

Bonus Paid for Year's Efficiency

CHILDREN TO HAVE PARTY DEC. 29

The annual party for children of Los Angeles Railway employes will be held on Saturday afternoon, December 29 at Forrester's Hall, 955 South Olive street. The third floor of the building will be devoted to entertainment of the younger folks and their mothers.

As the street railway business is heaviest right through the Christmas period, Santa Claus has to wait a few days to look after the L. A. Railway family. Santa will direct the games and dancing for the children and see that each gets a box of candy.

A flashlight photograph of the children will be taken and printed in Two Bells.

The evening of December 29 will be devoted to the employes of the Los Angeles Railway. A good vaudeville show and a Christmas dance is being arranged.

"USE BOTH DOORS."

"What are your hopes for the future?" asked the solemn man.

"I have none, just now," replied the youth. "Tomorrow is my girl's birthday and I am worrying about the present."

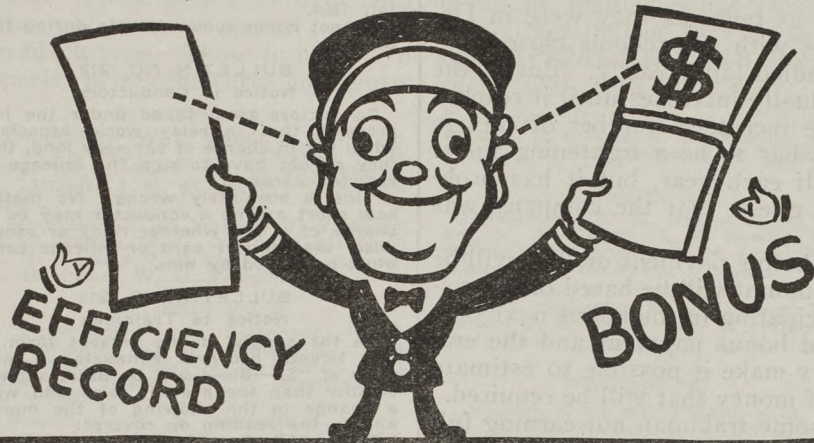
Dead Head Perches Pay Loaders' Wages

That all who ride the back fender of street cars do not choose this perch as a last resort because there is not room inside the car has been demonstrated with the aid of two loaders at Pico and Hill streets during the A. M. rush period. They have been ordering those who ride the fenders to climb down and get inside the car. One acts as a loader at the front end and course collects five-cents each for opening the door.

The two have taken in enough fares from the dead-head perches to more than pay their wages.

Wife—I don't see why you object to my singing lessons. Perhaps some day my voice will keep the wolf from the door.

Hubby—It probably will, if the wolf hears it.—Boston Globe.



CHECKS GIVEN AT THREE RALLIES

Special payment for special efficiency shown on the cars in the past year was made Friday at three meetings of Los Angeles Railway trainmen in Forrester's Hall, when the Christmas bonus checks were distributed.

R. B. Hill, superintendent of operation, presided over the rallies which were held at 10 A. M., 1 P. M., and 8 P. M. Unfortunately, G. J. Kuhrts general manager, and George Baker Anderson, manager of transportation, were out of the city on company business so that they could not attend.

Expresses Good Wishes

Mr. Kuhrts expressed his congratulations and best wishes for success in the coming year in a telegram received by C. A. Henderson, secretary of the company. Mr. Henderson represented the management at the meetings, and gave the message written by Mr. Kuhrts.

There was no delay at any of the meetings and only a few minutes were devoted to formalities. Trainmen were seated in division groups, and the bonus checks were handed to them by the division superintendents. The evening meeting was the best attended and brought out most of the old timers.

Reviews Year's Work

Mr. Hill spoke briefly on the difficulties that have been experienced in the past year due to the ever increasing congestion of the streets. The selection of the 10 top motormen and 10 top conductors of each division was an extremely difficult task, he said. He touched on some of the points which were given consideration in the selection of the leading motormen, conductors and safety operators, and directed attention to the bulletin governing the merit and bonus system for the coming year.

The Value of Variation.—"Why do you constantly favor new methods of Taxation?"

"I consider it necessary," said Senator Sorghum, "to enable the people to look forward to some kind of a change. If we can't satisfy 'em, we can at least keep 'em hopeful."—Washington Star.

Considerate.—"Would you mind driving a little slower, old man?"

"Not getting scared, are you?" "Oh, no, nothing like that, but I'd hate to take an unfair advantage of my life insurance company."—New York Sun.

BIG SQUAD WILL AID XMAS TRAVEL

The railway begins the week before Christmas, which is always the heaviest of the year, better prepared to handle traffic than at any time in recent years. Fifty-three supervisors 28 traffic men and 24 loaders are on duty.

Effective December 17, Seventh and Broadway will be served with traffic men and loaders on the four corners; Seventh and Spring on the east, west and south corners; Seventh and Main on the east and west corners, and Third and Broadway for south bound cars. These corners will be protected all day.

Through arrangement with the police traffic department, cars will turn at Sixth and Seventh and Alvarado on either signal of the police officer. Traffic men will be assigned to these corners. Another traffic man will be at Seventh and Grand to protect the turning of "J" cars.

Work Progressing On Joint Bus Garage

Work is progressing well on the garage for the Los Angeles Motorbus Company at Santa Monica boulevard and Virgil. The foundations have been laid, and 15 feet of the brick walls have been built. Six of the eighty-foot curved trusses for the roof have been put in place. The steel frame and roof for the gasoline filling station and the wash racks are in place. Excavation is under way for the 12,000-gallon gasoline tank.

HOLD THE HOT WORDS

Automatic fire extinguishers which sprinkle water plentifully if the heat of fire reaches them are being installed in the bus garage at 16th street. Paving is being laid in the garage yard west of the new building.

"V" AND "J" LINE ROUTES TO SHIFT

Although the exact date has not been set, the Vermont avenue extension from First to Monroe streets will be put in service soon. When this extension is made, the "V" line cars will operate to Santa Fe and Slauson on the east end of the line, and all "J" cars, which heretofore have served Santa Fe avenue between Vernon and Slauson will run to Florence and Pacific boulevard in Huntington Park. Fifty per cent of the cars will run through to Walnut Park.

Under the new system, Huntington Park will have two-minute headway service in the P. M. rush, three-minute headway in the A. M. rush, and five-minute service at midday. The night service between Huntington Park and Los Angeles will be cut from a 6 to 7-minute headway. Nine cars are being added to line "J" in the P. M. period, and 11 cars will be added to the "V" line schedule. The same headway as at present will be provided on Santa Fe avenue between Vernon and Slauson.

33 Cars To Carry Kiddies To Santa

Thirty-three special cars will be provided next Friday evening to carry 3500 school children to the annual Shriner's Christmas tree at the Ambassador Hotel. The affair is to begin at 8 P. M. The track on Eighth street west of Vermont will be killed and used for storing the extra cars. Bus service will be operated on Eighth from Vermont avenue to Hobart during this period.

Women may not be as clever as men at figuring out other things. But they are cleverer than men when it comes to figuring out trouble that never will happen.—Arkansas Thomas Cat.

Editorial Comment

Two Bells is The Official Paper of The Los Angeles Railway

Demerits Follow Seasons

WHEN the Merit and Bonus system was established in 1920 some of the suspicious ones prophesied learnedly that the system would be mostly demerits and very little bonus. Some of these skeptics were the most surprised men on earth when they received full size bonus checks at Christmas.

We will always have with us in every walk of life, a few fellows who do not like the way the stars are arranged in the heavens and the color of the sea, but the stars and the sea remain satisfactory to the great majority. Those who would kick about the stars are the kind who have said excessive demerits are assessed in the fall months by the company to save bonus money.

Looking over the year, it is possible to see how some men might get this impression. The bonus is paid in December and the enthusiasm over the distribution of checks is shown markedly in good service. With the Christmas holiday rush over, there is some slackening of traffic, and conditions are not quite as tense as they were in December. Through the summer months with the schools closed and good weather every day, service is handled fairly easily. But in the fall, schools open again and traffic gradually increases until it reaches the maximum in December. With the increased number of cars in service and the increased traffic, there has to be a tightening up of discipline. This situation repeats itself each year, but it has probably caused a few to think—or rather guess, that the company was trying to save a few dollars.

In the coming year, money for the bonus payment of 1924 will be set aside at the first of the year. The amount will be based on the assumption that the number of men participating in the bonus next year will be all full bonus men. Records of bonus payment and the employment department for the past years make it possible to estimate with reasonable certainty the amount of money that will be required.

The money remaining because of some trainman not earning full bonus in 1924, will be divided evenly among the 10 top motormen, the 10 top conductors of each division, and the 10 top safety operators equally.

The establishment of this policy should make it very clear that the company does not try to save money by assessing demerits. It is a lot more profitable to pay efficiency bonus to efficiency men than to pay three times as much money in damage claims to passengers and property as a result of having careless men on the cars.

For The Biggest Week

THE coming week is expected to produce the heaviest traffic of the year, but there is no need for nervous alarm as traffic movement will be directed very thoroughly by men on the streets. Motormen and Safety Operators are asked to give the traffic men the utmost co-operation and be prepared to move across the intersections on signal. The traffic man has a better view of street conditions behind a car than the motorman and his instructions are to be obeyed with the proper cooperative spirit.

Work With The Traffic Officer; Watch Signals

THERE has been a general increase in traffic violations on the part of motormen.

After a thorough observation—checking the operation of motormen where traffic officers are stationed, many motormen are found to be either too eager to get through on signal or are very careless operators. This is indeed not only dangerous practice, but very discourteous.

It is dangerous because when the signal is in favor of the traffic crossing, the chances are greatest to have an accident.

It is discourteous because the time allowed for traffic in your direction is over. Don't cheat the other fellows out of their rights and privileges. They are in as great a hurry as you.

Wait for Second Bell

Don't start your car until the second bell has rung where semaphores are installed. The lapse between first and second bell is for the safety of vehicles and pedestrians to clear path for your right-of-way.

In operating car in group movement, have car under control, so as to be able to stop if signal should change when you come even with property line.

When an officer directs traffic from center of street, be alert for hand signal to stop. There may be some one riding on inside step or holding something out of the car which is sure to knock him off his balance and into path of opposite traffic or he may be warning you of approaching danger to yourself.

Look Across Street

Suppose the signal is in your favor and the further side of the street is blocked so that you will be unable to clear the further property line. Remain where you are unless you are signaled to proceed by the traffic officer.

Should you be unfortunate enough to violate a traffic ordinance and be stopped by an officer and questioned, it is necessary that you give the officer the desired information without

BULLETINS

Issued December 17, 1923

BULLETIN NO. 208

Notice to Conductors

Fireman's pass book No. 11128 issued to F. A. Keidel is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 209

Notice to Conductors

The following passes are reported lost: No. 1709, issued to Clara L. Keys, Car Cleaner, Mechanical Dept. No. 2605, issued to Nettie M. Bailey, wife of W. O. Bailey, Flagman. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 210

Notice to Conductors

Pass No. 5965 belonging to G. W. Dilts, Motorman Division No. 3, reported lost in Bulletin No. 206, has been found.

BULLETIN NO. 211

Notice to Conductors

Schools will be closed from Friday, Dec. 14th up to and including Tuesday, Jan. 1st, 1924.

Do not honor school tickets during this period.

BULLETIN NO. 212

Notice to Conductors

Conductors seem to be under the impression that in relay work, especially when not in charge of car very long, that they do not have to sign the mileage or register cards.

This is absolutely wrong. No matter how short a time a conductor may be in charge of a car, whether relay or otherwise, the register card or mileage cards must be signed by him.

BULLETIN NO. 213

Notice to Trainmen

As the supply of the present form of bus tickets becomes exhausted a new form of "S"—Bu—1 will be used, slightly smaller than the present form and with a change in the showing of the month and in the reading on reverse.

Form "S"—Bu—2 will be used on the Wilshire Bus Line. This form is identical with the other except that it will be green in color and stamped "Wilshire."

This does not change the rules for issuing and receiving in any way.

P. B. Hill
Supt. of Operation.

Transfers Void On Yellow Taxi

A Yellow Taxi driver who rides with Condr. J. Turvey of Div. 5 related the following incident the other morning:

"I was standing at Fifth and Main Streets the other day and a lady came rushing up and said, 'Do you go to the S. P. Station?' I said 'Yes' and she got in. Arriving at the S. P. I jumped down, opened the door and said, 'Forty cents please.'"

"Oh," exclaimed my passenger, "I have a transfer," at the same time handing me a nice little green roll of paper. Laughing I tried to explain to her that we were not accepting L. A. Railway transfers yet, but very indignantly she insisted that "some perfectly lovely L. A. conductor had told her that she could use her transfer on any yellow car going east on 5th st. and that my car was yellow." And it actually took me fifteen minutes to get that forty cents."

argument. Then when you are clear of crossing, obtain your witnesses with as little delay as possible. Make out a miscellaneous report when off duty and bring your ticket to office of W. H. Van Volkenburgh, Room 725, L. A. Railway Building.

Help the Officers

Something to Remember!
Traffic officers are human and have a world of grief. Therefore, it is every trainman's duty to co-operate. Be alert at crossings. Show your advantage as a trained operator by doing your bit. Drivers of vehicles constantly watch the operation of motormen. You can assist the traffic officers materially by being a courteous and safe operator.

PRIZES GIVEN FOR SERVICE PROPOSALS

Suggestions for the improvement of service made by trainmen were judged last Wednesday, and the cash prizes of \$7.50, \$5.00 and \$2.50 awarded.

First prize was given to Conductor L. Zukoff of Division One who suggested a plan that will prevent extra men being charged with miss-outs because they did not hear their names called by the clerks. A bell will be installed in the trainmen's room of each division, and when the clerk has to call an extra motorman he will first give the bell one ring. Two bells will indicate a call for a conductor. The use of the bells will warn extra men who are expecting calls so that they will give attention while the clerk makes his little speech.

The second prize went to Conductor C. H. Deans of Division Three, who suggested a new arrangement of the gong equipment on cars so that motormen will be able to sound the bell even if the cord breaks.

A suggestion for the placing of a "school" sign on each side of Saint Andrews Street on West Jefferson street won third prize for Motorman E. M. Worsley of Division One.

One Man Fire Dept. Almost Wins Fame

Last Sunday night when Bus Operator W. L. Emblem returned home he found his neighbor's house ablaze. Emblem rushed to the Fire Station of Southgate Gardens and honked for the fire crew, but got no response, so he broke into the fire house, started the miniature fire engine and down the avenue he flew, steering with one hand and grinding the siren with the other.

When he reached the scene, a goodly number of neighbors had gathered in nightly apparel, to assist the "fire chief". The hose was attached, and Emblem found that there were five nozzles to release. Not knowing which one to turn he took a chance on the first one, which shot the stream of water right into the face of an innocent bystander. By this time the house had burned and the fire extinguished itself. Hooray for Emblem's fire fighting ability.

Introducing New Men

The following men have been assigned to their divisions during the week ending Dec. 8, 1923:

DIVISION NO. 1

Motormen—E. C. Fiske, W. R. Edwards, F. J. Morris, W. R. Pullen, W. C. Morgan, W. L. Hanratty, H. N. Floyd.

Conductors—E. C. Turpin, S. O. Osgurn.

DIVISION NO. 2

Motormen—F. M. Doherty, H. R. Jordan, J. P. Miller, W. A. Hodges, E. L. Lewis, F. Manning, M. J. Torkelson, R. Walsh, F. J. Anderson, R. Adams.

Conductors—R. H. McCandless, A. L. Smith, H. E. Jackson, W. S. Cramer, B. E. Dawson, L. W. Warfield, O. E. Fulgam, J. W. Nix.

DIVISION NO. 3

Motormen—A. J. Neal, R. L. Savage, M. H. Wells, R. Roffler, E. H. Taylor.

Conductors—W. M. Browning, A. D. Hicks, A. A. Joy, G. Shaw, R. A. Border.

DIVISION NO. 4

Motormen—V. Morgan, A. B. Crouch.

Conductors—J. M. Minyard, A. F. Comer, J. Gourlay, A. A. Corbett.

Safety Operators—J. W. Scott, A. B. Hobbs, A. M. Firth, F. C. Ellis.

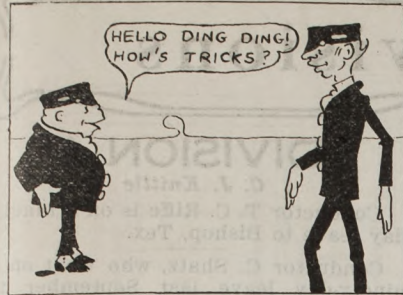
DIVISION NO. 5

Motormen—H. B. Moormann, C. P. Brown, D. H. Hershey, F. V. Chanlor.

Conductors—C. F. Currier, B. Skinner, O. Williams.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

HERE IS ROLL OF WINNERS REPEAT PREVIOUS HONOR

On The Back End (Contributed)

For Condr. A. J. Hathwell, Div. 1
Los Angeles Railway,
Gentlemen:

A few nights ago I boarded an "R" car at Soto St. and as I handed the conductor a dime for change—or rather in handing it to him I dropped it on the floor of the car and it rolled off the car. Now it happened that I had no other money with me, so I told the conductor to let me off as I would have to go to a friend's and get car fare. This he refused to do and paid my car fare out of his own pocket, and was so extremely courteous about the whole matter that I feel that it is only fair and just to this young fellow that I report the matter to his superior officers. Such courteous conduct on the part of your employes goes a long way toward smoothing out the discomforts and inconveniences of riding on the cars at certain times of day.

FOLLOWING are the 110 men who were awarded special cash bonus. The first six names in each group are arranged in the order of rating and they received prizes of \$100, \$75, \$60, \$40, \$25 and \$15 respectively. The last four of each group received \$10 each. These prizes were in addition to the regular bonus received. Men who received special bonus prizes in either 1921 or 1922 are shown in black type. Those in black type and CAPITAL LETTERS received special prizes for three consecutive years, 1921, 1922 and 1923.

The safest place in the street is on a street car.
* * *

The safest place for autos is on the street car track.
* * *

I failed to get the name of this man but the number of his cap was 2302.

Yours truly,
L. R. ROBERTSON,
Box, 513, Venice, Cal.

DIVISION NO. 1

A mighty host of motorists are indebted to Johnnie Collins for making the car tracks the safest place to park.
* * *

Conductors—W. E. Marsh, G. A. Urbain, G. J. Thronson, J. O. McArthur, H. N. Cole, W. G. Gerrie, R. W. Brigham, A. A. Lithgow, J. H. STANLEY, G. E. Robinson.

Motormen—J. F. Johnson, F. M. Berry, E. W. Knapp, W. H. O'Bear, J. M. Short, E. M. Worsley, J. E. Fagin, F. E. Kimble, N. Robinson, W. D. Pringle.

Motorman L. M. Runyon wishes to correct the impression that he brought his garbage pail to work by mistake. L. M. says that the reason he brought the garbage pail with him was to feed the road-hogs.

For Condr. F. E. Risdon, Div. 1
Los Angeles Railway,
Gentlemen:

DIVISION NO. 2

Conductors—R. A. Eisenhart, G. B. Lindensmith, N. W. WAGNER, C. O. Ashton, E. W. Gay, W. A. Pilcher, T. C. Chase, F. C. Buhles, C. F. Eastman, D. M. Wood.

Brains is something someone aint got nothing else but.
* * *

I wish to commend Conductor 1224, on the West 6th Street car.

Reaching Broadway about half past one on Friday, October 5, he not only called the streets audibly and distinctly, as though he wanted the passengers to hear, but called the transfer points also, and he was polite and accommodating.

Motormen—W. E. HANCOCK, G. F. Morgan, J. D. Brudbaker, E. C. SECREST, F. WESELOH, E. W. Lyon, J. E. Crawford, J. A. Wear, C. E. Kelley, H. H. Fairman.

Conductor T. D. McLerran of Div. 1, recently bid in a new run and when asked how he liked it, answered, "I like it with one exception. I like women as well as the next one, but there is one member of the fair sex who rides with me on an average of three times a day who gets my goat. She is getting up in years and walks with crutches, and it takes her even four minutes to board the car and four and a half minutes to leave it, and she indignantly scorns any offer of assistance from anyone."
* * *

I spoke to him at the time and told him I would call the company's attention to him.

Yours truly,
NELLIE T. GARRETT,
1201 West Fifth St.

DIVISION NO. 3

Conductors—I. C. Acuff, O. G. Thompson, G. W. Chapman, S. J. Riggs, J. C. Phillips, C. H. Walkinshaw, J. E. Gorham, F. D. Caldwell, C. Welsh, M. B. Stewart.

Motorman E. D. Smith of Division Four was discussing traffic conditions with one of his customers along Broadway and remarked: "Back in Arkansas they're still voting for Lincoln but they've stopped this darn parking all over the street."
* * *

For Mtr. A. A. Middlecoff, Div. 3
Los Angeles Railway,
Gentlemen:

Sidelights on The Top Notchers

VETERAN REPEATS

CLOSED CORPORATION

I wish very much to commend highly your Motorman 2133, Mr. A. A. Middlecoff, I believe. He is surely a thorough gentleman when answering inquiries made by ladies and men, regarding when and where to get off, in order to take another car to another point. Also in telling ladies, especially, to be careful when alighting, etc.

Motorman W. E. Hancock of Division Two, is ranking man of the special bonus winners, as he has been in service since November 8, 1891. He was a special bonus man in 1921 and 1922, being top man in 1922 as well as 1923 and second motorman in 1921. That is a dandy record.

The five top conductors of Division Three are men who have been in on the special prize money in 1921 or 1922. They are I. C. Acuff, O. G. Thompson, G. W. Chapman, S. J. Riggs and J. C. Phillips. All have been in service 13 years or more and George Chapman has been among those present since 1895.

I always make it a point to commend any motorman or conductor personally, when I notice that they are gentlemen at all times, and when I note any fault they make, I forget it.

Thanking you for paying attention to Mr. Middlecoff, I am

JOHNNIE RINGS THE BELL

FIFTY-FIFTY TO GET ON

Respectfully,
LOUIS HERZOG,
538 South San Pedro.

Johnnie Ott has almost as good a record on the motormen's side at Division Three, having been top man in 1922 and second in 1921. His service dates from 1902.

The Division One conductors' list shows that five of the ten are repeaters on special money.

For Condr. J. T. Dickey, Div. 3
Los Angeles, California,
Gentlemen:

WINS AT TWO DIVISIONS

EXCLUSIVE COMPANY

I was riding on a West 11th street car, Tuesday on North Broadway—car 936. The car was full, no seats vacant, when Conductor 1988 was most courteous and kind in giving me his stool to sit on. Being an old lady, this was very much appreciated and I thought it only right to inform the office of the gentlemanly and courteous treatment to the aged by one of their conductors.

In 1922 R. A. Eisenhart took third money on the conductor's side at Division Five and then shifted to Division Two and wins the \$100 prize this year.

Although there are fewer men to choose from in picking the top notchers of the safety car list, it is somewhat of a job to break in with the notables as four of the ten won extra money last year. They are L. A. Moyer, H. Howard, A. C. Beck and H. W. Frazier.

Respectfully,
MRS. ELLEN WILDE,
2700 East First St.

very crowded, when the motorman gave his stool to my mother. The way he ran the car was a great credit to the company. He didn't stop or start with a jerk, like so many of the cars do. Passengers came up and would not ask to get out until he had started, then they would say, "I want out." He was very patient and courteous. If there are any merits, he ought to have them.

"Rufus, aren't you feeling well?"
"No, sah, I'se not feelin' very well, sah."
"Have you consulted your doctor, Rufus?"
"No, sah, I ain't don' dat, sah."
"Why? Aren't you willing to trust your doctor?"
"Oh, yes, sah; but de trouble is he's not so altogether willin' to trus' me, sah."

For Mtr. G. Searle, Div. 3
Los Angeles Railway,
Gentlemen:

I wish to call your attention to Motorman 947 on the Washington car line. TR 57—Time 5:23 P. M.

My mother and I boarded the car at Seventh and Spring and the car was very,

Yours truly,
MRS. H. NICHALSON,
1829 South Flower.

A few days ago my "S" line car stopped at Third and Normandie east bound to pick up two old ladies. The car stopped with the step a few feet from where they were standing and one of them remarked "You can always tell a new motorman. They never know where to stop." My motorman, J. A. Bell has only been in service a little over three years but he is learning fast.

C. O. Ashton, Div. 2.
* * *

Today's Best Story

An Eagle Rock car stopped at Fourth street. A woman started to get off the entrance door. Conductor Byers grabbed her and said "Other door out please." She went around to the exit door, where the student was and looked out then turned around and came back to Byers and said "Aw please let me get off here." Byers said "No, the exit door, by the student." "Oh" said she and off she went.

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* * *

A lady boarded O. W. Harris' Wilshire bus at Seventh and Olive, deposited her nickel in the farebox and asked for transfer. Harris informed her that the fare was 10 cents on the Wilshire line. "Oh! I thought I was on the Crown Hill car. Give me back my nickel Mista Operator" she said. Harris politely told her that the nickel was in the box and couldn't be returned. The lady then insisted on Mr. Harris driving her over to the Crown Hill car. Mr. Harris said, "I am sorry lady, that is off my route, but I will call a taxi for you." The lady departed quite indignant.

* * *

"Look, Daddy," said a little six-year-old. "I pulled this corn stalk right up by myself."
"My but you are strong!" said his father.
"I guess I am, Daddy; the whole world had hold of the other end of it."

Looking 'em Over at the Divisions

DIVISION 1

H. N. Cole

A few Sunday nights ago, a conductor on West Ninth line was subjected to a very unpleasant experience, and this is how it happened: His run was scheduled to pull in from the west terminal at 10:35 p.m. On arriving at Second and Main on his pull-in trip, three men and one woman laden with suitcases, were waiting to go to the Santa Fe Station. The conductor told them that he was pulling in the car house, and there would be no more cars on that line to the station that night, and directed them how to get there.

"Get on folks," said the apparent leader of the gang, "he is going to take us to the station or there will be trouble." Threats of every description followed, from suing the company for damages, to inflicting personal injury on the poor frightened conductor, but he remained firm, although he expected every minute to be covered with a gun.

On reaching Second and Central, the conductor announced "We go south on Central to the car house, sorry we can't accommodate you." As he pulled the switch he looked up and saw three men and one woman, laden with suitcases, wending their way in the direction of the Santa Fe Station.

The stork paid a visit to the home of Conductor D. A. Van Dyke last Friday and left a little daughter. Congratulations Van.

Division One extends a hearty welcome to Conductor A. V. Smith, formerly of Division Five, who was fortunate enough to negotiate a trade with Conductor C. E. McKean. We know Mr. Smith will feel at home with our bunch of congenial fellows and straightshooting office force.

By the time this edition of Two Bells is off the press, the boys will have gotten their bonus. Naturally there will be some disappointments, but as a whole, I guess everybody will feel pretty good, even if they failed to get the full bonus. A little extra money comes in pretty handy at this season of the year, almost Christmas and lots of relatives to be remembered.

DIVISION 2

By C. L. Christensen

It is a long time since Division Two was favored with a visit from our old friend, Johnny Stork, and we had almost come to the conclusion that he had discontinued his trips to this locality. But on Thursday he arrived stronger than ever, leaving at the home of Motorman A. D. Mathews, a 11-pound baby boy, that makes a king and queen at the Mathews home. Congratulations are in order, and thanks for the cigars.

Conductor H. Snyder came to work last Sunday morning, feeling as well as ever. He worked the first part of his run, came to the office and asked off of the last part, which was granted. Then he walked a few feet away from the window and collapsed, suffering a stroke. An ambulance was called and he was taken to the Golden State Hospital, where he passed away a few hours later. The body was removed to the Pierce Brothers undertaking establishment, where the funeral services were held at 2 P.M., December 12.

Harry Snyder was carried to his last resting place, in Inglewood Cemetery, by six brother trainmen, who are: Conductors B. H. Miller, B. Still, L. S. Phillips, C. A. Mootz, and Motormen J. L. Zellers and B. Rodefer. Deepest sympathy to the bereaved family is extended from all at Division Two.

We have the pleasure of having with us again Conductor W. L. Settles.

Who's Who



A VERY Morton, mechanic of the joint bus company, which has temporary quarters in the Division Five building, got into this picture by a narrow margin. He was a mechanic in the Deussenberg auto racing team, and usually held down the second seat in the racer driven by Frank Rollins. It will be remembered that Rollins was killed recently at San Luis Obispo. He drove two laps before a race by himself, and his car was too fast for the track.

Morton learned a lot about motors in the Cadillac plant at Detroit before coming west.

No, he is not a comeback, he has only been away on a three months' vacation and although he proclaimed that he had spent the summer in God's country (he went to visit his old home in Missouri) he admitted he could not stay away from Los Angeles any length of time. So here he is, glad to be with us again, and of course, we are just as glad to see him back.

Motorman C. Haggard has been appointed night switchman. Charley says he is well satisfied with the change, as he couldn't see very well in the daytime anyway.

Conductor H. A. Hansen is taking a trip to his ranch in San Diego mountains, to ship about 100 turkeys to Los Angeles, for Christmas. So boys, you'll know where you can get your turkeys for that big Christmas feast.

BUS DIVISION

Through Two Bells, the men of the bus division desire to extend their sincere sympathy to Mr. and Mrs. B. H. Hemp-hill in the loss of their ten-months old son.

Extra bus operator G. W. McKay who came to Los Angeles for his health, reports he is improving rapidly. He measures seven feet two inches in sock feet. He reports a gain of eight pounds avoirdupois and several inches heavenward. We wish him health, wealth, and height.

O. W. Harris and George Oliver, mechanics of the bus garage were granted a two-day lay off. Harris mounted a Henderson, and Oliver a heap big chief "Injun" and they were off for the races at Tia Juana, but on returning home, they were "clippin' it off" about 50 per through Orange County when one of Judge Cox's "hawk-eyed" speed cops overtook them. They tried to stall the cop by declaring that they were delivering a message to Mayor Cryer from the Mayor of Tia Juana. The speed cop told them to deliver the message to Judge Cox. Poor boys!

Bus operator W. S. Bewley seems to be very popular on South Main. His popularity requires two shaves daily, a new fresh rose and shoe shining set carried on the bus. Some say he has been struck with one of Cupid's darts. Girls look out for Bewley!

Wanted at Bus Division: Twin beds for the night watchman and receiving clerk, number three. A little more typewriter, a little less pencils, pens and inks.

DIVISION 3

R. W. Reid

"Ain't it a grand and glorious feeling."

In the future Conductor W. J. Milligan must be addressed as Papa Milligan, the occasion being the arrival of a fine 7½-pound baby boy.

Oh Boy! How proud we are. Mother and babe are doing well. Congratulations.

Shortly before the arrival of the full length mirror at Division Three, our old friend C. T. McClure, got himself a new uniform, which makes the old boy look like a million dollars.

C. T. must have had a hunch the mirror was coming.

An elderly passenger boarded my car on the "W" line this morning. After searching through all of his pockets, he pulled out a penny and said "Say, conductor, can you change a cent?" I answered by saying "Sorry, sir, but I forgot my perfume this morning."

Cond. J. L. Sigler, Div. 3.

Conductor R. Hardy, who has been on a two months' leave to El Paso, has secured an extension of two weeks and will not be back before the middle of the month.

Motorman T. W. Spurgeon is back on the job winding them up after his vacation.

Our office was invaded Wednesday by G. H. Campbell of the schedule department, who spent the morning visiting his friends.

Standing near me, the other day, was a tall heavyset man while over in the opposite corner was a very small man. The latter suddenly decided he wanted to get off at the next corner, and as the car was crowded to capacity, he stepped on the big man's feet in his effort to reach the door. The big man told him, in a very snappy manner, to quit walking on his feet. The little fellow was very careful not to get back at him till the car had stopped and the door opened, then he looked back at him very scornfully and said "What's yer d--- feet for if they're not to walk on."

The big fellow tipped his hat and said "Your apology accepted, sir."

C. A. B., Div. 3.

Among those returned from leaves for the holiday rush are: Conductors L. Johnson and H. D. Deigh and Motorman F. O. Leatherbury.

DIVISION 5

E. C. Tyler

Hearing a noise in the waiting room the other day, we investigated and found Motr. "Shorty" Hague with a strangle hold on a waste paper can, trying to twist the handle off of it, with Condr. M. A. Watson as an interested spectator. Rushing to the rescue of our galvanized paper receptacle, we demanded to know "why for." So Shorty explained that "Watson was going to work a tripper on East Fourth and as he had never been 'broke in' on anything but the Ohmer registers, he was trying to explain the 'workings' of a Johnson fare box with the can as a model."

A letter, received from Motorman C. M. Detrick at Nelson, Nevada, states he is getting along fine with his mine, but is anxious to get back to L. A. He wishes to be remembered to all the boys.

During the past week "Benjamin Franklin" Blazer joined the list of Sea Gull celebrities.

Conductor M. M. Sacks has also been heard from; he is still in the J. C. R. A. Sanitarium at Duarte. Friend Sacks has had a long, hard siege of it but is still optimistic and

DIVISION 4

C. J. Knittle

Conductor T. C. Riffe is on a ninety-day leave to Bishop, Tex.

Conductor C. Shatz, who went on a ninety-day leave last September to try out the mail carrying business, is not sure whether he likes it or not so he has been granted a ninety-day extension.

Motorman W. G. Brooks suggests we have a bull shooting contest. It is evident W. G. is after honors. But we will have one, after the holidays, kid. Too much rush right now. Even Uncle Sam is pestering us single guys for the fourth income tax payment.

The following incident is almost incredible, but actually happened last Saturday afternoon on an Angeleno Heights car. The car had stopped behind an "A" car at 1st and Hill. When the "A" car started, the motorman on the Angeleno Heights car followed without making another stop at the corner. A lady passenger, who had stepped up to the exit as soon as he started, demanded to know why the car did not stop at the corner. The "con" explained that they had stood fully a minute behind the "A" car and all the other passengers who wanted First Street had alighted. "Well I won't walk back," declared the lady and she sat down and rode out to Angeleno Heights and back to save walking from Broadway to Hill.

The funniest sight around our division during the past week was an "M" car towing in a disabled "E" car last Tuesday evening.

Motorman D. W. Hanson is on a thirty-day business trip to Texas.

Supt. Wimberly asks "ye scribe" to remind ye Division Fourites that on Dec. 1, ye men started with new merit record cards and that 100% was credited to thy name and if ye would comply with the wishes of thy division superintendent thee would'st keep it so.

to quote his own words, "still kicking." He sends a "hello" to all the boys and urges them to write or come and see him.

If you see a trainman nowadays with a worried look, it's ten to one that he is figuring out how to spend his bonus. Don't worry, boys, for you will find that Friend wife has that all "doped out" for you.

The other day Condr. M. A. Watson of the "E" Owl blossomed out in one of those "million-dollar" tan overcoats. The effect was startling and Shorty Hague (his motorman) vouches for the statement that M. A. took his passengers, especially the ladies, by storm.

Will the extra motormen please return the car run discs to the board and not take them home to hang on their beds to dream they have a regular run.

"Everybody in our family is some kind of an animal," remarked little Tommy.

"What do you mean?" asked his mother.

"Why, mother, you're a dear, you know."

"Yes, Tommy."

"And baby is mother's little lamb, I'm the kid, sister is some chicken and Dad's the goat."

Conductor E. V. Grey states that he has actually found a passenger who reads signs.

The other day on the "F" line an elderly passenger came rushing back to me and asked, "Do you only go to 11th and Main?" I assured him we went all the way, and then he said, "Well I saw a sign lying on the floor up in the front section and it said, '11th & Main Only.'"