



"NO ACCIDENT WEEK" DECEMBER 4-10

BONUS TO BE PAID DEC. 15

RAILWAY WILL

RECORDS FOR YEAR CLOSE WEDNESDAY

Payment of the bonus checks under the Merit System will be made Thursday, December 15, according to an announcement made by George Baker Anderson, manager of transportation.

The arrangement for three meetings at Recreation Hall will be made with the first rally in the morning, another in the afternoon and the third in the evening. The checks will be presented by division superintendents after a brief word or two by officials of the railway.

The Merit System records for the year end next Wednesday, November 30, and then the complete records will be made up and checks written. The work of computing the amounts has been started by clerks in Mr. Anderson's office, but this can not be completed until the last records are in.

The Merit Records for the new year begin December 1st.

NEW SAFETY RACE BEGINS SUNDAY

The fifth safety contest starts Sunday, November 27th and ends February 4th. With division Four twice a winner of the Premier Safety Division flag, much interest will center on the new race to see if Supt. Wimberly's men can hold it for a third period or if one of the other divisions will come out on top.

Division One and Division Five have not held the pennant so far but both put up a lively fight last time and Division One lost by a very small margin.

The handicaps will be practically the same as in the last contest. An interesting feature will be the participation of the safety cars. Operation of this extra number of cars effects the basis of calculation for Division Four but not any other division.

BACHELORS! Please Note



PROCURES HOME BY HOUSING PLAN

NOW bachelors, rally round and give attention to a little story of a happy family, a nice home, a new lawn and growing fruit trees, a sign for the ice man and empty bottles for the milk man.

The cozy little bungalow pictured above is the domicile of Motorman W. J. Sequin of Division One. He is purchasing it through the company's housing plan. It is located at 3569 Beswick street, Boyle Heights.

Motorman Sequin has had it for about a year and now has a fine lawn and flowers and the fruit trees are doing well. He has a very attractive home and takes great interest in it.

Holding down the left side of the porch is Motorman Sequin himself and with him are Mrs. Sequin and their son, Raymond.

Did you ever notice that safe men live longer, happier lives than careless men?

Restaurant at Div. 3 Works for Dan Cupid

IN addition to serving fine meals, the company restaurant at Division Three has achieved some glory as aid to Cupid, the well known matrimonial agent.

Jack Wood, son to Conductor C. F. Wood of Division Three, is one of the mechanical department men and popular as well as handsome. Now comes the news of his leap into the bonds of matrimony. Saturday, November 19, having been the great day. He took as his bride Miss Fane, head waitress of the restaurant.

Heartiest congratulations are extended to the young couple and best wishes for a long and happy life.

Ignorance is an enemy; a foe. Education is a friend, and an invaluable asset.

Scott Detailed To Safety Work

Supervisor H. T. Scott will be detailed to the safety bureau during the Christmas rush and will begin his duties on special accident prevention.

Scott was with the instruction department up to a short time ago, when the small "turn over" of men considerably reduced the work of that department. "Scotty" is well known at all divisions and will be on hand to help all those in need of help during the heavy traffic periods.

You are defeated only when you admit defeat. Keep up your fighting spirit.

Improved Changers on Sale for \$2.30

The paymaster's office, Room 905, has a supply of new improved money changers. They have one quarter, one dime and two nickel barrels. The price is \$2.30 each, which is exactly what they cost laid down in Los Angeles.

HELP BIG SAFETY DRIVE

"No Accident Week," in which a special campaign will be made for safety throughout the city, will begin December 4 and end December 10.

The campaign is to be directed by the Los Angeles Safety Council, which is an organization of firms and individuals who realize the necessity for greater safety in Los Angeles. The Los Angeles Railway is a member of the council and will co-operate to the fullest extent in putting the need for accident prevention before the public.

Recognized by Trainmen

Trainmen recognize the necessity for safety at all times and are expected to operate in the safest possible manner. Hence no special appeal for an extra display of safety is to be made to trainmen for that week. The company feels that they do not need any extra urge but are confident that they will continue their safety work in that week as effectively as they do the other 51 weeks of the year.

Ask Autos to Help

The posters "Autos Turn Out, We Can't," which were placed on the ends of cars last year and attracted considerable favorable comment by men engaged in traffic regulation, will be displayed again this year, according to present plans.

Special safety cards will be placed in the cars and a No Accident Week issue of A-Z-U-R-I-D-E will be published.

National Drive

The Los Angeles Safety Council, is a branch of the National Safety Council, an organization which functions in all parts of the nation. The "No Accident Week" here will be a part of a national campaign for greater safety made at that time.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Get The Thankful Habit

LAST Thursday we devoted our thoughts largely to being thankful for what we have. It was one day picked out of 365.

The week of December 4 to 10 will be known as "No Accident Week." It will be one week picked out of 52 for greater safety to save lives and limbs.

A street railway man believes in safety 52 weeks in the year and 365 days in the year. An optimist believes in being thankful 365 days in the year and everybody should be with him. Everybody has lots to be thankful for.

There is a story of a fellow who bought a new pair of nice warm shoes just before Thanksgiving day and then had them stolen. He went out in the snow with his old, worn shoes and his feet got mighty cold and he thought he didn't have anything for which he might be thankful. Then he saw another fellow who had a leg cut off. He was going down the street whistling. The fellow who had bought the new shoes decided he was thankful that he had his feet to put shoes on even if his new pair had been stolen.

It took a bit of hardship for that fellow to realize that he had much to be thankful for. We all have our hardships in matters of mind, money, health, etc. But every scrap we face in life is an opportunity for us to be thankful we have the stuff in heart to overcome the obstacles whether they take a day or a year.

The man who kicks, growls and complains is only getting in the way of the rest of the fellows who are optimistic. Men succeed because they have the determination to succeed. They are thankful for their advantages no matter how small they may be. They are not the kicking kind. A mule kicks quite a bit but doesn't make any progress while kicking.

The world wants the fellow with a smile; with the stuff that put him over obstacles, and with real optimism. The world wants the fellow who can be thankful for what he has because he is the fellow to whom more is given.

Neatness Pays Many Ways

THERE is no argument on the question of neatness, because there is only one side. A man should be neat in whatever work he is following because it is healthful. A man naturally feels better when he presents a neat appearance. He has more confidence in himself and his employer has more confidence in him. He does his work better than the sloppy worker and will retain his job when the other fellow loses his, other things being equal.

Now the uniform department has an idea on neatness that shows in actual dollars and cents. The department cites the case of two men. One bought a new uniform less than six months ago but apparently made no effort to keep it clean or hang it properly when he was not wearing it.

The other bought a uniform about 18 months ago and took care of it. He still has a neat appearing uniform while the other man will have to be buying a new uniform soon.

Neatness pays many ways.

LAST CAR REBUILT IN 1921 PROGRAM

The last car to be rebuilt in the 1921 program of the South Park shops is now being fitted out for service. Ninety-eight cars were rebuilt during the year. The work consisted of lengthening the body about ten feet, giving larger loading platforms and more seats.

Completion of the program now assures a maximum number of cars in service for the Christmas traffic.

BOUQUET FOR SUPERVISOR

A bouquet for Supervisor Albert Miller, who is stationed at Vernon and Pacific Boulevard, has been handed in by Motorman J. A. Limes of Division Five. He says the smile and cheery words of Al make a fellow want to exert the fullest effort to give the best possible service.

TIGHT WIRE MAN WANTED FOR SHOW

Among the men who are pretty nimble at balancing on the edge of a stool and reaching out to the steps for one of the elusive jitneys, it ought not be hard to find a proficient tight wire artist. We have one, but the point is, another is needed.

Several years ago when Heck was a pup and John Collins was breaking in as a motorman, Conductor W. R. Davison of Division Five was doing a tight-wire act in vaudeville. He believes such a stunt would make a big hit in the inter-division entertainment contest and go a long way toward winning the prize, but he needs a partner. Now anyone who can perform on a converted clothes line, slide right up.

Keep a warm heart and you need never be afraid of cold feet.

First Two-Coach Train Run With New Steel Cars

THE first two-car train operated in actual passenger service with the new steel cars, started out of Division Two car house last Wednesday morning and made a trip on the Grand and Moneta line.

The train was manned by Motorman J. D. Brubaker and Conductors R. G. Humphrey and R. S. Stewart.

The equipment was handled in perfect shape and the train made good time through the downtown district. Passengers were delighted with the service thus made available.

Considerable time has been devoted at Division Two and the South Park shops to instruction work. Operating officials have studied the equipment and tried it out thoroughly on the lines.

DISCIPLINE BY DERATING SERIOUS

BY R. R. SMITH

Asst. Supt. of Operation

The question of the degree of discipline to be administered in some cases is a rather hard matter to decide, and as under the Merit System we are not assessing more than 50 demerits for any one offense, it is sometimes found that such discipline is not sufficient to cover the gravity of the case. This has heretofore left us with discharge as the only alternative, which on the other hand might be more in the way of discipline than was considerable advisable.

Place Reduced

We have, therefore, in some cases, disciplined by reducing the offender a certain number of points on the Division Seniority List, and this plan will undoubtedly be followed to some extent in the future; therefore at this time, the beginning of a new fiscal year, I wish to make it perfectly clear to all men just what a detriment of 5 or 10 or more points on a Division Seniority List means to the man involved.

Taking for example, the Division No. 1 Seniority List as it stood on Oct. 1, we find that a man who occupied the position of No. 156 as a motorman at that division, stood at No. 1814 on the General Seniority List. Reducing this man 5 numbers on the division list would place him No. 161 on the Division List, but would place him No. 1890 on the General Seniority List, which would be a reduction of the General List of 76.

Affects Transfers

This change of position on the General Seniority List would, of course, not affect this man so long as he remained at Division No. 1, but in case any circumstances arose which enabled a man to transfer from Division No. 1 to some other division, then this difference on the General List would mean considerably more to him. I am simply calling the attention of the trainmen to this point, in order that later on should a man so derated be transferred to some other division, his rating at that division will not be misunderstood by him, and he would not expect that a reduction of 5 numbers on the Division List would mean only the same reduction on the General List.

DOMINOE SHARKS RALLY

Dominoes that repose respectfully on their backs and not the galloping kind, will be placed in each division waiting room for the amusement of trainmen who enjoy the game.

RIDE STEALING DANGER IS BLOCKED

Here is some bad news for the gent who prefers to steal a ride rather than pay five cents for the service he receives.

For some time, it has been a favorite stunt with many to ride on the back fender in rush hours when a car begins to accumulate a load of passengers. The small rail at the edge of the roof made an excellent handhold, but that rail was put there for conductors. In case of a trolley break it is necessary for the car to get up enough speed to pass the break while the conductor holds down the trolley.

The same plan will be continued, but conductors are reminded to slide open the rear window before they leave the car, then they can get a sufficient handhold. This precaution will prevent accidents.

The practice of passengers riding on the back fenders was very dangerous, although some persisted in valuing a nickel more than their limbs. It may be a hard job to teach some folks to be honest, but we can make it more difficult for them to risk breaking arms, legs and necks. Hence, the roof rails are to be removed from all cars.

Thanks for Help of Association

The following letter has been received by C. V. Means, assistant secretary of the Co-operative Association, from Mrs. Hattie V. Melton, whose husband, W. C. Melton of Division Two, passed away recently:

"I wish to express my thanks and appreciation to the boys for the benefit which I received through the Co-operative Association a short time ago. It is, indeed, a wonderful help at such time when one has had sickness of long duration and death at last takes the breadwinner away.

I hope all the boys will eventually join the Association, as it is a cheap insurance and such a help to all.

May the Lord bless and reward each of you.

MRS. HATTIE V. MELTON.

Supervisor T. Price is Ill at His Home

Supervisor Tom Price, who is one of the most popular men on the system and is known by trainmen of all divisions, is ill at his home, 3014 So. Harvard. Tom is keeping up with affairs by reading Two Bells and is anxious to get out again and take an active hand in the operating end. At that, he is no more anxious than his friends are to see him on his feet and out again in his old time style.

NO NEW BULLETINS

Apparently the week was uneventful up to Two Bells' press time as no new bulletins have been issued.

Roy Davis, Extra Supervisor, Weds

Stealing time between shifts, Motorman Roy Davis of Division Two, who is now working as an extra supervisor, took unto himself a bride November 18th. He married Mable Tichenor.

The happy couple have the best wishes of everyone.

Bouquets And Things

(Hand Picked)

BOUQUETS RECEIVED LAST WEEK

Condr. F. H. E. Pierce, Div. 2.
Mtr. A. W. Vatcher, Div. 3.
Condr. W. L. Price, Div. 4.
Condr. L. K. White, Div. 5.

For F. H. E. Pierce, Div. 2

Los Angeles Railway.
Gentlemen:

While I have a few moments to spare I wish to devote them in praise for the attention I may state, devotion of Conductor No. 430 to the best interests of your company.

My business makes it incumbent upon me to patronize very frequently your Maple Avenue line, and on three distinct occasions that I can recall I noticed particularly how nice he was to old and infirm people, his strict conformance to the company's rules.

Faithfully,

J. H. ROBBINS,

President United States Chemical Co.,
3115 Maple Avenue.

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For W. B. Reilly, Div. 5

Los Angeles Railway.
Gentlemen:

You will probably be interested in knowing that Conductor No. 1194 on car 528, running on the Hoover-Manchester line, shows unusual tact and courtesy in dealing with the public.

I ride the cars to and from work every day at the rush hour and, while I rarely encounter discourtesy in any of your men, this particular man stands out above the average.

Yours very truly,

MRS. ALICE E. KNAPP,
1235 So. Olive St.

□ □ □

For R. A. Smith, Div. 1
For L. F. Moore, Div. 1

Los Angeles Railway.
Gentlemen:

In re your request of patrons to report efficiency of trainmen.

1. On Sunday, September 25, at about 11 a.m., I boarded a westbound West Sixth Street "Melrose Avenue" car at Wall and East 5th Streets.

2. Motorman stopped car exactly at "stop" mark and did not start car until I was safely on board. Conductor was polite but very business-like and quick on change. He steadied my arm and assisted me to make turn toward front of car. I am slightly lame and carry a cane.

3. I took the second seat back of left front seat open section. Noticed first that motorman made smooth and steady stops and starts—something very unusual and seemingly due to a perfect control of the air brake.

If all your men were like conductor No. 2076 and motorman No. 2639, I suspect you could run wheelbarrows for cars, if you wanted to!

Yours very truly,

MONTROSE ST. JULIEN,
801 West 49th Street.

□ □ □

For W. J. Fox, Div. 2
For J. E. Martin, Div. 2
For C. C. Shaw, Div. 2

Los Angeles Railway.
Gentlemen:

Herein are three numbers representing the names of three gentlemen in your service known as conductors:

2370, 2310 and 1934.

At times these men have shown their helpful hands to a crippled, colored man so that it was commented upon.

C. H. JOHNSON,
781 Gladys Avenue.

□ □ □

For Cond. L. C. Yarrow, Div 2

Los Angeles Railway.
Gentlemen:

Allow me to thank you for kindness and accommodation received by your conductor, cap No. 1204, Grand Avenue car.

MRS. ADELINE CARRIN,
City.

□ □ □

For D. W. Beatty, Div. 3

Los Angeles Railway.
Gentlemen:

I take this opportunity to recommend Conductor No. 444 of the Eagle Rock City line.

I had been sick for sometime and finding time heavy on my hands, I stepped on his car, which was No. 655, going north at 7th and Broadway, about 3:30 this afternoon.

There were no seats so I stood up for

Local Color on the Hooper Line Develops Psysic Force

FOR local color, try a Hooper Avenue run. As the advertising man of a high priced automobile says, "Ask the man who runs one."

Proof of this statement is given in the following story told by a conductor on that line.

Several colored boys were standing on the back end when one spoke up to a newcomer:

"Hello Henry, where you all going with that there dictionary?"

To which Henry made reply: "Man, this ain't no dictionary. This here is a Bible. I done got religion since last time I saw you all. No more of this low life for me. Remember that last time we all got drunk on that bum whiskey?"

"I came home and says to myself, Henry you is a darn fool. So I kept thinkin' about it a long, long time then pretty soon I hear noises like someone was rapping on my table. I asked my landlady next day what it was and she said I was nearly dead and the devil had been calling for me.

"I goes to church every Sunday now. I ain't no ordinary nigger now. Those raps I heard on the table don't come to everybody. They only comes to people what's got psysic power like me.

"Boys I'm psysic. That's what I is. I's psysic."

Then one of the other boys spoke up: "Henry, take it from me, you ain't psysic.

"YOU IS CRAZY."

ZONE 1 SAFETY TIPS GIVEN BY J. C. COLLINS

By JOHN C. COLLINS
Supervisor of Safety

IN following cars or vehicles down any street, this rule holds good:

Look to the objective point or the place where they turn out of the way. You do not need to crowd the thing just ahead of your car, it is not at

fault. The trouble is way ahead, at the crossing probably. The great trouble with most men is they always look at the tail of the animal when the head is what they should notice, for the head controls the tail, and when your car pulls it becomes the tail of that combination, whatever it may be, under control of the head of the string of cars or autos.

Crossing an up-town street, when congested especially, see what is on the other side the full block, what the conditions really are ahead of you. Each time you save one stop you gain so many chances for slow downs and twenty times that much rest.

RUN YOUR END

Do not try placing the blame on the conductor, saying he urges you on. He has nothing whatever to do with it, you are operating the front end. If he gives you the "go head" bells when you call for them, you will have no trouble getting over the road. More can be done in a second than most people realize.

Most men do not see beyond the thing, auto or car, directly in front of them. Sixth St., East of Figueroa, autos on the track on nearing Olive bunch and you must stay back of them, as you have no chance to do

a long way till he called me and gave me his seat. I did not want to take it, he looked so tired, but he was such a gentleman about it that I felt as if I must take it.

Yours very respectfully,

MRS. E. CROSBIE,
109 East Bellgrave,
Huntington Park.

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For Cond. O. B. Dunn, Div. 3

Los Angeles Railway.
Gentlemen:

It was a pleasure to ride in one of your cars one day this week. Conductor No. 80 took time to call out the streets so you could understand him, and especially

any other thing until they break up. From Fifth and Olive to San Pedro Street the same condition exists (though no fault of yours). Treat these autos as you would a street car ahead of you.

TAKE AVAILABLE TIME

When following a Sixth Street car east, you know it must turn back at the crossover in front of the depot. This gives you much more time than needed to get through safely and not lose any time yourself.

Accidents should not happen at any cross street in Zone-1, and do not, to 90 per cent of our men. Ten per cent of the men have these accidents, though they are just as capable of keeping out of them if they recognize the hazard and cross as they should. When you see the driver of an auto intends cutting in front of your car, it is all right to ring the gong to warn him, but do not neglect to throw the power off and be ready to apply the brakes. Violent ringing of the gong might cause the chauffeur to attempt a stop, which would terminate on the tracks ahead of your car causing you to collide with it, when the driver had plenty of time to clear.

Precaution Is Best

All of the up-town cross streets are dangerous, known to be so to each motorman and should be crossed in such a manner as to make them safe. An accident should not happen in a dangerous place to a trained man. It is only when a man is careless or taking chances that one can be caused. Several thousands can be avoided by not having any at these bad places. Do not wait until you have one to watch out—take precaution now and they will not happen.

At most of the streets in No. 1 Zone you must make a stop. The speed is slow over the street. If you are watching the movements of things as you should, they can be seen in plenty of time to avoid a collision; at streets where a stop is not necessary, a slow-down is all that is needed to get over safely.

at 7th and Broadway, he announced all the points to which to transfer.

Again thanking Conductor No. 80, I remain

Respectfully yours,

GEO. W. FETTERMAN,
Secy. & Treas. Quality Foundry & Mfg. Company, 2411 Modoc Street.

Two Japanese schoolboys watched the motorman throw the switch at Eleventh and Broadway. They looked for him to throw it at Eleventh and Grand, but it was set for the curve. One of the boys exclaimed: "Americans funny; sometimes bend rail; sometimes no!"

On The Back End

(Contributed)

Going south at 12th and Main, a man jumped on the car in a hurry, and, without giving me a chance to answer any questions, he started to ask:

"Do you go as far as Pico?"

"I want off at 'Pico'?"

"Will you call 'Pico' for me, please?"

"How far is it?"

By that time the car had stopped, and I called loud "Pico." He laughed, and everybody else on the car also laughed. A lady whispered in my ear:

"This time it was a man!"

* * *

Al Brunnett, of Div. 2, who pilots a car on the Maple Ave. line, recently took a few days off, one of them being payday. After getting his check, he decided to board a crowded San Pedro St. car, right on his heels came three hungry-looking Mexicans, (Al did not think about them being hungry-looking till later,) pushing their way through the car, and somehow our friend's pocketbook went with the Mexicans. At least, Al says, as soon as the trio had left the car, he noticed his money had left his pocket, so hereafter he will be satisfied to ride his own line.

* * *

The Night Watchman says:

There are "57 varieties of religion in this world, but here is only one kind of RIGHTEOUSNESS, and it isn't a matter of money or clothes or education or language or birth. It's the biggest, best thing known, and it's as free as air! Why isn't there MORE of it?"

* * *

Motorman T. F. Ruelas of Division Four has lost all interest in the Boyle Heights line. Why? Because he has contracted five boils on the back of his neck which he must keep dolled up in a young pillow.

* * *

A Griffith car had just stopped at Twelfth and Main.

"Say, sonny, how do ya get outa these here street cars?" inquired a gawky looking country gentleman of Operator C. B. Crome, at the same time pushing and endeavoring in various ways to pull the door open.

Crome giggled. "You must push one of those white buttons over there alongside the window," he explained.

The rube obeyed. As he was pushing the buzzer Crome shoved the air handle away over and the door opened. "By heck," exclaimed the countryman gleefully as he exited, "SOME car."

* * *

THE MODESTY CHAMP

The article written by Assistant Superintendent of Operator, R. R. Smith, which appeared in the Two Bells on the date of Nov. 14th in regard starting and stopping the car with jerking, was good and to the point and I heartily agree with him, but the same will not always work out in practice with the public, according to the following:

There were two ladies who wished to get off of my car at Arlington and West Jefferson, it was about 5:55 p.m. and dark. I stopped the car, opened the gate, but they made no effort to get off at first, finally the younger lady, said:

"Why don't you get off, Mother?"

"I will," said the elderly lady, "as soon as the car stops. Some of these motormen open the gate before the car stops, and they shouldn't do it."

The daughter said, "Why the car has stopped." The mother said, "Well, it hasn't jerked yet."

(From a modest young man.)

* * *

"Move up to the front, please," called a conductor on a Division Two Moneta car. "Aw, I can't," retorted a seedy-looking individual, "I've got my foot on a quarter."

MTR. GUNNER.

Looking 'em Over at the Divisions

DIVISION 1

Well boys, the big safety race is on and it remains for us to take the flag and keep it for all time. Conductor Impusene says the reason we didn't get it last time was because we didn't have any place to put it. It might be the truth because Supt. Williams is so confident we are going to get it he has even had "Tommy" Nelson make out a requisition for a new flag-pole to be sent out immediately so that everything will be in tip-top shape. Coach Russel is laying awake nights studying just how to tell his men at Division Three to win the flag. While over at Division Four, Supt. Wimberly was in conference with Coach Knittle laying their plans as to how to keep the flag at Division Four. Now fellows, I don't like to admit it, but these two divisions are going to be hard birds to beat, but just you boys be careful and make the showing we did last time. Watch out particularly for the step accidents and people getting off car before car comes to a stop. It should be the job of the conductors to watch out and try to avoid these kind of accidents! We can win it! We are going to win it! We will win it! The race is on. Let-er-slide!—Carmack.

I had just dropped into the waiting room one evening last week and heard some awful fast talking. I thought maybe a debate about something was going on, but found it was only Cash Receiver, Powell and McAdams talking to each other.

Great guns and little fishes! I would have never thought of such a thing being done by Motorman Lee. Lee bid in on Work Run 511 on Pico and got it. The next day he came down to the barn and calmly sits down and plays cards until time to pull out on Work Run 314 on San Pedro, the run he was working before bidding on 511. He walks up to the window and asks Roy Ruggles for Run 314. Roy asks him what the trouble is. He replies, "What trouble?" Roy tells him the relief for 511 was missed and 314 had been filled. The fact finally dawned on him that he should have made a relief on 511. Come on, Lee, the next prize is a bottle of Mellins Baby food. I might add that the route of Pico is West on First, South on Broadway and West on Pico. The time points are—but then I told Meason about it and he said he would give them to you.

Conductor A. C. Stanley, one of the old timers, who has been ill the last three weeks, has now returned to work.

First Conductor—"Say, Jim, didn't you used to run on San Pedro?"

Second Conductor—"Nope, never did run on any line, I ride around on the San Pedro line now, but never run on it."

Conductor Wiley was run down by an auto last week while flagging his car across the Santa Fe tracks at Seventh street. He was not injured severely, however, and will be out in a short time.

DIVISION 2

Motr. E. J. Eden left last week for Tucson, Arizona, where he will receive treatments at the Government Hospital.

Motr. W. J. Hamilton was granted a two months leave intending to visit relatives and friends in many Texas cities for which state he was headed when last heard from.

Cond. M. F. McCarter is off for a couple of weeks going fishing and hunting.

Conductors A. R. Hansen, W. F. Klaus and S. M. Worden are on short leaves to rest up.

Motr. P. H. Spradling has been assigned to temporary duties with the Maintenance of Way Department.

Conductor E. A. Moxley, who was injured several weeks ago when in the act of placing the trolley on the wire, is back on the job again.

Motorman O. L. Harrison is now working as extra supervisor.

Who's Who



HOW'DY Mr. Boyd.

Uh, huh, this is Foreman Bruce Ballow Boyd of Division Four and general scout.

Now Bruce Ballow Boyd, or let's say B. B. B. for brevity, started as a conductor at Division Four in 1912. He was appointed assistant foreman in January, 1919, but prior to that had been an extra clerk in the division offices for four years and had worked for the operating department on traffic checks. He became foreman September 4, 1920, and up to the time of going to press has been getting away with the job in creditable manner and has won the friendship of those associated with him.

Outside of working hours, his favorite diversion is hunting up new boulevards, hills and canyons in his automobile.

DIVISION 5

Conductor K. W. Kiersey has resigned, Mr. Kiersey has left for Chicago, Ill. It is somewhat colder there than in Los Angeles as we all know, and we may look for Mr. Kiersey to return to the southland as they all seem to come back.

Our friend, A. W. Elickson, has returned to his duties as motorman after an absence of two months spent in Montana, Minnesota and No. Dakota.

L. L. Boatman and G. C. Bemis are in the building business. They are erecting an apartment house in Inglewood. They expect to have apartments for rent soon.

Motorman A. A. Sprung is building a home in Inglewood Heights. Looks suspicious as Mr. Sprung is now a single man. But we all fall sooner or later. We don't know at this writing who the fair one is, but will find out later.

Motorman (Hiene) Hinzman says he feels fine once more. Instead of running in a restaurant and grabbing a lunch, he goes home. Hiene was married about six weeks ago.

Captain Stahl, Commodore Conklin and Navigator Hallowday, Cabin Boy Master Charles Stahl, will spend their Thanksgiving in their famous launch on the high seas fishing for mackerel.

Our old friend, Mr. Travis of the life insurance company honored us with his semi-monthly visits but the last one was somewhat different as Mr. Travis had secured a supply of calendars which he distributed among the boys, and he saw to it that none were overlooked. We assure Mr. Travis of our appreciation.

DIVISION 3

I was not surprised when I went to the "Two Bells" box today and as usual found nothing in it. It is getting to be a regular occurrence. It is too bad when there are so many of you gifted gents going around with your noodles full of news. Shake yourselves up a little and come across with some news items. There is no doubt something happens every day in your sweet lives that would look well in "Two Bells." Now all together and let's see what you can do next issue.

We regret to report that Extra Condr. Cady was unfortunate enough to be run down by a speed maniac driving a light Ford truck. Cady was out flagging the crossing at Alameda and North Main when this machine came up behind him and carried him quite a distance. His injuries consisted of a broken leg and concussion of the brain. The latest report of the hospital is that he is getting along nicely.

Condr. Ira Gott has been instructed by the Co-operative Association to get back on to the job of looking after the getting of new members. Ira was always a big success at this work, so he will be on the job at this division every 10th and 25th of the month and everyone of you boys who is not already a member make a point to see him and he will give you the straight dope, which is that this insurance is the best and cheapest thing on the market and you are missing a good thing if you pass it up.

Dan Hanley says for the information of Scribe Meason of Division 1 that the war stories that he raves about are all worn out, but some that he has heard Meason tell would be much appreciated over here as Dan says for a war story teller Meason has the world beaten.

I have just received a post card of Motr. Gale Hendry from Pueblo, Colo. He is on a 60-day visit with his wife to the old home in the east. Gale reports having an enjoyable trip and sends kind regards to all the boys.

Oscar Dunman came in the other day with a broad smile on his handsome face and reported a new arrival at his home, but failed to bring the customary cigars. Asked if it was a boy or girl, he just grinned and said nothing doing on that stuff. It's just the finest little heifer you ever saw, full blooded Jersey.

Don't forget that Saturday evening, November 27th, is the date and 8:30 o'clock is the time and the Recreation Hall the place where we hand over the flag to Division 4, and Mr. Dye would like to see as many as possible of the boys of this division present, and bring your ladies as there will be a good program and a dance at the finish.

On the Sick List

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

DIVISION NO. 1
Conductor—Z. S. Longuevan, 1847 E. 2nd St.
Motorman—C. A. Payton, 624 John St., Belvedere Gardens.

DIVISION NO. 2
Conductors—J. C. Allison, 220 East 54th St.; S. T. Nichols, 220 East 47th Place; H. T. Hansen, 637 East 53rd St.
Motormen—I. Kudler, 110 East 73rd St.; J. M. Stine, 1124 East 52nd St.; E. Clark, San Louis and Lincoln Blvd., South Gate.

DIVISION NO. 3
Conductors—D. L. Daniels, 521 So. Ave. 21; J. P. Martin, 339 Isabell.
Motormen—S. J. Garren, 5519 Meridian; J. J. Brannick, 2823 Huron St.; J. A.

DIVISION 4

Well, gents, did you all get enough turkey on Thanksgiving? You say you did? Well that's fine. Now listen, you have all had lots of turkey and are feeling happy; now how about jumping right in and getting a nice big lead for our division in the safety contest which is just starting? The boys on the Birneys are going to run with us this time. What we want to do is to get a nice big lead at the start and then I am sure we will not have any trouble holding onto it. Remember this, fellows:

The dispatchers and supervisors would sooner see you run late because you want to avoid accidents than to see you have the accidents and keep on time.

Someone fell in love with the handle of the pencil sharpener in the rest room and eloped with it a few days ago. The handle could be of no use to anyone and we were about to suggest that the desperado come back and get the rest of it when our good-natured brothers in the mechanical department got right down to business and made us a new one.

"Would you fall for me?" he asked. "You talk silly," said she. "I mean it," said he. "Mean what?" asked she. "Would you fall for me?" he repeated. "I'm past that stage," she uttered. "I mean fall off the car while we take your picture," he stuttered. She looked amazed. But he explained in detail. And she said, "Oh! sure." It was Supervisor Bill Flannery's good-natured way of asking the lady at the lunch stand at Delaware to pose for some pictures which will be used in a coming "No-Accident Week" publicity.

A LOS ANGELES RECIPE

Take one reckless natural-born fool, two or three big drinks of moonshine; soak the fool well in the moonshine; place in flivver and let him go. After due time remove from wreckage, place in satin lined box and garnish with flowers.

—Leachville Star.

December 1st is New Years day for the trainman who considers his job the most important thing in life. If he is the kind of fellow who believes in sticking to his job, doing it right because he knows that the rungs on the ladder of success will never wear out, his faithfulness and loyalty will help him to climb that ladder in due time. No company employs such a vast number of men that they fail to notice the extraordinary diligence of a certain man. Faithfulness, interest and perseverance carried out in any line of duty, whether it be in the shop, on the cars or in the offices never escapes the eye of the man higher up. The man higher up may not be at the top of the ladder either, but the broadmindedness which put him in the position he holds, prompts him to give the ambitious man below him a lift.

December 1st we start a new year of efficiency. Let us make a resolution at once to keep that clean efficiency card free from demerits, to play the game according to Hoyle, to appear each day for duty neatly dressed and carefully shaved, to be model trainmen, to meet the man higher up. A happy New Year to you.

C. J. KNITTLE.

Rudd, 3107 Andreta St.; J. Turkleson, In County Hospital.

DIVISION NO. 4
Motormen—A. C. Jones, 7211 S. Hoover St.; J. B. Keller, 1364 1/2 S. Bond St.
Operator—J. E. Balding, 878 E. 48th St.

DIVISION NO 5
Conductors—C. A. Rogers, Inglewood; G. J. Cowden, 5315 9th Ave.; J. Malley, 935 W. 54th St.; M. S. Donovan, 1253 W. 60th St.
Motorman W. L. Hague, 11022 S. Beach St.