



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

# Merry Christmas Spirit Prevails

## ENGINEERING DEPT. BUSY WITH NEW MACHINES

New equipment of various kinds which plays an important part in one phase or another of street car service has been received recently by the engineering department.

One of the most interesting new arrivals is an electric ditch digger, which will be used for cutting even paths for ties and new tracks. The machine is at the main shops, where B. H. Eaton, engineer of ways and structures, is keeping busy sorting the parts and pieces. The electric shovel is one of the latest things in the street railway business.

A milling machine that brings joy to the heart of Machine Shop Foreman L. J. Hathaway has been set up and is expected to be of particularly valuable service.

A twelve-ton gasoline road roller for street work, necessitated by track repairing, has replaced a ten-ton steam roller.

Division Five has been supplied with a fine new wrecker, rebuilt from a big mail car.

The track department is busy smoothing out the wrinkles on West Sixth street between Alvarado street and Rampart.

Merry Christmas

## MAP SHOWS CITIES WITH SAFETY CARS

A handsome and large map of the United States showing the cities operating Safety Cars is being exhibited in the lobby of the main offices, Pacific Electric building. The map is illuminated with electric flashlights. Different color lights indicate the number of Safety Cars operated by the different cities. As the lights flash on and off, a pretty spectacle is presented.

It is interesting to note that Safety Cars are in practically every eastern city of importance and most of the cities larger than Los Angeles have them.

Merry Christmas

## G. J. Kuhrts Extends Appreciation of Service and Season's Greetings

To the Officers and Employees of the Los Angeles Railway:

When our traffic is at the peak on account of the Christmas holidays, and when the year is drawing to a close, it seems an appropriate time to express our appreciation and commendation of the efficient and faithful service rendered by the officers and employees of the Los Angeles Railway during the entire year.

We have had many problems to solve, difficulties to overcome, and some criticism to meet, yet on the whole, the Management feels that even though operation has been at financial loss, this year has been a successful and instructive one in our business.

Those whose duties have brought them into contact with our patrons, the traveling public, have been courteous and tactful, but no less credit is also due to all other employees who, while they have not dealt directly with the public, have yet, by the proper and zealous performance of the work assigned them, whether clerical or mechanical, made it possible for the Management to provide a united and harmonious service that we believe has not been surpassed and perhaps not equalled by any street railway system in the world.

Wishing one and all a full measure of happiness and prosperity during the year to come, I am, Very truly,

General Manager.

## BIG TWO DAY XMAS PARTY ATTRACTS CROWDS

The happy holiday spirit of Christmas season reached every member of the Los Angeles Railway family. The celebration centered at Recreation Hall, where from Tuesday afternoon to Wednesday night a continual round of fun and good fellowship held sway.

One of the most pleasing features of the entire affair was the presence of scores of kiddies. Children of employees of all departments joined in the games and dancing, ate to capacity on candy, sandwiches, apples and all the good things available.

The Christmas tree decorations and the Christmas bells throughout the hall added attractively to the spirit of the time. Entertainment in which employees and outside talent presented various acts pleased the big crowds both nights. From youngest to oldest, those who attended joined in the dancing and voted it one big, happy time.

The bonus checks totaling \$58,605 paid as a Christmas present for efficient trainmen made a marked difference in the celebration of Christmas at many employees' homes.

Added to this, the accommodation of moving up the regular pay day for trainmen from the 25th day to the 23rd and 24th came as happily as it was unexpected.

Merry Christmas

## L. A. RY. ORCHESTRA IS NOW ORGANIZED

The Los Angeles Railway Orchestra, which has been an aim of those musically inclined, is now a reality. With 28 members enrolled this week an initial rehearsal was called for Thursday night in Recreation Hall. It is intended to arrange rehearsals for day and night run men.

Conductor E. B. Valentine of Division Four, who was instrumental in organizing the orchestra, leaves with his wife for Honolulu next week. It is necessary for him to visit his mother. Motorman I. F. Phillips of Division Three has taken a lively interest and will keep things moving.

# Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

## The Spirit of Bethlehem Today

CHRISTMAS, with the spirit of "peace on earth, good will to men," is here again. The same song that nearly 2000 years ago angels chanted through heavens, comes to us this year with new spirit.

It seems but yesterday when at Christmastide the nations of the world were fighting to determine whether the hopes and aspirations of that first Christmas night should prevail or whether selfish lust for power should have dominion.

Against a thin brown line from Flanders to the Alps the Teutonic forces hammered in vain, then rolled back, broken and crushed. With them fell their false aspirations. Above the shambles and ruin rose the spirit of right, the spirit of "peace on earth, good will to men."

Today we are at peace. The same spirit which led the allied forces of the world to crush a false conception of power is ours today to carry out in peaceful pursuits. It is ours to demonstrate in honest endeavor for honest reward whatever our calling may be. It is the spirit of fair dealing, fair play and justice. Such is our duty if we would maintain the ideals we honor at this Christmas time.

To every member of the Los Angeles Railway family, Two Bells extends a Christmas wish of sincere good will. The mission of Two Bells is to help and to entertain. How well it can succeed depends largely on the interest you show in the paper. Two Bells thanks those who have helped make it possible and bespeaks your heartiest support in the coming year.

## NEW BLANKS FOR WITNESS NAMES

To give a complete, correct and concise list of witnesses to accidents, the claims department is preparing a form on which conductors will copy the names and addresses from witness cards. These forms will be distributed soon and necessary instruction will be given. The purpose of the new form is to aid the claims department, as it is hoped to reduce the trouble caused by incomplete cards being turned in. They are often received with full names and addresses. As a witness is often as valuable to a trainman personally as to the company as a whole, there will be a general benefit from the new plan.

In connection with this, trainmen are asked to show special care in handling witness cards. If you are unfortunate enough to be involved in an accident, whether any blame can be attached to you or not, keep your head. Do not do or say anything to irritate the other fellow and make your best effort to procure a complete list of witnesses. Be sure you can read them and that they are complete, for if you can not read them it is pretty nearly certain that a claim adjuster can not.

Merry Christmas

## 180 DAYS FOR MAN WHO HIT EMPLOYEE

Conforming with the policy of the Los Angeles Railway to give employees all possible protection in their work, a man who was accused of attacking Conductor Lewis C. Greenig of Division One was brought into Police Judge Chambers' court last Tuesday and received a sentence of 180 days and was put on probation for two years.

Conductor Greenig was on a car pulling into Division One. The motorman had made the turn at Fourth and Broadway and barely touched an automobile which had been left standing on the tracks. No dam-

age was done to the machine. A small crowd gathered and when Conductor Greenig stepped to the street to investigate, he was struck on the face by the man, a taxi driver and ex-pugilist, who did not own the machine or have any interest in it. The company's legal department procured evidence and the case was handled by the city prosecutor. The man who made the assault pleaded guilty.

Merry Christmas

## QUESTION BOX

**Question:** When car runs over a valuable dog, is the crew supposed to make out report? If so, what kind?

**Answer:** Yes. Claims are frequently made for loss of dogs when run over by street cars. Make regular accident report on form provided for "Collisions With Vehicles or Pedestrians."

**Question:** What is the proper way to address the dispatcher when we are late or want to turn back, or, in other words, what is the simplest way to tell him your troubles?

**Answer:** When dispatcher answers use the following form: This is car No. 750, car run No. 24, at 10th and Vermont, delayed by congestion on Broadway, eight passengers on car. What shall we do?

**Question:** The new Johnson fare box registers and returns pennies to conductor; also has dial marked S Tickets. How are these boxes to be operated?

**Answer:** Turn in cash according to reading on cash dial. This will sometimes result in odd pennies having to be turned in, but turn in must be made in accordance with the reading. The ticket dial is inoperative at the present time. Due notice will be given when it is desired to begin the registering of tickets.

**Question:** In operating a car equipped with magnetic brakes, what causes car to jump and continue jumping when brakes are first applied?

**Answer:** This is usually due to shorting of the motors by allowing the car to gain too high a speed before brakes are applied. As soon as car begins to coast down hill, magnetic brakes should be applied and the magnetic brake controller fed up gradually, one point at a time, when it is desired to make a stop.

**Question:** In operating a car equipped with Johnson fare boxes at break-up point, such as Lincoln Park on Sundays, or at other points where a heavy load is picked up, if supervisor tells us to open gates and load Standard, shall we do so?

**Answer:** Supervisors will not instruct you to load Standard if they know the car is equipped with a Johnson fare box. Should a supervisor tell you to open your gates under such conditions, call his attention to the fact that you have fare box on your car.

**Question:** In case a lady passenger requests a transfer and is asked in what direction, and informs me that "it is none of your business," what shall I do?

**Answer:** Politely inform the lady that transfers cannot be issued unless you receive the necessary information, and do not issue the transfer.

R. R. SMITH,  
Chief Instructor.

## Bonus Check Goes To Wife for Xmas; She Sends Thanks

Los Angeles Railway.  
Gentlemen:

I wish to thank the company, through Two Bells, on behalf of my husband, M. R. Botello, who is a conductor at Division One, for the bonus check he received on the 16th inst.

He in turn gave it to me for my Christmas present. I beg to assure you it came in very handy in my Christmas shopping.

Again thanking you, I am,  
Yours for success,  
MRS. M. R. BOTELLO.

## Little Sister Thankful

Mr. L. A. Railway,  
Dear Sir:

You are indeed a good Santa Claus to my brother, H. Tupper, of Division Three.

We thank you very much and wish you all a Merry Christmas and a Happy New Year.

CONDUCTOR H. TUPPER'S  
LITTLE SISTER.

## Helped During Sickness

Editor of Two Bells:

Boys, I have something to tell you that I am proud and thankful that I am one of the family of L. A. Railway Company, and I am going to give them the best that is in me. Off sick for nearly three months, I returned to work and was made welcome by my superintendent and his assistants, and also received my bonus and a sick benefit check from the association for \$64.50.

What more could a man ask than that? I say, boys, "A friend in need is a friend indeed," and stand by them, boys, and they will stand by you.

Yours truly,  
H. W. CORNETH,  
Conductor, Division 3.

## LIBRARY INSTALLS INTERESTING BOOKS

Appropriate to development of the Los Angeles Railway housing plan, the library is installing new books of particular interest to home builders. Among a collection of new books is one, "The Gardenette," by Benjamin F. Albaugh, which has good advice on the best methods of handling a small garden. Others of interest are "Bungalows" and "Domestic Architecture."

The other new books are as follows:

Ten Minute Talks with Workers, Tales of Fishes, by Zane Grey; The Happy Hunting Grounds, by Kermit Roosevelt; The Gray Dawn, by Stewart E. White; The Valley of the Silent Men, by James O. Curwood; Beyond the Desert, by Alfred Noyes; Curley, by Roger Pocock; The Luck of the Mounted, by Ralph S. Kendall; Hills of Han, by Samuel Merwin; Erskine Dale, Pioneer, by John Fox; A Man to His Mate, by J. Allen Dunn; Trail to Two Moons, by Robert W. Ritchie; Gold, by Stewart E. White; The Rose Dawn, by Stewart E. White; Man to Man, by Jackson Gregory; The Man of the Forest, by Zane Grey; The Americanization of Edward Bok, by Edward Bok; Domestic Architecture, by L. E. Robinson; The Hidden People, by Leo Miller.

Merry Christmas

## R. B. Hill's Father, 81, Here for Visit

About the happiest man in Southern California last week was Superintendent of Operations R. B. Hill. The occasion was the arrival of Supt. Hill's father, George W. Hill of Douglas, Kansas. He is 81 years old and a veteran of the Civil War, having served in the Fourth Illinois cavalry.

An interesting part of the visit here is expected to be many an argument on relative methods of warfare as seen by Mr. Hill senior in the Civil war and his grandson, Capt. Douglas Hill, in the World war. Capt. Hill, son of Supt. Hill, was in the photographic section of the aviation corps and was in Italy for a time.

# USE JUDGMENT WITH RULES TO PROMOTE SERVICE

By A. K. PLUMMER  
Director of Traffic

A reasonable compliance with a reasonable rule is what the Los Angeles Railway expects from employes. Rules are as much for the protection of employes as the company, and to produce the best results there must be good judgment used on both sides.

Suppose a motorman heard a fire engine coming down the street as the car was crossing a street intersection. While the rule says cars must be stopped until fire engines are out of the way, it would be a pretty poor idea to stop the car right in the intersection where it would probably be in the path of the heavy vehicle. Naturally the right thing to do would be to clear the intersection and then make a stop if good judgment indicated such a necessity.

A motorman's job is a continual round of different situations. The ability to meet them with good judgment and avoid accidents is what makes a good motorman.

One of the most frequent causes of arguments between passengers and conductors on street cars was the issuing and receiving of transfers. I say transfer trouble "was" one of the most frequent because every effort has been made to have all conductors thoroughly schooled in the correct handling of transfers. The result has been a considerable improvement, with fewer controversies between passengers and conductors, except in cases where a car rider was intentionally trying to "put over" a bad transfer, or in other words, dipping his finger into the company's cash register and stealing a nickel.

Transfers illustrate the fact that rules are for the protection of the men as well as the company. Enforcement of the rules will prevent unpleasantness between passengers and conductors and at the same time save the company the loss of large amounts of money.

It is not the intention of this article to convey to you the idea that rules in general may be disregarded in favor of the individual trainman's judgment. That would not be practical any more than wiping out all the city ordinances and state laws, then leaving law enforcement to the judgment of individual police officers. The police officer has to use his judgment in ways of enforcing the laws and rules, and the trainman's job is to use his judgment as to the best way of accomplishing the objects intended by the rules.

That is all I have to say for the present about rules, but I desire to extend my wishes for a Merry Christmas, a happy and efficient New Year to all of you.

Merry Christmas

## Balks on Reading Bulletin 5:31 A. M.

A young conductor from Illinois of Division Two has decided that the life of a street car conductor is no snap. On pulling in Monday morning at 2 A.M., he saw posted a big sign reading: "Conductors please read Bulletin 531." He walked up to the window and roared at the night clerk: "When I get in at 2 A.M., do you think I'm going to get up at 5:31 A.M. to read a bulletin?"

You tell 'em, old hub, I've spoke.

# Conductor Ding and Motorman Ding Ding

By Rollins



## Bouquets And Things

(Hand Picked)

Special courtesy to an early woman by Motorman J. Harbinson of Division Three brought forth this commendation:

Los Angeles Railway.  
Gentlemen:

One of your motormen on the Eagle Rock line did me a very courteous and considerate favor a few evenings ago, perhaps because I am a gray-haired woman. Such instances are so infrequent, I mean on the part of the public, that I am impelled to write this letter telling you what a fine young fellow you have in your employ.

I asked his name and he wrote it on the enclosed card.

Yours very truly,  
MRS. CLARA S. ELLIS,  
147 Townsend Ave., Eagle Rock.  
Merry Christmas

The writer of this bouquet is certainly correct. We do like to hear of the good work by trainmen. No doubt hundreds of cases of special courtesy and service go unnoticed every day, but we are mighty glad to hear from those who notice them. The commendation is for Motorman J. H. Mills and is as follows:

Los Angeles Railway.  
Gentlemen:

No doubt you would like to hear a few words of credit towards one of your employes, as well as discredit.

Motorman on car No. 309 on Heliotrope Drive operating on West 7th St. at 1:30 today at 7th and Hill Streets is one of the most gentlemanly men I have yet come in contact with on any of your cars to date.

He was very obliging and a gentleman in every respect toward men and women, and I think he is to be complimented.

Yours very truly,  
G. W. PRICE,  
Mgr. of Dept. 155, A. Hamburger & Sons  
Department Store.  
Merry Christmas

This is a 100 per cent bouquet. The writer heard an unfair and grouchy passenger board the car and "bawl out" the conductor for nothing at all, according to the letter. When another passenger takes the time and trouble to let the company know that the conductor was in the right and at the same time to commend him for his gentlemanly conduct in the face of abuse from one who was not a gentleman, then we are indeed grateful. The conductor praised is R. E. Thompson of Division One. The letter reads:

Los Angeles Railway.  
Gentlemen:

Doubtless you will receive a complaint about conductor No. 1840 on the Western Avenue line. A man boarded this conductor's car about six o'clock. The car was crowded. This particular man immediately started abusing the conductor for service. The conductor endeavored to explain to him why the motorman started when he did, and some other matters. This man, thereupon, used very offensive language, and was extremely insulting to the conductor. I will say that your conductor conducted himself in a gentlemanly and courteous manner, standing abuse in a way that I feel that only your rules caused him to stand. His action was altogether commendable.

I never had seen this conductor before nor did he request me to communicate with you, but, because of the fact that you may receive a report which would do gross injustice to him, I take this liberty of addressing you.

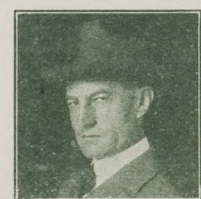
Yours very truly,  
HUBERT F. TRUE,  
Director School Health Dept., L. A. City  
School District, 419 So. Olive St.

# Never Dispute the Right of Way; Bluffers in Cars and Cards Often Called

THIS is the second installment of an article dealing with the dangers of track crossings. Last week, Mr. John C. Collins gave some very valuable instruction on the correct way to approach intersections and the points to watch. This week he continues this line of instruction, then deals with two of the particularly dangerous crossings. Does your run cross them? Perhaps your next run will and by studying this article you can be prepared.—The Editor.

By JOHN C. COLLINS,  
Traveling Supervisor of Safety

Approach all crossings as though there was a car standing on it. There is always a car due at a clear crossing; approach with car under control, and make an absolute stop. When you have stopped your car the danger is not half over. You have to get



safely over this crossing. Consider this eleven or twelve feet the most dangerous you have on your line, and use caution and precaution.

You now have the other fellow to take into consideration as well as yourself.

We'll say you are on foot, about to step off the sidewalk to cross a crowded street; you have only yourself to protect, so you look to the left first, for autos that might hit you as you are in their path; as you near the middle of the street, you pass through one danger zone into another. The danger now comes from the right-hand side. The same holds good on the cars. Only you have more than yourself to protect, and should use greater caution. When you are ready to go, ring two taps on the gong. Don't start while looking in the mirror; one glance is all that is needed to take in the whole situation. Look to the points where the danger is, or is likely to come from.

### Watch for Other Fellow

Don't let the other fellow's auto or car hit you, even if it looked as though that is what he is trying to do. Don't depend on hearing the other fellow's gong, or be satisfied that he heard yours, or don't sneak away without ringing it.

If the crossing is one of the out-of-the-ordinary kind, with curves and switches in different directions, greater precaution must be used, but to keep in the clear there are only three or four points where danger comes from; so if you train yourself properly, you will never have even a close call at any crossing. Never dispute a right of way, and run carefully where vision is obscured.

If a car is crossing in front of you, your vision is cut off from the man going in the opposite direction, so car coming from that side needs careful attention. It can be seen through the windows of car crossing, and trolley pole can be seen over the top, providing a man looks.

### Danger at Curves

The crossing at First and Spring has several dangerous combinations and the most collisions. Say there are about four cars all about ready to move. A Pico car westbound, a West 11th, southbound, an Eagle Rock City, northbound, and a Garvanza, northbound. Every man is on his toes anxious to get away so he won't have to follow the other car. The Eagle Rock rings first and starts around the curve. The Garvanza starts next, almost as soon as the Eagle Rock car. He has the straight track and tries to bluff the Eagle Rock man, who is a little slower on account of the curve. The Eagle Rock man does not bluff and pulls around the curve. The West 11th starts around the inside curve. The Garvanza car is still blocking the Pico car, but the Pico man has started and is going to cut right back of the Garvanza when it clears. The chances are that the Pico car will collide with his rear corner.

### Bump Can Be Avoided

Rear of Garvanza clears, we find West 11th man rounding curve, looking in the mirror to guard the overhang of center of car. Pico man coming right along not looking where he should and the result is a collision of cars.

I have helped clear up several collisions at this point, and it was not necessary any should have happened.

There are all kinds of combinations at all track crossings during the day, and it is different every time you arrive at one. But by using your eyes, judgment, and the little handle in your right hand as they should be used, no one could put you in a hole. Several men have started east and south bound while looking in the mirror, running the distance of about eight feet will cause a collision. No man should start without looking where he is going.

### Seventh and Main Bad

Seventh and Main is another bad place with less combinations. A northbound car is crossing Seventh Street. Westbound starts, times himself so as to cut right back of northbound car. Southbound car starts. The view of south and westbound cars is cut off by body of northbound car; as rear end pulls in the clear both men have their controllers on five points and are about ten feet from the meeting point. Result is that corner of cars smash, track delay, someone cut by flying glass, something to attract the attention of people on the street, and a day spoiled for some others. When a little foresight would have prevented the mishap.

See Entire Crossing  
Your scope of vision should take in

## On The Back End

(Contributed)

When a man tells you to give him L you can look surprised, but H. A. Russell reminds the editor that he has two of 'em in his name and it's 'ell when one is left off.

A passenger on my car had quite a time making out the workings of the fare box. He inquired if it was right that when a nickel is dropped in, it is registered in the main office, and if so, how it was done. "I see you take the box from one end of the car to the other," he said, "so there can't be any wires attached to it."

To carry out the fun of it, I told him that the wires ran from the post, through the track and up to the big boss's office.

Another passenger who overheard this said I'd never go to heaven for telling the truth.

CONDUCTOR HENRY KRAFT.

First Boy: "My father occupied a chair of applied physics at Harvard."

Second Boy: "Dat's nothin'; me fader occupied the chair of applied electricity at Sing Sing."

H. A. STRAWN.

"This," said he, "is the engine boiler."

"But why boil the engines?" said the sweet young thing.

"To make the engine tender," he answered gently.

You talk about ambition. Conductor F. K. Breckenridge has it.

The other day he was so anxious to take out his run that he rushed out to his car and, after getting things ready, he sat down talking to his motorman. About three minutes before pulling out time, it occurred to him to report to the office for his run. In he dashed in double time and finally came out wearing a long face. Some one heard him tell his motorman:

"I missed out."

Conductor F. E. Clark of Division Three took two days off and visited Ocean Park. He said that he heard the mackerel were running. Now he says he guesses they were—running so blamed fast he couldn't catch any.

After getting twenty bucks and then a ten spot that he found on the car and received when no one claimed the money at the lost and found bureau, Conductor Dick Haynes says it pays to advertise in Two Bells, but wishes to state that he has no money to loan.

The whole crossing. The fact that something attracts your attention shows that it must be out of the ordinary or you would not have noticed it. You know what the chauffeur or motorman on the other auto or car should do, but you want to be sure he is going to do what he should. Remember it is the unexpected happening that causes accidents.

Never assist a man to cover a mistake. Know where to look, when to look, and look. Know what to do and when to do it, and see that it is done.

You will find the bluffer on the cars, the same as in a poker game, and he gets his hand called every little while, bluffing for right of way.

Merry Christmas

# Looking 'em Over at the Divisions

## DIVISION 1

Division 1 extends Christmas greetings to everybody.

Motorman Billie Mathews took Monday off to do his Xmas shopping.

Conductor Fensky is still at the Crocker Street Hospital. Call on him, those who have time.

Conductor H. O. Funk hauls this one:

While H. O. had 'em all around him on the back end when he overheard a young lady telling another about her wrist watch stop running, and when she opened it she found what she termed a bed bug. H. O., who is so obliging, especially to the ladies, said: "It's impossible that such a thing could occur, for a watch case is dust-proof."

"Tee, hee, ha, ha!" she said, and looked at him with a smile and said: "Oh, yes, it could get through the ticks, sir!"

H. O. didn't have any more to say.

Conductor Ellis holds this one:

A lady boarded a westbound Pico car at Hill street and asked a new con. where Orange street was. Not knowing, the conductor searched his directory, but in vain. In his reply he said to the lady:

"I can't find an Orange street on this line, but we have an Orchard street. Maybe you can find it somewhere in it."

**Bill Bailey is a busy man buying Xmas presents for his wife. Ask him what he bought. We can't print it.**

Chester Hill, our noted day switchman, is spending the holidays in Washington, D. C. He will be back next week.

Merry Christmas

## DIVISION 2

We wish you a Merry Christmas.

Conductor J. W. Clark's first experience with a fare box resulted in his telephoning in that the box was full and that a new one was needed. Then up spoke a little fellow who said:

"You turn that handle and you will find all kinds of change."

If a few more conductors would take heed of Conductor W. F. Johnson's experience and stay away from the Broadway chickens it would save them a few dollars taxi fare in making late reliefs.

Our good natured motorman, L. G. Barnard, of the South Main relay racers, says that somebody is going to get hurt sending things to Two Bells about him when they are not true. He still insists he got those ten demerits for running ahead of time.

The boys are pleased with the new garages and are now coming on parade in limousines except Motorman Underhill, who still sticks to the "20-mule team" variety.

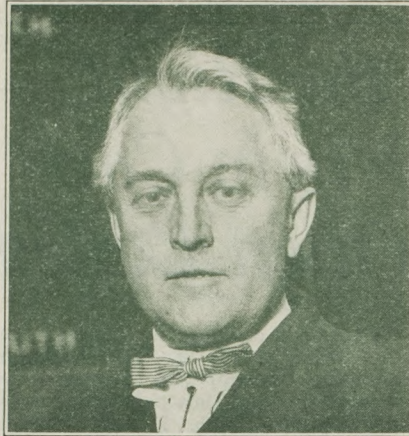
The boys of Division Two were not aware that Motorman Appleton had a twin brother in the railway service until someone got a side glance of his face and knew at once that Conductor Ding was his twin brother.

Anybody want off for Christmas? Ask T. Y. D. That's what they all say.

Miss B. M. Ruchonnet, of the manager of service office, was welcomed back this week after a brief illness.

Merry Christmas

## Who's Who



C. D. Clark, clerk of the dispatcher's room, says that when he started in the street railway game here it was thought grand if the superintendent looked out of the office window and said "Merry Christmas." There was no Christmas bonus and no employes' cooperative association.

But that was back in 1887, when C. D. ran a cable car on the Temple street line from the Temple block to Hoover. In 1894 he went on a trolley line on University, receiving the big pay of 20 cents per hour. The electric cars all ran out of what is now Division One. In 1902 C. D. became a dispatcher in the main office, which was then located at 645 Central Avenue. When the move was made to the present quarters, October 1, 1904, he ran the dispatching board while two others walked up with the sheets which composed the company records.

Mr. Clark is best known as "C. D." and has hundreds of friends among employes of all departments. He has just finished a new home at 2507 Buckingham Road as a Christmas present for himself and Mrs. Clark.

Merry Christmas

## DIVISION 5

Superintendent C. A. Morrison of this division wishes through Two Bells to extend to each and every one a Merry Christmas and a Happy New Year, and especially to the boys of Division 5, with whom he has for the past nine months been so closely associated. He is hoping that relations will be as pleasant and satisfactory through the next year as they have in the one to pass.

Motorman John Coward, we are sorry to report, is home in bed sick.

Foreman of the Car Barns Carl Gordon is wearing a pleasant smile, due to the fact that he has a new wrecker. The fact is he is all puffed up over it.

Conductor J. Kohen is taking several days off resting up and getting ready to enjoy the holidays.

Conductor W. H. Clark is taking a few days off to rest up and get ready for Xmas holidays.

Division instructor E. R. Dye made a business trip to Pomona Saturday. Mr. Dye, so we understand, purchased quite a tract of fertile land while there, which he intends to plant to Easter lilies. Also, we understand that he took his rod and reel and fully intended to hook some big ones, but on account of the Los Angeles River being dry he reported fishing as being dull at that point.

Merry Christmas

## DIVISION 3

Well, the festive season of Xmas is at hand and everybody should be happy, and the L. A. Railway trainmen should be especially so. The bonus just coming in at the right time when everyone wants a little extra "jack" to buy a few remembrances for their loved ones and friends. It will be a great thing to look forward to every Xmas, and will be a great incentive to the boys to do their "derndest" to make good in order to obtain it.

Allow me, on behalf of the office force, to wish you one and all and your families a very Merry Christmas and a Happy and Prosperous New Year.

To Mr. "Two Bells" and your side-kickers, Mr. Ding and Mr. Ding Ding, the boys of Division 3 and the office force tender our sincere good wishes for a Merry Christmas and a Prosperous New Year, and may your Two Bells continue to Ding Ding in the usual merry strain is our eternal wish.

Motorman T. A. Chambers and his conductor, J. A. Fordyce, are so much attached to one another that they are just like two lovers. But at that Chambers is at times very absent-minded. The other day he forgot all about poor old Fordyce at the railroad crossing and now Fordyce is thinking of filing a suit of divorce on the grounds of desertion.

Motorman J. W. Barrett (Skinney) has been off on sick leave for a few days. I should say nights, as he is the owl pilot. We understand the cause of his malady was the fact that his conductor received a reward of \$5.00 for a gun he found and turned in, but failed to divvy with John W.

Conductor A. E. Fessler was pinched lately for exceeding the speed limit with his Marmon 8. This is how Fessler says the judge put it: Guilty or not guilty, \$15.00 or 15 days. Next. Fessler paid.

Motorman Harry Mull claims the distinction of being the first fresh air artist of this division to take advantage of the tent house plan of the company, and he is now comfortably settled in his tent house No. 1. McNaughton Lane is located on the lawn 'twixt the "Y" and the gate. He says that if everybody would live in tents there would be no more use for goat glands, as when he gets up he always has that Gr-rand and Glorious feeling.

We are glad to report Conductor Bill Bailey back on the job again, after quite a siege of sickness.

Motoman H. W. Gilmour had an urgent call to Pasadena the other morning on account of the serious illness of his father. We are glad to hear that the old gentleman has taken a turn for the better and we trust he will continue to improve.

Merry Christmas

## Introducing: New Men of The Week

The following men have been assigned their divisions during the week ending December 18, 1920:

### DIVISION ONE

Conductors: E. Sands, M. B. Fohey, J. C. Kreider, W. E. Littleton, G. W. Sanders.

### DIVISION TWO

Motormen: H. Whiteside, C. A. Olden.  
Conductors: M. McMillin, E. L. Bach, P.

## DIVISION 4

The boys of Division Four take this means to extend to all other divisions, to all executives and all employes of our company their best wishes for a Merry Christmas and a Happy New Year.

Say, boys, you are probably thinking that news was scarce this week, but you see it was like this: It was requested that we send in our news a little ahead of time so that this little paper of ours could be distributed before Christmas. Consequently, the jokes, news, stunts and mishaps did not have the usual amount of time to happen, but we believe you men are all glad to get your "Two Bells" ahead of time. Are we right?

Transfer Clerk C. E. Robinson has been going in for some extra money these last few days. He's making it in a rather old-fashioned way. He is working a morning tripper on a "two-man" car on Crown Hill.

The Division Four boys were in luck last Tuesday and Wednesday. Why? Because we were nearest to the festivities which were taking place at Recreation Hall.

Can you imagine this? Conductor F. A. Bryant, who is only five feet one inch tall, was counting his cash the other day. When he got through, he exclaimed, "I'm short" He didn't need to count his money to tell us that.

He was working on the Temple St. line a few days ago. He had quite a load on one trip and they would not step forward. "Shorty" got almost mad and bawled out, "Now if you folks don't step forward I'll tell Santa Claus not to bring you anything for Christmas." And they sure did move.

The following boys were on the sick list at the time "Two Bells" went to press. We sincerely hope that they will be up and around by Christmas Day so that they can enjoy their Christmas chicken. They are Conductors E. T. Smith, C. H. Becket, and Motormen W. H. Warner, F. P. Hommel, O. R. Papke, W. McArthur, R. A. Knudson, G. Recard, H. U. Appel, D. Greenall, O. D. Sutton and H. J. Robinson.

Say, fellows, we've got two men in our mechanical department here who are certainly a pair. Last Saturday they were going to pull some trucks out of the car shed into the yards. They pulled their car onto the platform, moved the platform to the track that went out the door, switched around twice outside to get into the yards, when they suddenly noticed that the trucks were not coupled to the car, so they had to pull back into the car shed to get them.

Silvey, W. A. Henslee, H. D. Haubein, C. R. Cook.

### DIVISION THREE

Motormen: E. E. Davidson, G. Pierce, G. H. Souter, W. B. Logue, D. P. Cobb.

Conductors: W. W. Shafer, A. A. Fowler, B. F. Miller, M. H. Ingalls, F. U. Gosselin, J. Wallace, B. Jones, C. Banta, E. S. Pardee.

### DIVISION FOUR

Motormen: L. N. Woodard, E. W. Moore, A. H. Flauhaut, H. Rendell, W. M. Thomason.

Conductors: J. G. Johnson, R. L. Maguire, G. W. Fry, W. I. Taylor, E. J. Weston, F. Rhorer.

### DIVISION FIVE

Motormen: V. A. Leadbitter, W. T. Ragsdale, O. R. Flannery.

Conductors: C. W. White, E. W. Hartz, W. Hughes, J. R. Gunn, A. P. Nielsen, C. O. Duckworth.

Merry Christmas



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

# Testimonial Praises Merit Plan

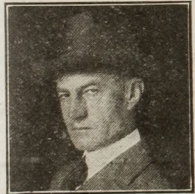
## Special Safety Rules For Rainy Season

### WAY TO MEET NEW DANGERS EXPLAINED

BY JOHN C. COLLINS  
Traveling Supervisor of Safety

*The best safety device that can be placed on a car is a careful man. Carelessness causes more accidents than want of knowledge.*

Very few men starting on the cars during the long dry summer months are familiar with the work under rainy weather conditions. True, it is not as bad as in the good old days of no drains and unpaved streets, but there are a few places needing attention yet. I have seen the water over six feet deep on the track at Third and Catalina; don't know how deep the sand was, but I saw an auto that was running on the sidewalk get stuck in the mud for over seven hours.



I could tell of many other conditions we were up against then that we do not face now, but because some may doubt the truthfulness of the statement, I will keep still. The old timers have not forgotten and could back up my statements.

During a light shower the rails are liable to be slippery as the dust is covered with auto oil. The same holds good after a rain. Rails are then worse than at first, as mud is carried by car or auto getting on the rails. It takes sand to cut it off. If it has rained hard enough to wash the rails clean, then you have the best operating rail conditions.

#### Protect Motors

You are not supposed to run through water over four inches deep above the top of the rails unless ordered to do so by someone in author-

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

## Santa Claus Deserts Reindeer to Use Car

SANTA CLAUS must have been using a street car instead of reindeer, judging by the cargoes left at each division.

Supt. Eddie Williams of Division 1 had his plans for "cutting out" tobacco all spoiled when on the day be-

fore Christmas he found a beautiful pipe and a quantity of tobacco and cigars on his desk as a remembrance from the boys.

A gold-trimmed pipe was presented to Supt. P. V. Mann of Division 2.

Division 3 remembered that Supt. P. C. McNaughton had moved into his new office and the boys took the opportunity to fit it up with a new rug, a chair and cushion, a desk calendar, ink stand and water pitcher.

A signet ring was the Christmas present of Division 4 boys to Supt. L. L. Wilberly, Motorman Sloane doing the presentation honors.

Supt. C. A. Morrison of Division 5 got cigars enough of all kinds to offer them generally to both friends' and enemies, only he hasn't any of the latter.

Following the presentation to Superintendent Wimberly of Division Four, Motorman Sloane presented Instructor A. A. Goldsmith with a box of cigars showing that the boys had not forgotten the help given by their tutor in the "instruction car" days.

HAPPY NEW YEAR

## Signals to Govern Cars on East 1st.

The Maintenance of Way Department is working on eastbound track on East First Street between Boyle and State. Cars will operate over westbound track. Flagman will be stationed midway between these points and the following signals will govern movement of all cars:

**DAY SIGNALS**—White flag displayed signifies westbound cars proceed.

Green flag displayed signifies eastbound cars proceed.

**LANTERN SIGNAL**—White light displayed signifies westbound cars proceed.

Green light displayed signifies eastbound cars proceed.

## OFFICERS NAMED FOR ORCHESTRA

At a meeting of the orchestra held at 8:30 p. m. December 23, the election of officers took place and rules and final arrangements were made.

The officers elected follow: Directors, I. F. Phillips and E. B. Valentine; president, C. J. Knittle; secretary, D. Greenall; manager, C. V. Means; publicity manager, J. G. Jeffery; librarian, F. C. Fletcher.

January 5 was decided upon for the first rehearsal. It will be held at the home of Mr. and Mrs. Herbert Womersley, 334 West 17th St. (corner of Hope).

The dayshift men will hold their rehearsal at 8:30 p. m., under the directorship of I. F. Phillips. The nightshift men will hold their rehearsal at 11 a. m., under E. B. Valentine. This applies to all rehearsals.

The orchestra is divided into two classes, active and associate members. The former comprises actual employees, eighteen years of age or over. The latter, immediate relatives of employees, fifteen years of age or over.

A business meeting will be held in conjunction with the last rehearsal of each month.

The membership to date is thirty-three. Division Three has the most representatives, eighteen of their boys having signed up.

We would like to see a good turnout at this first rehearsal. Don't forget, boys, 334 West 17th St., January 5, at 11 a. m. and 8:30 p. m.

D. GREENALL, Secretary.

## TRAINMENSIGN BIG LETTER TO INDORSE SYSTEM

By GEORGE BAKER ANDERSON,  
Manager of Service

The Manager of Service desires hereby to acknowledge the appreciation and indorsement of the Merit System coming in the form of a testimonial signed by trainmen of the various divisions under date of December 25. The attitude of the trainmen set forth in this testimonial is most gratifying. You have testified as follows:

"We thoroughly endorse the Merit System, as it is favorable to the increase in efficiency; it tends to diffuse a moderate independence; it promotes the growth of spirit, and fortifies a respect which is entertained for all rules laid down by this company, and these are advantages which exercise a direct influence over the relations which one member of a crew bears to another and to the Management of this company."

The management is looking forward to the year 1921 with bounding hopes and full confidence that long before the expiration of the coming year this system of endeavoring to ascertain and keeping a record of the standard of efficiency set by the various men will become so familiar to all the men, and so improve as we proceed in working it out day by day and month by month, that it will finally be accepted as a permanent institution.

#### Benefit to Men

You men have rightfully stated the fact—the intent of the system and of the project generally is solely that it shall benefit the men—that it will result ultimately in instilling in the minds of all the fact that it is through self discipline only that a man is to be benefited.

Men make themselves what they are. Nobody can make a man efficient or inefficient. It is up to the man himself. It is up to you.

*Wishing you a safe, happy and efficient new year*

# Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

## Accomplishments of 1921

**A** GAIN the "fade-out" on a full year. The year 1920 has passed and taken with it accomplishments and failures. Now 1921 is on hand with new possibilities for accomplishment.

This is the open season for good resolutions. Just a year ago a lot of good resolutions were being made. Some of them were kept and they represent the accomplishments. The failures do not need comment.

Many accomplishments of 1920 came from the every-day resolution of every year: "I will do my best." That just about takes in everything. It means your best for yourself, for your employer and for your neighbor. There is no selfishness in that spirit, for selfishness benefits no one, least of all yourself.

Here is 1921 with a world of possibilities. It isn't necessary to lift your right hand on high at midnight on an inspiring mountain, but if every employe of the Los Angeles Railway, in whatever department he may be, says to himself, "I will do my best," you will be able to look back a year from now without regrets and with pride in your heart. Yours will have been a year of accomplishment.

## Library Gives First Step

**"T**HOMAS A. EDISON once said that when he set himself for a particularly big undertaking, his first step was thoroughly to acquaint himself with what others knew about the problem; that to begin where others left off was the first principle in effective advance work; that nothing was more wasteful than for a worker to fail to avail himself of the fruits of the previous efforts of others."

This is just what your Library in room 767 does for you. It collects and puts before you the experience of others. Questions like this are answered every day by the Librarian: "What is the street car equipment of New Orleans?" Or perhaps the general claim agent calls and wishes to know the location of an obscure town in Arkansas. Information is found for busy men on every subject, from brakes to gardening.

## MOTORMAN OF 20 YEARS PRAISES SAFETY TALK

The Editor,  
Two Bells:

I must say as a motorman of over twenty years' experience, I have never before seen and read such a true statement given by anyone as our Traveling Supervisor of Safety gave in the Two Bells of December 13 issue, 1920, in regard to corrections in operating cars going in switches and around curves where switches are located.

That is something that every motor-

man, whether of long or short experience, should heed and practice for safety. I, for one, have done same, and instructed students to do likewise. The old saying is: We are never too old to learn, so one and all, let us make 1921 the most successful year. Thanks be to Mr. John C. Collins for the good advice.

Yours respectfully,

E. C. PARSONS,  
Motorman, Division Two.

## Sign Given When Cars May Double

Every available supervisor was kept busy during the Christmas week helping move the enormous crowds as fast as the seriously congested traffic would permit, and their work is almost as heavy as ever, even with Christmas over.

One of the principal duties in the downtown zone has been helping prompt movement over the cross streets. With some of the safety zones lengthened, it has been possible to load and unload passengers in the full length of the zone. Under these conditions cars can be doubled across the intersection when a supervisor, loader or collector gives the signal. In all cases the signal must be given before cars are doubled.

## Husky Son at Home of Conductor Griffin

Conductor R. F. Griffin rushed into the office of Superintendent Wimberly of Division Four, his chest swelled up and a big smile spread over his face as he informed the chief that he had become a proud dad the day before to a ten-pound boy. He also requested that the boys be told about it through "Two Bells" and then walked out with the air of a newly-made millionaire. Congratulations to R. F. Ain't it a gr-and and glor-ious feeling?

HAPPY NEW YEAR

A woman passenger boarded Conductor Didier's car and asked: "Do you stop at the Rosslyn?"

"No, lady, I live out Fifty-third Street way," he replied.

**O**PERATOR A. G. HARDING of Division Three, who has a safety car run on Griffith and Griffin line and won a \$10 prize for courtesy.



## Operator Wins Prize In Search for Polite Man

**T**HAT courtesy pays in making friends and making the job easier has been proved to the complete satisfaction of every Los Angeles Railway man who has tried it and there are very few who do not practice courtesy consistently. But courtesy brought a surprise reward last Sunday to Operator A. G. Harding of Division Three when he won a \$10 bill given by the Los Angeles Examiner to the first courteous man encountered by a reporter who went forth in search of politeness.

A Chicago newspaper recently offered a prize in a similar "politeness hunt" and it was won by a conductor who permitted the reporter to ride a short distance on a transfer although not presented at the correct transfer point. The paper believed that while the street railway in Chicago lost a fare it gained the value of many fares in good will when the conductor took time to explain the mistake to the passenger.

In the Los Angeles Examiner politeness search, Operator Harding, who has a safety car run on the Griffith and Griffin line, showed the reporter how he could procure some information about a place not on the Griffith and Griffin line. He did it in such an obliging manner that the \$10 was pressed into his palm.

First the reporter asked Operator Harding who invented the safety cars. The answer and remainder of the Examiner story follows:

"No, I don't know," he replied smilingly. "But I think they are all right. We are having less accidents." He was the reporter's politeness winner, but he was out to a final test.

"You street car men are supposed to know the city pretty well, aren't you?" asked the reporter in a mean way.

"Yes, why?"

"Can you tell me how to get to Bellaire Terrace?"

"No, mister," said the operator. "It isn't on my line, but here's a transfer that's good on any car, and the supervisor in the tower here at Ninth and Spring will be glad to tell you how to get there."

The reporter thrust The Examiner's \$10 politeness prize into his hand and asked his name. Here is what A. G. Harding, operator of car 1038, Griffith avenue line, said when told that he had won the day's prize for courtesy:

"That's nothing. It's all in the day's work. It's just as easy to be polite as it is to be grouchy. Many a time a guy gets on my car sore, an' I try to be pleasant and set 'im right."

# BIG HOLIDAY TRAFFIC IS HANDLED SAFELY

With the Christmas week traffic over and the first of the new year at hand, the inter-division accident prevention contest for first safety honors is in the last lap. The contest period will end with the next general choice of runs February 5.

At that time the slates will be wiped clean and a new contest for the next period of three months will begin. A new check on the accident liability of divisions will be made at that time and some of the handicaps may be changed in the next contest.

Present indications are that the safety championship banner, which is to be held three months by the division with the best accident-prevention record, will repose at Division Two, although the standings may be upset in the last month.

Accident figures have not been compiled for the Christmas week as yet, but it is very gratifying to know that the record traffic was handled without any serious accidents. On the day before Christmas, when congestion was at the peak and a light rain added to the difficulty of operation, the enormous crowds were handled without any great trouble.

John C. Collins, traveling supervisor of safety, says the motormen and operators did excellent work in the heavy travel, but warns that traffic is still heavy so continual carefulness is essential to safe operation.

The standings of the divisions in the safety contest before Christmas were as follows:

Division 2.....	902
Division 5.....	882
Division 3.....	880
Division 4.....	869½
Division 1.....	869

HAPPY NEW YEAR

## SHUTTLE CARS TO HELP TEMPLE ST.

To give more regular service over the single-track portion of Temple street car line, from Hoover street to the terminal at Edgemont and Fountain between 5 a. m. and 7 p. m., the Los Angeles Railway will establish shuttle car service Sunday, January 2. Under this plan a much more regular service can be maintained, as efforts to run through cars from the downtown district in the rush hours result in delay which forces the car to wait at Hoover and Temple for a clear track.

Under the new plan it will be possible to maintain a 13½ minute service, and after 7 p. m., when the travel is lighter, every other car from the downtown district will be run through to the end of the line, giving a 20-minute schedule over the single track section.

HAPPY NEW YEAR

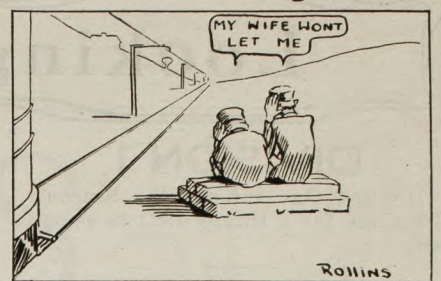
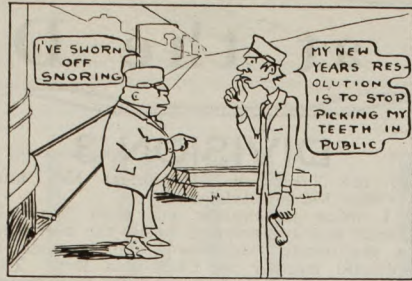
X—"What's the difference between a direct current dynamo and a currant bush?"

Z—"Search me."

X—"The dynamo gives direct currents and the currant bush gives currants direct."

# Conductor Ding and Motorman Ding Ding

By Rollins



## Bouquets And Things (Hand Picked)

Here is one of the finest bouquets in many months. It is an elderly lady's appreciation of courteous service and was expressed in a letter she wrote to the Los Angeles Times commending the trainmen. A copy of that letter was received by the Los Angeles Railway and is as follows:

To the Editor of The Times:  
 Let me, an old woman, tell you what I think of your city of Los Angeles. I am between seventy and eighty and uncertain on my feet. Walking is difficult, but my heart is young and I must enjoy your beautiful city. Everywhere I am met with courtesy and kindness and with consideration as grateful as it is unusual.  
 On the street, in getting on and off the street cars everyone is kindness and courtesy. Your street car men are gentlemen of the highest order; in all my travels I have never seen their equal in that rare virtue—the helpful spirit.  
 A stranger is liable to think Los Angeles is cold and unresponsive, but let me assure him that it is that protecting veneer most necessary in so large a city. Let the least unusual thing happen, for example—the car lurches, an old woman sways—immediately a dozen hands are out and what was before polite indifference changes into the most remarkable exhibition of helpfulness.  
 If you think that I am the exception, note the quickness with which aid is given the old and the weak the next time you happen to ride on the cars.  
 I wish I had a million dollars to endow a fund the interest of which could be devoted to the welfare of that loyal body of gentlemen, the street car conductors, motormen and starters.  
 NADINE JULEFF.

Conductor T. D. McLerran of Division 1 is cited by the writer of this letter as a good example for other trainmen to follow. His courtesy is highly commended in the following letter:

Los Angeles Railway.  
 Gentlemen:  
 I have been in your city for six months and have ridden on both car lines, but mostly on the West Sixth Street-Melrose line, and I have traveled all my life.  
 Last evening I was on the West Sixth Street-Melrose line, in charge of Conductor No. 1264, and with all my experiences I have never received such courteous and nice treatment as I did from No. 1264. He has always a pleasant word whenever he meets anyone boarding his car. Not only to myself, but to others.  
 I am,  
 Sincerely yours,  
 F. R. McMILLAN.  
 525 Stanford Avenue, City.

“Give him an extra \$1000 for Christmas,” is the suggestion of the writer of the following letter commending Conductor L. K. White of Division 5 for specially accommodating service. Anyway, Conductor White received \$40 for a Christmas bonus, which indicates that his efficiency record is all O. K. Here is the letter:

Los Angeles Railway.  
 Gentlemen:  
 For your merit system for special courtesy to passengers, Conductor No. 806, Moneta Avenue car No. 554, December 19, 8:25 a. m., stopped car on Moneta Avenue at about Fifth Street, waded into water in gutter (raining) to assist an elderly lady across the plank and into the car.  
 Give him an extra \$1000 for Xmas.  
 HARRY W. SLAVIN.  
 702 Hall of Records.

## SPECIAL SAFETY RULES FOR RAIN PRESENTED

(Continued from Page 1, Col. 1)

ity. If water is standing and at a place where sand is not likely to be on the track, coast through at a slow speed, just letting car drift to keep the water away from the motors, in order to prevent short circuits. Never run into water at high speed, for fender will scoop it up to the top of the car and is liable to break the front windows, causing glass to injure someone. You can run through water only an inch or two deep if it is so that sand is not being washed on the rail.

### Throw Side Spray

The tracks throw a spray of water almost to the curb, so passengers should not be passed up only in extreme cases and then it should be done at slower speed than usual. During heavy rains boards and pieces of timber float down the street. Be on the lookout for these.

The worst places are in the hilly districts where water washes sand on the rails on the straight track. A heavy car will crush the sand down so car will ride if moved slow. Curves are great places to catch sand. If there is no guard rail there, it is very easy to derail a car with sand. A shovel full of sand will do it if placed on the rail offering resistance to the flange, just enough sand to lift wheel half an inch from the ball of the rail will do it.

### Gravel Dangerous

Fast running water across the track is carrying gravel, so look out for it, especially the lighter cars. You have about a half inch flange and it takes very little to lift you that high. Safety car operators must be very careful rounding curves, going through switches, or even on the straight track. Garvanza, Angeleno and Crown Hill, East First, West Seventh, are all bad places for sand and water.

Seventh and Alvarado, Sixth and Catalina, First and Spring, Temple Block, First and Broadway, and all hills and curves on Angeleno Heights are bad. Every line has bad places. Most all south end lines have deep water to contend with. At pull switches the tongue may be blocked by sand. This can be remedied by sliding chain in and out several times, thus washing the sand out. Motormen should use great caution going through with front trucks as you

don't know for sure if your car is going right or not until derailed, or you hit something.

Moving water bothers your sense of direction. Switch tongue may not come back for the straight track on account of the sand, so they have to be watched by every man going through.

### Test Out Switches

Electric switches are much harder to handle if under water at a place sand is not likely to block, like the one at First and Spring. It will work electrically, all right, but you can't see if it worked or not. If you are going the same way as the car ahead of you, there is very little danger if you use the controller correctly. But if you don't know the way the last car went, and water is too deep to see the way the wave or point moves, it is necessary to throw by hand, or run in slow, feeling it out with front wheels, when you are ready to start. These points have to be cleaned out by hand and pried over, feeling by hand to see if they are right.

### Careful at Doubtful Points

The switch at First and Broadway is very bad and needs a man there all the time it rains to keep sand out. It blocks at the heel of switch tongue so you can't move it. Sixth and Figueroa gets blocked with sand also. Every man can pick out the bad places on his line if he can see. Don't dash into anything looking doubtful, for you may land over against the curb. If derailed in water, keep the derailed trucks parallel with the rails and run car slowly to higher ground to replace. Car replacers are easily handled on the pavement. A few years ago we had to tie a rope onto them or wait until it dried up, then go and dig them out.

As a rule fewer people are out during a rain, but they make up for it the first nice day.

### Autos More Dangerous

Autos are fewer also, but more dangerous, as their road is slippery. The windshield obscures the driver's vision in front and curtains enclose them so they cannot see out the side, or hear your gong.

Everybody is slowed up, and things disorganized generally.

We load and unload at the dry spots, if there are any; pick up the people at places other than regular stops when water fills the street.

A heavy rain is a little like war; a few weeks of it will give a man material enough to lie about for the rest of his life.

## On The Back End (Contributed)

Motorman L. M. Poindexter, of Division Four has been cultivating a growth on his upper lip. To date eleven sprouts are reported on the east side and fourteen on the west. On being questioned about the darkness over his lip, he always thanks the inquisitive ones for noticing it.

Division Three has its tent houses on “McNaughton Lane.” At Division Four it might be “Wimberly Drive” or “Boyd Boulevard.”

J. B. Haynes, Employment Agent—You say you want a job as conductor?

Applicant—Yes, sir.

J. B.—What is your name, please?

Applicant—Wood, sir.

J. B.—Sorry, but I can't employ you.

Applicant—Why?

J. B.—Because our electrical experts informed us that wood was a poor conductor.

Operator Charlie Wilke of Division Three has sent in the belated Christmas suggestion that the company hang a piece of mistletoe over the head of all operators.

Conductor J. J. Burke of Division Four was on a Garvanza run for the first time one Sunday morning. An elderly lady approached him and said, “You should be going to church today.”

“I have to be on the job today, madam,” replied the conductor, as he looked down at the book he had in his hand.

“Well, I am glad to see you reading the good book,” smiled the lady.

But it happened the book was the Los Angeles Railway street book, from which Burke was calling the names of streets.

“I guess it's all right to tell about this, as conductors keep their eyes on the fare box pretty much anyway,” remarked Conductor H. E. Estep of Division Five. “Just the other day I happened to notice a lady getting on the car. She lifted her skirts quite high and I discovered it is quite a fad to paint knees the same glow as the cheeks now.”

When the bonus comes marching home again,  
 Hurrah, hurrah!

The women all cried “Amen!”  
 Hurrah, hurrah!

The boys did cheer; the men did shout;  
 The ladies they all did turns about;

And we all felt gay when the bonus came marching home.

—“DADDY” PIERCE, Div. Two.

Motorman Gunner almost got a goose for Christmas when a big bird broke away from the pen and dashed across the street and under the street car. As the motorman hopped out to pick up the meal, it flew off with a scared “honk.”

## The Keg That Sprung a Leak

'Twas the night before Xmas, and down in the cellar,  
 A barrel was left by a strapping big feller;  
 A wee little mousie which lived there about,  
 Saw a leak in the barrel where something ran out.  
 Now the barrel held whiskey, but this little guy  
 Had been raised in Kansas and knew naught of rye.  
 So the mousie just tasted the stuff that was wasted,  
 And liked the sensation for it made him feel gay.  
 “I'll just get enough of that awful good stuff  
 Before the big bluff comes and takes it away.”  
 And when the wee mousie had filled his wee skin  
 Too full of the liquor, no more could get in,  
 He gave one big jump to the top of the keg,  
 Cocked his head on one side and waved his front leg,  
 “I'm as brave as a lion, I'm big as a cow,  
 I could kill that durn'd cat if it came along now.”  
 —The Railwayman.

### SETS WATCH BY REGISTER

A country gentleman entered my car one day when I was working a South Main street run. I had a clock register, so the country gentleman pulled out his watch and looked at the register over his glasses, then said, “By gum, I'm almost right.”  
 CONDUCTOR 364.

### SAVING SOLES

J. L. Huff, who was a Birney car operator of Division Four, has resigned and gone in the shoe repairing business for himself at 1105 West Twenty-third street. He invites the patronage of all who need to have their soles saved.  
 —HAPPY NEW YEAR—

What happens to the money when it is dropped in the fare box is quite a mystery to some folks, according to Conductor Kraft of Division Three. He tells of a lady who exchanged five pennies for a nickel, put the nickel in the fare box, then wanted her pennies back.

# Looking 'em Over at the Divisions

## DIVISION 1

Division One extends the Season's Greetings for a Happy 1921 to everybody.

Santa Claus treated Division One good this year, even cigars floated around freely. Others complained of eating too much turkey.

We have never had the pleasure of writing up Motorman R. H. Schatz as he never did any thing out of the way, but now it's understood that R. H. studies the copies of "Two Bells", and the first thing he notes is what J. C. Collins has to say about safety first. R. H. says he's trying to be a motorman. One hundred per cent in other words.

Motorman Mathews was off for a week acting as nurse to his wife who was very ill. Billie is back on his run now and we are glad to know his wife is better.

HAPPY NEW YEAR

## DIVISION 2

Old John Stork, the persevering purveyor progeny, left an 8½-pound girl at the home of Conductor Casserly, according to a report of Motorman Gunner. The latter quotes Casserly as rejoicing that the newcomer is a native daughter of California and not County Cork.

Now don't start that Vernon and Vermont League of Nations row again.

After bringing a pair of shoes to the office to have new rubber heels, Conductor Rooney found out that Clerk Emerson was only stamping the lines on the back of the car run disks with steel dies.

Conductor Art Clark was off three days. He must have been visiting around 39th and Western.

One who knows.

Switchman Jack Orth is said to have fallen heir to half of Kansas.

HAPPY NEW YEAR

## Introducing: New Men of The Week

The following men have been assigned to divisions during the week ending December 24, 1920:

### DIVISION 1

Motormen: L. P. Haven, S. Gannaway.  
Conductors: J. L. Rich, J. H. Darby, H. F. Schafer.

### DIVISION 2

Motormen: E. F. Corbett, R. B. Venable, S. H. Brown.  
Conductors: W. H. Durham, J. R. Kittrell.

### DIVISION 3

Motormen: W. Bunch, W. I. Osburn, E. C. Harmon.  
Conductors: R. F. Bush, R. Romani, C. A. Davis, E. V. Comstock, L. Kuzow, A. L. Brown, D. A. Jones, C. W. Sink, G. D. Brennan, E. P. Johnson.

### DIVISION 4

Motorman: J. E. Baker.  
Conductors: E. J. Drew, W. G. Brown.

### DIVISION 5

Motormen: F. A. Stroud, R. W. Lockwood.  
Conductors: R. R. Adair, C. F. Bates.

HAPPY NEW YEAR

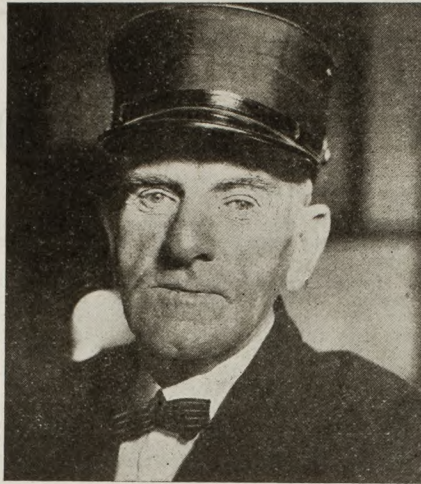
## NEARLY RUINED HIM

"Why don't you advertise?"  
Town Storekeeper: "No, siree. I did once and it pretty nearly ruined me."

"How was that?"

"Why, people came in and bought durn near all the stuff I had."

## Who's Who



TO the man who thinks the modern street railway game presents many difficulties, we recommend for consideration the experiences of Motorman W. R. Boyd of Division 4. For instance, at the end of the line imagine unfastening the double-tree from the front of the horse car and starting the team toward the other end for the return trip and seeing the horses break away and dash through some farmer's fence to a hay pile and have to chase the runaways or wait for another team from the stable.

That may give some idea of when Motorman Boyd broke in. It was December 1, 1897. He had a horse car on the Olive Street line that went from the present Seventh Street business district to North Broadway and Pritchard Street—and sometimes made it in two hours. For a time he was grip-man on a cable car, and November 20, 1891, he piloted his first trolley car on the Westlake line.

Motorman Boyd has been at Division 4 for 24 years and now has a run on the University line.

HAPPY NEW YEAR

## DIVISION 5

Foreman John Robinson of this division, we are sorry to report, is confined to his bed at home ill, so we understand, with the mumps.

Division Five, we are proud to report, is having its garage enlarged, as well as having a new switch shack built in the switching yards. Switchman Bill Stoll is wearing a proud smile.

In so far as we are able to ascertain, all the trainmen at this division, as well as the office force, had an enjoyable Christmas. We learn that festivities gay marked the advent of Christmas at nearly all of their homes and if there were any who did not share in these festivities we have not yet been made aware of it.

Superintendent C. A. Morrison and his assistants are thankful for the many presents, cigars, best wishes for a merry, merry Christmas, etc., bestowed upon them by the boys here.

From what little we have mingled with all at this division, the new year is approaching, we have learned, with most every one determined to enter a solemn vow to make the coming year a more beneficial one to themselves, to the one whom they serve and to the world at large. Efficiency seems to be their watchword.

## DIVISION 3

To the Trainmen, Mechanical Men and Office Force, Division 3:

I want to express my most heartfelt thanks and appreciation to all the men who so generously remembered me in such a splendid manner on Christmas Eve. The magnificence of the gifts and the friendship, loyalty and good will expressed so beautifully through your spokesman, Mr. A. S. Anderson, were just a little more than I felt I could give response to at the time. With all my heart I thank you for the beautiful gifts; but much more for the kindness and loyalty expressed.

SUPT. P. C. McNAUGHTON.

You can talk about your Xmas gifts, but Motorman Bill Millican and R. McGilliard sure received a couple of live ones. On Xmas eve they were presented by their wives with a fine bouncing baby boy each, so that makes two more prospective motormen for Division Three. We are pleased to report that both mothers and kiddies are doing well.

Our fat and jolly night switchman, Geo. Woolley, had a close call the other night—he was sitting alone in the shanty, had a big fire on, but he being a warm baby, anyway, did not notice it getting warm till he noticed a peculiar odor. He thought it might only be his clothes on fire and didn't mind a little thing like that. But suddenly he noticed the wall was burning. He grabbed the coal pail and ran about a block for water only to discover when he got back that the pail had no bottom. The exertion brought on such a heavy sweat that he just closed the shanty door and the steam soon smothered the fire, at least that is the report.

Some of the boys that live out on the Eagle Rock line have been circulating a petition among the men asking the company to furnish a car to leave the division at about 1:30 A. M., and also for a car to leave Townsend at 4:00 A. M. They believe this would be a great accommodation to the men living on that line. It would give them a better choice of runs in the shake up, both in the day and swing runs and also in the late nights. The company has recently had the Owl Car on Garvanza that used to turn back at the Junction at 3:40 A. M. go through to York Boulevard, leaving there at 4:00 A. M., This has been greatly appreciated by the men in that district.

Well, well, well. What do you know about that? Division 3 to the front as per usual. Here we have the motorman with the highest efficiency rating and now we have with us Mr. A. G. Harding, Birney operator, the winner of the Examiner prize of \$10.00 for the most courteous man to be found in a four-hour hunt. That ought to make the rest of 'em sit up and take notice.

Motorman "Slim" Weaver was out at the corner the other day flashing and proudly showing a pink piece of paper giving him 20 credits for safe operation and always having his car on time. Motorman Oscar Dunman said as old Bills says, "How do they do it?"

The merry Xmas salutation is now out of order and it is now to be a Happy New Year. Allow me, on behalf of the office force, to thank the platform men for their kind Xmas remembrance in the shape of a box of cigars, and to wish them all a Happy and Prosperous New Year.

Conductor J. G. Liles received a very welcome Xmas gift in the form of a five dollar bill, it being a reward for turning in a handbag that he was fortunate enough to find on his car Xmas day.

Night Clerk C. W. Lawson has taken a 60-day layoff and will visit in the East. E. O. Baker will officiate in his absence.

## DIVISION 4

Now that Christmas is over let's get back to normal and resume our old slogan—"Gim'me a cigarette."

It is nice to me the "regular conductor" on a night run on Christmas eve. Conductor Swartzmiller received fourteen dollars altogether from his steady patrons. Operator A. E. Sayers, who has a safety car on Angeleno and Crown Hill, received four dollars and the writer received a dollar, four cigars, a fruit cake, a pound of chocolates, sandwiches and hot cocoa, can of cigarettes, all kinds of fruit, nuts, gum and candy and good wishes from them all.

Motorman A. L. Luce met with a serious accident on December 22. He was working on West Pico and while putting on the headlight at the Brooklyn terminus another car ran into his car. He tried to jump out from between but was caught and received a broken knee and severe internal injuries. He was rushed to the Golden State Hospital (formerly Crocker Street Hospital) where he is now confined. It would be very nice of the Division Four boys to pay Motorman Luce a visit if only for five or ten minutes to cheer him up a bit and show him you've got the right spirit.

Motorman L. V. Brown was suffering with an ingrown toe nail and in keeping with his thrifty nature decided to doctor it himself. Infection set in and though he has managed to keep off the sick list, we find him wearing a painful expression and half a shoe.

Two weeks ago a bouquet appeared in "Two Bells" for Conductor R. L. Hildreth of Division Two. We desire to state that R. L. is a Division Four boy. Also that "Conductor" H. J. Robinson, No. 2215, is a motorman.

While on duty a few days ago, Motorman Frank Bernard was sailing out Washington Street when suddenly he stopped his car with a jolt, jumped off and ran back the street at a most unusual gait. We thought somebody had insulted him, but then we spied a pocketbook laying in the road towards where he was running. We began to envy him. He reached the spot, stooped to pick it up, when alas!—well, you know, money flies—and that pocketbook flew too. Right under a standing auto behind which three boys held the string.

We are glad to see Motorman H. J. Robinson back on the job after being laid up a couple weeks with a sprained ankle. We presume he is mighty glad to be back, too. How about it, H. J.?

HAPPY NEW YEAR

## QUESTION BOX

Question—Should north or southbound cars on Main, Spring, Broadway or Hill transfer east on Fifth Street from an inbound Stephenson Avenue transfer, or east on Seventh Street from an inbound University transfer?

Answer—Yes. No exception to these transfers.

Question—I notice quite frequently cars leaving a terminal with the rear exit gate open and conductor on front end talking to motorman, or collecting fares. Is this permissible?

Answer—Absolutely no. Conductors following such practice should receive demerits in every case.

Question—I am eastbound at the river bridge on Macy Street. Two cars westbound are blocked by a train on the Salt Lake crossing. As the westbound car has the right of way, I wait for them to come across. Just as the last car stops for Santa Fe tracks, a third westbound car comes on across the bridge. Was it his right of way or mine?

Answer—All cars waiting at east end of bridge had the right of way over you, but the third car should not have taken the right of way, as he came up after the waiting cars were almost across the bridge.