, C. D. Fisher, H. Dean, J. Turvey and F. A. Keersmachers.

Looking 'em Over at the Divisions

DIVISION 1

Motorman W. A. Smith, one of the old timers and popular motormen of this division, resigned last week to accept another position. We are sorry to lose you, Smith, and wish you all the success in the world.

We have a dandy new schedule rack now and will be a lot better than the old one. There will be a place for week-day, Saturday and Sunday schedule. It will now be able to tell at a glance when each schedule is located.

Well, by this time you have all received your bonus and I suppose are busy Christmas shopping, and let's all try and receive the full bonus next year.

Another conductor was knocked down while flagging his car across the railroad at First and Alameda St. this week. Conductor Pingry was the victim this time, however, he was not injured much and will be back to work in a week or so.

Conductor Priestly who was married last week left behind his roommate, Conductor McKee. McKee wanders around like a lost child, and the other night was found sleeping on one of the benches. Asked as to what was the matter he replied, "just waiting for my room-mate, Priestly."

Conductor Funk told me since Priestly got married he guessed we will have to appoint a guardian for McKee.

DIVISION 5

We are very sorry to learn of the death of E. Z. Hagerty, formerly a motorman at Division Five. Mr. Hagerty has been in ill health since he returned from the army, having undergone several operations within the past few months. He passed away Friday, December 9th.

Motorman C. D. McLaughlin, who has been away on a month's leave of absence, has reported for duty. He has been visiting friends in the east. Reports business conditions very poor in every place he visited and advises the boys to stick to their jobs as they are very scarce everywhere.

Division Five is contributing quite freely to the increase in the L. A. Police Department, four motormen and three conductors having already given up street car work for a beat, and several more are now taking the police examinations. Perhaps we may be of some assistance in subduing the crime wave.

Conductor F. F. Mennerich has returned to duty after a 90-days' leave of absence.

Motorman A. Johnson has resigned to accept employment in a local garage.

Motorman F. T. McClendon is leaving to spend the holidays in the wilds of Oklahoma. He expects to be away about 90 days.

Motorman C. M. Detrick advises that we have failed to report the birth of his son November 18th, we received the smokes at the time, but, in our excitement, failed to make note of it in "Two Bells."

Frank Clauson, formerly conductor at this division, has been visiting us for the past few days selling books of War Poems, proceeds from which are to be used for the relief of Disabled Veterans of the World War. Get your copy early.

Who's Who



THE rumor that has been circulating around Division Five, that Clerk W. E. De Muth married recently, is somewhat exaggerated, according to his own admission. There is one factor considered rather essential before such rumors can be called fact, namely, a wife, and that factor is missing. He comes by his bald dome honestly and with due modesty puts his hat on before being "mugged."

Mr. De Muth began as a motorman early in 1916 at Division Five. The following year he transferred to the back end and continued there until March, 1920, when he was made an extra clerk and a few months later was made a regular clerk.

He went to school in Waukegan, Ill., and later attended business college. Prior to entering street car service he had been a teamster, a clerk and an advertising man. He is one of the most popular men at the division and scores a hit with new men because of the efforts he makes to help them to learn the ropes.

DIVISION 2

Motorman R. Nall recently received a telegram from relatives in San Francisco, informing him of the death of his aged father. Nall left at once for the northern city to attend the funeral. Division Two men extend their sympathy.

We are not going to mention any department or any names, but the incident follows:

Division Two was called by telephone and asked what hours a certain trainman worked and was replied that the man in question was on the sick list.

The next thing the Division Two office heard was "When is he sick? A.M. or P.M.?"

Safety First: Yes, indeed, every motorman on the cross town line knew when he saw the sand car with Mr. Collins and Mr. Scott on Vermont Avenue between Washington and Ninth early last week, that they meant real safety because they distributed a liberal amount of sand on the outside rail as well as the inside one. It is something needed every once in a while where the street is so narrow. The autos keep the outside rail coated with oil. Hoping to see the good work of the sand car and crew again.

MTR. ALDWORTH.

"Gimme the time," said a worker to Mtr. Gunner, as his car stopped.

"Seven-forty and three—" began the motorman but he was interrupted with this:

"Never mind the seconds, I'm wheeling concrete."

DIVISION 3

No more will I have to inform you as to the standing of the division in the safety contest, for the new safety meter installed by the company will do that, and judging by the crowding around same, would say that it appears to be one of the interesting features around here. At the time of writing it has just been up one day and sad to relate it shows us just about a notch behind Division One. Now that is not as it should be, so let's all get together and push that Division Three pointer up just a few notches ahead of 'em all.

Conductor E. Proctor says distance from his job has no terrors for him. Although he lives in Edendale, he is always on time except when his Packard twin six fails to operate.

When Conductor Sapwell and Mtr. Steele were pulling in the other evening, Sapwell was flagging the crossing at Bradford's when a lady boarded the car, as Sapwell came on the car Steele said to him, "Can you beat that, what in the Sam Hill did that old Hen want to get on this car for." Sap said "that's alright old man, that's my wife," and at that minute you could have bought Steele for one cent.

Conductor J. P. Martin, whose eyes were badly burned recently by the explosion of a cartridge, is back on the job again and considers himself fortunate, as it was a close call to losing both eyes.

Conductor Cady, who was seriously injured sometime ago by being run down by a truck while flagging a railroad crossing, is still in the hospital getting along nicely, but it will be sometime before he will be able to resume his duties as a nickle bandit.

Ex-Conductor C. H. Langford (Sammy) was in to see us recently. He had just driven in from the East, where he has been farming for the past four years. He said he had had enough of it and was glad to be back in old Los Angeles, but did not say if he would go back grabbing nickles or not, but probably will as they almost always do.

Condrs. W. M. Clarry, F. R. Sweet and Mtr. Hollander, the "flying dutchman," are the local aspirants for positions on the cop force, that is they were, but since the recent happenings in the Pimple Heights section, the enthusiasm has dwindled considerably.

Mtr. Twombly reports that Condr. A. Auger is a good conductor, even if he does "bore" a fellow at times, and at that, what would be the use of a auger if he didn't bore.

Mtr. Bill Millican was at one time a good motorman but since he has had his present conductor tagging around after him he has been doing all kinds of stunts. Now for instance he was around the other morning trying to pull his car out at 3:05, and of course as his conductor would say, "the alarm clock, etc."

Before you read this you will all have received your bonus, that is those who were (I was going to say lucky) efficient enough to earn one. And some of you will have it just about all sunk into Christmas gifts and others will have it stowed away in a bank. Anyway you will all be pleased to have had it and no doubt will have made up your minds to repeat the dose next year. That is just exactly what the company wants you to do, as the old saying goes, "it is more pleasing to give than to receive," it is so with the company in this case, as they know when they pay you this bonus they have had the worth of their money in service and when you receive your bonus you know that your services have been appreciated and it follows then that everybody is satisfied and happy, and what better feeling could we have or want at this particular season of the year. I wonder who the mystery man is that Mr. Anderson spoke of—Gee I hope he's a Division Three boy, don't you?

DIVISION 4

By Nona Moss

Our honorable scribe being ill this week, means that this column will consist of the most of nothing, if you know what that means.

Division four is still located at the corner of Georgia and Girard, same as heretofore we might say; and the blue flag is still located on the flag pole daily. Nuff sed. And by heck, let's keep her there. Here is a little tip from one who knows—just figure on the other fellow doing just what he shouldn't do and you will be ready to avoid him—if the darn fool does it. In other words—just take it for granted that every driver of any vehicle that may imperil the progress of your car, is a blooming lunatic, just crazy to make you hit him. And believe me, if you follow the actions that such an idea in the old dome will suggest, then you will be operating your car in the safest manner possible. You know—it's about the same as the old lady who was telling a friend about her boy marching with his regiment during the parade, "they were all out of step but Jim," she said. Well, that's the way to figure these auto drivers and jaywalkers, they are all crazy but yourself. Of course, there is a lot of them we could get a lot of satisfaction out of, to just slam into them like a ton of bricks, but it's a lot more satisfaction, fellows, to realize, that's what that fellow has coming, will be handed out by someone else. That's the way I figure it out anyway, and it's the best way, too, it's less trouble and everything else.

Bob Lindsey and Short "Ginricky" went duck hunting last last Saturday down Sunset Beach way, but ducks there were nit. Fact was, they were not as lucky as Jack Mesquiter, who had a few pelicans to shoot at, when he went hunting a short time ago. Bob had a hard time keeping Shorty from shooting the cows along the road coming back, as that seemed to be the only thing of meat that was shootable. Then Saturday night Pete England made the crowd a trio, and the duck hunt was continued. When the sun peeped over the hills through the cold, grey dawn, the three frost bitten hunters were stalking their prey along the Santa Ana river near Corona, anticipation strong in their hearts. And then the rising sun revealed something that so far had not been noticed, and it was not ducks either, it was a large sign securely attached to every post and tree, which read as follows: KEEP OUT, NO SHOOTING EXCEPT TO MEMBERS OF THE RINCON DUCK CLUB, etc., and the signs were stretched out for 640 acres worth, it was learned from a native of those parts. So the duck hunt ended up in a rabbit shoot, and purely by accident, I assure you, Lindsey shot a jack-rabbit. So the loss of a Saturday night's sleep, and a good many gallons of gas, etc., was rewarded with a jack-rabbit, but that just made it taste all the better when the jack was devoured that night.

"Our Boss," Mr. Wimberly extends his heartiest wish that everyone gets his bonus O. K., and suggests three ways NOT to spend it. They are: On booze, dice, or wild women.

Introducing New Men

The following men have been assigned to their divisions during the week ending December 10, 1921:

DIVISION NO. 1.

Motormen, R. T. Cullin, H. C. Myers. Conductors, W. C. Young.

DIVISION NO. 2.

Motorman, H. L. Ihrig.

DIVISION NO. 3.

Motormen, G. V. Hopkins, W. H. Harding. Conductor, F. A. Vaughan.

DIVISION NO. 4.

Safety Operators, K. A. Frederickson, C. Roach, B. Lowry, R. E. Chandler, Motorman, R. P. Beckman. Conductor, C. Wearren.

DIVISION NO. 5.

Motorman, F. A. Moreth. Conductors, J. A. Darling, E. V. Gray, J. E. Tinker.