

TWO BELLS

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 TOTALS \$90,995

25 MORE CARS OF TWO-CAR TRRAINTYPE ORDERED

Twenty-five more steel cars of the 1200 type were ordered by the company last Wednesday. The bodies and trucks are being purchased from the St. Louis Car Company, and the electrical and air brake equipment will be installed at the South Park shops. The cars cost in excess of \$15,000 each.

Delivery of the twenty-five cars ordered Wednesday, is scheduled to start next May. This will give the Los Angeles Railway 100 cars suitable for two-car train operation, and will give Los Angeles a high standard of equipment for street car service.

Word has been received from the eastern factory, that the last of the fifty cars, ordered early in 1922, are on the way to Los Angeles. Twenty-seven of the cars are in the main shops being equipped.

Your body is a big part of your capital. Don't invest in the "Bank of Careless Habits."

New Telephone Board For Main Offices

A new telephone switchboard is to be installed at the main offices. The present equipment is a one position board, but the new one will be arranged for two operators during the busy hours and for one operator when talk quietens down. The new equipment has been delivered and installation will be made within a few days.

Rome was not built in a day, neither is safety acquired by one good resolution. Keep everlastingly at it.

A small man may make a big job shrink, but it takes a big man to make a small job grow.

Dick Smith Ill; Rushed To Hospital

R. R. "Dick" Smith, assistant superintendent of operation and prince of good scouts, was rushed to a hospital, Saturday, December 2, following an attack of appendicitis. An operation was not necessary and it was reported Thursday that he would be able to leave the hospital in a few days.

Dick worked as usual through the week right up to Saturday noon. In the evening he became ill and was taken to the hospital.

The enforced lay-off came just at the time Dick wanted most to be at the office, due to bonus day and matters incidental to the heavy holiday traffic. He had planned a Christmas trip to his cabin on Mt. Baldy to celebrate his twenty-fifth wedding anniversary—and he has not called it off either.

All Split Lines to Have 2-color Signs

The engineering department is equipping cars on split lines with two colored lights for the roof letter sign to indicate terminals. A system similar to that used on the M line cars is being used.

The F line cars are scheduled to be the next one with this improvement for the convenience of passengers.

Safety First. There is nothing just as good.

Condr. D. W. Stagg Jr. of Div. 2 is Married

Venturing out on the matrimonial sea, Conductor D. W. Stagg, Jr. of Div. Two, selected for his life long partner, Miss Barbara Rose Koerner of Los Angeles. The wedding took place recently at the home of the bridegroom's parents, where a number of friends were assembled to congratulate the young couple.

They will be at home to their friends, at 161½ East 47th Place. Divisions Two extends congratulations.

TO GIVE AWARDS FOR YEAR FRIDAY

A TOTAL of \$90,995.85 bonus for efficiency in 1922 will be paid to trainmen next Friday at Recreation Hall. This figure does not include the special awards for the top notchers of the five divisions.

Div. Four Takes Nov. Contest in Close Finish

After giving all the other divisions a race for their lives in the last safety contest and landing in second place, about one accident behind the winners, Division One has started off in the cellar of the December accident prevention competition. The final figures in the November contest gave Division Four victory and possession of the Premier Safety Division flag for a month. The three leaders were within a little more than eight points. The final figures were:

Division Four	282.04
Division One	286.62
Division Three	290.36
Division Five	303.40
Division Two	327.78

Figures for the December contest show Division Five off in the lead with Division Four and Two close behind, Division Three in fourth place and Division One in the hole.

He that knoweth not and knoweth not that he knoweth not is on the highroad to injury. You know him. His name is Recklessness.

Supervisors Study Christmas Schedules

Two class meetings of supervisors were held to prepare the men for the most efficient handling of the special Christmas schedules. The night men were called to the main offices at 12:30 o'clock Thursday noon and the day men reported at 6:30 P.M. Friday.

The instruction was given by Louis Recappe of the schedule department and Charlie Roush, who is acting as chief district supervisor.

It was originally planned to pay the bonus Thursday, but it became necessary to change the date to Friday, December 15. Three meetings will be held at 10 A.M., 1 P.M. and 7 P.M. Trainmen will attend the meeting most convenient for them.

The management is withholding the announcement of the number of men to receive special awards and the amounts of these awards. This information will not be given out until the meetings and a happy surprise is expected.

The meetings will not be lengthy. There will be a few remarks appropriate to the occasion, made by officials of the company and then the checks will be distributed.

As has been done in former years, trainmen will be seated in groups according to their divisions. Each division superintendent will be stationed at a table with his men and will give out the bonus checks after the meeting.

This is the third year Christmas efficiency bonus has been paid by the company.

Lost and Found Dept. Thanked for Help

Mr. F. T. Clothier,
Los Angeles Railway Co.,
Los Angeles, Calif.

Dear Sir:

I wish to express my deep gratitude to you and the Los Angeles Railway Company, and the conductor who found the bag and turned it in—for its safe return to me. I am more than grateful and do appreciate the kindness and courtesy of the Los Angeles Railway officials, and shall not soon forget it.

Very sincerely yours,
(Signed) JANET S. MIX,
427 Hill Lane,
Oakland, Calif.

(The conductor is H. W. Hunt of Division Five.)

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

L. A. Railway Service Will Overcome Obstacles

THE announcement that the company has ordered 25 more cars of the twelve-hundred type has considerable significance to employes of the company because it indicates that the utmost endeavor is being made to give Los Angeles a street railway service second to none in the United States.

Employes are familiar with the problem of giving adequate transportation. The traffic problem is one of the greatest difficulties confronting street car operation. A recent check covering the period from 4 to 6 o'clock P. M., showed that of 597 cars scheduled to traverse the business district north and south between First and Ninth streets, only 525 were able to get through, which means a loss of 12.6 per cent of the service the railway was desperately struggling to provide the public. This delay is annoying to the public and represents a loss of time difficult to estimate. This loss can be put in dollars and cents as it affects the street railway and it costs about \$200,000 a year.

It is heart-rending to see service placed at the disposal of the public blocked and jumbled to the dissatisfaction of both patrons and management.

But the company is optimistic. Men who direct big enterprises learn to swallow the grief and smile as they plan for better things. The Los Angeles Railway is confident that with the friendship of the public, better conditions lie ahead. In this spirit of hope and optimism, the order for increased equipment has been placed.

Its great to be a part of a winning organization, and the Los Angeles Railway is winning in the gigantic task of furnishing a great city with adequate transportation. The latest order will give a total of 100 of the big steel cars and they will be a tremendous factor in giving good service.

The company has as much to do with the nickel fare that has prevailed since horse-car days as other large cities do with a fare ranging from six to ten cents.

Success in the big job demands the full cooperation and loyalty of every employee of every department. Trainmen have perhaps the best opportunities to show the spirit of loyalty and co-operation by increasing friendly relations with the public. The man on the cars represents the company to the average rider. His opinion of the Los Angeles Railway's genuine determination to give efficient service is made by the man he meets on the cars.

Its great to be with a winner.

Do your utmost.

WEST ADAMS AUTOMATIC SUBSTATION OPERATING

The new West Adams automatic substation was put into service last Tuesday evening and proved thoroughly successful. The station has been in daily service during the morning and evening rush hours and will start all-day service Monday.

Completion of a feeder cable from the substation to the West Washington street wire was the only outside work remaining to be done when the station was started Tuesday. This work was delayed by rain.

The building is in a semi-residential district. Roman Corinthian architectural lines have been followed carefully and make a very artistic building. Roman bronze lamps decorate the outside walls.

Where automatic substations have been placed in residential districts it has been necessary to have the buildings noiseproof. That the builders of the West Adams substation were thoroughly successful in this respect, is emphasized by the fact that when inquiry was made among firemen at the engine house on the next lot and among neighbors, all said they did not know the electrical equipment had been put in operation.

The substation cost approximately \$125,000 and will serve lines A, J and W direct and will benefit lines L and

P by relieving the demands on the Ardmore substation.

Library To Have Varied Magazines

Following is a list of the magazines that will be available in the company library during the coming year:

Electric Railway Journal, Electric Traction, General Electric Review, The Electric Journal, The Mentor, Popular Science, Ladies Home Journal, Review of Reviews, World's Work, Popular Mechanics, Scientific American, Administration.

Steinmetz Book Is Added To Library

One of the most interesting technical books added to the library for some time is "General Lectures of Electrical Engineering." The book is written by Steinmetz, the electrical wizard, who is recognized in America and abroad as a foremost authority. The book is written in simple terms so that a beginner can derive the full benefit.

Volume 4 of the "Outline of Science" series is now available.

BULLETINS

Issued December 11, 1922

BULLETIN NO. 191
Notice to Conductors

Pass No. 5612, issued to W. H. Wisdom, Motorman Division No. 4, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 192
Notice to Conductors

The following Transportation Books are reported lost:

4172, issued to F. J. Schram, a/c Fire Department.

4315, issued to H. Wollman, a/c Fire Department.

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

R. B. Hill
Supt. of Operation.

Special Company Restaurant Turkey Dinner is Popular

Old Gobbler Turkey took the count completely at the company restaurants at Divisions Three and Five Thanksgiving Day and another special turkey feed is promised for Christmas day.

In addition to the regular short order service, both restaurants served a special Thanksgiving Day dinner for one dollar to 150 customers at Division Three and 60 at Division Five. This feature was handled by E. Pappmiller, house manager of the Division Three restaurant and E. J. Foot, who holds down the same job at Division Five.

The Special Turkey Day dinner had the following menu:

- Cream of Celery Soup*
- Young Onions* *Celery*
- Roast Tom Turkey, Dressing*
- Cranberry Sauce*
- Sweet Potatoes* *Mashed Potatoes*
- Garden Peas in Cream*
- Lettuce and Tomato Salad au Mayonnaise*
- Rice and Raisin Pudding, Vanilla Cream Sauce*
- Bread and Butter* *Tea or Coffee*

On the Sick List

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

DIVISION NO. 1
Conductors—E. S. Wright, 207 N. Chicago St.; W. E. Holland, 3040 Upper Blvd.; D. L. Wieland, 462 W. 45th St.; Z. S. Longuevan, 1847 E. 2nd St.; C. W. Austin, 1157 Delphi St.; H. Capps, 724 John St.; C. A. Phillips, Hillvale Pl., Bel.

DIVISION NO. 2
Conductors—H. C. Peck, 1630 E. 52nd St.; E. F. Loyd, 1241 W. 91st St.; J. H. Kirkpatrick, 1462 E. 48th St.; M. F. Nar, 4721 Wall St.; E. H. Robertson, 815 E. 6th St.

Motormen—B. M. Ihrig, 5917 S. Los Angeles; A. G. Johnson, 219 W. 58th St.; L. A. White, 717 W. 83rd St.

DIVISION NO. 3
Conductors—P. T. Davis, 2613 Jeffries; W. P. Leggitt, 5500 Buchanan; D. Garrett, 141½ N. Griffin; H. A. Beals, Calvary Cemetery.

Motormen—J. Harbison, 1219 Cypress St.; T. Canning, 963 Dexter St.; A. A. Middlecoff, 2643 Arvia St.

DIVISION NO. 4
Conductors—A. Senator, 935 Girard St.; G. L. Carins, 8925 Cedar St.; D. W. Gibbs, 940½ West Pico; F. H. Cavanaugh, 239 West 70th St.; E. F. Hedtke, 1520 West 22nd St.

Motormen—S. H. Duncan, 1120 S. Grand Ave.; J. H. Miers, 3000 East 2nd St.; T. L. Roberts, 1437 West 12th St.; D. F. Martin, 1496 S. Bond St.

Operators—T. M. Fitzgerald, 935 Winfield St.; A. O. Swoboda, 4583 Lexington Ave.

DIVISION NO. 5
Conductors—R. G. Miller, 1360 W. 101st St.; H. Dean, 160 E. 67th St.; A. McCurray, 5205 Connecticut St.

Motormen—W. E. Welty, 5146 2nd Ave.; J. Morton, 5310 3rd Ave.

ANNUAL PARTY TO BE HELD DEC. 29-30

The annual Christmas and New Year party of Los Angeles Railway employes will be held Friday and Saturday, December 29 and 30.

As the Christmas season is the busiest time of year for all departments of the street railway, the annual big time has to come after Christmas day. Recreation Hall will be open afternoons and evenings for two days and the afternoons will be devoted to children of employes.

In previous years hundreds of children, younger members of the Los Angeles Railway family, have gathered at the hall for a feast of fun and good things to eat. Charlie Means is arranging features and games for the little folks that will jam the two afternoons full of fun. Of course Santa Claus will be on hand to help entertain and see that every child gets his fill of good things. The gathering of these hundreds of children is a sight worth seeing.

In the evenings, good vaudeville programs will be presented and will be followed by dancing.

Little Stories OF Street Car Life

One of the things that makes street car life interesting, is the varied classes of people that board and alight from cars. In the dry goods business, for example, patronage is pretty well divided among stores of different grade, but the street railway serves everyone. You do not know who a passenger may be, but all are observant of a trainman's attitude toward his job and toward passengers.

It is probable that some motorman did not know Mr. G. J. Kuhrts, general manager, was a passenger on his car recently, but like other passengers, Mr. Kuhrts noticed his work and wrote the following note to Mr. Anderson, manager of transportation:

Office of General Manager
Los Angeles, Cal., Nov. 29th, 1922.
Mr. Geo. B. Anderson,

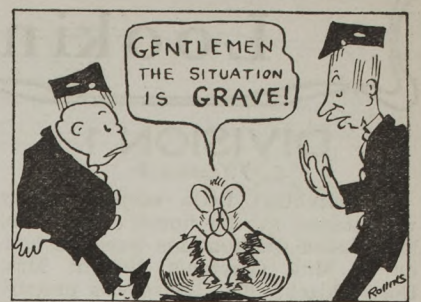
Manager of Transportation:
Dear Sir: A friend of mine stopped me on the street the other day and wanted to say a good word for a motorman operating car No. 187 last Sunday on the West 9th street line. This friend of mine is a church-going man and frequently rides with this motorman, and has observed that he is very courteous at all times, and also that he is very careful in the handling of his car.

I, myself, have observed motorman No. 2881, West 9th street line, as being a very careful operator and extremely courteous. On this trip he made a wonderful stop. The fellow driving an automobile west on 9th street, the direction we were going, was apparently asleep from the way he was driving his automobile. All of a sudden he swerved toward the tracks, and had not the motorman been very observing and alert, he would have had a serious smash-up. As it was he made a splendid stop.

Yours truly,
(Signed) G. J. KUHRTS,
General Manager.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

For Condr. F. A. Bryant, Div. 4
Los Angeles Railway,
Gentlemen:
For the past year I have been traveling four times a day across the city on three different lines of your railroad, both night and day.
I have often wondered, as have hundreds of others, if you realized how much the type of conductor you employ meant to the traveling public.
A great many of us have wondered if you knew that you have an ideal or perfect conductor on the Temple line, No. 2708. He is quick, intelligent, business like, but above all his helpfulness and courtesy toward old people and children especially has endeared him to all on his line, and we wish that some way he might know through your office that he is appreciated.
I am sorry that I cannot tell you his name, but his number is 2708.
Sincerely,
F. NICHOLS,
736 South Lake Street.

For Opr. R. W. Kiersey, Div. 4
Los Angeles Railway,
Gentlemen:
I have great satisfaction in commending the action of Operator No. 3046, on a Crown Hill car at 6th and Olive Sts. this morning in averting an extremely near fatal accident. I happened to be a passenger on the car.
It was the finest instance of presence of mind and quick action I have ever witnessed. He is deserving of highest commendation.
Very truly yours,
FRANK C. ALLEN,
1526 Rockwood Street,
Los Angeles.

For Condr. D. W. Gibbs, Div. 4
Los Angeles Railway,
Gentlemen:
There is a real conductor on the "W" line.
Wife and myself got on at Hoover and Washington, and believe me that bird called every street enroute to Highland Park, including transfer points and helping ladies on and off the car.
I really enjoyed the ride with Conductor No. 2618.
Yours truly,
J. SESSLER,
2618 Arroyo Glen,
Los Angeles, Calif.

For Mtr. G. W. Coulter, Div. 2
Los Angeles Railway,
Gentlemen:
This evening I happened to be riding on an "M" car going east on 48th St.
As we approached Gramercy Place, a little boy who had been playing on the sidewalk, started to run across the street without looking for approaching cars.
Our motorman instantly reversed his car and narrowly averted hitting the boy.
I have seen cars slowed up and stopped many times, but the way this car was handled was great and it was worth all the praise that can be given the Los Angeles Railway Co. for having such a competent man.
As I was leaving the car I asked the conductor what the motorman's name and number was. It was Mr. G. W. Coulter, No. 997.
Hoping you take the matter up and thank Mr. Coulter, I remain,
Very truly yours,
R. W. STOWELL,
4812 Fifth Ave., Los Angeles.

For Mtr. W. J. Hewitt, Div. 5
For Condr. W. H. Morgan, Div. 5
For Condr. F. H. Safford, Div. 5
For Condr. R. Dunahoo, Div. 5
Los Angeles Railway,
Gentlemen:
Once more I am going to take a moment of your time in telling you that you have wonderful men in the following num-

COMPLAINTS DECLINE DURING HEAVY TRAFFIC

Big Effort Needed In Christmas Month To Cut Down Discourtesy Charges

A drop of seven in the total complaints and an increase of 24 commendations makes the November complaint summary look pretty good beside the October record, on the regular comparison sheet issued by the transportation department.
The only off note is the discourtesy complaints. A total of 61 charges of discourtesy were made in November as compared with 54 in October. Traffic is increasing and an average of two complaints a day may seem pretty small when about 800,000 people a day are being served. But there is no more reason for discourtesy on the cars than for a sand box on a

motorboat. Even if you win an argument you have not gained anything. You lower your own bonus record and furnish a laugh for the rest of the passengers. If one passenger insists on furnishing the others with entertainment, you ought to have enough dignity on the job and appreciation of your position, not to make it a two-ring circus. Answer questions when you can, smile, and don't get excited.
Let's make the Christmas month a good one by cutting down the discourtesy complaints. Get the real Christmas spirit.

The complaint summary follows:

Classification	October	November	Loss or Gain
Discourtesy	54	61	+ 7
Fare and Transfer Trouble	54	44	-10
Starting Too Soon	10	12	+ 2
Passing Up Passengers	22	23	+ 1
Carrying Passengers Past Stop	19	19	0
Dangerous Operation	3	3	0
Short Change	7	1	- 6
Miscellaneous	32	31	- 1
	201	194	- 7
Commendations	28	52	+24

INCREASED SERVICE ON LINES S AND J

Rush hour service on the Western Avenue line of the Los Angeles railway was increased Thursday. From 7:12 to 7:30 o'clock cars are scheduled to leave Santa Monica boulevard and Western every 3½ minutes instead of every 4½ minutes as heretofore and from 7:30 to 8:00 o'clock, four-minute service is given in place of the former 4½ minute schedule. The evening rush hour headway has been reduced from 3½ minutes to 3 minutes from 4:24 to 4:33 o'clock, and from 5:00 to 5:20 o'clock the new schedule provides 2½ minute service instead of 3½ minutes formerly given.
Additional cars to West Jefferson and to Walnut Park have been provided on the J line for the evening rush hour traffic.

Be safe or you'll be sorry.
bers, which I have taken note of from time to time in the past few weeks. Can't go into details but every one is an A-1 man for his work. 1451 A-1 motorman, 1800 just a boy, very lovely to the public, 2260 another young man, very efficient. These men are on the "U" line. Then there is No. 1248, on the West 11th line. One cannot help seeing some of the difficulties with which these men have to contend, and I for one cannot help praising the man who knows how to meet them, as so many of them do. Don't forget them.
Thank you so much for the kind note you sent me some weeks ago.
Yours very truly,
MRS. CHARLES H. SMITH,
350 West 9th St., Los Angeles.

More Men Receive Courtesy Credits

An encouraging sign in the efforts of trainmen to maintain courtesy to patrons, is the fact that only 37 men failed to receive credits in November for clear courtesy record. This is the lowest figure since last May, when all but 31 received the extra marks and is the third best month of the year. January has the second best record, as only 34 men missed the courtesy credits that month.
The number of men failing to get credits for clear accident record is 607. This is higher than previous months and indicates a necessity for greater safety during the heavy December traffic.

Introducing New Men

The following men have been assigned to their divisions during the week ending Dec. 2, 1922:

DIVISION NO. 1
Motorman—H. W. Foss.
Conductors—W. J. Sequin; C. C. Bedwell; C. O. Graham; G. J. Krause.

DIVISION NO. 2
Motormen—J. E. Martin.
Conductors—F. McInturff; F. J. Nimz.

DIVISION NO. 3
Motormen—S. U. Norton, W. C. Rouse, R. F. Eblen.
Conductor—R. L. Hazelwood.

DIVISION NO. 4
L. Hurd, C. E. Bicknell, C. D. Preskitt, R. I. Moore, G. L. Averill.
Motorman—C. A. DeGuire.

On The Back End (Contributed)

Editor Two Bells:
This morning as I was coming to Division Three, I saw a male fowl of white leghorn variety strolling around looking happy. I couldn't help thinking how happy this bird was when I saw J. W. H. Barrett, the slim man of Division Three, hiding behind a telephone pole, scheming on the poor bird. He certainly put the old colored preacher in the shade with his hungry look and if anything happens to that fowl, I am a living witness of what was observed.
NO. 508.
Three cheers for Carter, the man who makes the company restaurants a success. He has a waitress at Division Five who can meet our competent "Jack Dempsey" at ringside weight, who is called "Tess the piano mover."
That's a nasty slam. Do you suppose her husband would dare say anything like that?

Question asked by an extra conductor at Division Two:
"When a man fails to get here in time to take out a run he is marked up to, does he get paid for time lost?"
The management should give the question serious consideration by all means. Respectfully submitted with an eye to first prize reserved for useful suggestions.
T. Y. D.

Conductor J. S. Phillips, who is one of the peppiest conductors on Division Two's extra list, was working a run on a two-car train the other day. Was doing his best, trying to explain to a lady passenger, who got off of his car at Manchester how to get to a certain point beyond the end of the line. J. S. never noticed the train starting up and leaving him, although he was standing right alongside of it. (Must have been quite interesting conversation J. S. had with lady.) Being unable to run and catch his car, he promptly flagged the first automobile he saw and caught up with his train in a short time.

When Conductor J. E. Wilkinson's alarm clock sounded off Monday morning, he grabbed his uniform under his arm and, clad only in a robe de nuit, started for division Five on double time. When he arrived at the office, he found he had lost part of his official wardrobe on the way, so he missed out after all and had to hunt for the misplaced raiment.

When you walk
And when you fliv,
Look both ways
And try to live.
Motorman S. M. Wales, an old-timer of Division Four, reported for duty a few mornings ago, but when the clerk asked him if he wanted to lay off, the temptation was so great he decided he would. An onlooker, surprised at his decision, asked him how he intended to spend the day. "Well, sonny," replied Mtr. Wales with a broad smile, "I'm going to buy me a new rubber collar and step out." WOW!
Think Safety First.

Looking 'em Over at the Divisions

DIVISION 1

L. F. Camack

A delightful little surprise party was staged at the home of Mr. and Mrs. Eston Clayton this week, in honor of Mrs. Clayton's mother, Mrs. Dora Chizek. The house was prettily decorated with white and red carnations and lighted with Chinese lanterns. After the dinner, for which covers were laid for Mr. and Mrs. Roy Barber, Mr. and Mrs. Bennett, Miss Helen Chizek, Mr. Mack, Dr. Hampshire, Mr. and Mrs. Fred Meyers, Mrs. Yates, Miss Winefred Robinson, and Miss Bertha Fincham, who attended in company with ye editor of Division One, the rug in the living room was rolled to one side, and with Miss Winefred Robinson at the piano, the party enjoyed dancing. Altogether a delightful little party.

Motorman Ferris is now back in the fold again, after an absence of five months. Ferris decided the front end of a car is a pretty good place after all, so is going to stay this time.

Conductor Glass was struck by an auto last week and received a few cuts and bruises, but at this writing is up and around. Never can keep a good man down.

Our popular foreman, J. B. Lair and his chief aid Roy Ruggles, are wearing big smiles that won't come off these days, the reason being that they are able to let most of the regular men off that ask. This is the first time in months they have been able to do this, so they feel very pleased.

DIVISION 2

C. L. Christensen

Well! Well! if we didn't hold the cellar position at the end of the last Safety Contest. Hard luck, is what I call it but never mind boys, we have four more contests to go and by doing our very best, no doubt the Safety Pennant will find a permanent home at Division Two.

Of course we are very sorry that we didn't win the contest but we are not at all selfish, so we congratulate Division Four for their good work.

Cond. J. H. Kirkpatrick is back on the job after an absence of three weeks under a doctor's care, all on account of his pulling a car in the barn one night, and trying to walk where there was no plank. Consequently he was badly bruised.

C. A. Olden, who a couple of years ago, transferred to Division Five, and later on to Division Four, where he was Birney operator, is back with us again, this time as motorman.

Conductor S. F. Sutherland, who a couple of years ago, was struck and run over by an automobile while flagging a rail road crossing is still suffering from effects of the accident and has recently undergone several operations upon his neck. He is slowly recovering at his home in Boyle heights.

J. E. Martin, a former conductor, who resigned about a year ago, to join the police force, is back with us again, this time as motorman. We welcome you back J. E.

The present rush being over in the instruction department, R. Aldworth and E. C. Secrist have returned to train service.

Motorman W. Meier had visitors in his room one day last week while he was absent. They took with them a watch and his uniform and several other valuables. The light fingered gentlemen left without leaving their cards, so their identity is a complete mystery.

Who's Who



THIS is Operator F. H. Donovan, of Division Four, as he looks out on the world from his post on a safety car. Frank is the fellow you read about in last week's Two Bells as falling heir to a cool \$108,000, providing he gets married by next August and remains securely in the matrimonial bonds. The will provides that he is to receive the interest from his share of the estate left by his grandmother until 1930, and then receive the principal sum, providing he fulfills the matrimonial obligations.

"I guess her idea was to make me settle down," said Frank, although he admits that marriage was far from foremost in his mind until he was notified of his good fortune.

DIVISION 5

L. W. Burwick

The men of Division Five have at last discovered why Conductor "Flim Flam" Fleming, also of the Lion Tamers' Club, has chosen a pair of trippers on the Eagle Rock line. The main attraction rides his car to South Verdugo Road every evening. For further information we will refer you to Conductor "King" Solomon.

J. C. Rainey is offering to train men some great bargains in Xmas candies. Rainey is making very high quality candy, samples of which may be seen on display at Division Five every evening.

A. J. Spohn has returned to duty, after enjoying a three months' trip in the northern Rockies, hunting big game and trying to improve his health. He returns in the best of health and wishes to thank the editor for the copies of Two Bells mailed him each week.

Motorman A. L. Murray and Conductor H. J. Osborne have taken a two weeks' leave to build a house.

J. F. McCarthy pulled out his run Monday morning using Sunday schedule. When he arrived at the end of the line he had a great amount of difficulty trying to convince the crews of others cars there that he was right and they were wrong. And then somebody broke the sad news to him, and Mac hasn't been the same man since.

Mr. Stork is again becoming a popular visitor at Division Five, stopping this week at the home of Motorman V. C. Demairria, leaving with them a nine-pound boy, and also at the home of Conductor C. A. Tompkins, leaving a beautiful baby girl. Both dads are swelled up with pride

DIVISION 3

H. A. Russell

Did we win? We did not, and we congratulate the Division Four boys on the fact that they did. Division One put up a good fight until almost the last day, when the jinx got 'em and Division Four nosed out a winner, and we are now, as last month, in the center of everything worth while. To win the contest this month will call for extreme caution in operation, as we will have the largest Christmas traffic that we have ever had to contend with. And it behooves every one of us to do our utmost to avoid accidents of all kinds. Everybody will be in a feverish haste and congestion will be something fierce, so be very careful, don't take any unnecessary chances. Remember that the end of the line will still be there when you arrive.

Found—about a week ago, a perfectly good lower plate of teeth, in the wash room. Apply at office. Someone said, that as they have not been called for, they must belong to an extra man, as he would have no use for them anyway.

Register Man A. R. Miller has been off on sick list for few days. Mot. C. H. Owens has been manipulating the register cards in his absence.

Mot. A. A. Middlecoff has been laid up about 10 days with an attack of the flu. He is able to be around again and expects to be on the job again shortly.

These days, when you men are turning in so many overtime cards, it is absolutely up to each one of you to see that they are properly and completely filled out. The clerk in the office has no time to complete them and as it means dollars and cents to you, take a tip and fill 'em out, as we have a large waste paper basket.

One of our conductors, and not a new one either, in filling out an accident report, stated as follows: "Left York Blvd. at 4:45 P.M. Accident occurred at 4:45 P.M. on Flower, 50 feet east of 16th street." Can you beat that?

Some of the conductors are complaining that when they have a big load and have to get off car to flag at times and places where there is no flagman, that their fare box is robbed by passengers ringing out the fares and boxes being noiseless, they cannot be heard. The best way to avoid this is to keep your fares rung out. A word to the wise is sufficient.

Cond. Farren, who was seriously injured on Sept. 2nd by being run down by a truck at 26th and Dayton, has been discharged from the hospital and was over to see us, somewhat disfigured but still in the ring. It will be several months yet before he can go at grabbing nickles again. In the meantime he will join the ranks of the huskies and do a little flagging.

Now that Division Five S. G. R. has got the contest off their mind, we understand that they are busily engaged getting up the show that we have been waiting for so long. Come on 5 old dear and put it over, don't be a piker. You are holding up the game.

and report mothers and babies doing fine. Now for the Christmas rush.

We wish to congratulate Division Four for their splendid accomplishment of winning the Safety Pennant. All we ask is that they take good care of the old flag and return it to us unsoiled at the end of the month.

DIVISION 4

C. J. Knittle

Well, friends, we have won the safety pennant and it has already been turned over to this division. Janitor Herb is celebrating the occasion by giving all the boys a free shine. The fact that Division Four won the contest, by having one accident less than its nearest competitor, Division One, may be interesting, but our real reason for swelling in the chest, is that this is our third win. One more takes the gold-headed bean bag. What say, fellows?

Operator A. O. Swoboda, who was injured in a collision at Temple Block two weeks ago, is recovering quite speedily and will be back in about a week. Swoboda's injuries were confined to his left leg and hips.

Fred Clothier, caretaker of lost articles, reports that he received a quart of sauerkraut from Scribe Russell recently. It was much too sour for Fred's frivolous taste, so he deposited it in the official garbage can. Next day all the winged inhabitants of said can lay dead. Now Fred doesn't know whether to feel thankful for the good work it did in the alley, or to be angry over what might have happened to himself.

Operator J. C. Blackman has been granted a six months' leave to try the police force.

Conductor J. E. Balding is on a fifteen-day vacation.

Motorman G. S. Mattern sends in a conundrum. It's the same gag that Eve sprung on Adam long before the Dead Sea took sick. A large snake had attempted to steal the right of way over the Apple Trust's private freight train, but did not "make it." After crushing the reptile, the train skidded and was derailed at the intersection of the Eden local cars, tying up the service. Adam and Eve were waiting for a car down in the business section, not knowing anything had happened. After waiting for fifteen minutes, Adam turned to the other half of the population and said, "I wonder where the cars are, old dear. We've been waiting here an hour and a half." Just then the congestion loosed and a bunch of cars came down the street. Eve turned to her sole-mate and asked, "Why are our yellow cars like bananas?" and Adam looked at a banana tree across the street and at the cars and said—"I give up."

(The subscribers will probably forgive you for this, Mattern, but don't do it again.)

The trainmen's room and its adjoining "ante" have received a new coat of paint. Supt. Wimberly requests that those who are in the habit of writing on the walls, please desist. Janitor Herb says that if waste paper is carried to the waste box, instead of being thrown on the floor, he is more "liable" to find time to hand out those free shines.

NO EXPERIENCE

Down in Texas the short cotton crop forced a large number of country negroes to the cities. One of them applied for a job at one of the large employment agencies.

"There's a job open at the Eagle Laundry," said the man behind the desk. "Want it?"

The applicant shifted uneasily from one foot to the other.

"Tell you how it is, boss," he said finally. "I sure does want a job mighty bad, but de fack is, I ain't never wash a eagle."—Argonaut.