



TWO BELLS

VOL. II

DECEMBER, 1921

No. 30

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

Annual Party to Excel Past Years

SUBSTATION AT GARVANZA NEARLY READY

The second unit of the extensive program for adequate power throughout the system will be finished soon after the first of the year when the automatic substation in Garvanza is put in service. The first automatic substation is installed in the Vernon yards and is giving satisfactory service.

The Garvanza substation is located at Avenue 54, near Buchanan St., and will cost about \$90,000 when completed. It will serve Eagle Rock Valley, Garvanza and adjacent territory, eliminating the drag in the line which often results from power conditions.

Perhaps the biggest improvement will be that the new substation will permit operation of two-car trains on the Eagle Rock and Hawthorne line. The cars which will be used are the large steel "twelve hundred" type recently purchased, some of which are now in service on Grand and Moneta.

Merry Christmas

CHIEF ENGINEER BACK FROM EAST

P. B. Harris, chief engineer, returned last Monday from an inspection trip through the east and middle west, where he visited several large car manufacturing plants and electrical shops. He also made a study of operating conditions as they affect the engineering departments in many of the big cities.

Mr. Harris returned sooner than originally planned, owing to the illness of his wife.

NEW PASS CASES

New pass cases, selling at ten cents each, the exact cost, have been received by the instruction department. They are neat and serviceable. If the wife has a pass, she should have one of these folders.

Merry Christmas

G. J. Kuhrts Extends Christmas Greetings

To the Officers and Employees Of the Los Angeles Railway:

Gentlemen:

As another year is drawing to a close, it gives me sincere pleasure to congratulate you again, one and all, upon the excellent record that the Los Angeles Railway has made during 1921.

I am particularly pleased and gratified to be able to state that during this year many busy people have found time to write the Company expressing their appreciation of courteous treatment received while on our cars. Our success depends upon the good will of the public and every written acknowledgment of a courtesy is a substantial proof thereof.

Confidently expecting our record for this year to be not only equalled, but surpassed during the year to come; and wishing you the compliments of the Season, prosperity, and the continuance of our very cordial relations, I am,

Very truly yours,

General Manager.

TWO DAYS AND NIGHTS FOR XMAS "OPEN HOUSE"

A Christmas party, which will surpass those of previous years, is the aim of C. V. Means, who is arranging the big jollification for the Los Angeles Railway family in Recreation Hall next Wednesday and Thursday. The "open house" will be limited to employes and their dependents and the rule of showing passes or identification slips must be strictly followed this year.

The afternoons, beginning at 2 P.M., will be devoted largely to the children of employes, accompanied by their mothers or fathers. Every child entering Recreation Hall will be given a candy ticket entitling him to a box of candy. This ticket will be presented at the candy booth on leaving the hall. This method must be followed to prevent the dance floor being spoiled.

Plenty to Eat

Plenty of good things to eat will be available both days from two to eleven o'clock. Various kinds of sandwiches, fruit, coffee and punch, will be served in the basement.

A five-piece orchestra will play for the dancing, afternoon and evening. A funny clown and a bewhiskered Santa Claus will entertain the children. Condr. C. R. Meeds, of Division Three, will be the clown. Incidentally he was one of the extra bonus winners December 15.

Vaudeville at Night

The vaudeville show will begin at 8:30 o'clock both evenings and last for about 30 minutes, then the remainder of the time will be devoted to dancing.

The invitations to the annual "open house" were sent to all departments, signed by G. J. Kuhrts, general manager, who is personally interested in seeing the affair a big success, with as many as possible of the employes and their dependents attending.

Merry Christmas

MOURN DEATH OF MRS. STARLING

Mrs. Effie Starling, wife of R. D. Starling, traveling supervisor of safety and one of the most popular men in the operating department, passed away December 17.

Funeral services were conducted Wednesday afternoon and were attended by several men of the main offices. Many expressed their sorrow and sympathy by sending a floral piece.

Sub Foreman Murphy Killed by Taxi Cab

A taxicab, driving past Melrose and Western Avenue last Monday night, snuffed out the life of Herbert Murphy, sub-foreman of the maintenance of way department. Murphy was rushed to the Receiving Hospital and later to the Golden State Hospital, but died before morning.

He was a member of the Co-operative Association.

The coroner's inquest was delayed until Thursday, awaiting the arrival of relatives.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

The Season's Greetings

AT NO time in the history of the Los Angeles Railway has there been such co-operation among trainmen and between trainmen and the operating department officials, personally, as exists at present.

This is carrying the Christmas spirit of goodwill throughout every day of the year.

Every year, every month and almost every day brings changed traffic conditions in Los Angeles which have vital effects on transportation. The men in the operating department generally have shown ability to keep up with changing conditions and master the situations as they arise.

The success with which you have met new conditions is shown in the safe, courteous and efficient service being given the public.

To every motorman, conductor, safety operator, supervisor, switchman, instructor, schedule man and all others in the operating department, we extend heartiest congratulations on your accomplishments, our personal thanks for your fine spirit of co-operation and the best wishes for a Merry Christmas and a Happy and Successful New Year.

GEORGE BAKER ANDERSON,
Manager of Transportation.

R. B. HILL,
Superintendent of Operation.

Christmas Reflections

TO EVERY person connected with the Los Angeles Railway, this Christmas brings the pure joy that comes from accomplishment. Big things have been done in 1921 for the betterment of public service and for the benefit of the company. They have been done in the biggest way—by the co-operation of approximately 3600 employes in all departments.

From track sander to top executive there has been a united and determined effort to give Los Angeles the best possible street car service. Outside the pay roll there have been the wives and mothers of employes who have made possible the contentment and peace of mind without which no one can work with the fullest efficiency. To the "home folks" a big share of the credit is due. It is indeed fitting that at the Christmas season there should be a big gathering of the big Los Angeles Railway family.

Two Bells has been a factor in the upbuilding of 1921, due to the help given by all departments. As the year draws to a close, sincere thanks are expressed to all who have given their help and particularly to the men who have given their time and effort to writing the news of the divisions each week.

Two Bells extends to every member of the Los Angeles Railway family, best wishes for a Merry Christmas, a Happy and Successful New Year.

SAFETY CARS SHOW WELL IN CONTEST

Participation of the safety cars in the present safety contest is apparently causing the operators to make an even greater effort toward accident prevention than heretofore. The percentage of accidents in which safety cars are involved, has been lower for the first half of December than in the first half of October. This reduction has been made in the face of increasing traffic, so it looks as though the Birney cars may be an important factor in deciding the race.

Divisions One and Five are pulling up a lively scrap. Supt. Morrison had the lead for one day, December 14, then Supt. Williams regained first place. Although Division 3 still holds third place, it has been consistently slipping and last Thursday was within a point of Division Four and fourth place. Division Two still holds the cellar.

Pantasote Covers for Caps on Sale

Pantasote cap covers, which are regarded as a distinct improvement over the rubber covers, are on sale at the uniform department. They overcome one of the difficulties of the rubber covers because they will not crack and leak.

Trainmen are welcome to visit the uniform department and look over the new covers.

Expresses Thanks for Special Bonus

The Editor Two Bells:

I want to thank the management of the Los Angeles Railway for the fine bonus. I am glad to know my efficiency rating was high enough to allow me to win a special prize bonus.

I am for the Merit System.

MTR. J. B. WOODLAND, Div. 4.

BULLETINS

BULLETIN NO. 391.

Notice to Conductors
Passes Lost

The following passes have been lost:
1080 issued to T. Dolcan, Laborer, Line Dept., taken from him in holdup.
1717 issued to M. G. Wills, Watchman, Division No. 1.
2198 issued to Minnie W. Christy, wife F. A. Christy, Information Man.
2444 issued to Alice E. Zimmerman, wife C. E. Zimmerman, Mtr. Div. No. 3.
5929 issued to A. E. Pingry, Conductor, Division No. 1.

If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 392

Notice to Trainmen

Complaint is made that trainmen are committing a nuisance on the vacant lot at the northwest corner of 48th Street and 5th Avenue.

This practice must be discontinued at once.

BULLETIN NO. 393

Notice to Trainmen

In all cases where turnback cars unload passengers at crossover, crews on following cars must pick these passengers up at the point where they were unloaded, regardless of whether such point is a regular stopping place for passengers or not.

BULLETIN NO. 394

Notice to Trainmen

Serious complaint is made regarding the passing up of passengers on the Eagle Rock and Hawthorne line, and also by Dalton Avenue cars on Santa Barbara.

Care must be taken to use good judgment when necessary to pass up passengers in order that such complaints may be avoided.

R. B. Hill

Supt. of Operation.

NO TIME FOR ARGUMENT

A smart young lady got into a street car. There was only standing room, and an old man got up.

"Now, now, sit still, I can stand up quite well," she said.

"I—" began the old gentleman, but she interrupted him, gave him a gentle push, and said sweetly:

"I am quite all right; do sit still."

"I—" began the old gentleman, and again she interrupted him.

"I want to get out!" he exploded.

Spends 50cts. to Sleep in Peace on Sweet Day of Rest

Realistic and sympathetic mental pictures may be drawn of the tired and weary head of the house being routed out early on the sweet day of rest to beat carpets, mow the lawn or chop some wood. Who can blame him for seeking the peaceful and quiet solace of a shuttle line street car, far from the thronging streets.

Operator L. E. Cooper was operating a safety car on the Gage street shuttle last Sunday morning. About 8 o'clock a man got on. When they got to the end of the line the man had dozed off to sleep. L. E. tried to awaken him, but without succeeding. Several times when they arrived at the ends L. E. shook him, but the man kept sleeping peacefully. About an hour later he awoke without any effort on L. E.'s part, gazed around and inquired as to how long he had ridden.

"I've made ten trips since you fell asleep," replied L. E. The man dug up four bits and handed it over for fare. "That fair enough?" he smilingly asked as he alighted and exhaled one of the restful Sunday morning yawns.



TWO BELLS



DOUBLE BONUS MEN PRESENT IDEAS FOR NEW YEAR

The motormen, conductors and safety car operators who received double bonus as top men at their respective divisions, were called into conference with George Baker Anderson, manager of transportation, and other operating department officials, last Tuesday to discuss rules for administering the Merit and Bonus system in 1922. The views of the winning trainmen themselves and views they had heard other trainmen present, were sought by Mr. Anderson. He said that no system of human device could work 100 per cent perfect, but it was intended to have the Merit and Bonus system as near to the perfection point as possible.

Some good suggestions were presented and discussed at considerable length.

The general bulletin concerning any changes that may be made in the system, will be issued soon and explained in detail by articles in Two Bells.

HEADLIGHT GLARE CAUSES TROUBLE

Boys: You with stationary headlights who leave the rear lights burning instead of turning on the forward light:

Did you ever think of your follower in the downtown district? How about the effect of the motorman's eyes from the glare of your headlight in the rear? Do we not have enough to contend with without this last refinement?

What with the sun glare in daytime and automobiles at night, why be so careless? Think how you would like to have to look into a glaring headlight from Eleventh to Second streets. Kindly turn them to the front even if they are necessary as a light.

MTR. G. H. BRAMBY.

Note: This condition arises because the conductor often needs light in the car 20 or 30 minutes before the motorman needs a headlight. In some cases the conductor will turn on the main switch when the rear instead of the front headlight is in circuit. It being still light outside, the conductor does not notice the rear headlight is burning. This can be overcome by switching the lights on and off at the terminal before the first trip requiring lights.

R. R. SMITH.

Dan Healy Invents Safety Indicators

Those clever indicators which show the standing of divisions in the safety contest, are the invention of Dan Healy, assistant chief instructor. Dan did the necessary drawing, made specifications and watched the indicators while they were being made in the shops.

Wife Also Voices Thanks for Bonus

We wish to thank the officials of the company for the bonus and are especially grateful for the extra special bonus, as it shows that any effort by the men to give good service, is appreciated by the company, and here's to a 100 per cent better service for next year.

J. H. STANLEY, Cond., Div. 1.
MRS. J. H. STANLEY.

THE TOP EFFICIENCY MEN OF FIVE DIVISIONS



Division One Motormen: Left to right, T. C. Jones, J. E. Stewart, W. S. Service, D. F. L. Buck, F. E. Kimble, G. C. Hanson and C. L. Hanson.



Division One Conductors: Left to right, Ed. Urban, C. W. Kaffka, J. H. Stanley, C. O. Morse, D. R. Greenfield, W. E. Marsh and C. W. Springstead.



Division Two Motormen: Left to right, Wm. Harris, W. E. Hancock, E. C. Secrist, T. K. Batson, E. A. Williams, F. Weseloh and R. Aldworth.



Division Two Conductors: Ed. Lloyd, winner of capital prize; W. A. Pilcher, D. M. Wood, E. C. Hickey, G. W. Clark, N. W. Wagner and R. H. Barnard.



Division Three Motormen: Left to right, G. E. Hendry, J. L. Ott, J. W. Reynolds, J. W. Stewart, C. E. Aldridge, I. F. Phillips and W. E. Darby.

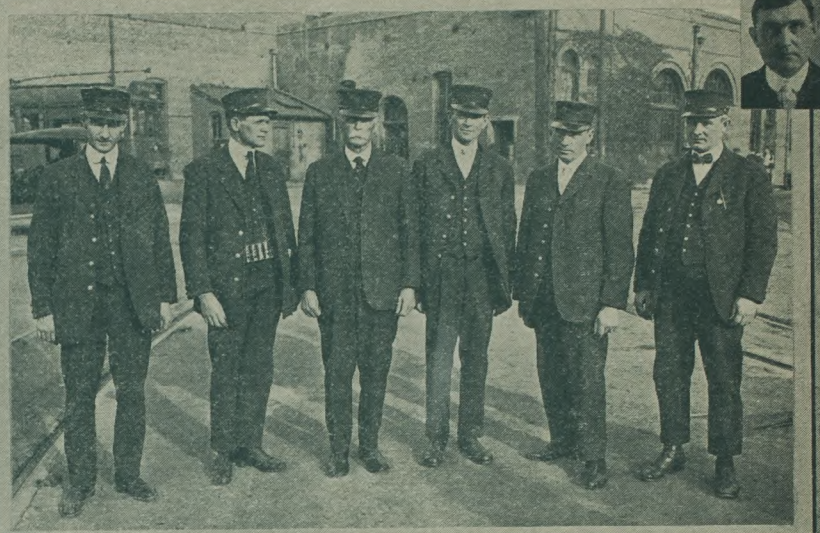


Division Three Conductors: Left to right, Ira E. Gott, O. G. Thompson, E. C. Bradley, C. E. Vassar, C. R. Meeds, S. J. Riggs and D. A. Kuykendall.

HAPPY WINNERS OF EXTRA BONUS PRIZE MONEY



Division Four Motormen: Left to right, J. W. Hanchey, J. W. Votaw, J. G. Dixon, W. Brotherton, Z. Gascon, D. S. Wildermuth and J. B. Woodland.



Division Four Conductors: Left to right, A. B. Chambers, W. E. Griffis, G. M. Brassington, H. S. Turner, H. Buckman, T. C. Riffe and A. McKenzie.



Division Five Motormen: Left to right, H. O. Lillie, H. H. Swinerton, W. G. Dugger, Homer Conklin, W. M. Marion, A. J. Spohn and W. W. Campbell.



Division Five Conductors: Left to right, Henry Hazen, A. R. Greaves, E. C. Tyler, F. A. Keermachers, Harry Dean, C. D. Fisher and J. Turvey.



Safety Operators: Left to right, C. A. Erickson, H. A. Cornwell, C. N. Aubin, H. W. Frazier, S. Ashworth, T. R. Bates and W. J. Anson.



To follow Billy Sunday's advice and "brighten up the corner," we show here some of the auditing department folks. They tabulated the trip sheets and prepared the bonus checks.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things

(Hand Picked)

BOUQUETS RECEIVED LAST WEEK
 Condr. E. B. Clark, Div. 2.
 Condr. W. H. Laing, Div. 2.
 Condr. A. S. Herrick, Div. 2.
 Condr. J. Van Keuren, Div. 3.
 Condr. C. H. Bateman, Div. 4.
 Operator C. N. Aubin, Div. 4.
 Condr. A. Bunde, Div. 4.
 Condr. J. G. Yeutter, Div. 5.
 Condr. A. W. Hall, Div. 5.

For Condr. S. B. Cullen, Div. 2.
 Los Angeles Railway,
 Gentlemen:

I wish to acknowledge courtesy, in the way of assistance, shown my mother and myself by Conductor No. 2208, when we boarded a Grand Ave. car, Saturday P. M. loaded with bundles from a shopping expedition. It was appreciated very much.

Yours truly,
 Mrs. G. L. Turner,
 1621 So. Grand Ave.

For Mtr. F. W. Preston, Div. 4.
 For Condr. H. J. Burke, Div. 4.

Los Angeles Railway,
 Gentlemen:

Please allow me to express a word of commendation for Conductor 724 and Motorman 1231 on the Temple Street Owl. I have been riding on the Owl for some time, and have been impressed with the courtesy of both of these men.

Hoping that we have them on the Owl for a long time yet, I am

Sincerely yours,
 R. C. Vaughan,
 Editorial Depart.,
 Times-Mirror Co.

For Condr. F. J. Morrill, Div. 5.

Los Angeles Railway,
 Gentlemen:

I am writing to commend to your consideration an act of extreme courtesy by one of your conductors. A middle-aged Mexican woman was leaving the car with a heavy roll of her possessions wrapped in a blanket tied with a rope in true Mexican style. This conductor relieved her of her burden and saw her safely to the ground. She alighted in rather a dark place, being the first stop over the bridge crossing the railroad yards on Fourth Street line. His number was 2062.

Yours truly,
 R. C. Rowland,
 766 Pacific Elec. Bldg.

For Mtr. C. W. McKellip, Div. 1.

Los Angeles Railway,
 Gentlemen:

I wish to commend all motormen who call the streets, especially 1221, on Pico line.

Oscar McNeil,
 2869 West Pico.

Mr. T. C. Risk,
 Dear Sir:

I am returning herewith your donation to me today, with many thanks for helping me out of my predicament.

Yours truly,
 Mrs. Wm. A. Riley,
 2504 30th Ave.

For Condr. G. R. Stevens, Div. 5

Los Angeles Railway,
 Gentlemen:

We have several times noticed the exceptional courtesy and kindness of your conductor, No. 1334, and wish to let you know that we appreciate such service as he gives.

He always seems very bright and cheerful with it, too, and it is a pleasure to be a passenger on his car.

Yours truly,
 F. H. KEELING,
 Bell Apts.,
 206 West 33rd St.

HAVE EXACT SPOT FOR EVERY STOP OF THE CAR

You Have a Mark for Halting at Switch Points So Apply Same Principle Along Line

By JOHN C. COLLINS
 Supervisor of Safety
 Article 1 on "Stops"

MERRY CHRISTMAS to everyone.

Unfortunately some homes are not as happy this Christmas as they were last, because of an accident that has crippled or killed some one. There are such homes in Los Angeles and every large city of the country. Every case is a warning that something, man or material, was wrong.

Everyone who practices safety can be happy this Christmas in the thought that he has saved someone pain and sorrow.

Every object contains many stories. The story each man sees depends on his point of view and previous training, so naturally it must be different with each individual.

What does an electric switch tell you, or haven't you been interested enough to pay any particular attention to what it contains? It has several points worthy of notice.

This is one, to me the most important one, worthy of your thought and application:

How many of you are capable of stopping your car at an electric switch point or having it under control at one where a stop is not necessary (such as 9th and Figueroa) should the switch fail to work?

Road Space Naturally

All other stops are just as easily made, if you use the electric switch idea. Every time you approach an electric switch you unconsciously use the road space idea, slowing down for the overhead pan and making a safety stop at the switch point. All danger, all stationary objects you approach should be approached with this idea in mind. It is not necessary that there be a switch point to stop at, make your own by having an imaginary point or an exact spot at which you intend to stop the fender. In failing to do this, criticize yourself for not stopping at that point—"I call this my Safety Stop. It should be well back from the danger."

The idea is for you to have an exact spot or place, something definite in the mind each time you stop the car. Continually practicing this means improvement. You place the stop where you want it and make it where you place it. As this is most important I will go over it again.

Mark Stopping Place

In stopping your car always have a definite spot marked by the eye on the pavement at which you wish to stop the fender. Say you are going to pick up or discharge a passenger, you intend to stop your car under the triangular sign, the mark will be the distance from your rear step to the front of the car past where you wish to place the stop. Assuming the track is clear ahead, you make as quick and as smooth a stop as you can. No real need to allow for broken brake rod, or

air failure, because you have sufficient distance in which to stop should you have this trouble.

When anything is on the track ahead, the stop is planned a sufficient distance away to allow for something out of the ordinary to happen, or you place your switch point nearer to you and farther away from the danger at the electric switch at 9th and Figueroa. You do not need to stop, but approach so you could stop should the switch fail to work. Every man is capable of doing this if he wants to. We know that once in a while a man fails to stop running over the point. He does not need to do it, he is careless, lacking a system in his work.

Buildings Are Signs

The manner of approach to this switch is the road space idea on a dangerous cross street, one where buildings, fences or trees obstruct the view, even at a heavy traffic street where the view is not obstructed. Signs on the wires are not necessary at such places. The condition can be seen much better than any sign we could install. A new building blocking your view is a slow sign. It means some other party installed a slow sign at their expense, and a much better one than we could put up. It should be not only a slow sign to the man on the cars but to the people driving autos as well. A sign on the wire reverses the old railroad, "stop—look—and listen" sign, placing it on our men, taking it off the people who are about to cross the railroad tracks, that is it slows us up, while they speed up. The other way, when conditions are watched, both slow up. As you approach such a street, have your car under control to be able to stop at a certain spot if necessary, that is if a vehicle cuts in or, we will say, the switch fails to work.

Look Along the Street

I usually have my stop planned about where the nearest line tracks of autos show up on the pavement. On arriving at that point, I can obtain a view of sufficient scope on the side street to know the way is clear, that nothing could cut in front of me. I feed up and get out of the way as quickly as it is consistent or I have arrived at a point where my trolley wheel is over the pan with switch properly set the way I wish to travel.

As this is the idea to follow approaching dangerous cross streets, it naturally must be the one to apply on moving objects. As you near a moving object a point is reached where it is necessary to treat that object as if it were standing still, the same with objects on the side of the street that your car is about to pass.

Prepare for Emergency

Always figure the switch is liable to fail or the party is likely to turn in front of you and stop on the track. You maneuver for position by coasting, having the spot marked at which you could stop should this move take place.

In short a study of this system enables a man to take care of himself, no matter what the conditions or the kind of vehicles he may be driving. There is the counter move for every move the other fellow makes. The coasting. The distance and the safety stop. How to do it, when to do it and try to do it.

(Article 2 on "Stops" will be printed shortly.)

On The Back End

(Contributed)

What do you think of an extra motorman who hopes for a mark-up on a full run and when after waiting six days he finally gets it and then goes and misses out that morning?

Neither do we.
 Boy, page Mr. T. H. Speed, Div. 4.

A grip turned in to the Lost and Found Bureau by a Division Three conductor, contained the following wonderful assortment of delicacies: a piece of pie, a horseshoe, a monkey wrench, a cream puff, a couple of oranges, a cup, a corkscrew, but no hootch.

A cheerful conductor goes home at night and makes lemonade out of the lemons handed him during the day.

CONDR. D. J. VANDERLINDEN.

Condr. C. R. Preston is now official switch puller and pack mule extraordinary of Division Two. During the recent dampness he was seen carrying several chickens across the water. Gallant man.

A Division Two motorman "asked off" for Christmas day. He said it was the first Christmas in his 19 years as a motorman that such a condition would prevail and explained that he would spend the day at the Ambassador or at his home—most likely the latter.

"Did your husband get down on his knees when he proposed to you?"
 "No, he couldn't, we were hanging to straps in a street car at the rush hour."

Motorman L. J. Larcou, Div. 5, was returning to the car house, via the Hawthorne route, after making a car change. A hobo with quite a heavy complexion was walking leisurely down the tracks so that Larcou was forced to make a stop to avoid running over him. Larcou opened the front window and inquired what he was doing on the tracks and why he didn't get out of the way.

"I'm looking for the president of the company," replied the tramp.
 "Well, you don't expect to find him out here do you?" inquired L. J.
 "I don't know," the tramp responded, as he stepped out of the path of the car, "but I'm on his track."

Introducing New Men

The following men have been assigned to their divisions during the week ending December 17, 1921:

DIVISION NO. 1
 Motorman—C. T. Chadwick.
 Conductors—D. H. Leight, J. D. Carnes, R. Hoffman.

DIVISION NO. 3
 Motormen—R. Williams, R. A. Daugherty.
 Conductors—G. F. Dagley, F. M. Fish, F. L. Whitesell.

DIVISION NO. 4
 Safety Operator—W. Barney.

DIVISION NO. 5
 Motormen—J. I. Hagins, R. A. Thompson, J. L. Jackson.
 Conductors—L. L. Scaberry, J. S. Smith, C. J. Dion, T. M. Mulloy, F. E. Burghart, M. B. Findley.

Looking 'em Over at the Divisions

DIVISION 1

Well, fellows, we are now facing a new year and leaving the old behind, so I am going to review the past year a bit and dwell on the new year a bit also.

The year just past has noted and recorded many changes and improvements in street car operation. As I look back two or three years and think of the changes now in effect it is really amazing. Then a 7:30 swing was considered an early run, now swings that go out at 5:30 to 6:30 in the morning get in around 6 to 7 in the evening. We don't have to punch a transfer a dozen times but only once, and changes too numerous to mention, make work easier on the trainman.

Certainly any trainman who thinks he has a hard time now, will always think so. We have a lot to be thankful for this Christmas. Thankful that we have our health and a position with such a company like the good old L. A. Ry. We should be thankful that we have over us such executives as Mr. Anderson and Mr. Hill, who are to be congratulated and praised and who are responsible for the many improvements in the system.

One bad feature has been the traffic conditions, but in spite of this, we have carried more passengers than before and cut down the percentage of responsibility in accidents.

What we are going to strive for in the coming year is still greater efficiency. We are noted over the country for our politeness and we are going to be noted for efficiency in every matter pertaining to street car operation. And the fellows that report for work every day, clean shaven, in clean uniform and with a smile on their faces and full of pep, are the fellows that are going to make this greater efficiency record for the year 1922.

Some fellows are always grumbling about their work, I would advise such fellows that if they can't get pleasure and enthusiasm out of their work, to resign for their sake and the company's sake and find some work in which they can.

Perhaps you are too big for the job, or it may be the other way around. The job might be too big for you. Let us all work and co-operate with each other in every matter, for together we stick, divided we're stuck. I wish each and every one of you and all my friends over the entire system a Merry, Merry Christmas and a joyous and happy New Year.

L. F. CARMACK.

DIVISION 2

Merry Christmas. May you survive the strain of the holiday rush and in 1922 may you all be bear cats like Ed. Lloyd and Bill Harris, our efficiency champions.

SUPT. P. V. MANN.

Motorman A. E. Russell has had a severe cold for the last week, but expects to be back on the job by Christmas.

Motorman A. C. Campbell is in the Golden State Hospital, undergoing an operation on his throat. He is improving, and says he will be able to start to work by New Year's.

There seems to be an epidemic around Division Two, everybody has a bad cold, even "Daddy" Pierce has been on the sick list for a couple of weeks, but is getting along nicely, and we hope to see him back with us soon.

Motorman J. H. Bailey of the "U" Line, made application to become a member of the police force, was accepted, and is now a probationer. Good luck, J. H.

The following trainmen have decided to take their vacation during the holidays: C. E. Hill, E. W. Hill, C. Willeuts, E. V. Fiedler, C. B. Gordon, A. A. Rooke and W. J. Hart.

Conductor M. E. Shain has what we call "real hard luck," and not a bit funny either, having been down sick for about a month, and just congratulating himself on being able to return to work, the unforeseen occurred. While cranking his Ford, the old flivver kicked and broke his arm. Very sorry that M. E. can't be with us Christmas.

Who's Who



WE HAVE with us the fair countenance which was made to fit the name of Aloysius Leo Londraville, by occupation, a supervisor, and a mighty good one at that.

Leo is one of the men who have demonstrated real ability in a comparatively short period of service. Starting May 7, 1920, as a motorman at Division Two, he was made an extra dispatcher within two months. October 17 last year he was placed on the supervising force. He is stationed in the downtown district. By his alertness and quick action he is a valuable man in keeping traffic moving smoothly.

From 1915 to 1919, Leo was in the U. S. Navy and during the big scrap, was with a fleet of mine sweepers operating out of Scappa Floe, the point where the captured German warships were sunk by their own men. Leo had a view of the assembled fighting ships before they went to the bottom. He was an electrician in the navy.

DIVISION 5

To the men of Division Five:

I want to take this opportunity to wish you all a very Merry Christmas and a Happy New Year, and to thank you all for the good work you have done during the past year, and for your brave effort to establish a home at Division Five for the Safety Penant. Now, that the Company has shown its appreciation of our good work by giving us the bonus, let us show our appreciation by starting the new year with the resolve to be just as careful, just as efficient as we possibly can. At the present time we are one of the leaders in the new Safety Contest, and with a little increased effort on the part of each one of us, we can and will, take the lead over the others, hold it until the close of the contest and prove to the other divisions that when Division Five decides to do a thing, that we won't quit until that thing is accomplished.

Let us put forth our greatest efforts to help make the Los Angeles Railway the best street railway system in the world, and to make Division Five the best division.

C. A. MORRISON.

Motorman J. H. Dillard was run down by an auto as he was running to catch a car in Boyle Heights, Monday morning. He was pretty badly injured and was taken to the Receiving Hospital and later to the Golden State Hospital. He suffered a fractured leg and collar bone.

We find listed among our new men this week, two conductors of world fame, namely: "Theodore Roosevelt"

DIVISION 3

On behalf of our Supt, Ernie Dye, Foreman, Dan Hanley, and the rest of the office bunch, I tender to the officials of the company and all the trainmen, our sincere good wish for a Merry, Merry Xmas and a Bright and Prosperous New Year.

Well, you have no doubt, noticed that we are tagging along in third place in the Safety Contest, although not far enough behind to worry very much, but we would feel far more comfortable were we at the top. No doubt, you are all trying to do your best, and if your luck holds out we will be at the top again yet.

Our new schedule frames and swivel extra board are quite an improvement on the old style. No more will the extra man have the excuse for missing out of saying that he copied Saturday's schedule by mistake, and when Dan gets his extension ladder so that he can reach to the top of the extra board, everything will be Jake.

The fact that "Two Bells" was a couple of days late coming out last week, gave us a chance to see just how popular it is with the men. Everybody was making inquiries about it, "Where's Two Bells?" "Gee, are the Two Bells all gone?" with a look on their face as if they had lost a dear friend, but when told that they would be out Monday, wasn't that a Grand glorious feeling?

Congratulations were extended to Cond. Ira Gott and Mot. Gail Hendry, who were two top-notchers at this Division, also to the other ten who came into the extra money. They are all, everyone of them, good fellows and, no doubt deserved what they got. There are lots more of you just as good, and drew the full bonus, but your foot slipped a bit at some particular time, and being so many of you right up at the top, a hair breadth would keep you out of the extra money. So cheer up and make up your minds to dig in and go after the extra money this year, and go further, go out and land that first prize for Div. 3. You can do it. We just know you can, so go get it.

Conds. Bakkala and Beigler were fortunate enough to be able to get a lay off and will spend Christmas with their friends in the northern part of the state.

Cond. Cady is still confined to the Golden State Hospital and will celebrate Xmas there and any of you boys who can get time should drop around and see him to cheer him up.

Who said Los Angeles is dry? If Los Angeles has been dry the past week I would hate to live in a wet place.

Mot. T. Chambers, J. Hollander and Cond. F. N. Sweet are now busy trying out on the police force. They will, no doubt, make good cops, as they are some trio.

Cond. C. D. Childs has purchased one of the company houses on Cypress Ave., and is waiting for dry weather to move in.

Miller and "Jesse James" Parr. We are proud to have such noteworthy personages with us, and hope the former proves he has been rightly named. Would like to say the same for the latter, but are afraid the L. A. Ry. would miss the nickles.

Conductor A. W. Hughes and Motorman G. W. Bukey have returned to duty after a 90 and 60-day vacation, respectively.

DIVISION 4

The trainmen, office force and mechanical department of Div. 4, extend their best wishes to all for a very Merry Christmas and a Happy and Prosperous New Year.

Cash Receiver R. Smith says: "Operator F. Geel was so pleased with his bonus that he gave me a dollar for checking errors on his trip sheet. I wish you a Merry Christmas and a Happy New Year."—(Which reminds us that a hint is as good as a kick.)

A lady got on a Griffith car and split this: "Say, Mr. Motorman, does this car, when it gets out of town, turn one corner at a drug store then go a little ways and then turn another corner at a grocery store?" The operator thought seriously for a few seconds and replied: "Yes, ma'am." "Well, I want off at the drug store," she added.

Conductor C. W. Davis got on my car the other day and I must say he sure looks quite dignified, having cultivated a mass of yellow shrubbery on his upper lip and also found it necessary to wear glasses. C. W. reports on a recent date at 7:22 p.m., at 16th and Hope, a woman got off his car correctly.

It sure beats all how a conductor can be so tight that he will not invest five cents for a cake of soap and yet thinks nothing of wearing a ring on his neck.

Conductor W. L. Price was going east on 11th St. on a recent Sunday afternoon about 2:45. Approaching Grand Ave., he called "Grand!" fairly loud. A farmer, standing near the entrance door, spit out a big wad of tobacco and said, "By heck, no fooling sonny, this weather sure is grand."

Condr. C. J. Knittle, Division Four scribe, was off on sick leave last week, but Division Four was kept prominently on the map through the kindness of Motorman R. C. Lindsey who came through like a regular pinch hitter.

Incidentally, Motorman Lindsey's wife went to a hospital last Friday with the prospect of spending the holiday week. Here's hoping she will be well and out again soon.

On the Sick List

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

DIVISION NO. 1.
Conductors, A. B. Morse, 3215 Royal St., E. P. Johnson, 5172 E. 5th St., W. J. Williams, 1663 Fairmont St., A. E. Pingry, 1165 Orme St. Motormen, S. F. Dunn, 1729 E. 22nd St., L. F. Moore, 615 Kohler St., J. O. Cooper, 241 S. Bunker Hill, L. Eastman, 614 Stanford.

DIVISION NO. 2.
Conductors, E. A. Toler, 700 E. 41st St., H. W. Flanagan, 674 E. 53rd St., L. H. Wilson, 227 E. 56th St. Motormen, A. G. Johnson, 219 W. 58th St., M. O. Swain, 9101 Barring Cross, F. Hoff, 736 San Julian.

DIVISION NO. 3.
Conductors, D. Garrett, 141½ N. Griffin, J. C. McKasson, 161 So. Ave. 21, J. P. Martin, 339 Isabell, L. J. Leonard, 3267 Arroyo Seco, W. O. Butler, 2627 Alice St. Motorman M. A. Snow, 2612 Idell St.

DIVISION NO. 4.
Conductors, C. W. Beckner, 1232 So. Alvarado, A. McKenzie, 905 East 7th St., A. E. Hubbard, 1523 Temple St. Safety Operators, G. B. Hubbard, 1326 So. Geo. R. D. Jones, 1424 Girard St., A. E. Cutler, 1234 So. Ardmore, A. B. Colson, 501 N. El Centro.

DIVISION NO. 5.
Conductors, W. Janner, 10421 Cedar St., E. L. Carlson, 5514 St. Andrews Place, E. A. Hannushek, Inglewood. Motormen, E. A. Hilty, 115 W. 60th St., G. W. Rankin, 821 W. 65th St., George Pape, 5745 5th Ave., W. L. Hague, 11022 So. Beach St., A. P. Knudson, 924 W. 52nd St.