

Mayor Praises Men at Bonus Meet

TRAINMEN TO GIVE XMAS GREETING ON CARS

A personal Christmas and New Year greeting from every trainman will be conveyed to his passengers by a car card to be signed by the individual motorman, conductor or safety operator, and displayed in his car. The car cards will be issued to trainmen to sign in ink on the line indicated, and placed in the cars Tuesday, December 23, and will remain in use until the night of January 1.

The cards will be protected by a paper cover which can be folded up and carried in the hip pocket or put in some convenient place in the car while the car card is in the holders for this purpose above the bulkhead windows.

The greeting card will be the personal property of every trainman, and it will be up to him to put it on and take it off his car when he begins and finishes work, just as he does the fare register card.

The car cards will be issued Tuesday morning to trainmen who pull out of a division on their first run that day. Men who make a relief on the road Tuesday without first reporting at the division will receive the car card the previous day.

The purpose of the car card is referred to in the special Christmas bulletin appearing in this issue of "Two Bells," and it is the belief of the company that this means of expressing Christmas greetings will be well worth while in increasing friendly relations between trainmen and passengers, particularly through the days of heaviest travel.

New Sand Car Is Put In Service

The new sand car, which was recently put through a test, was sent back to the shops to be equipped with four motors and is again in use under the direction of O. M. Hayward, former Division Three motorman, and now a member of the traffic department force. The sand car is now able to negotiate all grades on the system without any inconvenience and will be a big help in the wet weather.

The old sand car will be withdrawn from service but will be held for emergency use.

Mr. Kuhrts Wishes "Merry Christmas" To All Employees

To the Officials and Employees of the Los Angeles Railway,

Gentlemen:

The year 1924 will go down on the records as one of the most difficult in local transportation history, due to the power shortage and resultant inconvenience to the public, the management and the trainmen.

The year also will be entered on the records as one of great accomplishments, made despite great obstacles. Service was maintained as well as the limited power conditions permitted. The shop and track programs were carried out without reduction. These accomplishments were made possible by an excellent spirit of willingness and cooperation in all departments.

While the general traffic conditions (something over which this company has no control) continue as a barrier against the best interests of the public, we are hopeful that the coming year may bring some relief. With the cars and power facilities at our command, the spirit that has been shown in 1924 and in past years, may then be directed along most efficient lines. We may look with confidence to the new year with its possibilities and responsibilities.

I want to express my sincere thanks to you for the past work you have done and to extend my very best wishes for a Merry Christmas and a Happy and Prosperous New Year.

Very truly yours,

General Manager.

CRYER RATES SMILES AS GREATEST HELP

With the presence of Mayor George E. Cryer giving recognition of the service of street car men as a vital part in the development of a community, the fifth annual Christmas bonus was paid to 2330 trainmen last Monday in checks totaling \$106,680. The meetings held in the hall of the disabled veterans of the World War bulged the walls in places because this year has set new high records in the number of men participating in the bonus, and the total amount of money received.

George Baker Anderson, manager of transportation, presided at the three meetings. Owing to company business having called him out of the city, G. J. Kuhrts, general manager, was unable to attend. Short talks were made by Mr. Anderson, R. B. Hill, superintendent of operation and R. R. Smith, assistant superintendent, expressing appreciation of the work done in the past, and urging continued good work in the future.

McRoberts Has a Hunch

C. M. McRoberts, general claim agent, was present at the evening meeting and said that the attendance at the bonus meetings suggested the idea that the division safety meetings be combined with the gatherings for the awarding of checks.

This is the first year the mayor of the city has attended one of the meetings. He emphasized the value of a smile in meeting the daily problems. He spoke as follows:

Mayor Praises System

"I am not here for the purpose of speech making, but just to indicate by my presence my interest in what you are doing, my interest in the effort that culminates to your benefit. I think it is true that the men of your calling and the men of our police department, constitute the principal line of contact, between our city and newcomers to our city, and the impression that visitors get of our city is influenced very largely by the treatment they receive in the public streets by you and traffic and police officers. It should be the avocation of every one of you who is interested in our city to see that the impression is most favorably won.

"As men engaged in public employment, it should be your effort, your

(Continued on Page 2, Col. 4)

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Greetings of the Season

A GAIN the Christmas season brings its rush of business and rush of travel to a busy city. To street car men Christmas brings the hardest problems of transportation and the greatest possibilities for being of service.

Christmas Day refreshes in our minds the story of old of the Holy Babe of Bethlehem who attracted wise men to His humble manger cradle. He came to bring good will toward men and it is for us to carry out that spirit; a spirit of kindness.

We all depend upon the kindness of the heavenly power for the rain and sunshine of our lives. Let us celebrate the spirit of Christmas with kindness toward our fellow men and carry it into the new year, so that we shall find it the best, the happiest and most fruitful of our lives.

Two Bells extends to all its readers the best wishes for a very Merry Christmas.

Christmas Bulletin

Believing that every man in the train service will approve our action, we have done an unusual if not unprecedented thing this year. So splendid has been the spirit exhibited in your efforts to give patrons the best possible service, with Courtesy and Safety, that we believe each of you will be glad to have posted on your car illuminated Christmas and New Year greetings to your passengers printed on a car card—a personal word of good cheer from each individual Conductor or Motorman.

We therefore have had such cards printed and will issue them to you to post on your cars two days before Christmas. Each card will carry to your passengers an expression of your good will and an acknowledgement of the kindness and consideration which has been exhibited by those who ride with you.

We believe that by this little act a still better feeling will be engendered among your passengers, and that as a result your work may be made more easy and pleasant throughout the year 1925.

A radiant spirit of good cheer on your part, even in trying times, is bound to be reflected by the public.

We sincerely hope that the coming Christmas and New Year will bring you happiness. Your efforts to win the regard and friendship of your passengers have met with success, in spite of the curtailment of service necessitated by the shortage of power for five months and the unavoidable delays due chiefly to the clogging of the streets by heavy traffic, and we can not find words adequately to express our appreciation of your fine efforts in this direction.

Geo B Anderson
Manager of Transportation.

R. B. Hill
Superintendent of Operation.

Demerit Notices Delayed by Rush

Due to the work of completing the bonus records in time for payment of the checks last Monday, some of the routine work had to be delayed. The demerit slips for offenses occurring in the early part of the month had to be sent out some 15 or 20 days late. The offices recognize that such late notices are apt to make it impossible for a trainman to recall the specific act for which he was demerited, but rather than disappoint those who feel that no month is complete without its demerit marks, the offices sent out the slips in the spirit of "better late than never."

Safety Record Ahead of 1923

The accident record for the first fifteen days of December shows an improvement over the corresponding period of 1923. This is highly commendable in view of the serious traffic conditions, and officials are urging trainmen to continue careful operation through the last half of the month, so that the entire thirty-one days of December will show a better accident record than December 1, 1923.

Trainmen are asked to observe the road space rules exactly, and while it is highly desirable that schedules be maintained, safety must not be sacrificed to make time.

BULLETINS

Issued December 22, 1924

BULLETIN NO. 267

Notice To Motormen

Entirely too many complaints are coming in regarding motormen at corners controlled by traffic signals, starting their cars when the first bell sounds.

It must be distinctly understood that the car is not to be started until the second bell sounds and the "Go" signal appears in favor of the car.

This regardless of any action which the officer in charge of the crossing may be taking in signalling automobiles to proceed before the second bell sounds.

BULLETIN NO. 268

Notice To Trainmen

Special attention is called to the Christmas Bulletin published in this issue of "Two Bells."

We trust that trainmen will enter into this movement with the proper Christmas spirit and will co-operate in every way in making the plan as outlined a success.

In order that this can be carried out, it will be necessary for trainmen to take charge of the card furnished and to transfer it from one car to another as they find such action necessary.

BULLETIN NO. 269

Notice to Conductors

Effective at once conductors on lines "2" and "3" will discontinue issuing in-trip transfers after passing the Los Angeles River, and will issue out-trip transfers all the way through to the north terminus.

Conductors on line "2" will place a punch mark to the left of the word "From" on the out-trip transfers, and conductors on line "3" will place a punch mark to the right of the word "From." This to indicate which line is issuing the transfer.

These transfers when so punched will be good on the connecting line at Lincoln Park.

Note samples in transfer case at your division for proper punching of line.

BULLETIN NO. 270

Notice to Trainmen

On Tuesday, December 23rd, the Al Malaikah Temple of the Shrine will entertain the Kiddies from the various schools of Los Angeles at the Ambassador Hotel auditorium, the entrance of which leads from Eighth Street.

Extra cars will be operated from the various schools to the Ambassador Hotel, and will be held on West Eighth Street for the return trip.

Special tickets, form Ex. 10, as per sample shown in the case at your division, will be furnished these school children for transportation, and these tickets will be honored on this date on all cars of the Los Angeles Railway, whether regular or extra.

When tickets are presented to regular cars not going direct to the exercises, transfers will be issued.

BULLETIN NO. 271

Notice to Trainmen

It is necessary to again call attention to the rule prohibiting trainmen in uniform from occupying seats on any portion of the car to the exclusion of passengers.

This rule must be carefully observed at all times.

R. B. Hill
Supt. of Operation.

BUS BULLETINS

LOS ANGELES RAILWAY BUS DIVISION

BULLETIN NO. 185 Dec. 11th, 1924

First two paragraphs on the top of Page 20, Book of Rules, which is a portion of Rule 50, is hereby changed to read as follows:

When an operator or conductor fails to report for duty at relief points or at the garage in time to take his run, he will be required to serve three (3) days at the foot of the extra list. During this time he will be subject to the call of the Bus Division Clerk and will not receive waiting time for the three days.

BULLETIN NO. 186 Dec. 11th, 1924

Operators are not permitted to release any air from the air bottles at any time. Please be governed accordingly.

BULLETIN NO. 187 Dec. 15, 1924

To All Conductors and Operators:
L.A.Ry. Pass No. 6328, belonging to W. A. Bunday, has been stolen under date of December 14th, 1924.

Any one found attempting to use this pass for transportation, collect fare, take up badge and promptly turn in at office.

BULLETIN NO. 188 Dec. 15, 1924

Referring to the card notices which will be displayed in the buses of the Figueroa St. and Wilshire Blvd. bus lines on December 18th, which is the information to the patrons that fare paid on Figueroa St. and Wilshire Blvd. lines before reaching the terminals will be honored only to the terminals and not beyond them.

Conductors will not enforce this until Monday, December 22nd. This in order to give the patrons due notice.

Prior to December 22nd, conductors should call the passenger's attention to the sign.

F. VAN VRANKEN
Manager

CHRISTMAS PARTY FOR EMPLOYEES AND KIDDIES DEC. 27

The annual Christmas party for children and members of the Los Angeles Railway family, and "Open House" for employes and their relatives, will be held next Saturday, December 27 in Forrester's Hall, 951 South Olive St., from 10 a. m. to 11 p. m.

The Christmas party has been the outstanding social affair of the year for a long time and the attendance of all employes in every department, some time during the day, is urged.

One of the features of the day will be the children's party, beginning at 2:00 p. m. Santa Claus will be on hand to direct the distribution of fruit and candy to younger members of the company family, and a program that is expected to amuse little folks for a full two hours is being arranged.

Street railway employes have to have their Christmas celebration after December 25, as they are busy night and day up to that time taking care of the transportation needs of the rest of Los Angeles.

In the evening a vaudeville program will start at 8 o'clock and continue for one hour, after which there will be dancing with a good orchestra providing the music. Coffee and sandwiches will be served continuously from 10 a. m. to 11 p. m.

Charley Means, traffic manager, who is in charge of the arrangements, promises that there will be something doing every minute and he has outlined a program of activity which will keep him and his assistants busy for thirteen hours. It is Mr. Means' particular wish to see the children's party a success, and the degree of success is measured by the number of children participating.

MAYOR PRAISES WORK OF L. A. MEN

(Continued from Page 1, Col. 4)

aim and your pride to see that the service is well and efficiently performed. I believe it is well performed, believe we have one of the finest transportation systems in the country, running at a minimum price. There are very few cities in the country where street railway fares have not raised above the nickel since the pre-war days.

"The service is not perfect—no one will contend that. We frequently have our cars filled beyond the point they should be filled, and that makes the service very hard to render. I have often ridden in street cars and I know it must be trying to motormen and conductors of other cars when people jam in the first car, in spite of the fact that there are cars following closely behind, partly filled. They will jam the first car to suffocation, very much to the distress of the men in charge of the cars, and under these circumstances it must be very difficult at times for them to maintain their equilibrium, their poise and their attitude.

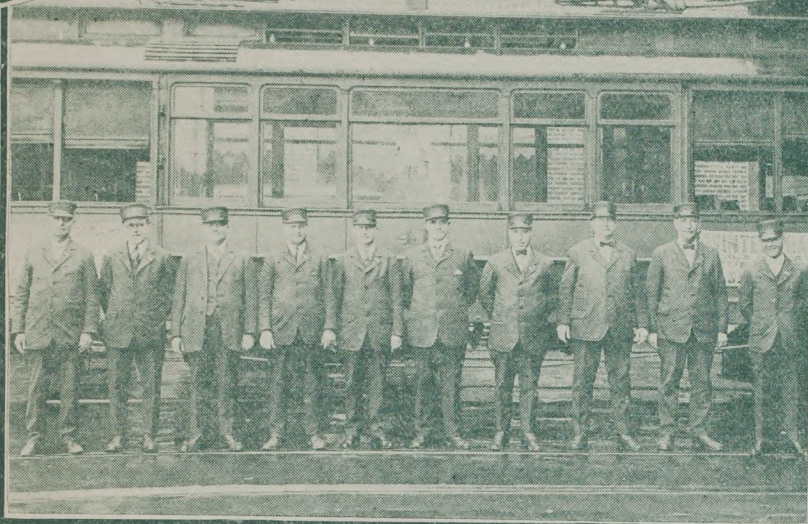
Smile, Smile and Smile

"To be patient is not always easy, and I am sure that it is true that to be cheerful is much harder. If you smile at the world, the world will still look cheerful. Up in the office where I hold forth every day, there is very much to try one's patience, but the rule I always try to follow is to keep a smile—be pleasant no matter how blue.

"I am most happy to be here and to congratulate you on your having kept a clear record for the past year, and I also want to congratulate the officials for the faithful and efficient service rendered."

The 110 Top Trainmen Introduced by Pictures

(All names arranged left to right)



DIVISION NO. 1 Motormen—G. O. Hanson, E. Braun, S. Scheinert, D. F. Hodges, E. W. Knapp, J. S. Peach, J. E. Fagin, L. Burnett, J. H. Johnson, P. Schiffo.



DIVISION NO. 1 Conductors—W. E. Marsh, R. W. Stevens, G. J. Thorndson, V. Impusene, A. F. Miller, G. J. Stoddard, S. O. Lorono, C. S. Rogers, D. R. Greenfield, H. H. Hennings.



DIVISION NO. 2 Motormen—T. K. Batson, E. C. Sacrist, J. H. Allday, A. I. England, W. Harris, G. Doerflinger, H. H. Fairman, J. C. Prichards, R. Lidsworth, F. Wesch.



DIVISION NO. 2 Conductors—S. G. House, F. Habich, E. W. Gay, N. W. Wagner, G. B. Lindersmith, C. O. Ashton, C. C. Bloom, E. H. Rosebrock, A. F. Crosby, R. E. Johnson.



DIVISION NO. 3 Motormen—J. L. Ott, C. H. Doughty, E. M. Meyers, H. E. Crooks, H. Christin, J. J. Scrapneck, O. J. Kinsey, S. I. Spikes, A. Benson, E. E. Greaves.



DIVISION NO. 3 Conductors—O. G. Thompson, D. A. Kuykendall, C. A. Risley, I. E. Gott, S. J. Riggs, J. Pewitt, D. A. Jones, J. A. Morris, J. G. Visser, J. J. Olexo.

Winners Set Mark for Other to Follow in 1925



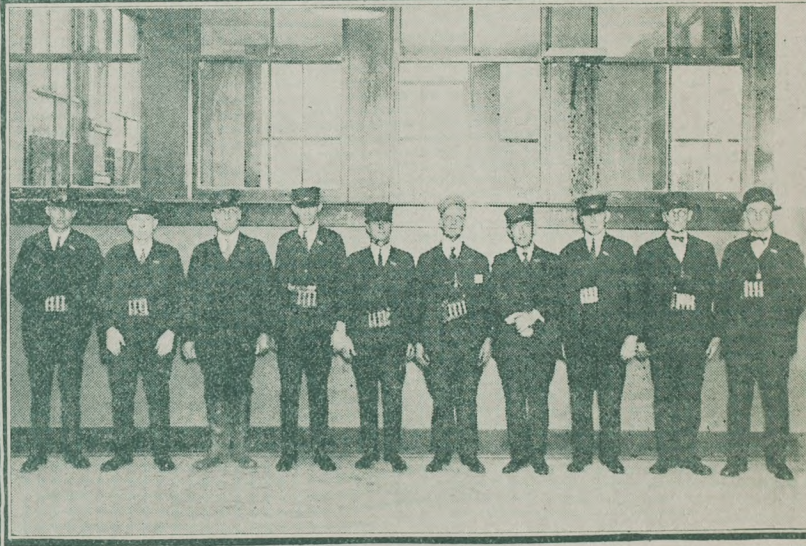
DIVISION NO. 4. Motormen—J. M. Gustafson, W. Brotherton, J. B. Woodland, A. F. Kiefer, E. F. King, J. Z. Gaston, H. Phillips, A. E. Temple, E. Reichelt, J. J. Morgan.



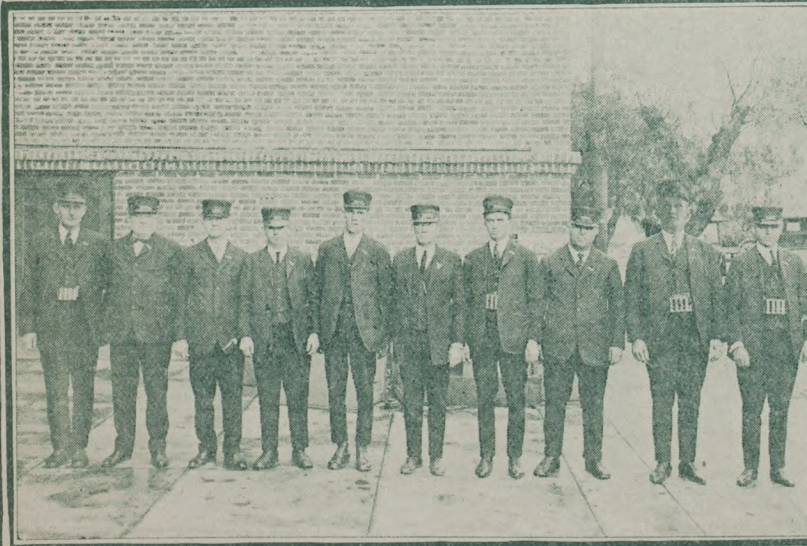
DIVISION NO. 4. Conductors—H. Buckman, S. T. Cooper, J. L. Carnine, G. E. Conkle, C. J. King, C. R. Clark, G. A. Jahn, J. A. Saunders, G. T. Lashbrook. (W. R. Price absent, sick).



DIVISION NO. 5. Motormen—W. G. Dugger, M. Perlin, E. M. Austin, D. McCarthy, M. McConnell, J. W. LaGue, A. J. Eaton, M. E. Tobin, F. P. McMurphy. (J. Gillespie absent, sick).



DIVISION NO. 5. Conductors—G. Laird, A. R. Graves, F. Nelson, H. L. Sugg, J. Perkins, C. D. Fisher, H. Hazen, F. M. Buxton, D. L. Gragg, E. Link.

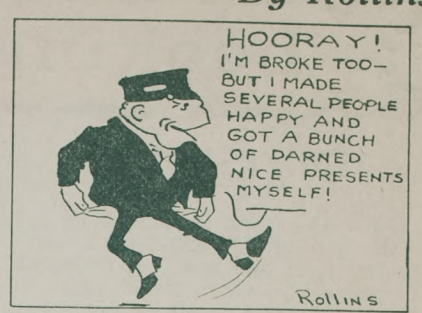
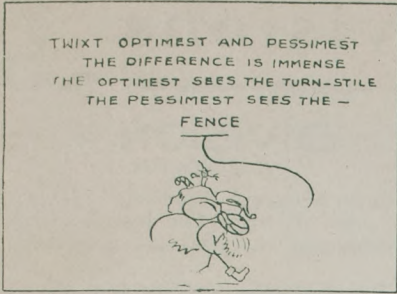


SAFETY OPERATORS, Division No. 4—L. A. Moyer, T. Walsh, C. B. Crome, A. C. Beck, R. P. McNeny, H. W. Frazier, B. S. Hopkins, W. E. Caldwell, L. M. Chapman, A. Vejar.

**Corp. Here's your Bonus check
Wife. Thank you!!!**

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

Motr. L. A. Mayer, Div. Four
Los Angeles Railway.
Gentlemen:
I am glad that I can recommend one of your employes, Motorman 3017 on Indiana Shuttle. I am glad to say that he is a gentleman—one of the most obliging motormen you have. I have been riding with him for about two years and he is always the same.

Yours,
J. F. SEYMOUR,
3749 East 5th Street.

Condr. A. E. Hubbard, Div. Three
Los Angeles Railway.
Gentlemen:
This morning as I paid my fare on the "L" car—west bound—the first thought that struck me was, here is a nice, courteous and efficient conductor. I got his number unaware of his knowing anything about it—868.

It certainly is a pleasure to know that a conductor is paying attention to the stop crossings and directs passengers. This one is all right.
Respectfully,
MRS. J. HARTNETT,
2629 1/2 North Main St.

Motr. C. B. Gordon, Div. Two
Los Angeles Railway.
Gentlemen:
I wish to inform you of a very lovely kindness extended to me by the motorman and conductor on the University St. car. The number of the motorman was 1581, and I believe the car was 184.

A few days ago I was running to catch the car when my purse came open, and unknown to me my coin purse dropped out. The motorman rang the gong, stopping the car and calling my attention to the fact. Its loss would have seriously inconvenienced me as it contained my weekly salary.
Needless to say, I am very grateful to these gentlemen for their courtesies.

Yours truly,
MISS M. GILBERT,
934 West 59th St.

Condr. A. J. Hathwell, Div. One
Los Angeles Railway.
Gentlemen:
There are many indifferent conductors in your employ, so that it gives me pleasure to speak especially of one on the 6th Street line—No. 2302—A. J. Hathwell.

This man is always kind and courteous, taking especial care to call stops distinctly and aiding the aged or crippled. I have occasion to go back and forth on this line a great deal and cannot help but notice the difference.
In a city where there are so many tourists the attitude of a man like this is especially commendable and I take pleasure in so doing.

Very truly yours,
MRS. IDA M. STONE,
620 South Manhattan.

Condr. M. C. Fisher, Div. Five
Los Angeles Railway.
Gentlemen:
Some time ago I felt it my right to call your attention to one of your conductor's impudence and discourtesy—not that I liked to do it but thinking as much for your service as for myself and to show you I am not a senseless kicker and that I can take pleasure in speaking of a man's good points, will recommend to your attention the tact, courtesy and attention to business as shown by Conductor 3118. I have seen but little rudeness shown by any of your men in the many rides I have taken on your cars, but this man's attention to his passengers, particularly noticeable in the case of old people, women with children, etc., was outstanding and I am glad to let you know it, and remember I claim this is the best all-around service I have seen.

Sincerely yours,
J. B. SMEDLEY,
437 West 67th Street.

46 OUT OF 110 REPEAT IN WINNING TOP BONUS

OF THE 110 men receiving special awards as being the top men of the five divisions, 45 have received the special awards in previous years.

The Division Two motormen are the highest group of "repeaters," six of the ten having won special bonus previously and three of them being in the top group for the third year. Half of the motormen of Division One and Three and half the conductors of Divisions Two and Three are "repeaters."

Motoman J. L. Ott of Division Three and Conductor N. W. Wagner of Division Two; Motorman W. G. Dugger and Conductor A. R. Graves of Division Five, have been winners of special awards in 1921, 1922 and 1923.

Below is the complete list of special award winners. Each group of ten may be considered as the top men of each division. The years in which they won previous top awards are listed after the names of the "repeaters." The first six names in each group are arranged in the order they were rated by the transportation department. The special prizes were \$100, \$75, \$60, \$40, \$25, \$15 and four prizes of ten dollars each. Here are the winners:

DIVISION ONE

Motormen—G. C. Hanson, '21; E. Braun; S. Scheinert; D. F. Hodges, '22; E. K. Knapp, '23; J. S. Peach; J. E. Fagin, '23; L. Burnett, J. H. Johnson; P. Sciffo.

Conductors—W. E. Marsh, '21, '23; R. W. Stevens; G. J. Thorndson, '23; V. Impusene; A. F. Miller; G. J. Stoddard; S. O. Lorono; C. S. Rogers; D. R. Greenfield, '21; H. H. Hennings.

DIVISION TWO

Motormen—T. K. Batson; '21; E. C. Secrist, '21, '23; J. H. Allday, A. I. England; W. Harris, '21; G. Doerflinger, H. H. Fairman, '23; J. C. Prichards; R. Aldsworth, '21; F. Wesloh, '21, '23.

Conductors—S. G. House; F. Habich; E. W. Gay, '23; N. W. Wagner, '21, '22, '23; G. B. Lindersmith, '23; C. O. Ashton, '23; C. C. Bloom; E. H. Rosebrock, '22; A. F. Crosby, R. E. Johnson.

DIVISION THREE

Motormen—J. L. Ott, '21, '22, '23; C. H. Doughty, '23; E. M. Meyers; H. E. Crooks, '23; H. Christin; J. J. Scrapneck; A. J. Kinsey; S. I. Spikes; A. Benson, '22; D. E. Greaves, '23.

Conductors—O. G. Thompson, '21, '23; D. A. Kuykendall, '21; C. A. Risley; I. E. Gott, '21; S. J. Riggs, '21, '23; J. Pewitt; D. A. Jones; J. A. Morris; J. G. Visser, '22; J. J. Olexo.

DIVISION FOUR

Motormen—J. M. Gustafson; W. Brotherton, '21; J. B. Woodland, '21, '22; A. F. Kiefer; E. F. King; J. Z. Gascon, '21, '22; H. Phillips; A. E. Temple; E. Reichelt; J. J. Morgan.

Conductors—H. Buckman, '21, '22; S. T. Cooper; J. L. Carnine, '22; G. E. Conkle; W. R. Price; C. J. King; C. R. Clark; G. A. John, '23; J. A. Saunders; G. T. Lashbrook.

Safety Operators—L. A. Moyer, '22; T. Walsh; C. B. Crome, '22; A. C. Beck, '22; R. P. McNeny; H. W. Frazier, '21; B. S. Hopkins; W. E. Caldwell; L. M. Chapman; A. Vejar.

DIVISION FIVE

Motormen—W. G. Dugger, '21, '22, '23; M. Perlin; E. M. Austin, '22; D. McCarthy, '23; J. Gillespie; M. McConnell; J. W. LaGue; A. J. Eaton, '22; M. E. Tobin; F. P. McMurphy.

Conductors—G. Laird; A. R. Graves, '21, '22, '23; F. Nelson; H. L. Sugg; J. Perkins; C. D. Fisher; H. Hazen, '22; F. W. Buxton; D. L. Cragg; E. Link, '22, '23.

Cooperative Association Insurance \$1730 For Year

From January 1 to November 30 this year, the average payment per death made under the insurance plan of the Los Angeles Railway Employees' Cooperation Association amounted to \$1,730.50, according to figures compiled by C. A. Henderson, secretary of the company. Thirty employes passed away during the eleven months, making the assessment of members \$15 each. Fourteen members of the Wives' Death Benefit branch of the Association died during the eleven months, and the average payment per death in this branch was \$474.40, with an assessment of \$3.50 per member.

The increasing strength of the association and the increasing benefit of participation is shown by the fact that the average payment per death in the period from January 31, 1918 to November 30, 1924, was \$1,305.00 and under the Wives' Death Benefit branch, it was an average of \$345.00. Both of these figures are exceeded in the report covering the first eleven months of this year. The payments to beneficiaries from January 31, 1918, to November 30, 1924, total \$167,035.90 in the Employees' Death Benefit branch and \$31,044.75 in the Wives' branch.

1st & Bonnie Brae Cross-over Put Down

The track department is putting in a cross-over at First and Bonnie Brae, which will be used by Line "I" as soon as the track is ready. The work is being pushed now that the street work is well under way. The Line "I" cars will run from First and Hill to First and Bonnie Brae, and Line "D" cars will make the turn at Alvarado and Sixth to First and Bonnie Brae, as they are doing at present.

Vermont Turnback On "N" Discontinued

Under a new schedule on Line "N", effective Sunday December 21, the afternoon turn-back at Vermont Ave. will be discontinued. The turn-back was established last Summer as one of the power conservation measures. The schedule department has been so busy handling the extra cars which have been fitted into lines for the increase in Christmas travel, that the building of complete new schedules has had to take second place to the

On The Back End (Contributed)

One of our motormen—no names mentioned—told one of our Beau Brummel conductors that iodine, as a hair producer, has no equal. His hair is now coming out nicely.
J. T. O'Hara.

Our bureau of trollygical research reports that Noah was the first man to yell, "All Aboard!"
A special investigating committee which recently returned from the Redwoods where our railway ties grow, reports that if all the trees in California were piled one on top of the other, they'd make a lot of noise when they fell.

Personality is a big factor in business success—but personality is not made by tailors and barbers.

Having confidence in your own ability will prove of material aid. Not idle boasting, but the kind of determination that proves to be an asset when such is needed.

Motorman C. E. Yocum came in the other day just after the rain and swore that he saw snow out at Bonnie Brea street. Too bad, Yocum seems to be such a nice young feller too, but it looks like a sad case, probably had too much Bonus.

A bootlegger suggests that Americans should boost home trade by buying moonshine instead of imported liquor. Here is a good chance to die for your country.

Conductor Keran took a look at the runs up for bid at Div. 3 and saw 412 open. Fine daylight, and so he wrote out a bid card and was just about to put it in the box when some one asked him if he knew it was the owl. Daddy is talking to himself yet.

T. E. Shelton, Car Repairer, is an exponent of Interstate Commerce. Recently he acquired a bride in Phoenix, Ariz., passed around Philadelphia cigars and is settling in Southern California. Best wishes from the boys.

95 Out of 100 New Cars Are Delivered

All but five of the 100 cars purchased in St. Louis have been delivered and 75 of the 95 cars are available for service. A number of them have been on the lines for some time. Sixteen of the twenty cars built in the South Park shops have been turned out for operation.

immediate work of arranging the service extras.

Last Wednesday 956 cars were in maximum operation and this number is being steadily increased.

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

I wish to express my sincere thanks to the boys of this division for their efficient work and hearty co-operation during the past year. I wish each one of you and yours, a Merry Christmas and a Happy New Year.

Signed, E. C. WILLIAMS

Motorman Z. P. Myers is in the "Roosevelt Hospital" where he was taken last week to have his appendix removed. The last reports indicate he is getting along fine.

Motorman G. D. Riley returned the other day from Santa Ana with a suit case in one hand and all out of breath, having made a hurried trip out of town on "Business." What the "Business" was of course is not our business, and we do not intend to make it our business but we have our suspicions that the business was not all business and we are going to make it our business to look for some first class cigars in the near future. (Contributed by a near-friend of Mr. Riley's.)

Talk about a lucky motorman, how's this: Motorman S. B. Prancevich received on the 15th along with a fat Bonus check a brand new baby girl weighing some 7-pounds. This is the first and naturally Papa Prancevich feels some proud—and justly. We will say he is some sport at that for we all enjoyed some fine cigars.

Men working runs on the "R" line will no doubt remember that fat boy, P. A. Munden who used to hold down a night run over there before taking a three months' leave to go to Wasco, (wherever that is) now he has decided to stay in Wasco and raise chickens and other things.

DIVISION 2

H. T. Hansen

The only complaint that is heard in regard to the Bonus, is that the amount was larger than expected. We are willing to take care of the surplus. All except Motorman V. E. Scott. He expected \$61.

Conductor F. T. Ginger has his bid in for first money in 1925. He offers half of it to any one who catches him reading a newspaper on duty.

Motorman G. Doerflinger expects to cop first place for motormen. He has been moaping around trying to find out what kind of cigars the instructors and supervisors smoke.

Motorman W. E. Hancock informs all interested that Mr. Doerflinger is going to have trouble keeping him off the top perch.

Motorman T. K. Batson rises to remark that he has put a pot of glue on the perch and sat down in it.

Conductor S. G. House bought two pounds of 20 penny nails, and if he can borrow a hammer, it will take a crow bar to pry him loose.

When an irate passenger climbs on Conductor E. W. Gray's frame next year, he intends to offer him a cigar and invite him to remain just as long as he wishes.

There is not going to be a man at Division Two next December, who rates less than one hundred per cent. We hate to show the other Divisions up, but they can't deny it, as we gave them sufficient notice.

SANTA CLAUS SURE IS A GOOD GUY.

Conductor's J. W. Godel and N. E. Shain is back on the job after two years absence. Glad to see you boy's back again.

Who's Who



"I cannot afford to buy very many Christmas presents, so I'll send copies of 'Two Bells' to the folks back home in Kansas City," remarked Motorman O. C. Milton, one of the old timers of Division Two. Nice compliment that for the paper, so we reciprocate by publishing Motorman Milton's picture in this Christmas edition.

He started with the company in 1907 and continued in service until 1912, when he went away for six years but returned in 1918. He is a side partner of several years standing with George Ferguson, now superintendent of Division Five, who worked with Motorman Milton on cars of Division Two, years ago.

Mr. Milton is the typical type of steady, consistent worker who makes good car service possible.

Greetings: Kansas City!

BUS DIVISION

Elmer Wood

The following sign was posted on a potato chip box in a store at Eighty-fifth and San Pedro. "These potato chips do not include our contribution to the Community Chest." Eighty-fifth and San Pedro is the terminal for the San Pedro bus line.

Notice to those who have not already noticed it. There is a box on the wall at the Bus Division for suggestions to appear in "Two Bells."

While working on Figueroa, V. G. Smith was standing up collecting fares. A woman passed by without paying, so Smith asked her for her fare, and she said, "Oh, I thought you were just a school boy."

Introducing new men: S. U. Norton has been transferred from Division Three.

Introducing new men: E. J. Richards. Has worked for L. A. Ice & Cold Storage Co.

Brownie had good mileage out of his care the other day. Had it towed in from Santa Barbara.

Slack Brakes!

DIVISION 5

F. J. Mason

To the Trainmen of Division Five:

I wish to thank all of the trainmen of this division for the excellent work that they have done during the past year.

I know that it has been trying at times and, even though you did your best, in some instances you failed to follow certain rules and regulations

DIVISION 3

Dan Hanley

TO TRAINMEN DIV. 3—

I wish to thank each one of you for your co-operation and loyal service during the past year and I congratulate you on the wonderful records you have maintained, especially those of you whose records entitled you to special bonus and I am sure I am safe in assuming that your records for the coming year will demonstrate that those of you whose records were not quite what they might have been, are making an endeavor to correct the failings which resulted in the lowering of your records.

I take this opportunity to extend to every one of you and yours a very merry Christmas and a happy and prosperous New Year.

E. R. DYE.

Con. Davenport on show up to Clerk Allen—"Can I go out and get my hair cut?"

C. A. to C. D. o. s. u. "What get a hair cut on show up time?"

"Sure" replied Con. Davenport, "it grew on show up time, didn't it?"

Myrtle says "Waffles are hot cakes with cleats."

Yes, I've quit the hold up game I'll hang around joints no more So with a sigh and a faint little cry The garter stretched out on the floor.

Los Angeles has now 1,362,461 population. Baby girl born to conductor Gillespie A. O. H. please take notice.

Motorman W. V. Tamplin, after a brief illness passed away at the Roosevelt Hospital Tuesday Dec. 16.

Boys, we have just had the pool tables re-covered and hope that you will take care of them a little better than heretofore. Also the cues and pool balls, they are put there for you to enjoy yourselves and hope you do. Let's see if we cannot have a decided improvement in their usage.

"Merry Christmas" this issue "Happy New Year" next.

which should serve as a lesson during the forthcoming year.

Let us all make an endeavor during the next twelve months to be all top bonus men, and, if this should come to happen, I feel sure that such a situation would be greatly appreciated by our company.

Wishing you and yours a Merry Christmas and A Happy New Year.

I am,
Very Respectfully,
GEO. E. FERGUSON.

Did you get your Bonus?

Gee, it's bigger than I expected.

Tommy Maitland was working the rear car of a two-car train going west on 48th street. A timid looking little old lady boarded his car, asked how much the fare was, which one of the holes in the fare box to drop it in, thanked him very much for giving her a transfer without extra fare and then asked him if she could please sit down in the rear car as she didn't want to walk all the way through to the front car.

What kind of a noise annoys an oyster?

Ed. Link says the next time he rides with Heinie in his Nash, he's going to walk.

The boys of Division 5 take this opportunity of expressing their sincer-

DIVISION 4

C. J. Knittle

Superintendent Wimberly extends to all men of Div. 4 and its mechanical department the season's greetings.

Joe Michels, our former stenographer, who is now typist at the county jail was showing "ye scribe" through the prison last Wednesday.

"What terrible crime did this man commit that he is kept in an individual cell?" asked the scribe.

"He did not commit any crime," explained Mike, "he saw a man shoot another man up at the Plaza last week and is being held as a witness."

"Ah!" cried ye scribe, "I would like to see the man who did the shooting."

"You can't," replied Mike, "He's out on bail."

"Mac," the barber around the corner, says the most freakish prank of nature occurred one day when a flash of blue forked lightning snaked into his shop, gave a customer a hair singe and then rang up the right amount on the cash register.

Our stenographer, Benedict, is so afraid of catching cold that when he takes a bath, he stops up the holes in the sponge.

Bob Lindsey walked up to a news stand last Tuesday and asked if they kept papers for a week back.

"For a week back?" shouted the kid, "ya don't want papers. Ya want porous plaster."

A little nonsense now and then,
A little horse play on the side,
Was relished by the best of men
Who really lived before they died.

Motorman G. E. Kennard, who saw plenty of hard fighting with the Canadians, overseas, says if the liquor in England is as bad as the stuff dispensed here, it is no wonder they sing, "God save the king."

When the teacher asked Motorman C. L. Seybert's little boy what a "pappy" was, he promptly answered, "A poppy is a mommy's husband."

If some of these jokes
You've heard before,
Just laugh again
And don't get sore;
For the world is large,
Good jokes are few,
And not everyone
Is as wise as you.

"Sir Richard, will you tell our little friends out there in radio land about Mary and her mule?"

"Yeth, Unca John."
"Alright, stand a little nearer the microphone."

"Mary had a iyddle mool,
She called him Gentle Abel,
But when she perked his yiddle tail
He kicked her in the stable."

School is dismissed.
Charlie Scheck will remain for throwing paper wads at Jerry Stackhouse.

est sympathies to Mr. and Mrs. T. Van Sandt in the loss of their two-weeks old baby.

We regret to announce the death of Motorman Ed. Devlin of this Division, who passed away on Wednesday, December 10, 1924. Funeral service was held at the Holy Cross Church, 47th and Main streets, at 9:00 A.M. and was attended by Foreman A. F. Grant, Motorman Geo. Rupp, W. Atchison, T. E. Davis and Conductors H. M. Brown, Geo. Orr and E. J. McDonald.

All the boys of Division 5 join me in expressing heartfelt sympathies to Mrs. Devlin in her bereavement.