

# Busy Year to Follow 1924



## WRITE YOUR NEW RECORD IN SAFETY

BY JOHN COLLINS  
Supervisor of Safety

I wish to warn all trainmen (especially motormen), against one thing which they always do at this time of the year. That is, starting the new year with a firm determination to go through the next twelve months without an accident, matching their will power against all the forces which are matched against them, declaring to themselves that they are more powerful than such forces.



Men with this idea in mind might as well draw a line in the sand, near the edge of the ocean and command the waters not to pass the drawn mark.

These men have the desire to do right, and are willing to face the issue, but do so the wrong way.

### Face the Facts

When you face toward the sun, your shadow is cast in back of you, but to face about on the shadow, puts the light on your back, therefore face the issue in harmony with realities, and cast the shadow of accidents behind you.

Natural laws are harmony, and we must keep in harmony with them. You cannot fool nature, for it has always had a boycott on things which work against it. Natural laws hold an eternal boycott on the careless and unsafe worker, and before many years have passed, the employers of men will also place a boycott on the unsafe worker. Nature demands recognition, for it knows no pause in progress and development. Even your own nature frowns upon and resents all inaction or wrong action. The men who wish to write clear records for themselves may do this, but only in one way—intelligent action.

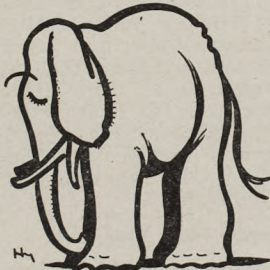
### Work with the Rules

Nature places an obstruction. We recognize this, and modify it, there-

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

“Snoutrage!”  
“Snelephant!!”

Even in these days of prohibition, it is possible to see an elephant on the car tracks at Seventh and Broadway, without violating any of the irrigation laws of the land. Supervisor O. O. Sanner went



through this experience December 20 and is now willing to welcome the new year without so much as a drink of ginger ale.

The supervisor was getting the 12:30 Owl cars away from Seventh and Broadway and had turned to exchange a word with Howard Earl, one of the night mechanical inspectors, but when he turned around he found a peaceful elephant blocking one of the cars and apparently enjoying it.

Two befuddled belated spectators gazed uncertainly at the mamal and exchanged comments:

“snoutrage.”  
“snot, snotrich.”  
“snot, snelephant!”

The animal seemed to be unattached and started the supervisor on some fast thinking as to how to meet this traffic blockade.

A little further investigation revealed that the keeper was concealed by the elephant's body and it was being led across the intersection to a stable, after having made its appearance on the stage of a theater.

—Happy New Year—

## Line “K” Shuttle To Be Resumed Dec. 28

Line “G” will resume the routing followed before the power shortage under a new schedule effective December 28. This means that all line “G” cars will terminate at Vernon and McKinley. Line “K” will be re-established on Jefferson Street, running from University Avenue to 38th and Ascot. Since last June the 38th and Ascot end of the line has been served by some of the “G” cars and the west end has been served by line “J” cars.

## 1117 CARS RUN AND STAND IN MAKING RECORD

New records in the number of cars operated were established during Christmas week. On Monday, 1117 cars were in service during the evening rush hour and on Tuesday, 1095 were operated. The previous record of the company was 1045 cars operated December 24, 1923, when 1,137,601 passengers were carried. Figures on the passenger haul had not been completed when “Two Bells” went to press.

To operate the record number of cars, many trainmen were called upon to work extra time and the company thoroughly appreciates their cooperation and expresses its thanks. Men in the main offices with street car experience, instructors and maintenance-of-way men were running cars Monday night.

Despite the operation of 1117 cars, street car riders derived little benefit due to the usual hogging of the tracks by some automobile drivers. Downtown intersections became jammed and street cars lined up for blocks, unable to reach the passengers and give the service for which they were intended.

At Seventh and Broadway one line of westbound traffic was the only thing that moved for nine minutes. Street cars required thirty-two minutes to move from Seventh to Fifth on Broadway, and an “E” line car consumed one hour and twenty-three minutes moving from Eleventh to First.

—Happy New Year—

## Line “U” Will Have 2-Minute Rush Cars

A new schedule on line “U”, effective December 28, provides a five-minute headway between 9 a. m. and 4 p. m. in place of the former six-minute headway. Two-minute service will be given in the morning and evening rush hours east and westbound through the congested district, and a seven and a half minute service will be given until 10:45 p. m. This change adds 625 car miles to the daily total and provides eleven additional runs.

—Happy New Year—

“When Safety Work is hitting on all cylinders, accidents disappear.”

## REVIEW SHOWS 12 MONTHS GOOD WORK

With the passing of 1924, the stage is set for a busy year in the local transportation business during 1925. The continued business development of Los Angeles indicates that there will be a further increase in street-car riding, justifying the expansion made during 1924 which included the purchase and construction of 120 new street cars and extension additions to the electric power facilities. The exact plans of the 1925 program have not been completed and approved, but they include considerable new work in all departments.

### Many Obstacles Overcome

A review of the year 1924 shows that many obstacles have been met and mastered and much new equipment has been added to the company.

Perhaps the outstanding feature of the year was the power shortage which prevailed from June to September and presented difficulties to the company and to the public which were met by a general spirit of cooperation by all who put intelligent thought into the problems.

Early in January trainmen received a city route book compiled by the company, which was far superior to any similar work previously attempted.

A course of instruction for supervisors was started in the first month.

### New Substation Opened

February 1, the fifth automatic substation, on the Division 5 property, was put in service. In the same month use of the brass uniform buttons was discontinued and the coat lapel badge introduced.

The series of division meetings has produced very good results. While most of the topics have been “Safety,” a series was devoted to the Merit System in March, which explained many details of the plan. Doubledeck bus service was started in March and has been extended considerably during the year on the Wilshire line.

An important step in transportation improvement was made last April with the appointment by the city of Major Kelker to direct a traffic survey and

(Continued on Page 2, Cols. 1-2)



## Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

### Our Job for the New Year

**N**EXT Thursday will begin a new year with its responsibilities and possibilities for good service. There are many problems to be solved before perfect street car service can be given in Los Angeles, and unquestionably, the outstanding problem is traffic congestion. The necessary relief from blockades and delays experienced by the million daily street-car riders, must come from city authorities. There is little or nothing that the individual trainman can do in the face of these obstacles.

The general public is beginning to realize that street-car transportation (which is the means of travel used by the vast majority of people) must have reasonable protection against the selfishness of individuals. Thousands of employes going to and from work in offices, stores and shops are losing time which means dollars to employers, because of this condition which is beyond the control of the street railway.

It is the duty of every street car man to meet the difficulties in his path without letting them get the best of his disposition. The moment he lets an autoist "get his goat" and then starts the car with a jerk to show the passengers that he is not equal to the situation, he is out of place in the Los Angeles Railway service. Remember that Mayor Cryer, at the bonus meeting, said that no matter what the problems were in his office, he met them with a smile.

The job for each of us in the new year is to meet the responsibilities of our work with a cheerful disposition and put our best efforts into mastering the situations.

### Producing The Results

A man who has taken a prominent part in civic affairs of Los Angeles and who has held an important public office in which he had much to do with public utility matters, reported an interesting incident to the management recently, showing the efficiency of a conductor in meeting the age-old problem of prevailing upon passengers to move forward and use the front exit.

At Fifth and Broadway, with the car filled with passengers, the conductor called out in a cheerful tone, "If you folks who want to get off at Fifth Street will move forward and use the front exit, you will be able to get off quicker and not interfere with the people getting on."

That is quite an enlargement on the customary, "Move forward, please" but it produced the satisfactory results; and results produced with a maximum of good will and a minimum of antagonism are what every conductor wants.

### Review Shows Numerous Accomplishments In 1924

(Continued from Page 1, Col. 4)

plan a system for Los Angeles to follow. His report is expected within a short time.

#### Power Shortage Problem

June brought the power shortage and the sudden changes in service, which will not be forgotten by those who went through the trying period.

The Los Angeles Railway lost a valuable man during 1924 in the death of C. A. Morrison, who was superintendent of Division 5. He was succeeded by Mr. George Ferguson, who is now ably directing the work of the division.

The talk on "Salesmanship" given by George Baker Anderson, manager of transportation, was one of the big helps in service given to trainmen during the year.

#### Other Companies Helped

At least nineteen street railways in various parts of the city have reprinted and distributed the talk to their trainmen.

The price of uniforms was reduced in June to \$27, providing the Los Angeles Railway trainmen with the best "buy" possible on any street railway in California.

The one hundred cars purchased in St. Louis were started on the journey to Los Angeles in August and delivery

was practically completed by the end of the year.

Two inspection trips by city officials of Los Angeles were made during the year. One was through the main shops, the garage and one of the automatic substations, and the second was made as a test trip for the first six-wheel double deck bus.

#### Outsiders Give Views

In October a change in the division safety meetings was tried and two men outside the Los Angeles Railway organization were the speakers. They were Sergeant Edgar Johnson of the Police Traffic Bureau, and E. B. Leferts, manager of the public safety department of the Automobile Club of Southern California.

Considerable interest was developed in the efforts of Divisions to reach the mark of at least five witnesses per accident and this accomplishment was recorded in November.

The company played its full share in the Community Chest campaign, many of the departments subscribing fully one hundred per cent.

Payment of the annual bonus, which established new high records; and the operation of a record number of cars in the Christmas week, were concluding high points of the busy year.

## BULLETINS

Issued December 29, 1924

### BUS BULLETINS

LOS ANGELES RAILWAY  
BUS DIVISION

BULLETIN NO. 189 Dec. 18, 1924  
A Sunday schedule will be operated on Christmas and New Year's Day.  
Please be governed accordingly.

BULLETIN NO. 190  
Walter S. Campbell has been appointed as a Relief Supervisor, Bus Division.

BULLETIN NO. 191 Dec. 18, 1924  
L. A. Railway Pass No. 7206, in favor of C. W. Davis, Bus Operator, Bus Division, has been lost.

Any one found attempting to use this pass for transportation, will collect fare, take up pass and turn in at office without delay.

F. VAN VRANKEN  
Manager

—Happy New Year—

### Cars Carry 3500 To Merry Shrine Christmas Party

Approximately 3500 worthy children from all parts of the city were carried on 27 cars to the annual Shrine Christmas tree held in the Horse-Show arena of the Ambassador Hotel last Tuesday night. Service was discontinued on Ninth Street and buses served the west end of the line from Vermont Avenue to Harvard Blvd.

Through the courtesy of Sergeant McDonald of Wilshire police station, patrolmen Manley, Weber and Segura were assigned to assist the street railway traffic department. They diverted automobiles from the Ninth Street entrance to the Ambassador grounds, so that there was no risk to the hundreds of children. The help thus given was greatly appreciated.

—Happy New Year—

### Bonus Winners Write Letters of Thanks

Letters expressing appreciation of the bonus checks paid by the company have been received from several trainmen, although the company feels that the checks were earned by strenuous work and were not in the form of Christmas presents.

Space limitations make it impossible to print these letters in full, but they have been received from the following: Mr. and Mrs. W. E. Marsh, Mr. and Mrs. S. Scheinert, R. A. Swanson, and family; R. W. Stevens, H. L. Sugg.

—Happy New Year—

### Curve Ordered For Pico and Georgia St.

Orders have been given for the construction of a new curve from north to west at Pico and Georgia Streets, to facilitate the movement of cars in and out of Division Four.

—Happy New Year—

### Steam Heat Line Installed at Shops

An overhead steam line is being run from the boiler room at South Park to the machine room and wheel shop for heating purposes. Wall radiators are being made at the shops for this purpose.

Statistics show that 4 359 men were killed by gas last year. Sixteen inhaled it, 45 lighted matches in it and 4,298 stepped on it.

## AWARDS MADE IN MONTHLY CONTEST

Due to the closing of the bonus year and the work on Christmas service which kept the transportation department busier than usual, judging of the suggestions for betterment of service, submitted during November by trainmen, was delayed several weeks.

First prize was awarded to Condr. H. F. Pitts, of Division Five. He suggested a change in the form of the commutation tickets on line "E", to facilitate collection of the zone fares and permit the use of fare boxes in place of the Ohmer registers.

Motorman G. D. Riley, of Division One, won the second prize by suggesting a change in location of the cluster lights at the Walnut Park end of line "J." This change has already been made.

Conductor H. F. Henney, of Division Five, suggested that the landing at the west end of the East Fourth Street bridge be changed in the interests of greater safety. The change was made soon after this was brought to the attention of the company.

One rather lengthy suggestion, involving an extensive re-routing, the building of many new lines and a subway and elevated system, was received from one trainman, indicating that he had put considerable study on the subject; but the suggestion did not include ways and means of raising the \$105,000,000 that such a program would involve.

This suggestion serves as a reminder of the fact that the transportation department does not expect trainmen to delve into problems of engineering and finance to win the cash prizes offered each month. The prizes are awarded to bring forth ideas to make the best possible use of existing conditions from the standpoint of efficiency and economy, or means of affecting economies without hampering efficiency.

—Happy New Year—

Condr. G. R. Whitney, Div. Three  
Los Angeles Railway.  
Gentlemen:

Just a word of kindly mention for Conductor 1860 on the "L" car line for his courtesy and kindness in helping elderly people.

Yours truly,

MRS. FLORENCE L. KELLOGG,  
A tourist from Michigan.

—Happy New Year—

## Appreciation

A letter has been received from the family of the late Jake Langowsky, who was an employe, expressing appreciation of the help given by the Association and the work of Dr. Allen of the company's medical department. The letter emphasizes the value of the immediate help given at a time of misfortune. The writer urges all trainmen to enroll and keep up membership in the Cooperative Association.

To fellow employes in the Master Mechanic's office:

Kindly allow me to express my utmost appreciation and gratitude to each of you for the untiring efforts to keep up the regular routine of work in this office during my absence, and the many appreciated visits and inquiries regarding my recent illness.

Wishing you all a bounteous New Year, I am

Yours respectfully,

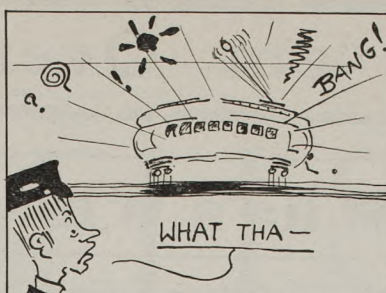
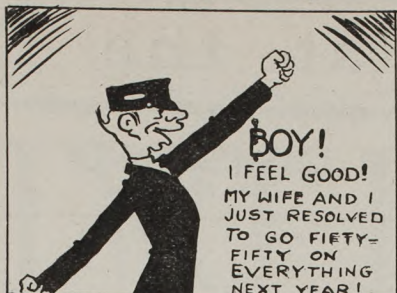
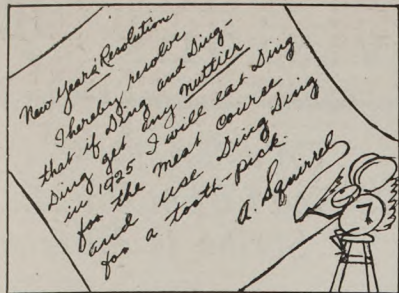
F. T. BURCHETT

Chief Clerk, Master Mechanic's Office



# Conductor Ding and Motorman Ding Ding

By Rollins



## Bouquets And Things (Hand Picked)

For Mtr. N. G. Dugger, Div. 5  
For Cond. E. H. Link, Div. 5  
Los Angeles Railway.  
Gentlemen:  
Being a regular passenger on the "F"  
line car running from Third and Main to  
Santa Fe Avenue, I wish to take time to  
express my appreciation in behalf of sev-  
eral employes of our company and myself  
in regard to Motorman No. 801 and Con-  
ductor No. 190 on this line.  
These two men are always pleasant and  
courteous and on the job, and they make  
it a pleasure to ride on their car.  
We note you have taken Motorman No.  
801 off this run and would like very much  
to see him reinstated on this line.  
If our words of commendation can be  
of any benefit to these two car men, we  
certainly hope they will receive it.  
Yours very truly,  
MABEL SCOTT  
5041 Stratford Road

For Motr. R. P. Frazier, Div. 3  
Los Angeles Railway.  
Gentlemen:  
I want to express my appreciation  
shown by Motorman 395, on car 633, line  
"E", Wednesday night September 10th.  
A young lady friend and I were leav-  
ing Grauman's Million Dollar Theater and  
just before we reached Third Street, an  
"E" car came up. Before we crossed  
Third Street, the "GO" signal raised, for  
traffic to proceed on Broadway. The car  
had loaded and discharged passengers and  
was ready to go, however, motorman 395  
saw us hurrying to get the car and very  
kindly waited. Our destination was Len-  
nox and the courtesy saved us a consid-  
erable wait as all "E" cars do not go  
through to Hawthorne. This courtesy was  
greatly appreciated.  
Yours very truly,  
EARL G. DEHAVEN  
5136 Victoria Ave.

For Motr. E. S. Swift, Div. 5  
Los Angeles Railway.  
Gentlemen:  
Recently one of the motormen employed  
by your company, Mr. E. S. Swift, No.  
2939 of Division 5, displayed such a re-  
markable degree of honesty that I feel  
the circumstance should be brought to  
your attention.  
He found my lost purse, not on one of  
your cars but on the pavement at 54th  
and Moneta Avenue. It contained \$41.00  
in currency. He was honest enough to  
watch the lost columns of the newspapers,  
to take the trouble to phone me and to  
return the purse to me as he found it.  
I asked all the data I have concerning  
his employment, because I deem such con-  
duct worthy of mention to an employer.  
Sincerely yours,  
GRACE V. HOKON  
2869 San Moreno St.

For Motr. H. J. Flarety, Div. 2  
Los Angeles Railway.  
Gentlemen:  
Realizing the large number of complaints  
a company as large as yours must re-  
ceive, and the few letters of commenda-  
tion you receive in comparison, I am  
going to take this time to show my ap-  
preciation of the courteous and pleasing  
manner in which your motorman No. 985  
handles the public.  
It has been my luck a great number of  
times, in the past year to ride on the "U"  
car with this motorman and each time I  
have noted the courteous manner in which  
he answers questions, a good many of  
which are uncalled for, and the efficient  
and careful way he handles his car. Get-  
ting his passengers over the line with the  
least possible delay and yet always re-  
spectful of the rights of others.  
Yours truly,  
J. M. GIBSEN  
140 1/2 East 71st Street

### CREW BUILDING THE DIVISION FOUR PITS

Seated in the foreground are the carpenters who are putting up the heavy timbers for the track, and behind them are some of the Mexicans who finished the big cement floor in fast time.



### New Track Built In Last Unit of Division 4 Pits

THE north bays of the new Division  
Four pits were available to handle  
the many extra cars operated in  
Christmas week. The timber workers  
followed on the heels of the cement  
crew and as soon as the floor was  
laid the wood was put down for the  
storage rails.  
With the completion of this unit all  
storage track at Division Four will  
run east and west directly off Georgia  
Street. The unit now being completed  
is immediately east of the Division  
Four shops.

### DON'T MAKE A NO-ACCIDENT RESOLUTION FOR NEW YEAR

(Continued from Page 1, Col. 1)

fore we modify nature and nature  
modifies us. This requires understand-  
ing for reason, and energy for action,  
but always constructively. In other  
words, it requires getting in harmony  
with the rules, and playing life's game  
according to those rules.  
Learn to recognize the street condi-  
tions, so you may read them for the  
purpose of controlling the speed of the  
car to conform to these conditions.  
Use good common sense in claiming  
the things which the other fellow has  
an equal right to share.  
When it is foggy, this condition  
must be recognized by both motorman  
and conductor. When recognized,  
right action suggests itself. The same  
is true during a rain. The front win-  
dow should be cleaned to permit clear  
vision. If not cleaned this fact must  
be taken into consideration and the  
speed of the car controlled to conform  
to the condition existing when a  
car is approaching cross streets, or  
overtaking and passing vehicles, and  
when the motorman does not ring his  
gong as a warning of his approach, he  
is then not making an effort to avoid  
accidents, does not recognize the condi-  
tions, and is not in harmony with the  
rules.  
**Here's a Resolution**  
This year, let each man resolve to  
follow the rules to the best of his  
ability—that is all we ask, then if an  
accident does happen, the blame can-  
not be placed on you.  
Recognize cross streets as a stage  
well set and an excellent place for an

accident to happen, unless you exer-  
cise the necessary precaution.  
Each man writes his own record.  
The trouble is that most of us write  
a poor one, because we place too low  
a valuation upon ourselves and upon  
our record. It is a certainty that no  
one is going to mark us up higher  
than we are willing to mark ourselves.  
Neither is any man by will power,  
going to change human nature, but if  
he is continually dissatisfied with his  
past month's record, and endeavors to  
improve it the next month, that man's  
value will increase with age.

—Happy New Year—

#### Christmas Open House

If you get your "Two Bells"  
Saturday, remember that the an-  
nual Christmas party is being  
held at Forrester's Hall, 955 So.  
Olive Street until eleven o'clock  
tonight. Charley Means arrang-  
ed for a big children's party in  
the afternoon and a vaudeville  
show and dance at night, with  
coffee and sandwiches served  
from 10 a. m. until closing time.  
It is urged that every employe  
drop in, if only for a few min-  
utes, some time during the day.

—Happy New Year—  
To know how to hide one's ability  
is great skill—La Rochefoucauld.

### On The Back End (Contributed)

I WAS EMBARRASSED  
By H. E. Estep, Condr. Div. 5  
One day last week I came home for  
lunch. I am a street car conductor,  
and when I started out after lunch to  
work the last part of my run, I walked  
on to the front porch. Imagine my  
embarrassment when all the folks  
started to laugh and I then noticed  
that I was trying to hang the alarm  
clock instead of the money-changer on  
my belt.  
(“Illustrated Daily News”)  
\* \* \*  
THAT'S NOTHING. I went to bed  
one night and wound up my changer  
and when it went off a dollar bill  
jumped out, hit me in the eye and  
gave me a cauliflower ear. I WAS  
CHAGRINED.  
\* \* \*  
“Ah wins.”  
“What yuh got?”  
“Three aces.”  
“No yuh don't. Ah wins.”  
“What yuh got?”  
“Two nines an' a razor.”  
“Yuh shoh do. How come yuh  
so lucky?”  
\* \* \*

When our clerk J. A. Madigan gets  
his fivver wound up he is going to  
play us a tune. The other morning  
James went out in the garage and  
tried to crank his liz; took off his  
coat and cranked some more, but not  
a kick did he get out of her ladyship.  
Finally he looked at his tank and  
found it dry. You ought to know by  
this time, James, that your liz won't  
run without gas, even if it has got  
Packard glands.  
\* \* \*  
Motorman Harvey went to see his  
girl the other night and she enter-  
tained him.  
“Where did you learn to sing?”  
asked Harvey.  
“In a correspondence school” she  
replied.  
“Well” remarked Harvey “Some of  
your lessons must have got lost in  
the mail.”  
“We are not going together any  
more,” Harvey says.  
\* \* \*  
Heard at Company's Dance—Sweet  
thing to Conductor Jackson “Did you  
say you were from Alaska?”  
Conductor Jackson “Why?”  
Sweet thing: “You dance as if you  
had snow shoes on.”  
\* \* \*  
While riding northbound on car No.  
1253 of Line M, I saw a Los Angeles  
Police Officer (in full uniform) board  
the car at 8th street (about 3:55 p.m.)  
and in passing the farebox, horrors,  
he dropped a full fare in the farebox  
and took a seat. Conductor C. F.  
Cumer was nonplussed and, almost  
went down for the count, looked at  
the farebox to make sure that he was  
not dreaming, and then gave the Offi-  
cer the once-over and shook his head.



# Looking 'em Over at the Divisions

## DIVISION 1

D. B. Kohl

"This division was honored this week by some brand new trainmen who came down from the main office to operate cars on Monday. They gave the crews of this division a few pointers on how to run cars at that. Come again boys we like your company.

### DAY BEFORE CHRISTMAS

Every one is busy doing their Christmas shopping and spending their bonus checks and the Office looks like Santas warehouse by the toys stored away by the trainmen.

I wish to thank the boys who helped keep this column going during the past year by contributing articles of news and hope that during the coming year more of you will bring in news so we can make this column real interesting. I wish all of you the compliments of the season.

—Happy New Year—

## Steam Line Crane Damages Bridge

A steam railroad crane passing under the East First Street bridge at 6 a.m. last Sunday tangled with the framework of the structure with the result that one bay was torn out, the stringers fell down and covered the hoist and the Los Angeles Railway tracks across the bridge were raised three feet in the air.

A crew of construction men was hurriedly organized by B. H. Eaton, engineer of way and structures, and in six hours' working time they had the tracks back on the level and cars running over the bridge. This was one of the fastest emergency repair jobs that has been made necessary during the year.

—Happy New Year—

## DIVISION 2

H. T. Hansen

One day a class was asked to write an essay on "Kings." One student turned in the following: The most powerful king on earth is *Wor-King*; the laziest, *Shir-King*; one of the worst, *Smo-King*; the wittiest, *Jo-King*; the quietest, *Thin-King*; the thirstiest, *Drin-King*; the slyest, *Win-King*; and the noisiest, *Tal-King*.

Where fair dealing is practiced, it leads to success, happiness and our own economic development.

Success is the measure of a man's ability to do some one thing well.

As a Christmas surprise we are pleased to announce the visit of old Bird Stork to Division Two. The happy fathers are motormen W. A. Cobb, and conductor F. C. Ham. Congratulations and very best wishes are extended.

Motorman T. H. Neyman has resigned and is now in the restaurant business, opposite Division Two.

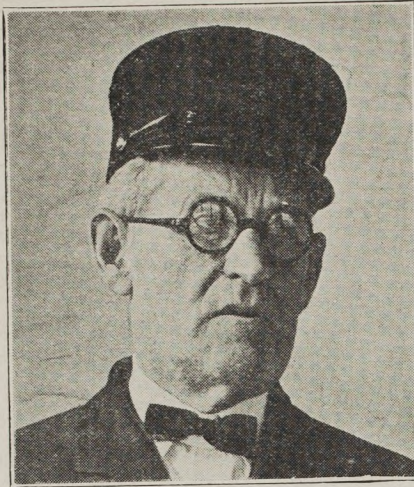
Motorman N. H. Burkhalter has been appointed a Deputy Sheriff of Los Angeles County, to round up the "Vandals of the Law."

Conductor R. K. Bowman has returned to duty after sixty days leave of absence, resting up.

With great pleasure we announce that the pool tables have been renovated and recovered. Treat them kindly so that they will have everlasting life.

"I'll Help" is the spirit that reduces accidents.

## Who's Who



MOTORMAN Jim Gillespie of Division 5 was one of the winners of the special bonus money but was unable to get in the group picture owing to sickness. A few days later he was back on his feet again and so we publish his picture in the "Who's Who" column this week so that you can tell him you are glad to see him again.

Back in 1906, when Jim had a moustache that made him look like one of the cough-drop brothers, he sold out his butcher shop in Burgelstown, Pennsylvania. Then he heard the call of the West and came to Los Angeles. In 1907 he started on the cars and through the years has built up a consistently good record. Here's hoping he will be with us for many years to come, to win more bonus checks.

## BUS DIVISION

Elmer Wood

I take this opportunity to thank all garage and bus division employes for their hearty cooperation during the past year, and to wish each one a happy and prosperous New Year.

Yours truly,

C. B. Lindsey.

An honest effort is better than none, even if it is criticized.

She: "Now what are you stopping for?"

He: (As the car comes to halt) "I've lost my bearings."

She: "Well, at least you are original. Most fellows run out of gas"

"Gee, its hot. Wish I didn't have to wear my vest."

"But you don't have to wear your vest."

"Oh yes I do, it's in the seat of my pants."

Easy Street is hard to find because of the crooks in it.

Introducing new men: Jos. J. Peloso, who has been driving for the Chicago Motor Bus Co.

For Condr. C. M. Braem, Div. 1  
Los Angeles Railway.

Gentlemen:  
I notice that the nice efficient conductors employed by the L.A.R.Y. are decidedly in the majority, consequently it is rather difficult to pick out an extra nice man. However I am glad to commend Conductor 1348—he is particular and thus efficient in every respect. My attention was attracted by the way he handled transfers—a man presented a wrong transfer and was inclined to bluff, but no, Conductor 1348 was firm, did not lose his temper and won out. Particular attention to transfers to my mind is an indication that the company's interests are well looked after.

Many thanks for "Two Bells."

Yours respectfully,

MAJOR ELIZABETH GALLEY  
832 West 9th Street

## DIVISION 3

Dan Hanley

A  
Happy  
New  
Year  
To  
All  
Of  
You

## DIVISION 5

F. J. Mason

### SNAPPY NEW YEAR

Well, I guess we're all glad that Christmas is over. We can now make it up with our sweet patooties and get along until about the first of next December.

See a lot of the boys are sporting new socks, swanky handkerchiefs and rough leg sweaters. Atta boy. Wear your socks till they shrink, blow your nose till it bleeds and wear your sweaters till you freeze—what do I care. Santa Claus was good to me—gave me a two-hour tripper every night.

Have you noticed the radiant smile and red nose worn by the little Scotchman, Motorman S. B. Smith. The radiant smile was brought about by the arrival of his wife from Bonnie Scotland. That's how he got the red nose too. Good luck to you Smitty but go easy on the haggis.

That reminds me. One of our cute little conductors answering to the name of Ronald Guthrie, went to the halter a couple of weeks ago. A bunch of the boys went along with him to give a good send off and by mistake one of them put an auto lock on the car in which he was going to make his getaway. However, there were two or three other machines handy and, disregarding the "Let no man put asunder" part of the ceremony, put the bride in one machine and Ronald in another. Of course Ronald didn't get very mad—just talked to himself that's all. The boys then decided to show

## DIVISION 4

### No News from Div. 4; Scribe is Married

No news from Division Four this week?

Heck there ain't!

Our young scribe up and got himself a bride for a Christmas present.

The bride was Miss Ola Lick of Hartford, Arkansas. With her sister and brother she came to Los Angeles four months ago and rented an apartment in a house owned by the father of Clarence J. Knittle, ye scribe. "In this way I saw her every day in the week for four months, which would be the same as seeing her once a week for 112 weeks, which is more than two years; so we really have known each other for quite a long time," explained the newlywed.

The ceremony was performed December 19th, at the home of Rev. A. F. Hasse, of St. James Methodist Episcopal Church. On Saturday, December 27th, the happy couple left for San Diego on a honeymoon trip.

Clarence has been with the company since November 1, 1919, and is dean of the five men who voluntarily report news of the divisions for Two Bells as he has represented Division Four in this capacity since the establishment of the paper in 1920. In addition to being a good conductor he is a sergeant in the local national guard organization and is a veteran of the summer training camps.

## Check Illustrates Cause of Crowding

Trainmen who have experienced the repeated delays caused by automobiles blocking the street car tracks (and there are certainly none who have not had the experience), may read with sympathetic interest the following information derived from a check of line "W" made at the Plaza recently, and reproduced in "A-Z-U-R-I-D-E-L."

A car is scheduled northbound every two minutes over line "W" in the period from 5 to 5:20 P. M., when ten cars should have been checked through, but only even car passed the Plaza. The other three were unable to get through on time due to the congestion and selfish blocking of the street cars by auto drivers. The seven street cars carried 793 passengers, an average of 113 passengers per car. If the ten cars could have passed through the downtown district in the scheduled period, the average load would have been only 79 passengers per car.

This is typical of what happens on every line. Service which the company is straining every effort to put through on schedule is being blocked and delayed because one or two selfish individuals in automobiles can block the 75 to 100 passengers in a street car.

*A crash, a bang, a fearful roar,  
The ceiling must have kissed the floor,  
But calm your fears and cease your cares,  
For Joe Rutland just fell down the stairs.*

**Fame is the perfume of heroic deeds—Socrates.**

him the town but he didn't seem to be at all interested. They joy-rided him around until about 11:30 P.M. and then turned him loose.

Now if there are any of you contemplating marriage—keep it under your hat—don't tell anybody—NOT EVEN THE GIRL YOU'RE GOING TO MARRY.