



TWO BELLS

Vol. III

JANUARY 8, 1923

No. 32

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

Complaints Drop in Record Traffic

"Lost and Found" Saves Goods Worth \$500,000

"Oh, I forgot about it and left it on the car!" This exclamation has been expressed by more than 20,000 forgetful Angelenos during 1922, according to records of the Lost and Found Department, compiled by Fred Clothier, custodian of things misplaced and overlooked.

There were 18,126 articles, ranging from memory course books to a parrot, green in plumage and blue in profanity, handled by the department during the year. December was the heaviest month when 1823 articles were handled. This was due largely to the heavy Christmas shopping and travel on the cars when passengers lost packages, tempers and reputations. During September, Fred had his feet up on the desk most of the time as only 1333 lost articles were handled that month.

Worth Half a Million

The total value of articles left on the cars and turned in to the company is well over half a million dollars. The highest article in this line was a handbag containing \$800 which a woman passenger forgot. It was found by the conductor, turned over to a supervisor and returned to the woman within 90 minutes.

A large percentage of articles handled by the department are claimed by passengers. Unclaimed articles are given to the conductor making the find after 30 days.

40,000 Visitors

About 40,000 people have walked in and out of the office in the year as a person in great distress over the loss of a pocketbook containing a prescription, a recipe or other valuable papers will make ten or twelve trips to inquire about it. Others who have lost articles will call at the bureau in a forlorn hope that a conductor noticed the auto robe or spare tire, or whatever it may be, near the car track and salvaged it.

The standard warning of "Lost and Found" Clothier is to put your name and address on packages, umbrellas and everything else you can without embarrassment. It takes but a moment to write a name and address on a package bought at a store and it aids greatly in locating the article if it is lost on a car and turned in.

Luck is the thing that happens when preparation meets opportunity.

Obedience to the laws of this country is the acid-test of every citizen's patriotism.

When fashion enters the door, bills fly in the window.—Boston Transcript.

SAFETY CONTEST WON BY DIV. 2 ON FINAL DAY

In the ninth inning with two down, Supt. P. V. Mann and his safety champs of Division Two took the December Safety Contest and the Premier Safety Division Flag from under the nose of Supt. C. A. Morrison's clan at Division Five.

"Shorty" Morrison's gang was leading the contest up to Sunday, December 31. The Christmas traffic had failed to upset the lead, but on the final day Division Five had two number two accidents and two in class three while Division Two had only one number three accident.

The December contest was a close one and carries considerable glory, as it includes the heaviest traffic week of the year. The final scores were:

Division Two	212.70
Division Five	217.80
Division Four	230.16
Division One	232.45
Division Three	236.90

Division Five has started in the lead of the January contest with Division Three second and Divisions Two, one and Four following in the order named.

Opportunity generally knocks during working hours.

Former Motorman has Imperial ranch

On a recent trip to Imperial Valley, Conductor Harry Dean, of Division Five, had quite a visit with C. A. S. Howard, formerly motorman of Division Two for a number of years. He was on the work trains in the latter part of his service.

Howard has 160 acres of land and is raising vegetables and chickens with good success.

Sick Man Gives Cemetery as His Home Address

WHEN Harry Beals, one of the genial conductors of Division Three, went on sick leave, he left as the address at which he could be reached "Calvary cemetery."

More than one pair of eyes popped considerably. Such an address is a mean one for a sick man, but investigation revealed that he is living with relatives who have charge of the big burying ground and their house is on the property.

Harry insists he will remain above the sod for some time to come.

CONDUCTORS GET RULES FOR 1923

The 1923 rules for conductors have been issued on a paper sheet that can be folded into a convenient size to carry in the trip sheet holder.

The rules show the various police badges to be recognized for transportation. The numbers in each class have been posted by the instruction department at the divisions. The conductors are asked to note these numbers on their own sheet of rules and make any corrections that are given in official bulletins during the year.

The greater part of the leaflet is devoted to fare and transfer rules and gives a thorough explanation of the various regulations.

A man's best country is that which gives him bread and butter.

To Visit Former L.A. Girl in North

Miss Alice Johnson, one of the clerks of the main offices keeping the merit system records, has left for Portland, Oregon, where she will visit Mrs. E. J. Busch, who was Miss Ceclia Eimers and a member of the main office staff up to the time of her wedding last September.

"Safety First, to be effective, must be contagious—everyone should 'catch it.'"

BIG TEST OF YEAR MET BY BEST SERVICE

THE December complaint summary, which concludes the 1922 records, proves in a striking manner that the record-breaking travel on street cars was met by record-breaking courtesy and efficiency of trainmen.

An even fifty letters of commendation for trainmen were received during the month to praise their courtesy and willingness. Only 43 discourtesy complaints were received during the month. The discourtesy column shows a decline of 18 from the November mark of 61.

The December total of commendations has been exceeded twice in the past two years; last November and last July. In the latter month 62 bouquets were received.

A total of 192 complaints of all kinds were received in December. In five of the six months of 1922, the total

(Continued on Page 3, Cols. 2-3)

22 Bulletins Half As Many As In '21

There were only half as many official bulletins issued in 1922 as in 1921. In the year just closed, 200 bulletins were issued through Two Bells. In 1921 there were an even 400 bulletins.

Whether we are getting so good that the right thing is done without a bulletin, no one may say, but if you want to take it that way, it's fair enough.

Final Shipment Of New Cars Made

Six cars which complete the order for 50 of the steel "1200 type" coaches, left the east December 22 and will arrive in Los Angeles shortly. The cars have numbers 1270 to 1275.

An additional order for 25 cars of this type has been placed and delivery is to start in the spring.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Argument Shows Weakness

AN ARGUMENT between two employes of the same company has a mighty bad effect upon a third party. He naturally concludes that a considerable lack of efficiency exists in the organization as a whole and particularly in the two employes arguing.

The Los Angeles Railway has very little trouble along this line. The organization is efficient and this efficiency is produced by close co-operation between individual employes and between departments. However, an incident was reported a few days ago that should be mentioned in these columns to show how arguments can be avoided.

A motorman and a flagman exchanged a few hot words because the motorman claimed the flagman was not making proper observation to assure safety at a railroad crossing.

Such an incident has a very bad effect upon passengers. It makes them think not only of lack of co-operation but it suggests a danger which should not exist if all employes do their duties properly.

The Transportation Department has ruled that whenever a motorman considers a flagman is not taking the proper safety measures he may call upon his conductor to flag the crossing and report the situation as soon as possible.

Why Neatness is Important

WHEN the third annual Christmas bonus was paid and the special prizes, higher and more numerous than last year, were announced, every trainman worth his salt decided to bring his efficiency to the point where he would get one of those special prizes next time.

It might be surprising to some who did not get special prizes to realize the importance that was attached to personal neatness in making the selections of top men. It was a highly important point and in several cases swung the decision when the records of two men were otherwise equal.

In emphasizing neatness, it is not the idea of the company to present to the adoring gaze of the public a group of handsome men just to be looked at and admired. If that was the idea, the officials would recruit trainmen from the ranks of theatre attendants, soda fountain brakemen and the he-vamps of the movies.

Street car work is a regular he-man's job that requires manly attributes. If a man takes care of his appearance to be neat without being showy, he is pretty sure to take reasonable care of his reports and of property entrusted to him. If his appearance is right he will feel right whereas if he looks sloppy his work will be sloppy.

Neatness is important, not for the picture it presents but for the general efficiency it indicates and develops in a man.

Be On The Job Thoroughly

WHEN you are on the job, be on it thoroughly.

There are certain duties conductor and motorman have to perform that vitally affect passengers. One of these duties is the calling of streets.

Rule 8 of the general rules says:

"On the trip out of the city, conductors must distinctly call all streets and transfer points. On the trip coming into the city, call the principal streets and transfer points. Call all streets in business section."

"Motormen and conductors on all lines which terminate at or pass steam railroad stations must announce the names of the stations in a clear and distinct voice."

There are many trainmen who pride themselves on calling all streets all the time. A large percentage of the letters of commendation which bring credits mention that "the conductor called every street clearly."

The need for clear and thorough calling of streets is particularly important in Los Angeles where a large percentage of the street car riders are strangers in the city.

Calling the streets thoroughly indicates whether a man is thoroughly on the job or just "getting by."

BULLETINS

Issued January 8, 1923

BULLETIN NO. 1
Notice To Trainmen

Complaint is made that trainmen are throwing refuse, such as transfer stubs, etc. in bowl or toilet located in the Engine House at 2927 Whittier Boulevard. Toilet facilities are provided in Barber shop, just west of the Engine House and trainmen will at all times avail themselves of the toilet privilege at this location, and when in an emergency are obliged to make use of the toilet in Fire House, must be very careful not to deposit any refuse which might result in the clogging of the toilet.

BULLETIN NO. 2
Notice To Trainmen

Pass No. 616, issued to F. L. Temple, stenographer, Operating Department, has been stolen.

If this pass is presented for transportation, take up, collect fare, and send to this office with description of party using same.

BULLETIN NO. 3
Notice To Trainmen

New form of register cards are being put into use. This form provides a place for the designation of the Division Number.

Conductors in filling out register cards, must in all cases be careful to show number of Division in the proper place.

BULLETIN NO. 4
Notice To Trainmen

Transportation Book No. 8054, issued to A. Muegenberg, a/c Fire Department, is reported lost. If this book is presented for transportation, take up, collect fare, and send to this office with report.

P. B. Hill
Supt. of Operation.

Buck and Wing Artist Quits So Contest Is Off

It was with pleasure, that I read the first article, in C. J. Knittle's column of last week, pertaining to the Division entertainment contest, which Division Two, is very much interested in, owing to the agreement, that was entered into, in regard to the buck and wing contest, which was not to be staged until all Divisions, had put on their show. Owing to the delay in the contest, it has been impossible for me to pay the high salary, demanded by Switchman F. Byers and he has now left the service, to accept another position.

Motorman O. M. Hayward
Manager of Division 2 Theatricals.

Little Stories OF Street Car Life

The following conversation took place on a West 11th car, between a lady passenger and Conductor H. Drake, last Sunday:

Lady—"I rode on this line the other night and I forget the name of the street where I got off. I think you are the same conductor. Do you remember? I think it was Springfield."

Drake—"I don't remember you, lady. There is no Springfield St. It might be Winfield you are looking for."

"I guess it is. Tell me when we get there."

"You get off at the next stop and walk one block south."

"But the car stopped at the street the other night, didn't it?"

"Winfield is a parallel street, lady. The car couldn't stop there." (Car stops) "You get off here."

"You are sure this is my stop?"

"I am quite sure."

"I'll report you if you've made a mistake." (Motorman taps gong twice. Lady scurries off.)
The passengers join in a laughing chorus. One of the men arises and shakes a warning finger at Drake: "I have not told you where I want off," he giggles, "But don't you dare carry me past."

MORE SERVICE TO LINE "M" TERMINALS

An improvement in service on line "M" during the afternoon rush hour was introduced last Friday when the trippers which stay at Division One during the midday were ordered to pull into their home division from the terminals instead of from the downtown district.

Some of the Division Two cars, which operate as rush hour trippers and stay at Division One during the midday and then fit in during the afternoon at Second and Spring, have been pulling into Division Two from Fifty-third and Moneta. Hereafter they will go to Moneta and Manchester and pull in on the return trip.

Cars belonging to Division Five in similar service, have been pulling in at Fifty-fourth street and First Avenue. Hereafter they will run to Mesa Drive and pull in on the return.

This plan will give additional service on the ends of the lines.

MORE THANKS FOR CHRISTMAS BONUS

The Los Angeles Railway Corporation
Gentlemen:—

I wish to express my sincere thanks for the full bonus and especially the extra money received by me as top efficiency Conductor of Division 3. I appreciate it not only for the money value involved, but especially for the reason that you have shown your appreciation of my humble efforts to fill the bill in my position as Conductor.

I wish the company a prosperous New Year and hope that the New Year will be so prosperous and accidents so few and above all that the efficiency of all trainmen will be so great that all may receive the extra bonus for the year of 1923.

Faithfully yours,
Conductor Div. 3

J. C. Phillips.

To the Management and Officials of the Los Angeles Railway:

We wish to express our most sincere thanks, for the special as well as the regular bonus I received.

Also for the honor conferred on me by the award of special bonus. And I assure you I will make every effort in the coming year to surpass my record of the past year in efficiency.

Respectfully

(Signed) M. R. Ballard & wife
Motorman Div. 3

Introducing New Men

The following men have been assigned to their divisions during the week ending Dec. 30, 1922.

Division No. 1, Conductor H. P. O'Reilly.

Division No. 3, Motorman S. I. Spikes.

Division No. 4, Safety Opr. C. E. Crayne.

PURSE LOST AT DANCE

During the Christmas entertainment at Recreation Hall, Mrs. Frank Mead, wife of the official clown, lost a pocketbook containing a considerable sum of money. The finder is urged to get in touch with Mr. Mead at Division Three or with Mr. Means at the main offices.

Looking 'em Over at the Divisions

DIVISION 1

L. F. Carmack

If you have a bit of news,
Send it in,
Or a joke that will amuse,
Send it in,
A story that is true,
An incident that is new,
We want to hear from you,
Send it in,
If its only worth the while,
Never mind about your style,
Send it in!

Now that we are settling down to the new year, let's try and make this column a snappy one every week fellows. Of course we can't have a large column like the other divisions, because this is a smaller division, but we can have a snappy, newsy little column, so it is up to every one to do his share.

About the safety contests, let's all try and get at least one or two for this division this year. Remember all the danger spots, bad corners, and etc., where in most cases accidents of this division occur and take extra care. In rainy weather always remember that it takes more skill and caution to keep a car under perfect control owing to slippery rails, and if a motorman is not cautious in such weather he is apt to do a Slide, Kelly, Slide! act, ending in a step being amputated, and a letter telling all about it to Mr. Collins and Mr. McRoberts. So read, remember, and have that safety flag flying over this division.

Motorman Lawson who was injured in an accident some months ago in which his leg was broken, hobbled in the division this week on crutches to have a little visit with the boys. Its great to see you up again Lawson, and here's hoping you will throw those crutches away in as short a time as is possible, and be back.

Conductor Stoddart is another man who has a broken limb. Stoddart broke his arm about two weeks ago, when he fell from the top of a car on which he was trying to pull the trolley pole down. The trolley rope had broken and Stoddart, who is "Midget" Bryant's double of division Four started to climb the trolley pole to pull it down with his weight. The pole broke in the middle and Stoddart fell to the ground and one half of the pole fell on his arm. He was in the hospital a week, but is now up and around.

Conductor O'Neil who has been on the sick list for the last three weeks is now back on his run.

Conductor Joe Krc resigned on account of ill health. Joe was injured when struck by an auto at the S. P. depot some time ago and since then has never felt O. K. Good luck, Krc.

Conductor Ed. Urban and Student Instructor Yonkin went quail hunting Sunday and besides getting the limit, bagged two rabbits. Of course, we are taking their word for it. Sometimes you know these hunters and fishermen are apt to—well you know.

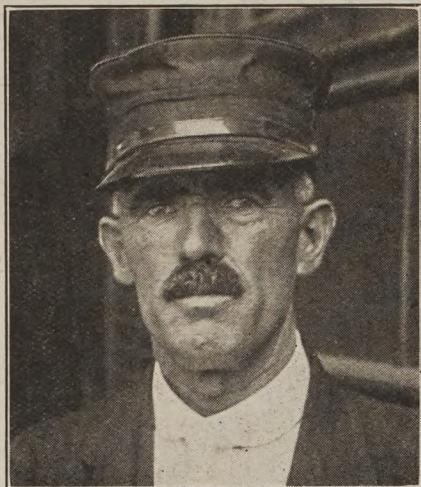
DIVISION 2

C. L. Christensen

Well, boys, we did it! Did what? Win the safety contest for last month, of course, as I said something about a month ago, that by working together, and helping one another, I thought we could bring that safety pennant back to Division Two. Now that we have got it here we have to work hard to keep it here, for if we don't keep right on doing our very best we will be sure to lose it again.

Winning the contest of the heaviest traffic month of the year, is no easy job, but the other Divisions are also entitled to be congratulated, as they

Who's Who



THE year 1923 will round out about 20 years service with the Los Angeles Railway for Motorman J. F. McCormick, of Division One. Although he resigned once to attend to some business in the East, John came to his old haunts and his old occupation.

Mr. McCormick started out as an Illinois farmer by spitting on his hands and taking hold of the plow, but illness of his wife forced him to change his plans and he came west. He started as a motorman in 1901, and in 1903 was appointed extra towerman and regular towerman in 1904. In 1906 he resigned and went back to Illinois to handle some business, but 1909 saw him back on the job in Los Angeles.

John tried Division Three for a time but returned to Division One in 1910, and soon after was appointed to tower service. In 1916 he returned to the cars and is still very much on the job.

were only a few points behind Division Two, at the close of the contest.

Conductor L. F. Crandell has returned to train service, having been assigned to the Instruction Department during the last couple of months.

A. C. Campbell can also be seen at his old job winding the controller on a Moneta Avenue train, after working awhile as supervisor.

Motorman J. E. Albert, who has undergone several throat operations, during his absence of three months, has now fully recovered and is working his San Pedro Street run again.

Conductors G. R. Stevens, recently made a hurry up trip to San Francisco from where he had received the news that his mother was very sick, so we can imagine his surprise when he arrived at the northern city and found his mother improved enough to come with G. R. to Los Angeles, and she is now comfortably resting at his home.

Conductor E. C. Hickey has returned from a trip to Salinas, Calif., where he was visiting friends and relatives, reporting a fine trip.

R. W. Grisham, who has been a motorman here about three years has resigned on account of ill health and is now on the way to Kansas City, his former home.

Motorman E. A. Williams, one of the old timers at Division Two and a friend of everybody, sent in his resignation recently, having purchased an Oil Service Station. We are sorry to have you leave us, Ernest, and wish you a happy and prosperous New Year.

Motorman D. J. Wejman returned last week from a trip to Fresno, where he was visiting relatives.

Conductor W. A. Gronwald, who transferred to Division Four about a year and a half ago, as safety operator, has now decided that he likes Division Two best, and is back with us again; this time as motorman.

DIVISION 3

H. A. Russell

Well, I guess that we were in the cellar at the wind-up of the recent safety contest, where as we should have been in first place. It seems that we are having a streak of hard luck. Maybe now that we have started out on a new year that things will change and we will get back into our old form, at least I hope so.

We understand our corpulent friend E. Armstrong, of the Mechanical Department, is interested in apples as a side line. Indeed he is a heavy dealer in the fruit.

Many of the older boys will remember Mot. Cy Young, who left us a number of years ago on account of ill health and returned to Missouri. Word was received last week that he had passed away at the old home a few weeks ago.

Mot. Slim McFadden, who between shifts is holding down a ranch at Merced, had the misfortune to be visited by a bold bad bandit who got away with a fine team of horses that Mac had just purchased. This is a severe loss to Mac as he was just getting nicely started on his ranch.

Oh, yes, they will come back. Mot. Fern Peterson, who resigned several times during the past year, is back on the job at the foot of the extra list.

Cond. G. C. Bidwell, who came back to us lately, after an absence of about a year, has changed his mind again and is now breaking in on the head end.

Cond. E. J. Reilly is breaking in as extra Register Clerk. Motorman C. H. Owens having decided that the duties of Extra Clerk were too strenuous. We wish Reilly every success.

Mot. H. W. Huber, one of our old timers has taken a 90-day lay off, he having bought a half interest in a drug business on the east side. Harry improved his time the past few years in studying and is now a full fledged druggist.

Foreman J. W. Allen, of Division Five, was to see us the other day and assured us that everything at Division Five was all O. K., a continual round of pleasure; just like laying off with nothing to do till tomorrow.

Our popular night switchman Geo. Woolley is at present under the weather suffering from an attack of neuritis. We wish him a speedy recovery as his presence is greatly missed around the Division.

DIVISION 5

E. C. Tyler

"Brudder" Stork has again paid a visit to Division Five. This time Conductor H. E. Chester announces the arrival of a 7 1-2 pound baby boy. Last reports were that mother and boy were both doing fine.

Motorman "Pete" Jaksich who pilots the "Second Ave. Flyer" on Sundays has taken a thirty-day leave of absence and will visit relatives in San Jose.

If you were to ask Motorman T. A. Ferguson if he is thinking of starting a meat market at Townsend Ave. terminal Eagle Rock City you might hear a good story.

Motorman W. A. Huffman has taken a ninety day leave of absence on account of his health. Motorman A. E. Downing has also taken thirty days off for the same reason.

We lost the Safety Pennant, but it was a good race and up to the last day it was so close that it was doubtful who had won. But on the thirty-first

DIVISION 4

C. J. Knittle

No news is reported from the division office this week. There was some, probably, but the reason it will not materialize is this. Foreman B. B. Boyd forgot it was news day when the scribe blew in last Wednesday. When the scribe gently but firmly asked, "does anybody around here know anything?", the energetic foreman who among other things knows where the door is, gave him the air, advising him not to return until he gets more sense. Taking a seat on the trash can outside, the scribe pondered over the situation and decided—(ah Fate!)—that he would never go back.

Conductor A. MacKenzie tipped us off that there was an increase in the family of Motorman Jimmy Ruelas but did not say whether it was a boy, girl or twins. Ruelas could not be located so Mrs. Ruelas was called upon in order that the big news might be "scooped" for this issue and here it is, folks: QUINTETS WERE BORN TO MR. AND MRS. JAMES RUELAS' dog "Snap".

Motorman Jack Mesquit was given the Royal Razz by Conductor Frank Reynolds and Motorman Votaw of Temple line, last Sunday. Mesquit loafed around the division until the proverbial eleventh hour and then did a "Jimmie Murphy" to Temple and Spring where he was to relieve Votaw at 3:14. But Votaw would not turn the car over to him because he felt like working an hour longer. "You can't do it, man", declared Mesquit, "it is time for me to relieve you and I must have the car. Look here. It is 3:14—" and he jerked out his watch and—why say, it was only 2:14. The razz which followed was so touching that he called up the division and did not work the run at all.

Let's not forget the Safety Contest, fellows. "Well begun is half done" and we just started one on Jan. 1.

The bluest gentleman in the whole world on New Year's morn was our vivacious janitor, Herb. Supt Wimberley had handed out the pay checks to the office bunch on Friday evening (including Herb). Among the seventy four things the janitor did next day was to lose his check. Sunday morning he came over to clean up the trainmen's room. The check was still "dislocated" and Herb's blues had turned to indigo. He wanted to bust a chair over his head but Mr. Wimberley reminded him that busting the furniture wouldn't bring back the check. Suddenly the dark cloud's silvery lining shone forth. A man came in and asked if a "Herb Newman" worked here, that he had found a pay check down the street belonging to him. And to Herb the new year seemed brighter than ever.

Division Two took the lead of five points that gave them the flag.

We congratulate you Division Two but hope that we will be the one to be congratulated next time.

Our former stenographer and Two Bells scribe has left us to accept another position in Long Beach. We regret to see him go, but glad for his sake as he states he has a better position and knowing Burwick we feel there is no danger of his not making good.

The Two Bells items for Division Five will in the future be handled by E. C. Tyler and he wishes to take this opportunity to ask for your help to make our column in Two Bells interesting reading and a credit to our Division. Little incidents that happen on the road or around the Division that seem humorous to you will interest others who were not there. Or news items of fellow trainmen or of former trainmen. So use the Two Bells box or see Tyler personally.