

**A**T NO time did trainmen face a harder Christmas week than this year. At no time did they respond better and deliver such efficient service.

The accomplishment came under the most trying conditions of rain, slippery rail, heavy and dangerous automobile traffic and an unprecedented number of car riders. Headway was doubled from 11 A. M. the last four days of the week. Yet, despite this, our accident records were better than last year. There were virtually no complaints from passengers.

On behalf of the operating department officials, I want to express my heartiest thanks and congratulations to every member of the department.

R. B. HILL,  
Superintendent of Operation.

# 1922 MERIT RULES GIVEN

## 5000 SHARE FUN AT CHRISTMAS "OPEN HOUSE"

Approximately 5000 people participated in the annual Christmas "open house" held last Wednesday and Thursday at Recreation Hall. The affair was one of the best attended and most enjoyable held in recent years.

The children's party Wednesday and Thursday afternoon brought out a large representation of the younger branch of the Los Angeles Railway family. Conductor F. C. Mead of Division Tree and Motorman D. V. Hamly of Division Two played clown and Santa Claus respectively and did a mighty good job of entertaining the little folks.

C. V. Means, assistant secretary of the Association, worked long and hard to make the affair a success, and great credit is due Charlie.

Nearly three thousand sandwiches were eaten Wednesday and the Thursday attendance was greater. Varied sandwiches, coffee, fruit, punch and candy were provided in abundance.

The hall was attractively decorated in the Christmas spirit through the efforts of Andy Eagan of the engineering department and his assistants. H. H. Peterson of the electrical department was actively on the job as assistant general chairman of entertainment. Credit is due also to R. D. Starling, doorman; J. H. Maag, floor manager; J. H. Nell and Nelson Lane, check room; L. E. Adkins, punch purveyor and the wives of Association members who saw that everyone had plenty to eat.

A clever vaudeville was given both evenings, with J. B. Weil, safety car operator, presenting his clever muscle act. The feature of having one of the employes join with the outside talent in furnishing entertainment was well received.

## Nine-pound Son is Xmas Present for H. K. Visscher

A NINE-POUND Christmas present in the form of a husky son arrived at the home of Hugo K. Visscher, assistant superintendent of operation, December 26. Mother and son are doing nicely and dad is smiling loudly.

That makes three boys in the family now: a motorman, conductor and a safety car man. Some crew!

## Efficiency Champ of 1920 Picks Run on Matrimony Line

Wedding bells and cigars!

The rest of the story is R. W. Reed of Division Three and Miss Mary Mann.

The wedding occurred Christmas eve at the bride's home, 3169 Winter St., with Rev. Dr. W. H. Walker officiating.

Miss Mann came to California from Vancouver, B. C., where she graduated from the Normal College. In Los Angeles she was a county employe at the Hall of Records.

Mr. Reed, also known as "Efficiency" Reed was high man of the merit system records of 1920, his good work as motorman having placed his record at the top. He is now a clerk in the Division Office.

In the spring, the happy couple plan to build a home in Eagle Rock.

Maybe it's an Irish trick to tell it, but Reed didn't remember the number of the bride's house after he had been going out there for a year! Whatt'dya mean efficiency?

## SPECIAL BONUS FOR TOP MEN CONTINUED

### OFFICIAL BULLETIN Merit System For 1922

IT IS with great satisfaction that the results obtained under the Merit System during the past fiscal year are noted, and while a few points where improvements can be made in the administration of the System have been found, as a whole it will be continued during the coming year with but minor changes.

One of the greatest recommendations in favor of the Merit System has been the determined efforts made by some trainmen, who through mistakes and oversights received demerits and thereby lowered their records, to clear up same and establish a satisfactory rating.

#### Actual Efficiency Records

During the coming year changes in the methods of determining the number of credits or demerits to which a man is entitled will be made with the view of having his efficiency record show more nearly an accurate record of his operation as relates to courtesy, safety, and general efficiency, rather than to permit the record to show a high rating based on miscellaneous reports of certain things which should be considered only in the regular line of duty.

One point which it will be necessary to change slightly will be the placing of a time limit within which appeals from demerits may be made.

#### Appeal Limit 30 Days

With the use of improved methods in the offices, every effort will be made to have the notice of demerits placed in the hands of the trainman as soon as possible after the offense for which he is demerited occurs.

Owing to the rapid accumulation of papers in the files, it will be necessary to limit the time for making appeals to thirty days after the receipt of the demerit slip by the trainman. After thirty days has elapsed, the original reports concerning the demerits will

then be removed from the files, and the only record will be such as is shown on the efficiency card, making it inadvisable to reopen any case for consideration after that time.

#### Notices of Credits

During the coming year, the monthly credits allowed for courtesy and safety will be given as heretofore, but when such credits are placed on the record, a credit slip will be forwarded to the trainman, such slip showing his efficiency rating. This plan will enable any man at any time to know exactly what his rating is, as the last credit or demerit slip received will indicate his standing.

A chart, corrected monthly, will be posted at each division, showing the number of men at that division who have ratings of certain percentages, so that at the close of each month any trainman may be able to ascertain just how many men at his division have better ratings. This chart should prove fully as interesting as the accident chart, which is posted at the divisions, and it is hoped will stimulate the men whose rating happen to be low, to make a special effort to build up same.

#### Charts to Show Averages

Also a chart showing the average percentage of all men at each one of the five divisions at the close of each month will be maintained, which will be an indication of the general average percentage for purposes of comparison.

(Continued on Page 3, Cols 2-3)

# Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

## Thoughts for New Year

**J**OHNNY COLLINS insists on motormen having a definite objective point constantly in mind.

The new year is at hand. It is time to take stock of yourself. Have you been drifting? What have you accomplished in 1921? Have you made a success? This is a season for resolutions.

What is the state of your morale? We were inspired by a definition in a new book by E. L. Munson, recently added to our splendid company library. "Morale," he says, "is fitness of mind for the purpose in hand. It is a sense of solidarity of strength and purpose, and ability to undergo in the accomplishment of a common cause. It is a state of faith. It is a belief in ability to see anything through to a successful conclusion."

Have you made the best use of the opportunities open to you? Is your work up to your best possibilities? Are you co-operating with the management in its efforts to make you and the public safe? Were you as courteous at all times as you know how to be? Are you using the library to better your knowledge of the business and improve your chances for promotion? Are you co-operating with your fellow employees? Is your mind fit?

What are you doing for your family? Did you save anything last year? Did you have a garden? What did you read that broadened your vision of life? Did you ask Mr. Rees for something worth while or just light fiction? Did you buy a baby bond with which to educate the children or get a flivver? Are you making your landlord rich or did you start on a home of your own? Did you study the men and measures submitted to your suffrage and vote on them, or just forget your duties as a citizen?

We don't believe in war, but we do believe in fighting. No one accomplishes anything worth while without a struggle. Brains are no good unless you educate your will. Appraise yourself—choose your objectives—lay your plans—have faith—be successful. Let's go!

(CONTRIBUTED BY AN EMPLOYEE)

## Rules for Passengers

**O**F COURSE it couldn't happen in Los Angeles, but a recent article in the Electric Railway Journal, which is read by many trainmen weekly in the company library, contained a reprint from a Chicago newspaper describing a humorous incident on a Chicago car, which has a good moral behind it.

(Scene: The front platform of a street car. Typical hard-boiled motorman is gossiping with passenger. Second passenger enters from car smoking a cigarette. Motorman glares at cigarette and then at sign "No Smoking Allowed on Platform." Second passenger continues to smoke with studied indifference.)

Motorman (glaring at second passenger): "Y'can't smoke out here, buddy."

Second Passenger: "Why?"

Motorman (savagely): "It's against the rule. No smoking, see? Can't you read that sign?"

Second Passenger (calmly): "Sure enough, you have a sign. How droll. But tell me, my good man, you don't care for the rules, do you?"

Motorman (triumphantly): "Oh, don't I, though. I'll say I do."

Second Passenger (nonchalantly): "Well, well. That's quaint. I'd never suspected it. As a matter of fact, since I have been standing here you've violated five of the company's rules."

Motorman (sputtering): "I—I—wad d'ye mean, huh?"

Second Passenger (taking a deep puff and exhaling slowly): "Well, in the first place you were talking to that passenger. Motormen are forbidden to talk to passengers while on duty. As you would say, 'Can't you read that sign?'"

Motorman (flushes): "I—I—"

Second Passenger: "Exactly. Also, as I stood here you spit on the floor. That is not only against the company's rule, but is a violation of the city ordinance, as well as punishable by a fine of 5 to \$25."

Motorman (gasping): "Why—why—"

Second Passenger (lighting another cigarette): "Also, you started your car back there about six blocks before you got the bell. Also, you started your car on the last corner before a passenger had alighted and your door was closed. Would you like to hear the other one?"

Motorman: "Say, who are you, anyway?"

Second Passenger (exhaling reflectively): "You needn't be alarmed. I'm not a spotter. But I would suggest that in the future you observe a few rules yourself before you impose them on the public and, what's more important still, that you learn to speak courteously instead of hollering like a Comanche at a passenger who may be, as I was, unaware that smoking on the front platform was no longer allowed. Next corner, please."

Motorman (as he lets second passenger off): "Well, I'll be—"

The moral is simply that trainmen must set the example for proper conduct on street cars. Passengers are asked to show courtesy to other passengers by moving forward in the car. This is a big help to the conductor, but passengers are not likely to give much heed to this courtesy unless the conductor shows the fullest courtesy to his passengers. The average passenger, on a crowded car, will make an effort to give the motorman necessary elbow room when they see that he is making an effort to operate the car smoothly and safely for their benefit.

To a great degree, the trainman sets the standards for his passengers. His attitude will bring help or hindrance.

## BULLETINS

### BULLETIN NO. 395

Notice to Conductors  
Transportation Book Lost  
Transportation Book No. 1800, issued to H. S. Payne, Secretary Board of Public Utilities, has been lost. If presented for transportation, take up, collect fare, and send to this office with report.

### BULLETIN NO. 396

Notice to Trainmen  
Line "J" cars at the terminal at Santa Fe Avenue and Slauson will pull to a point just over the crossover switch turning back North bound from that position. This to avoid blocking the entrance to the Western Pipe and Steel Company, which is located on Santa Fe Avenue between Center Street and Slauson Ave.

### BULLETIN NO. 397

Notice to Trainmen and Employees  
Complaint is made by the Vogue Millinery, 320 West 7th Street, to the effect that trainmen and other employees, while waiting near the telephone located at that point, block the entrance to the Millinery Store, leaning on display case and expectorating in the entrance way. This practice must be discontinued at once.

### BULLETIN NO. 398.

Notice to Trainmen  
Special care must be taken in the delivery of newspapers that they are not thrown into mud or water in rainy weather. Considerable complaint has arisen regarding this matter during the recent wet weather.

### BULLETIN NO. 399.

Notice to Trainmen  
Some train crews are failing to report B. O. Light Circuits, when such defects cause the letter sign to fail to light up. All cases where these markers do not light up properly, must be reported to the Emergency Supervisor as soon as possible.

### BULLETIN NO. 400.

Notice to Conductors  
Transportation Books Lost  
The following Transportation Books have been lost:  
No. 1757 issued to E. W. Welty, a/c Fire Department.  
No 78412 issued to Dr. L. M. Powers Health Commissioner.  
If these books are presented for transportation, take up, collect fare, and send to this office with report.

*R. B. Hill*

Supt. of Operation.

\* Happy New Year \*

## Appreciation

### R. D. STARLING

Mr. C. V. Means, Asst. Secy.  
Co-operative Association.

I wish to record thanks such as words cannot express.

On the death of my wife December 17, you personally and the Association and all employees of the Los Angeles Railway showed me the consideration which comes only from dear friends. The thoughts expressed in the beautiful flowers sent by those in the main offices helped to lighten the burden of sorrow.

R. D. STARLING,

Traveling Supervisor of Safety.

### R. C. MCGINN

Co-operative Association,  
Gentlemen:

Permit me to express my deep appreciation for the great help given me at the time of the death of my wife, Mrs. Ollie McGinn, October 21.

It is in the hour of sorrow that one realizes "a friend in need is a friend indeed" and the Association was certainly a friend to me.

R. C. MCGINN,  
Condr. Div. 2.

### MRS. W. H. SPEARS

Los Angeles Railway  
Co-operative Association,  
Dear Sir:

I trust you will pardon delaying so long acknowledgment of your sympathy and kindness during my husband's

# AIM AT MARK AS WITH A GUN

By JOHN C. COLLINS  
Supervisor of Safety

(This is the second and concluding article on "Stops," in which Mr. Collins deals with the necessity of having a definite place marked for every stop, just as a motorman knows he must have an exact place for stopping at a switch point).

My speed, when operating a car, is governed by conditions as I find them each time. Some time it is slow, at other times it is fast. But the idea is to have a definite stopping point each time.

To explain more fully, a man could shoot one hundred thousand rounds of ammunition at a target and not improve his marksmanship one bit unless he shot at the bull's eye, mark, switch point, safety stop or whatever you wish to call it, each shot. If he

shot each shot at the bull's eye, he would soon get so he could hit it most of the time and come near it every time. Once in a great while he might shut his eyes and miss. This would be seldom,

but it is the way some motormen shoot at their mark.

### Aim at Target

If you are going to throw a stone at a tin can, you weight the stone, decide how much force it will take to cover the distance, then look at the can and throw, coming close to it. As the trigger of a rifle is pulled, or as a stone leaves your hand, the missile is no longer under your control. The judgment used planning the shot, allowing for wind in one case and weight in the other decides the result. What holds good with a rifle or a stone holds good with the car, for it is being hurled with force at a mark, providing you have a mark. But unlike the two cases before mentioned, this weight does not pass from your control. You ride with it to the conclusion and can guide it to the bull's eye each shot. Practice is all that is needed.

### Safety Before Time

The thought of whether I am on time or late does not enter my head. If the time is such that this kind of running will not take me through, the time is wrong, not the man, you will find the time takes care of itself nearly always when you have a chance to run. When things block the track, the best judgment you have is needed, not the worst. If you are capable of stopping at your electric switch you are just as capable of making all other stops, you must begin the stop in time.

### They Must Learn

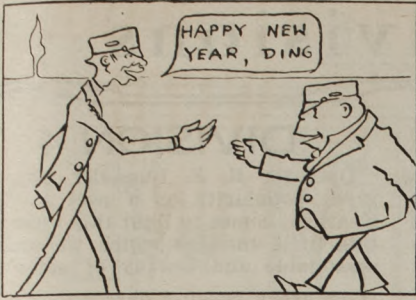
If a thing cuts in front of your fast moving car at places not considered dangerous and stops on the track, so you do not have sufficient time or distance in which to stop, though you made the effort, that condition must be fought in another way, by trying to educate such people to be careful. If this fails and they continue to place their lives, as well as the lives of others in danger, they should be placed where it is impossible for them to take such chances. They must be made to realize that while they are taking chances they must give the other fellow a chance—then if education fails—but education never fails.

illness, and also after he passed away. Words cannot fully express my appreciation of your thoughtfulness, but I wish to thank you for the beautiful flowers and the Death Benefit from the Association, also the Los Angeles Railway pass you so kindly allowed me to use.

Sincerely Yours,  
MRS. W. H. SPEARS.

# Conductor Ding and Motorman Ding Ding

By Rollins



## Bouquets And Things (Hand Picked)

### BOUQUETS RECEIVED LAST WEEK

Mtr. A. B. Parker, Div. 1.  
 Condr. W. G. Figg, Div. 4.  
 Condr. T. V. Maitland, Div. 5.

For Mtr. C. A. Durrett, Div. 5.  
 Los Angeles Railway,  
 Gentlemen:

I boarded a Moneta car at 6th and Broadway, and it took us 25 or 30 minutes to get to 9th and Main, because of traffic. There a Brooklyn car took the crossover on the Moneta motorman's signal from the towerman, and all that saved the day was the fact that motorman No. 149 on Moneta car, stopped our car, or many would have been hurt and some possibly killed, as the passengers were outside and inside too.

He saved suffering and death and many dollars for the company, and you should not only personally shake his hand, but reward him otherwise.

I personally wish to thank him.  
 Respectfully,  
 T. G. BAINBRIDGE.

For Condr. J. E. Coons, Div. 5.  
 Conductor 1346, Los Angeles Railway,  
 Dear Sir:

Enclosed please find the five cents you loaned a lady on Normandie Street, about 56th Street, yesterday about 4 P. M. You will no doubt remember my stopping you and asking if the conductors would take a five dollar bill, and as you were not sure you very kindly loaned me a nickel.

Sincerely Yours,  
 MRS. NELLIE R. FERGUSON,  
 1448 W. 57th St., City.

For Condr. E. J. Marceau, Div. 2.  
 Los Angeles Railway,  
 Gentlemen:

We wish to commend the action of one of your conductors, which we witnessed on Tuesday morning, September 27, car 679, Western Avenue line.

He assisted a very infirm old man carefully off the car and across the other track. This happened in a busy part of Seventh Street.

We were not near enough to see his number, but hope the car number will identify him.

MRS. J. A. RADFORD,  
 1347 Euclid Avenue,  
 Santa Monica, Cal.

For Condr. W. H. Snow, Div. 4.  
 Los Angeles Railway,  
 Gentlemen:

During the past six months I have used your First Street line a great deal and have found your conductors uniformly polite and attentive. I wish to commend particularly a conductor on that line by the name of Snow.

My wife is a semi-invalid and very lame. Mr. Snow has been unusually kind and polite to us, showing us every attention. I take great pleasure in commending this gentleman.

Respectfully Yours,  
 JOHN P. OWEN,  
 Los Angeles Bus. College.

For Mtr. R. E. Burrow, Div. 1.  
 Los Angeles Railway,  
 Gentlemen:

We have received from one of our passenger representatives here a letter of recommendation regarding the assistance given by motorman No. 583, to our passengers en route to the station for our 10:50 a. m. train. It seems his car is due at our depot at just about the hour of departure, but he uses every effort to reach the east end of the First Street viaduct in time to allow the passengers for the train to catch it before departure.

I want you to know that we appreciate this evidence on his part of his interest in seeing that passengers do not miss the train. The report coming to me is that the same motorman has the car over the bridge at this time daily, and he never fails in his efforts to be right on time for their benefit.

Yours truly,  
 T. C. PECK,  
 General Passenger Agent,  
 Union Pacific System,  
 Pacific Electric Bldg.

## COMPANY RESTAURANTS SERVE TURKEY DINNER

A REAL Christmas dinner with turkey, plum pudding and all the trimmings was served December 25, in the restaurants at Divisions Three and Five, which are operated for the company by E. B. Carter.

The Christmas spirit was carried still further at Division Three restaurant by a big Christmas tree which touched the roof. It was cleverly decorated and illuminated with electric lights.

Just to show how close Mr. Carter calculated his business Christmas day, it may be stated that he came out exactly even at Division Three, every man who asked for turkey dinner being served without a helping remaining. At Division Three there were three more calls for the big meal than could be met.

Here is menu that was presented at both restaurants:

- Cream of Tomato Soup
- Celery
- Roast Tom Turkey—Oyster Dressing—Cranberry Sauce
- Mashed Potatoes
- Lettuce and Tomato Salad
- English Plum Pudding
- Vanilla Cream Sauce
- Tea or Coffee
- Radishes
- Cranberry Sauce
- Garden Peas

## CHARTS AT DIVISIONS WILL SHOW AVERAGES

(Continued from Page 1, Col. 4)

### BONUS PLAN

The Bonus Plan will be continued for another year, a Bonus of \$5.00 per month being given to such men as have been in the service six months or more previous to November 30, 1922. No Bonus being paid for the first six months of service, with deductions of 25c for each 1% that the efficiency record for any month falls below 100%.

In cases where the trainman loses five days or less in any one month, no deduction will be made for lost time, but if more than five days or ten half days are lost for any reason, deductions will be made for all time lost in excess of the five days.

No Bonus will be paid for such time as a man is assigned to other duties, or when on leave of absence or sick leave for more than five days in any one month.

### Special Prizes

To participate in the Bonus, the trainman must continue in the service of the Company up to and including November 30, 1922, and any trainman

on leave of absence or sick leave who has not returned to the service on or before that date will not be given any portion of the Bonus until he returns to train service.

Special prizes will be given for good rating on efficiency card. Such special prizes will be based also on the general record of the man concerned as regards neatness of appearance, willingness and promptness in reporting for work, dependability as determined by the number or scheduled days actually worked, care and attention given students, good example set to other men in the service in the daily performance of his duties, proper use and care of equipment, consistent accuracy in the making and turning in of reports, etc.

Every man will be eligible to such special prize list regardless of length of term of service.

(Signed)  
 GEORGE BAKER ANDERSON,  
 Approved: Mgr. of Transportation.  
 G. J. KUHRTS.

## Chief Supervisors Laud Co-operation

The following letter is a semi-weekly report of district supervisors made just before Christmas week:

Mr. A. K. Plummer,  
 Director of Traffic

Travel on all lines is increasing; cars crowded during rush hours, especially P. M. During last three days cars on all lines have been getting through congestion well and arriving at terminal on very good time.

Considering the number of elderly people traveling to and from the business district, our service is good, due greatly to the efforts of the trainmen.

CHAS. C. ROUSH,  
 W. H. SNYDER,  
 District Supervisors.

## Blue is Standard Color for New Pass

The new passes for all employees were good December 30th and 31st, two days before the start of 1922 so that the distribution of the new pasteboards and collection of the old ones could be handled before January 1st. All the 1922 passes are blue.

## Passenger Rewards Courtesy at Xmas

Santa Claus was good to Condr. E. B. Peterson. In fact he was a passenger on Peterson's car and to show his appreciation for little courtesies of the year presented him with a ten-dollar gold piece.

Does courtesy pay? I'll say it does.

## On The Back End (Contributed)

Passenger to Mtr. Halsey on University car: "I am a stranger in the city and wish to ride this car frequently. Can you tell me how to distinguish it?"

Halsey: "The car has a big green 'U' on it."

Passenger: "Some of you street car men are very impertinent. I may be green but I'm not as green as you!"

Did you hear of anyone losing a beautiful naked turkey? If so, please see Condr. E. Brown, of Division No. 3, as he was seen with one under his arm.

Condr. G. W. Clark of Division 2, commonly known as "Daddy" Clark, received his bonus and special award as one of the top notchers, then missed out. It was the first time in five years.

\* Happy New Year \*

## Ticket Books at Main Office Bldg.

Beginning January 2, commutation ticket books and school children's books will be sold from the company ticket office and 1050 South Broadway instead of at the Pacific Electric depot. The office is at the north end of the Los Angeles Railway Building, on the main floor.

The office will be open from 8 A. M. to 6 P. M. daily. All employees are asked to assist in informing those who use ticket books, of the new location.

## Fewer Bulletins in 1921 Than '20

Fewer bulletins were issued in 1921 than in 1920, whatever that may indicate. Perhaps it means that trainmen are showing such an increase in efficiency that it is not necessary to issue as many reminders.

A total of 568 bulletins were issued in 1920. The final one for 1921 is No. 400 and appears in this issue of Two Bells.

## Claim Dept. Girl to Change Her Name

Miss Irene Vyenielo, file clerk of the claim department, is wearing one of those diamond rings that tell the romantic little story. The wedding bells are due to tinkle in about a year, then Irene becomes Mrs. Edward Davis, and the general claim agent will have the difficult job of finding someone who can take her place in locating the file of the O'Schmaltz or McSwartz law suit in seven seconds from a standing start.

\* Happy New Year \*

# Looking 'em Over at the Divisions

## DIVISION 1

Division One is just where she ought to be in the Safety Race, in first place, and we are going to keep her there all the time, so keep up the good work.

Superintendent E. C. Williams has been confined to his home the last ten days and is very ill. We are all hoping that he gets better and hope to see him back as quickly as possible.

It looked like real old times to see Joe Finn and the cigar back in the office, for it would not be Joe unless the cigar was there. Come in again Joe, we like to see you even if you did get my goat.

He drove too fast  
Full of Home-made Beer  
The train approached  
But he did not hear.

### NEW YEAR'S EVE

*Ring out, wild bells to the wild sky,  
The flying cloud, the frosty light,  
The year is dying in the night,  
Ring out, wild bells and let him die.*

*Ring out the old, ring in the new  
Ring happy bells across the snow  
The year is going, let her go,  
Ring out the false, ring in the true.*

*Ring out the grief that saps the mind  
For those that here we see no more,  
Ring in the feud of rich and poor  
Ring in the redress to all mankind.*

*Ring out a slavely dying cause  
And ancient forms of party strife  
Ring in the nobler mode of life  
With purer manners, purer laws.*

*Ring out the false pride in place and blood  
The civic slander and the spite  
Ring in the love of Truth and Light,  
Ring in the common love of good.*

TENNYSON.

\* Happy New Year \*

## DIVISION 2

Happy New Year to all.

E. F. Davis is the proud daddy of a nine-pound boy, born December 26. Almost a Christmas present.

A. G. Johnson who has been laid up for the past few weeks reports that he is much better and hopes to be back at work again soon.

Switchman E. G. Swanson is taking a holiday, his first in years.

Motorman A. A. Rooke is on a 30 day leave, visiting with friends in Chicago. His wife is chaperoning him.

J. H. Bailey took a short leave of absence to try out on the Police Force.

Division 2 would like to sell her cellar position.

E. J. Eden sends his regards to the boys at Division 2, from Tuscon, Ariz.

## Introducing New Men

The following men have been assigned to their divisions during the week ending December 24, 1921:

### DIVISION NO. 1.

Motormen, B. T. Hazer, J. E. Nielsen. Conductors, C. C. Lee, P. E. Holt, B. A. Luse.

### DIVISION NO. 3.

Conductor E. W. Shutt.

### DIVISION NO. 4.

Safety Operators, W. Hardy, L. M. Chapman, G. W. Burns. Conductors, T. W. Laughlin, V. L. Smith.

### DIVISION NO. 5.

Motormen, G. H. French, O. R. Mahon. W. Coe. Conductor L. C. Everhart.

\* Happy New Year \*

## Who's Who



IT IS reported that Conductor B. E. Pittinger of Division Two can spot a bad transfer just about as fast as a passenger can develop the evil thought to try to "put one over." Not that he is a mind reader, but it just proves that he is a mighty good man to be chairman of the reception committee on any street car in the rush hours.

Pittinger started street car work here in the latter part of 1917. Among his previous accomplishments was handling a husky team of trucking horses, but he soon got over the habit of calling "gee" and "haw" when he gave the motorman starting and stopping bells.

With a casual glance you might guess Iowa and have his former home picked correctly. It may be explained that the day was warm when the photo was taken. He is too good natured to take off his coat for a scrap.

## On the Sick List

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

### DIVISION NO. 1.

Conductors, B. A. Morse, 3215 Royal St.; J. W. Courtwright, 1085 S. Indiana; J. A. Cardenas, 154 S. Gless.

Motorman E. K. Latta, 4011 Naomi Ave.

### DIVISION NO. 2.

Conductors, H. W. Flanagan 674 E. 53rd St.; L. H. Wilson, 227 E. 56th St.; S. F. Sutherland, 853 N. Hicks St.; F. H. E. Pierce, 3016 Maple Ave.; L. G. Dahlbrink, 349 E. 57th St.; M. Taylor, 422 W. 51st St.; M. W. Nelson, 511 E. 62nd St.; J. Kirkpatrick, 1035 E. 36th St.

Motormen, D. L. Patterson, 145 E. 54th St.; F. C. Loyd, 711 E. 54th St.; J. W. Nichols, 200 E. 53rd St.; W. B. Crunk, 7806 Crockett Blvd.; W. J. Hart, 340 Minneapolis St.

### DIVISION NO. 3.

Conductor W. M. Rogers, Burbank, Cal. Motorman M. A. Snow, 2612 Idell St.

### DIVISION NO. 4.

Conductors, C. W. Beckner, 1232 So. Alvarado; A. McKinzie, 905 E. 7th St.; W. S. Shields, 2103 Thompson St.; C. V. Bonnor, 1513 Girard St.; H. W. Carter, 943 Potter Park; J. L. Carnine, 3306 Gleason Ave.

Motormen, J. B. Selby, 1204 Winfield; D. J. Wildermuth, 916 Kensington; W. H. Phelps, Natick Hotel, 1st and Main Sts.; C. B. Hackett, 824½ N. Rowan St.

Operator A. E. Cutler, 1234 S. Ardmore.

### DIVISION NO. 5.

Conductors, W. Janner, Inglewood; C. M. Smitt, 316 W. 76th St.; P. N. Bailey, 3747 S. Van Ness; F. F. Mennerich; J. Kohen, 5411 2nd Ave.; L. W. Howe, 5869 Inskeep Ave.; H. Dean, 160 E. 67th St.; L. L. Bandel, 5133 S. Wilton Pl.; H. F. Kurth, 1041 W. 78th St.; H. A. Peyton, 5349 1st Ave.

\* Happy New Year \*

## DIVISION 3

A Happy and Prosperous New Year to all of you and may the god of Good Luck hover over you, that you may cut down our accident list to the bottom-most point and thereby bring back that old flag to Division Three, where it belongs. This is the eternal wish of yours truly.

While old Santa Claus was busy distributing his gifts Christmas Eve, a low down burglar was busy getting away with all the things he could lay his hands on at the home of Condr. Harry Beals. He made a clean up of all of Mrs. Beals clothes and also got away with the kiddies' bank with about \$30.00 in it and Harry's changer. Tough luck, Harry old boy.

Motorman Oscar Dunnan has bought himself a leather coat—all the same aviator. He says it is just the thing he wants, as he is up in the air most of the time anyway, and then again he can use it as a coat of armour when necessary.

To be correct, there were just 85 men put in their applications to be off Christmas day, needless to say they did not all make it. And in some cases there was considerable wailing and gnashing of teeth. But Dan let off just as many as it was possible to spare, and if you didn't happen to get off don't worry, the 4th of July is coming, and Oh Boy!

The very handsome Christmas issue of "Two Bells" went like hot cakes. No doubt due to a good extent to the picture of our handsome bunch of efficiency boys who grabbed them up to send to their friends on the outside, to show just who they are. It is something to be proud of, no fooling. It shows to the world that they are top notchers in the efficiency line, and that is what counts these days. It is something for the rest of you to shoot at. Let's see if we cannot get a new set of faces in the next Christmas issue.

The Extra Schedule put into effect to handle the extraordinary Christmas rush was pretty strenuous for us all, and the way you boys generally stood up to it was a credit to you and a pleasure to the Company. It meant long hours and lots of hard work, and the office force appreciated the good will which was shown by the men. Owing to the ever increasing traffic congestion, this year's Christmas business has been the greatest problem the Company has had to face, and it was only through your hearty co-operation that they were able to make the success of it that they did, and I can assure you that your efforts were thoroughly appreciated.

## DIVISION 5

We certainly would appreciate a little help from trainmen in the line of news and material for "Two Bells." For the past two weeks the "Two Bells" box has been empty and it is very hard for us to keep up our end without help. So come across with any and all news and other material you can to assist us in making a suitable showing.

Have you heard those heavy footsteps running around over the office and waiting room? Don't be alarmed if you do, for although it sounds like a mighty big man marching around, it is just Superintendent Morrison with the shoes he received for Christmas.

Division Five seems very quiet since the Christmas rush is over. We passed through the rush period without going to the bottom of the Accident list and up to the present time remain in second place. Can't we "boost her up a bit" and take the lead away from

## DIVISION 4

Operator R. E. Chandler who won great popularity as a poet at Camp Kearney, comes to light this week with this little thought which we consider reasonable and worthy of note:

If in every passing day  
We find a thought,  
That's new and ever true.  
If in every passing day  
We, a golden deed have wrought,  
That's kind and noble too,  
Then will all our future years possess  
Reward in perfect happiness.

R. E. C.

A few weeks ago Conductor E. B. Sonenburg received a slight "razzing" in this "colyum" for wearing a rather dilapidated cap. Last Tuesday ye humble scribe received said cap thru the mail, which proved that E. B. had donned a new headgear. I am wondering now whether to clamp the front of the crown down and donate it to the G. A. R., or to save it as a memorial of "reformed shiftlessness."

Last Saturday, Operator A. G. Page had the "misfortune" of having a passenger drop a five dollar gold piece in his fare box in place of a "jit." He has turned it in and is living in hopes (?) that it will soon be claimed.

Four days before Christmas a certain conductor, whose name our office is considerate enough to withhold, reported on the sick list. The day before Christmas his wife came to the barn to draw his pay. She was asked about her hubby's condition and stated that he was still confined to his bed and in pretty bad shape. A few minutes later she was noticed getting into an auto a couple blocks away. Hubby was at the wheel. He received an everlasting leave of absence.

Conductor L. F. Carmack, who wiggles Division One's editorial pen, gave us some real good dope in his "colyum" last week. I am sure it hits the spot even tho he did get a bit rough in the last round.

(Apologies, L. F. But do you know over here in Division Four, we have a personnel whose ambitions are beyond attainment. I really do not know where the bonus money will come from next time to pay off our bunch. Every man says he is going to get a full bonus. About fifty say they are going to draw double bonus and about three dozen are sure they will win "Benjamin Franklin's.")

Was riding an Eagle Rock City car last Monday. An apparently nearsighted, elderly lady boarded at 2nd and Broadway. The car was a P-A Y-E type with the Ohmer dial directly under the register cord handle. The conductor held out his hand for the lady's fare. "Oh! I know where it belongs," she exploded with a mistrustful, snobbish air, and then attempted to shove the nickel in one of the round fare specifiers.

Division One. Now that Superintendent Morrison has finally found a place to hang our new Safety Meter so that our standing is continually in front of us, we should take a little more interest in the race and try to do better in the future.

Wm. Stoll, our head switchman, planning to open a swimming pool in front of the barn. He already has a good customer, as he observed Condr. G. R. Boatman taking a dive into a large pool of water as his car pulled into the barn.

Superintendent Morrison wishes to thank you for the satisfactory manner in which you all responded to the call for extra help during the Christmas rush.