

TWO BELLS

VOL. IV

DECEMBER 24, 1923

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

Christmas Party Next Saturday

HOLLYWOOD BUS GARAGE PUT IN USE

The west end of the big new bus garage at Santa Monica boulevard and Virgil, is being occupied by the Los Angeles Motor Bus Company for night storage of the vehicles. The building will not be completed until March 1.

Half of the real estate office of O. W. O'Dell, adjoining the bus property, has been rented for use of the bus operators in reporting for work and receiving their tickets and transfers.

Sunset Line Starts

Operation was started by the joint bus company last Thursday on a line running from Sunset boulevard and Laurel Canyon drive east on Sunset, south on Vermont and east on Eighth to a downtown loop around Olive street, and returning over the same route to Sunset and La Brae avenue from which point half of the service is operated via Sunset to Laurel Canyon drive, and half north on La Brae west on Hollywood boulevard, south on Orange Grove and west on Sunset to terminus at Laurel Canyon drive.

The other line, known as the Vermont-Eighth street line, will have its northerly terminus at Hillhurst and Los Feliz boulevard and also will operate into the business district via Vermont avenue and Eighth street. In order to serve a larger district at the northern terminus of the line, half of the service from the corner of Vermont and Prospect avenue will be routed north on Vermont, east on Los Feliz, south on Hillhurst and west on Prospect. The other half of the service will make this loop in reverse direction.

Fare Rules Continue

The same rules governing fare and transfer connections will prevail between the Los Angeles Railway cars and the new lines of the joint bus company as are in effect with the Western avenue line and the Wilshire line. In all cases, street car passengers who desire to transfer to one of the bus lines will have to buy a bus ticket at 10 cents, which is good for the first ride on a street car, a ride on the connecting bus and transfer from the bus to another street car line.

The joint company has purchased two buses which have been operated by the city from First and Vermont to the Griffith Park field house. Thirty-minute service will be given over this route from 6 A.M. to 6 P.M. The starting date of this service and the fare rules will be bulletined at the divisions.

Mr. Kuhrtz Extends Season's Greeting To All Employees

To the Officers and Employees

Of the Los Angeles Railway:

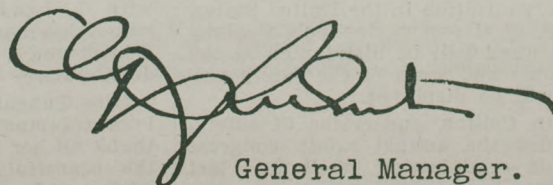
Gentlemen:

The year now drawing to its close has been our busiest and largest. We have faced many problems, overcome many difficulties, and the Management feels gratified and pleased at the good work done and the conscientious efforts made to handle and transport the public of our great and growing city in a satisfactory manner. We have received a large number of commendatory letters and one was so particularly good that I wish to share it with you. It is as follows:

I cannot help but express my appreciation of the efficiency of your railway system and the courtesy of your trainmen. As I ride approximately 1800 times a year, I can readily see the many aggravations existing. Nevertheless I have yet to witness the first act of discourtesy from an employe of your company either direct or implied. Can I say more? I doubt it.

Wishing one and all the compliments of the season, individual prosperity, and continued success to our good company, I am,

Very truly yours,



General Manager.

ANNUAL RALLY TO RUN 14 HOURS

The annual Christmas party of the Los Angeles Railway family, which will be held next Saturday in Forrester's Hall, 955 South Olive Street, will begin at 10 A. M. and continue for 14 hours, according to Charlie Means, who is directing arrangements. It was originally planned to start at 2 P. M., but the earlier time has been adopted so that employes of all departments on all shifts may be able to attend part of the time.

Program for Children

The party for children of employes will start at 2 P. M. A special program for the younger folks will be provided. Games, music and dancing will add to the happiness of the afternoon and the bags of candy that will be distributed, will be big enough to provide sweet memories for hours after Santa tosses his empty bag over his shoulder and departs.

A flashlight photograph of the kiddies will be taken for *Two Bells* about 3 o'clock.

Vaudeville at Night

In the evening a number of good vaudeville acts will be presented and will be followed by dancing.

Refreshments consisting of sandwiches and other good things to eat, with coffee and punch to drink, will be available from the opening moment of 10 A. M. till midnight.

Merry Christmas

Cars To Run Late On New Year's Eve

Special night schedules for New Year's Eve are being prepared which will provide frequent service until 2 A. M. Regular night supervisors will be on every line and will arrange service on as even as possible headways with a view to running a good number of cars through the downtown district between midnight and 1-30 A.M. to carry the crowds to their homes.

Trainmen are urged to exercise caution as the celebrants may be expected to resort to all kinds of revelry to see that the new year comes in on all fours.

On New Year's day, traffic men of the company will augment the police of Lincoln Heights and Central stations in their efforts to keep cars moving through the jam of automobiles traveling to the Tournament of Roses at Pasadena.

Editorial Comment

Two Bells is The Official Paper of The Los Angeles Railway

Christmas Greeting

TWO BELLS extends to all employes of the Los Angeles Railway best wishes for a Merry Christmas and a Happy New Year.

It is good that the whole world turns its thoughts to goodwill at this season of the year. In the hurry and scramble of business, it is easy to forget what we owe our fellow men. We owe debts that the millionaire and the beggar pay in the same coin—the friendly word and smile.

So at this Christmas season and throughout the coming year let us do our utmost to spread the spirit of friendship and Christian love.

Merry Christmas

Thoughts of The Season

AT THE CLOSE of the year, we look back and take count of what we have accomplished—what we have done with our opportunities.

The auditing department records show the number of passengers served. These figures set new high marks which five years ago were not thought possible.

The engineering department records show the miles of new track that have been built, providing service for new thousands of people. The same department shows the substations built, the cars, and everything else that goes into making physically possible economical and safe service for approximately one and one quarter million passengers daily.

The miles of track and the millions of passengers are as nothing without Men—men with hearts to conceive the real meaning of service and the brains to carry out the purposes of their hearts.

It is such men, the trainmen of this system and all other members of the transportation department, who have taken the year 1923 with its problems and its responsibilities and made of it the most successful year in recent history of the railway. This success has been built upon a foundation of courteous relations with the public.

More than ever before, trainmen have shown that they realize courtesy is the universal key to goodwill with all races and all nationalities. The extent to which courtesy has been displayed is indicated in the hundreds of commendations that have been received. Hundreds of men have realized, as never before, that courtesy makes the job easier.

Centuries ago shepherds followed a wondrous star that pointed the way to the lowly abode of the Babe of Bethlehem, who came to give the world the message of goodwill.

Today men with true hearts follow as a bright star above, the ideal of goodwill among men.

So at this season we wish to express to you, the employes of the transportation department who have followed the star of goodwill through twelve strenuous months, our sincere thanks and very best wishes for a Merry Christmas, a Happy and Prosperous New Year.

GEORGE BAKER ANDERSON,
Manager of Transportation.

R. B. HILL,
Superintendent of Operation.

R. R. SMITH,
Asst. Supt. of Operation.

More A. M. Service On Lines W and M

Ten A. M. rush hour trippers will be added to Line "M" next Monday and will be continued as regular service.

Eleven A. M. trippers have been added to Line "W" and provide four-minute headway on the York and Buena Vista branches with two-minute headway on the main line. The former headway on the branches was six minutes.

Membership Resumed In Safety Council

The company has resumed membership in the National Safety Council, which is the foremost accident prevention organization in the United States. Copies of the magazine published by the council will be distributed at the divisions and some of the safety posters will be displayed.

John Collins, supervisor of safety, attended the annual safety congress of this organization in Buffalo last October.

BULLETINS

Issued December 24, 1923

BULLETIN NO. 214
Notice to Conductors

Fireman's Pass Book No. 14434, issued to L. F. Atkins, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 215
Notice to Conductors

The following passes are reported lost: 496 issued to Pete Stergeon, Laborer, Line Dept.

2634 issued to Mrs. Eva D. Cubberly, wife of Motorman G. F. Cubberly of Division No. 1.

3651 issued to C. C. Beyers, Conductor Division No. 3.

8163 issued to W. S. Cramer, formerly conductor Division No. 2. (This man no longer in our employ.)

R. B. Hill

Supt. of Operation.

Merry Christmas

29 New Cars Put In Operation In Less Than Month

Eight more of the new cars were turned out by the shops and put in service December 15.

Last Wednesday the engineering department received control registers for 21 cars which were to be equipped and released to the lines immediately.

This gives 29 new cars added to the system in half a month.

Merry Christmas

HISTORIC DIV. 1 BUILDING RAZED

An historic landmark of Los Angeles is disappearing in the razing of the number two car house of Division One. The old two-story brick structure is being torn down to make room for additional storage track. The building was erected in the early nineties when this new fangled contraption, the electric street car, imperiled the secure position that the horse cars and cable cars had held in local transportation.

Prior to the building of the present main office building, the instruction department occupied the second floor and later the transfer bureau occupied the quarters. Both departments are now in the new Division Four administration building.

Merry Christmas

Regina Tungate Says 'Yes, Yes, I Do'

Miss Regina Tungate, who for several years has been employed in the mileage department and acts as relief telephone operator, came back last Wednesday to confirm the rumor that love is grand.

Regina was married December 12 to Howard Stableton, who is employed in the composing room of one of the local newspapers. (No, not composing poetry; type.)

The main office gang presented her with a handsome coffee percolator which holds nine cups of "M. J. B. Why?" and a silver tray to hold the doughnuts.

Miss Tungate wishes through these here columns of this here paper to thank all her friends at the offices for the beautiful present and for their wishes of happiness.

LINES V AND J INCREASE RUNS

Service on the Vermont avenue extension from First to Monroe streets started last Friday, following a line choice on "J" for Division One men, and "V" for Division Two. Under the new arrangement, service on Santa Fe avenue between Vermont and Slauson will be handled by "V" line cars and all "J" cars will go to Huntington Park. Half of them will turn back at Florence and Pacific and half will run through to Walnut Park.

In addition to practically doubling service for Huntington Park and Walnut Park, the change will provide five-minute midday service on the Jefferson end of the line from 8:30 A. M. to 1:30 P. M., in place of the former six-minute service. Although the new schedules do not change the rush hour headway for Jefferson street, more even service is assured by providing more cars.

On Line "J" 18 full runs were added and the A. M. and P. M. trippers were cut from a total of 29 to 8. On Line "V" there is an increase of 11 runs and one tripper.

Merry Christmas

RAILWAY DATA IS LOST IN JAPAN

A letter received from M. M. Oyamada, an official of the street railway system of Tokyo, Japan, says that all the data he gathered in his visit to Los Angeles and other American cities was lost in the earthquake. Mr. Oyamada spent several days looking over the Los Angeles Railway system, and studying operating practices.

In his letter he says the earthquake destroyed six division car houses and the executive offices. Nine hundred street cars were demolished and although 1350 cars were formerly operated in the system, service is being given at present under severe handicaps by 600 cars.

Merry Christmas

Appreciation

To the men of the Bus Division:

We wish to thank the men of the division for their kindness and thoughtfulness extended to us in the recent loss of our baby boy.

Accept our thanks and appreciation.

Mr. AND MRS. B. M. HEMPHILL.

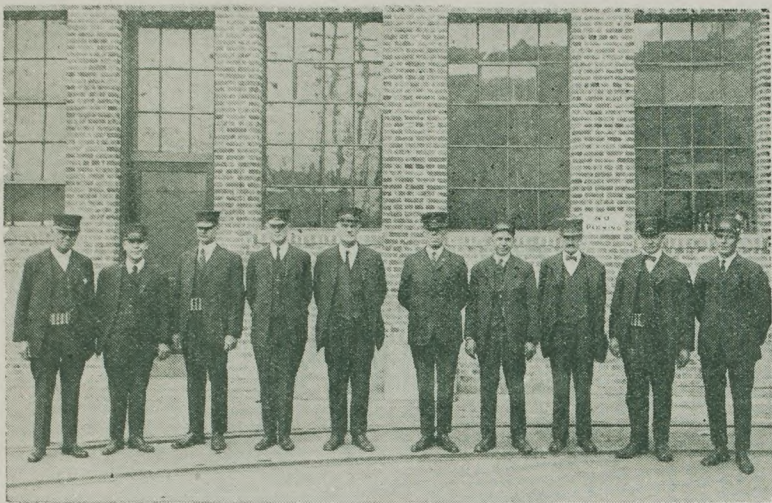
G. B. A. Back From Trip To Chicago

George Baker Anderson, manager of transportation, returned last Wednesday from Chicago where he attended a meeting of the committee of the American Electric Railway Association on uniform traffic regulations. Officials of the leading electric railways of the country are working together on the difficult problem.

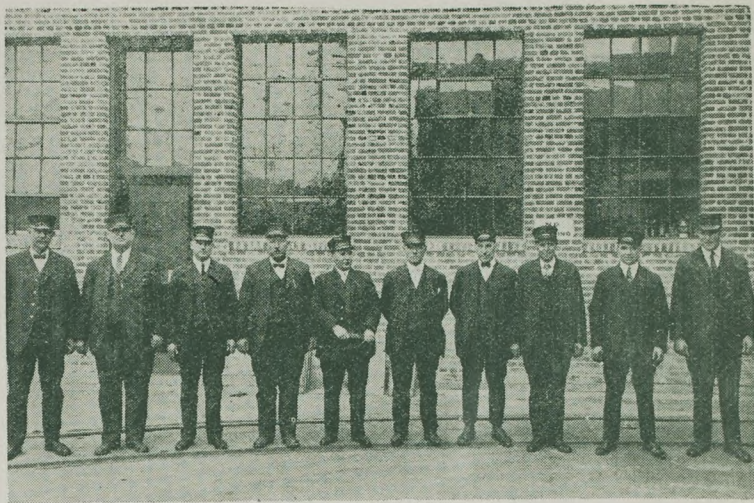
En route east, Mr. Anderson attended a meeting of superintendents of electric railways of California. This session also was attended by R. B. Hill, superintendent of operation and R. R. Smith, assistant superintendent.

Winners of 110 Special Christmas Bonus Checks

(All Names Arranged Left to Right)



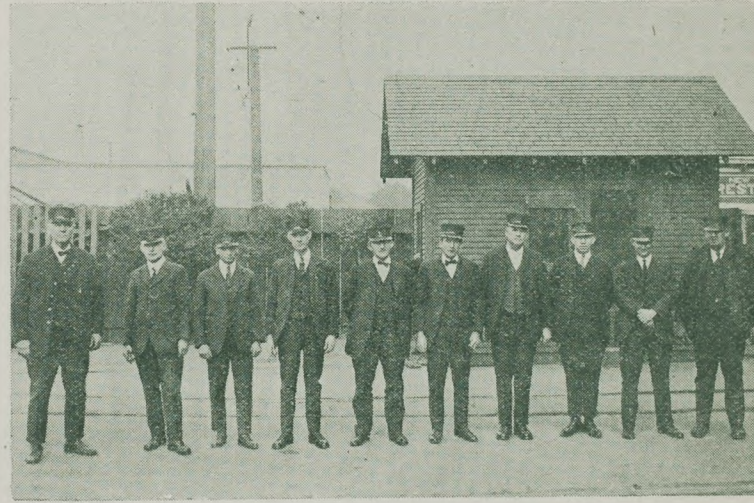
DIVISION NO. 1. Conductors—W. E. Marsh, G. A. Urbain, G. J. Thronson, J. O. McArthur, H. N. Cole, W. G. Gerrie, R. W. Brigham, A. A. Lithgow, J. H. Stanley, G. E. Robinson.



DIVISION NO. 1. Motormen—J. F. Johnson, F. M. Berry, E. W. Knapp, W. H. O'Bear, J. M. Short, E. M. Worsley, J. E. Fagin, F. E. Kimble, N. Robinson, W. D. Pringle.



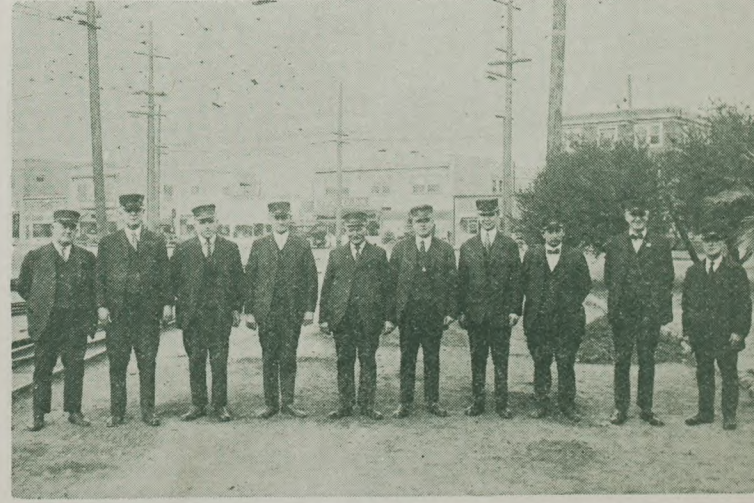
DIVISION NO. 2. Conductors—R. A. Eisenhart, G. B. Lindensmith, N. W. Wagner, E. W. Gay, W. A. Pilcher, T. C. Chase, C. F. Eastman, D. M. Wood; above—C. O. Ashton (left) and F. C. Bushles



DIVISION NO. 2. Motormen—W. E. Hancock, G. F. Morgan, J. D. Brudbaker, E. C. Secrest, F. Weseloh, E. W. Lyon, J. E. Crawford, J. A. Wear, C. E. Kelley, H. H. Fairman.

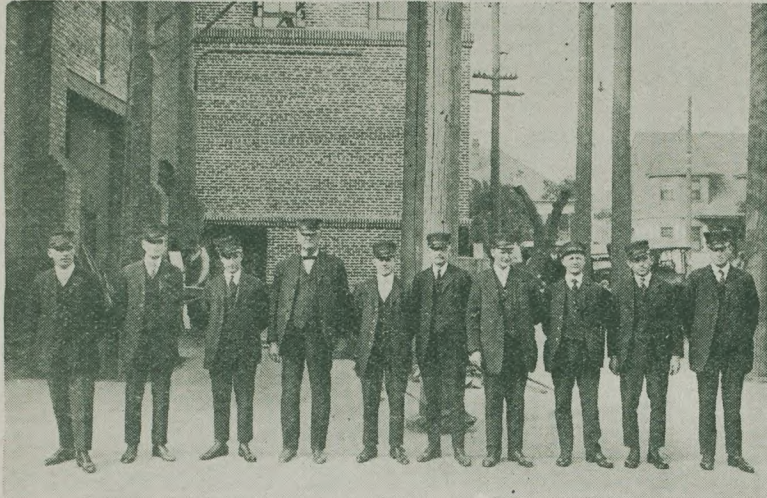


DIVISION NO. 5. Conductors—W. M. Briggs, R. B. Warner, M. A. Watson, L. B. Fowler, J. H. Miller, H. F. Henney, E. H. Link, W. H. Moore, A. R. Graves, W. Lane.

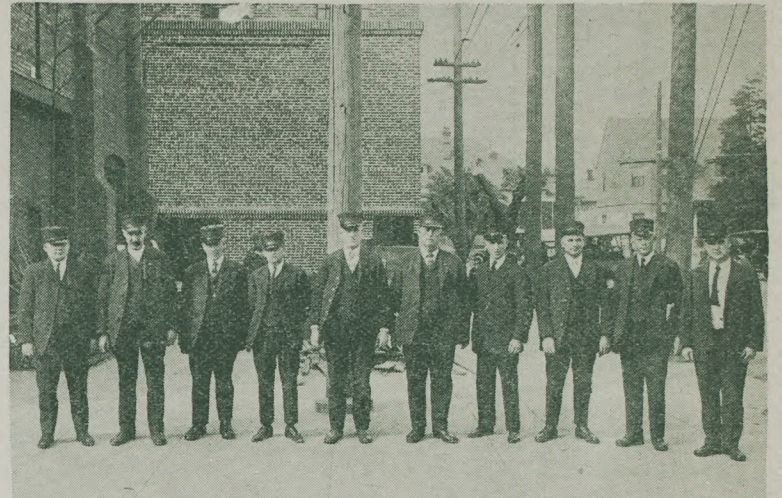


DIVISION NO. 5. Motormen—W. C. Dugger, P. D. Probert, D. McCarthy, E. W. Watson, T. A. Golish, E. E. Johnson, W. T. Miller, H. M. Guthrie, R. S. Drew, V. L. Myers.

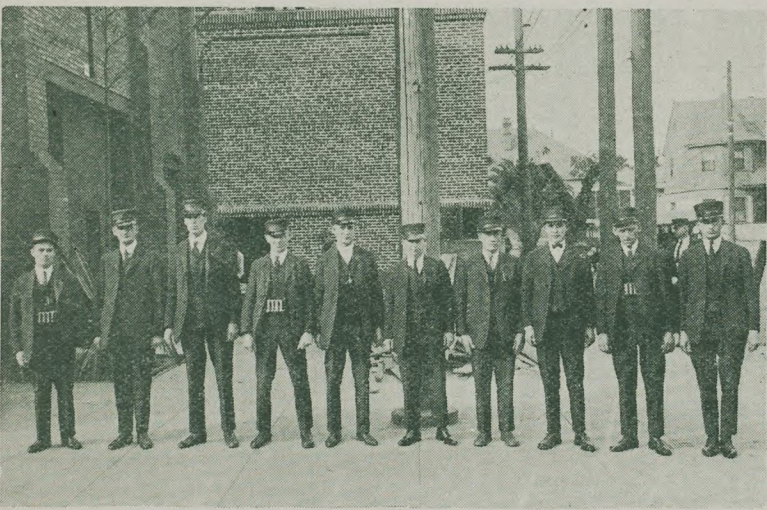
Leading Trainmen of Five Divisions Rewarded



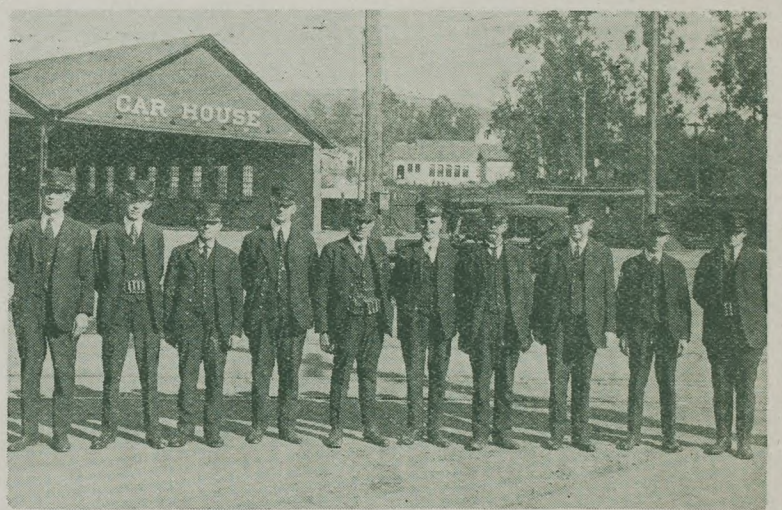
DIVISION NO. 4. Conductors—H. Buckman, H. S. Turner, W. W. Warren, A. C. Freeman, J. Howarth, G. A. Jahn, R. E. L. Carroll, W. N. Cline, C. E. Robison, C. J. King.



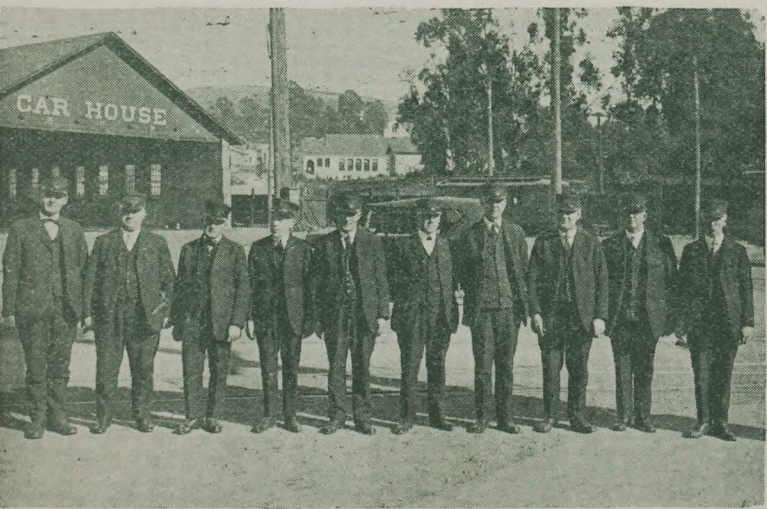
DIVISION NO. 4. Motormen—J. J. Morgan, J. McKeown, W. Brotherton, D. L. MacDonald, J. B. Woodland, E. F. King, M. Tessore, C. Larson, T. H. Peterson, M. Connor.



Safety Operators—W. J. Harris, L. A. Moyer, H. O. Nelson, J. C. Berrell, H. Howard, A. C. Beck, H. W. Frazier, H. C. Jackson, W. J. Templeton, B. S. Hopkins.



DIVISION NO. 3. Conductors—I. C. Acuff, O. G. Thompson, G. W. Chapman, S. J. Riggs, J. C. Phillips, C. H. Walkinshaw, J. E. Gorham, F. D. Caldwell, C. Welsh, M. B. Stewart.



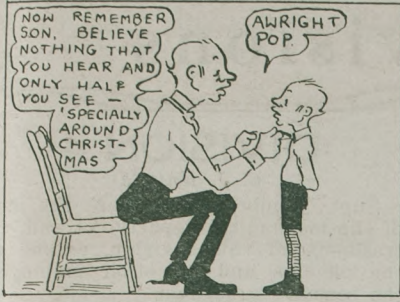
DIVISION NO. 3. Motormen—J. L. Ott, A. D. Kinsey, E. Wagner, H. L. Edwards, G. C. Plannett, H. E. Crooks, C. H. Doughty, G. V. Hopkins, D. E. Greaves, C. M. Ward.



Two happy young folks who are proud of their bonus winning dads. Left is Conductor W. Lane of Division No. 5 and his daughter, Lucille; and (right) Conductor W. H. Moore and his daughter, Myrtie.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

For Condr. H. Snyder, Div. 2

Conductor H. Snyder of Division Two, noting that Mrs. Harrison had her small daughter to care for besides carrying a grip and other packages, stepped off the car ahead of her, lifted the little girl down, and assisted in getting her luggage off the car.

This was done in such a gentlemanly, courteous way that she felt the company's attention should be called to the splendid service which this man is rendering its patrons, also that he be given recognition.

Reported by

MRS. W. L. HARRISON,
1530 Rodeo Way.

For Condr. H. N. Cole, Div. 1

Los Angeles Railway.

Gentlemen:
Just a few lines to let you know that "Mothers" can trust their children to ride from one end of town to the other without worry when they meet conductors like Conductor 1328.

Every week two little girls of mine go for music lessons, to West 9th and Westmore, alone. On the day the girls go they say they are not afraid to go if they can get on No. 1328's car.

Conductor 1328 is very courteous and considerate towards children as well as the older people on his car.

Am sure you will appreciate knowing that you have such a worthy employe.

Yours respectfully,
MRS. E. KNOLLER,
4010 Michigan Ave.

For Condr. F. S. Leon, Div. 3

Los Angeles Railway.

Gentlemen:
I am pleased to advise you that during my stay in Los Angeles and riding on your several cars, I have observed that Conductor 2364 deserves great credit for his efficiency and in the way he handles the patrons of his car. Always courteous and ready to assist in any way possible.

Very truly yours,
DELLA McCLELLAN,
511 Cannon Place,
Troy, New York

For Condr. J. L. Vincent, Div. 4

Los Angeles Railway.

Gentlemen:
I wish to commend Conductor 994 for his courtesy to me and his willingness in directing me in transferring, being a stranger in the city and finding a man of the spirit he showed.

Very truly,
V. V. McVEY
Northern Hotel

For Condr. A. E. Pingry, Div. 1

Los Angeles Railway.

Gentlemen:
I wish to call your attention to the courteous and efficient manner in which Conductor 1490 on the J line handles his passengers. He is always pleasant and willing to give information about car lines in any part of the city.

Very truly yours,
GEORGE E. BALL
639 1/2 West 36th St.

For Operator W. J. Harris, Div. 4

Los Angeles Railway.

Gentlemen:
If you are through reading your morning's assortment of kicks, put this on the top of the pile.

At 8:30 this morning a runaway horse passed in-bound No. 1024, Griffin Ave. line, near College and North Broadway. The skipper on 1024 stopped his car as the runaway passed—ran, caught the horse and turned it over to a policeman. Total delay about one minute. That operator surely has some good, fast-working matter under his hat.

Yours,
C. R. WILLIAMS
Dept. of Health
Los Angeles

Christmas Bells

I heard the bells on Christmas day
Their old, familiar carols play,
And wild and sweet
The words repeat
Of peace on earth, good will to men!

And thought how, as the day had come,
The belfries of all Christendom
Had rolled along
The unbroken song
Of peace on earth, good will to men!

Till ringing, singing on its way,
The world revolves from night to day.
A voice, a chime,
A chant sublime
A peace on earth, good will to men!

But in despair I bowed my head,
"There is no peace on earth," I said,
"For hate is strong
And mocks the song
Of peace on earth, good will to men!"

Then pealed the bells more loud and deep,
"God is not dead, nor doth He sleep.
The wrong shall fail,
The right prevail,
With peace on earth, good will to men!"

—Henry W. Longfellow.

Merry Christmas

I Thank You For My Bonus

MUCH OBLIGED

Supt. Los Angeles Railway Co.
Gentlemen:

I want to thank the management of the Los Angeles Railway Co. and especially my superintendent Mr. Williams for the special bonus awarded me.

Sincerely,
J. E. FAGIN, Motorman, Div. 1.

—AND MY WIFE

To the Officials of the Los Angeles Railway:

Gentlemen:
Again my wife, my family and I wish to express our thanks for the regular and extra bonus given me by the Los Angeles Railway, for the honor conferred on me by your reward of special bonus. I wish to assure you that I will make every effort during the next year to prove to you that I appreciate this honor.

Respectfully,
R. A. EISENHART,
Conductor, Div. 2.

AT IT FOR 32 YEARS

To the Officials of the Los Angeles Railway:

Gentlemen:
I wish to take this method of expressing to you my appreciation of the honor conferred on me again, with one of the high special Bonus prizes. Frankly, I do

not know how I was selected again this year. I know that I have tried hard to give the best that was in me, and trying hard, makes work easier. Street car work is much different today, than it was when I started working for the Los Angeles Railway thirty-two years ago.

I am strong for the Los Angeles Railway. I think the officials are regular fellows, and among men that just about tells the story.

I want you to know that I will live up to the compliments paid me for satisfactory service, to the best of my ability.

Wishing you one and all, a very merry Christmas and a happy New Year.

Thanking you again, I remain
Respectfully yours,
W. E. HANCOCK,
Motorman, Division No. 2.

WILL SAY IT WITH SERVICE

To the Officers of the Los Angeles Railway:

Gentlemen:
In thanking you for the Bonus and Special Award that I have just received for efficient service during the present year, I realize that mere words express nothing, but that it will be by my work in the future that will show to you how much I do appreciate it.

I wish it was possible at this

On The Back End

(Contributed)

"Bud" Eaton, track engineer, was present at the christening of a baby who was named Broderick Vincent Dunlap. After the ceremony some one predicted that the lad will have a lively time in school packing those initials with him.

"Dad" Cronin, of Division One, tried to cash the little slip that shows his efficiency percentage and the amount of bonus he had coming, mistaking it for his bonus check. At that, his stunt is not half as funny as that of a bank clerk who did cash such a slip last year for a trainman who made the same brodie.

Passenger: "I thought you said this was a Melrose car."

Conductor: "It is, sir."

Passenger: "It can't be, I don't see a familiar face on the whole car."

time, (perhaps you can do this for me) to thank the public for its part in this matter. Especially those who always have a pleasant word and a cheerful smile for the trainmen. Because it is by their kindly acts that they help a trainman to do his work in a courteous and efficient manner.

So here is wishing you a Merry Christmas and a Happy New Year, and may the year 1924 be the best one in every way that you have ever experienced.

I thank you.

I. H. MILLER,
Conductor, Division 5.
AND A MERRY CHRISTMAS
Los Angeles Railway Co.
Gentlemen:

We wish to thank the Los Angeles Railway for the nice bonus, and special award, and to express our appreciation of the Los Angeles Railway's goodwill toward its employes. We wish you a Merry Christmas and a happy and prosperous New Year.

A. D. KINSEY,
Motorman, Division 3.
MRS. KINSEY.

HONOR APPRECIATED

Los Angeles Railway.
Los Angeles, California.
Gentlemen:

I was very pleasantly surprised to learn that I had been awarded a special bonus.

I feel that it is a great honor to be deemed worthy of a special bonus, and am very proud of the accomplishment.

Trainmen of the Los Angeles Railway are very fortunate in having at the head of the corporation a group of broad, fair-minded men, who would rather see each individual trainman a success and prosperous, than a failure.

Yours truly,
LEE A. MOYER,
Operator, Division Four.

Looking 'em Over at the Divisions

DIVISION 1

H. N. Cole

We are a happy bunch this week, having received our bonus last Friday. Those who have not been in the service long enough to enter the bonus class are happy over the prospects of getting their share next year.

Your humble scribe was the happy recipient of a special check, for which he was extremely thankful, as it means a new pair of shoes each for the wife and kiddies, and probably a pair for himself, and a turkey for Christmas. Oh, boy!

The full length mirror has been placed in position, but at this writing, very few of us have summoned sufficient courage to make use of it. In fact we assume a hurried attitude whenever we pass it and suddenly look in the opposite direction, making a solemn vow that we will have our uniform cleaned and pressed and then take a chance.

The old saying, "That precious goods come in small packages," does not always hold good, as verified by the fact that a eleven and one-half pound bundle was left at the home of Conductor H. Wolf last Sunday. It was a baby boy. Congratulations.

How is this for getting your words mixed? A foreigner had been to see the boss about getting a job, and on his way out he passed some workmen who were anxious to know the result of his effort, so one asked him how he came out, and got this reply: "I told the boss for a job, and he asked me no."

DIVISION 2

By C. L. Christensen

I take this means of expressing my gratification and appreciation to all of the men of Division Two, for the splendid showing made during the past year.

In selecting the men for special bonus, every care was taken to prevent any possibility of an improper selection. If you men could have been present, you would have been compelled to make the awards just as they were made. Of course the men who received the special awards are, for that reason, already repaid for their efforts to give faithful service, but I want to say to those of you who tried just as hard to do your work conscientiously that your officials in the Los Angeles Railway know and appreciate your efforts, and I heard several of them express the wish that it were possible to give a prize to every one who had gone through the year with a high standing.

The point I wish to bring to your notice especially, is, that a large number of you men had fine records, but while the money prizes to be distributed were limited, there should be a lively satisfaction in the feeling that a duty has been faithfully performed.

Now all together for showing the world that we can make a still better showing in 1924.

A Merry Christmas and Good Luck.

Yours truly,

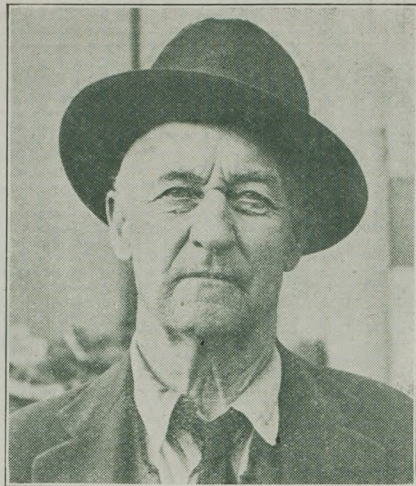
T. Y. DICKEY,
Superintendent, Div. No. Two.

Conductor H. B. Goodwin and Motorman A. T. Munn, have taken a few day off to go duck hunting somewhere in Imperial Valley. Before they left they promised us a good size duck for Christmas, but knowing these two gents, as we do, they will have to show us before we can believe them.

Conductor H. A. Hansen has left for his ranch in San Diego County, to bring in about a hundred turkeys which he will dispose of among the trainmen.

Conductor F. Monnier, who is now in the candy business, delivered some mighty fine candy the other day. By

Who's Who



AL. WEISER, who is the expert on air valves in the Division Five mechanical department, figures that he has been in service about 20 years. He has been at the Division Five shops since the opening day in 1913, and prior to that was at the Division One shops. Al. helped to install the mechanical equipment at Division Five and then went fishing. Fishing is still his hobby.

BUS DIVISION

R. O. WRIGHT

We welcome William Wagner, new bus operator, to the fraternity. We hope that both parties will be benefited by his services.

We are sorry to put H. Heaney on the sick list at this writing. He reports a severe attack of ptomaine poison. Heaney is one of our main standbys and we wish him a speedy recovery.

The new Wilshire schedule went into effect Dec. 17. The Wilshire operators have chosen their runs and start out on them well pleased as the time seems to be more satisfactory all around.

L. R. Wood says that he is losing weight during the holiday rush. He forgets and leaves a dime in his fare box occasionally on account of nervousness. He is asking for a day off to rest up and shave.

Dick Pryor, night watchman at the bus garage, who is always looking for fun, received a cute post card recently with the following verse:

Dear Dick:
A log is round,
A leaf is flat,
My love for you would kill a cat.

the looks of the crowd around his machine, it would take a whole car load for each one to get a box. Glad to know you are doing well, Floyd.

Conductor A. O. Reynolds has chosen to work trippers for awhile, having a lot of work to do around home.

Conductor A. M. Ricks is back on the job again working a tripper, just to help out you see, he really don't need the money, but he just cannot take life easy, any longer. He has been off for about two months.

C. F. Fitzgerald is also back. He has been laying around the house for a couple of months and is doing his best again, trying to perform the duties of a conductor. C. F. says it is so easy to forget.

The office force wishes you, one and all, a very Merry Christmas—Peace on Earth, Good Will to Men!

DIVISION 3

R. W. Reid

To the Boys of Division No. Three:

I wish to thank all the boys of Division No. Three for their co-operation during the trying period prior to Christmas, you have all, without exception, responded to every call made upon you.

I wish to congratulate you on your records of the past year and I would urge those of you whose efficiency rating is not quite up to the standard to put forth special effort during the coming year to maintain a perfect record.

I take this opportunity of wishing you and yours a very Merry Christmas and a bright and prosperous New Year.

Yours very truly,

E. R. DYE,
Supt., Div. No. 3.

Everybody knows and admits that Carter, who runs the Company Restaurant, is a mighty fine chap, and we have always given him a boost whenever we could, but as he overcharged me a nickel the other day, I'll be darned if I'll tell anybody about the dandy turkey dinner he is going to serve on Christmas day.

Motorman Bill Southers, the mechanical genius, who owns the oldest pipe in captivity, is working out of the M. of W. Department for awhile, taking the place of Conductor Roberts on one of the work trains. Bill was always a heavy worker and this job should suit him right down to the ground.

Our pool tables have recently been recovered, new pockets put in and are now in first class shape. It is now up to the boys of this division to see that they remain in that shape. This was an expensive job, costing approximately \$90, and the boys are requested not to use the pool tables for practicing golf strokes as Conductor C. R. Aker is willing to teach them the game in some pasture. These tables will be covered at 9 P.M. and will remain covered until they are brushed by the janitor in the morning.

Conductor I. C. Acuff will be working with the Instruction Department during the holiday rush helping out the new men.

Conductor H. D. Deigh has returned from his leave of absence to assist in grabbing nickels during the rush.

Motorman J. Elfrink, who was on a leave of absence trying out the police force, has decided that chasing bandits just suits him and has quit the cars for good. At least, that's what he says, but we know that they nearly all come back.

DIVISION 5

E. C. Tyler

I take this opportunity to wish all employes of the LOS ANGELES RAILWAY, a MERRY CHRISTMAS AND A HAPPY AND PROSPEROUS NEW YEAR, especially the boys of DIVISION FIVE, and I thank you all for the good work you have done during the past year. Our division holds a record on a par with any other division on the system and I feel sure, you boys can hold your reputation if you put forth your best efforts, which I know you will do.

Thanking you for your co-operation in the past, I remain,

Yours truly,

C. A. MORRISON,
Superintendent, Division No. 5.

The trainmen of Division Five wish to thank the management of the Los Angeles Railway Corporation for the 1923 bonus and will try and show their appreciation by continued loyal sup-

DIVISION 4

C. J. Knittle

Supt. Wimberly and staff, the men of the mechanical department and the trainmen of this division, extend to the officials and all other employes, the season's greetings.

Operator B. L. Backe has been granted a sixty-day leave to try out carrying mail.

Did you get a special award with your bonus? Neither did "ye scribe." Were you a bit disappointed? A lot of the fellows were. It's "kinda" hard to expect to win one next year maybe, but we're going to knuckle down and show 'em. "Haint" we, Bill? Remember, you're just as good a man as Jim.

Motorman Redfield reports that a man riding his Crown Hill car last Monday afternoon, asked him if he went down First street to Second.

That the spirit of Christmas permeates the underworld as well as the "elevated" was demonstrated last Saturday when a pick-pocket who had taken a bill folder containing fifty dollars from Motorman E. D. Smith returned the bill fold and his pass, through the mail.

Motorman Peterson, of Crown Hill line, received a broken toe when the front end of his car was badly damaged in a collision with a heavy truck at 5th and Flower streets.

port of the company, and by their best efforts to give SERVICE to the public.

Condr. J. B. Barton has returned to work and is enjoying a short leave of absence to rest up.

Question: "Who took the bones out of my bonus?"

Answer: "My wife."

HEWITT, Div. No. 5.

Motr. R. W. Hodgson had a hard time corralling a conductor the other night. Hodgson's conductor was off the other evening and Extra Conductor F. J. McDonald was given the run. He got the time and asked R. W. to pull the car out while he went across the street after his coat. Hodgson did, and pulled out of the yard just in time to see McDonald going up the Mesa hill, all speed limits forgotten and evidently trying to catch Hodgson's leader, which was maintaining about a block lead. Hodgson watched him until he faded away in the distance and then came in and explained to the clerk, "that he had a perfectly good conductor, but he had lost him and, please, could he have another one if he promised to hobble him before he let him out of the waiting room."

Another Gull has been around whispering in our ear; this time the conversation was as follows:

"Say, did you notice the self-satisfied expression on Motr. Chilcoat's face lately, and the way he goes around trying to make it appear that nothing in the world has happened." "No, replied Ye Scribe, "can't say that I have. What's the occasion?" "Hush, deep secret," whispered the bird, "he's married and now all we're waiting for is the cigars."

Notice: Will the gent that has my seat, please return it, as I want to sell it for four bucks.

W. J. HEWITT, Div. No. 5.

Knowing that it will be impossible for me to personally see each and every man of Division Five, I want to "grab off" this little space for myself, in order to wish you all a MERRY CHRISTMAS AND A HAPPY NEW YEAR. Also to thank you, one and all, for the help that you have given me during the past year, in making this little division column a success.

Ye Scribe, E. C. TYLER.