

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

RECORD CROWD AT CHRISTMAS PARTY

THE largest crowd that has attended one of the annual Christmas parties of Los Angeles Railway employes participated in the activities held all day Saturday, December 26, at Foresters' Hall, 951 South Olive Street. The high mark was set in attendance of both employes and children of employes. Generous refreshments were served from morning till midnight.

Early in the afternoon the children gathered from all parts of the city, accompanied by proud mothers and dads. They were grouped at the east end of the hall for a photograph, and then the stage was cleared and seats were arranged for the entertainment program that was presented. Toys, fruits, and candy were distributed the latter part of the afternoon, and served as souvenirs of a delightful party.

The workers in charge of the affair had but a few minutes rest between the end of the children's party in the afternoon and the starting of the entertainment for adults and employes in the evening. At one time during

(Continued on Page 2, Col. 1)

Old Photos Wanted For History Book

HAVE you some old photographs, time-tables, tickets, or other material, to show some of the history and development of the Los Angeles Railway?

A book illustrating the history and development of the Los Angeles Railway is to be compiled by R. B. Hill, superintendent of operation, and he is anxious to make it complete in every detail with such pictures and records.

Old photographs will be copied by a photographer immediately after they are received, and will be returned promptly to the owners.

Mr. Hill asks you to send any pictures or historical data that you may have to him at his office, Room 710, Los Angeles Railway Building.

T. Y. DICKEY ILL

Superintendent T. Y. Dickey of Division Two returned to his desk last Thursday morning after being confined to his home for a week by illness. Although the holiday season was rather low for T. Y. he is up and at 'em in his old style again.

Trainmen to Meet Alternate Months

THE meetings of trainmen which have been held from time to time during the year will be continued during 1926 on a definite schedule, according to R. B. Hill, superintendent of operation. It is intended to hold these meetings on alternate months to discuss various angles of service with a view to keeping the train service at the highest point of efficiency, and to discuss problems of common interest to all motormen and conductors.

The subjects and schedules are being prepared, and the first meeting will be announced shortly.

G. B. A. Away on Trip

George B. Anderson, manager of transportation, left Saturday to attend an executive meeting of the California Electric Railway Association in San Francisco and will go from there to St. Louis to attend a meeting of the committee on traffic congestion in the Traffic and Transportation division of the American Electric Railway Association.

HOLIDAY TRAVEL IS WELL SERVED

EXTRA trips operated on New Year's eve and well into the dawn of 1926 marked the end of the holiday season from the standpoint of the street railway.

Christmas travel last month was considerably heavier than it was in 1924, but was not up to the high mark of 1923, when every line of business was moving at top speed.

The heaviest travel for any one day of the holiday season was recorded December 7, when 1,110,000 passengers were served. The greatest number of cars was in service on December 21, a total of 963 and 52 buses. Twenty-nine relay cars were operated from various terminals, in the busiest days. The system of relaying cars from terminals worked successfully, and enabled the supervisors to maintain even headway on the lines.

Traffic men were stationed at principal corners from 9 A.M. to 6:30 P.M. on the busiest days to collect fares from passengers entering through the front gate, and to handle the switches.

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This Is "Our Gang" - - - But It's No Comedy

Children of Los Angeles Railway employes who enjoyed the annual Yuletide party held Saturday, December 25



LOS ANGELES RAILWAY CHILDREN'S CHRISTMAS PARTY, 1925

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

As Others See Us

SUPPOSE we let some of our good friends on the outside take care of this editorial column this week, and voice their opinions of Los Angeles Railway service. Of course, some folks start in by imagining that every one who works for the street railway is at least a horse thief or a porch climber, but when a large metropolitan newspaper gives whole-hearted commendation of trainmen, it is worth much more than the rabid criticism of some one who nurses a grudge. Consider, then, the following editorial that appeared in Los Angeles Evening Herald, shortly after the payment of the Christmas bonus:

"Possibly no class of public service employes is so close to the great public as are the conductors and motormen on our street car lines. Because of their uniforms and their authority the policemen are much in the public eye, but their very prominence carries with it a sense of awe or fear lest one's unconscious infraction of some law or regulation may bring down on one the frown of the public defender of the peace. However, who ever heard of anyone afraid of a street car conductor or motorman?"

"These carmen are the equals of any other workers when it comes to intelligence and carefulness, and the superiors of many others when it comes to courtesy and the virtue of being longsuffering. They have to deal with every possible idiosyncrasy of human nature, every day in the week and every week in the year. They are subject to more irrelevant complaints and more undeserved abuse than can be conceived by the average citizen. Yet they go ahead and make records for courtesy and care which seem almost impossible.

"The sixth annual Christmas bonus, recently paid by the street car company to its more deserving employes, revealed the fact that 2208 motormen, conductors and one-man car operators had attained degrees of excellence which entitled them to the tidy sum of \$110,123.70 in the aggregate.

"The records are compiled by the character of service rendered to the company from day to day, plus any acts of courtesy and efficiency reported by passengers. In the same way, a man is penalized by reports of discourtesy and carelessness emanating from the great body of passengers, who, subject to constant crowding and discomfort are peculiarly critical of the only representatives of the company who are in close touch with the travelers.

"The fact that, under such circumstances, the conductors and motormen have made such an excellent record during the year speaks volumes for them as a group of conscientious and intelligent workmen. We 'take off our hats' to them, severally and collectively, and congratulate them upon the high degree of patience and caution which they have attained."

Heaviest Holiday Travel Recorded on December 7

(Continued from Page 1, Col. 4)

Although the dispatchers' records show 107 accidents on December 24, there were no serious mishaps, and no collisions of cars. Most of the accidents were of minor nature, due to the streets being jammed with pedestrians and automobiles. The day before Christmas was the only day of 1925 in which the accidents for one day exceeded 100.

Officials of the company expressed themselves as well pleased with the manner in which everyone connected with street car movement met the

difficulties of the heavy travel. R. B. Hill, superintendent of operation, said: "The big crowds of the Christmas season were handled with excellent dispatch. There was a very apparent spirit of cooperation between all departments, and the nervous strain that has been so noticeable in former years, and which is in itself a serious menace to safety, was minimized.

"I wish to thank every man for the fine cooperation that made it possible to handle the big crowds in such a satisfactory way."

Record Crowd at Christmas Party

(Continued from Page 1, Col. 1)

the evening, there were a thousand people in the building. A program of good vaudeville was presented, and it was followed by dancing.

Credit is due to C. V. Means, director of the affair, and his able assistants, for the success of the "open house." Anyone who has had any experience with such activities knows of the million and one details that must be kept in order.

Happy New Year Wish Given To All of Us

Los Angeles Railway.

Gentlemen:

I wish all of the men in the service a very happy New Year, and I also wish to thank them for the splendid and courteous service on the street cars during the past year, as I have had occasion to ride nearly every day for many months, so I wish them all a happy and prosperous year.

MRS. PARKER
1221 W. 67th St.

BULLETINS

Issued January 4, 1926

BULLETIN NO. 215 Notice to Conductors

Fireman's Pass Book No. 27386 issued to Fireman Cranvil E. Anderson is reported lost. If presented for transportation, take up, collect fare and send to this office with report.

tion, take up, collect fare and send to this office with report.

R. B. Hill

BUS BULLETINS

BULLETIN NO. 368

All Operators are being supplied with a small pocket tool kit consisting of a crescent wrench, screw driver and pair of pliers. The value of this kit is \$3.00 and this amount will be charged against any operator failing to return the complete kit of tools upon leaving the service.

These tools are supplied you for the purpose of making minor repairs such as replacing throttle connections or tightening wires, etc. You are under no circumstances to attempt adjustment of the carburetor or the timing of the motor. Repairs or adjustments of this nature must be referred to the Mechanical Department.

BULLETIN NO. 369

Your attention is called to Bulletin No. 150 issued in October, 1924, which permits a passenger to stand on the lower deck if he presents a reasonable excuse that he does not care to sit on the upper deck but that in no event will the seating capacity of the bus be exceeded.

There has been several complaints recently from passengers who would rather stand on the lower deck than to sit in the cold and your attention is called to this so that there will be no further complaints.

BULLETIN NO. 370

Los Angeles Railway Pass No. 6845, issued in favor of Bus Operator D. H. Weaver, has been lost. If this pass is presented for transportation, lift it and deliver to Division Foreman.

BULLETIN NO. 371

Operators must not operate buses at a speed of over 10 miles per hour in turning curves at 8th and Valencia Streets.

BULLETIN NO. 372

Sunday Schedule will be operated on all lines on Christmas, December the 25th and on New Years Day, January 1st. This includes York Boulevard and Eagle Rock City Bus Lines.

BULLETIN NO. 373

Rule No. 31 in Book of Rules, Page 11, is not being complied with wherein it states that the names and addresses of any passengers who find a lost article and turn it over to the Operator or Conductor of a bus must be secured. If a passenger refuses to give up a found lost article, name and address should also be secured and if not a Miscellaneous report should be made to that effect.

BULLETIN NO. 374

Bulletin No. 305, issued August the 27th, which refers to the opening of the Eagle Rock City Bus Line, is hereby cancelled and effective January the 2nd, 1926, the present route of the Eagle Rock City Bus Line will be discontinued and a new route established as follows:

Starting from Annandale Boulevard and Buena Vista Terrace, West on Oak Grove Drive, North on Townsend Avenue, West on Yosemite Avenue, South on Norwalk Avenue, West on Addison Way, North on Eagle Rock Boulevard, East on Yosemite to Norwalk Avenue and thence return over the same route as above described.

The service will be approximately from 6:30 A.M. to 6:30 P.M., operating on a twenty (20) minute headway, daily except Sunday and principal holidays, there being no service on Sunday.

The fare will be five (5) cents and includes transfer to the Los Angeles Railway "E" car line at Yosemite and Eagle Rock Boulevard and Addison Way and Eagle Rock Boulevard, good only to points north of Avenue 45 on "E" cars only. There will be no transfer privilege to the "W" line at Buena Vista Terrace and Annandale Boulevard.

Operators, when west-bound, will issue regular form of Bus Transfer to the "E" Street Car Line as above described; when east-bound will honor only a Green Out-bound Transfer with two punch marks through the word "Stop."

BULLETIN NO. 375

Effective Friday, January the 1st, an extension of the Melrose Avenue Bus Line will be made between the present western terminal, Melrose and Fairfax to Orlando Avenue, which will eliminate the turn around now made at the western terminal, Fairfax. A new Melrose Avenue

schedule will be available for the operation of the entire Melrose Line.

FARE

Between Fairfax Avenue and Orlando Avenue the fare is five (5) cents without transfer privilege. No change of the method of collecting fare between Fairfax Avenue and Western Avenue as shown in Bulletin No. 276 issued July the 21st, 1925, will be made.

Operators leaving Western Avenue and Melrose Avenue, when westbound, will collect proper transportation as at present to Fairfax Avenue only. Upon arrival at Fairfax Avenue stop the bus and announce "End of five (5) cent fare zone. Passengers will please deposit five (5) cents in the fare box when leaving the bus." Operators will be held responsible for this being done.

Operators leaving Orlando, on east-bound trip, will collect five (5) cent fare which is good to Fairfax Avenue only. On arrival at Fairfax, stop the bus and collect by hand, placing all five (5) cent fares so collected in the fare box and selling ten (10) cent Bus Tickets in the regular manner.

BULLETIN NO. 376

The turn around at the east terminal of the Washington Street Bus Line as made at present will be discontinued December the 25th and will instead be made by turning around in the intersection of Western and Rimpau Boulevard, laying over in the Bus Zone, after turning, now established by red curb and proper signs located on the north side of Washington Boulevard immediately west of Rimpau.

On arrival east bound let your passengers off on the south side of Washington Street at Rimpau and immediately make the turn. Pull into the zone above indicated where the passengers will board the bus. Operators must be exceptionally careful that no interferences or collisions take place when making the turn and before doing so must look in both directions and give proper signals.

BULLETIN NO. 377

1925 Annual Passes expire December the 31st.

The new 1926 annual passes may be honored on December 27th, 1925, up to and including December 31st, for the year 1926.

Beginning December 30th the Florence Avenue Bus will make the loop in Huntington Park (used for turn around purposes) in the opposite direction to that made at present.

From the corner of Pacific Boulevard and Zoe Avenue—East on Zoe Avenue, North on Rita Avenue, West on Clarendon Avenue.

And will lay over in the zone established on the north side of Clarendon Avenue, immediately east of Pacific Blvd.

BULLETIN NO. 378

A new form of Bus Division Trip Sheets, No. 1210B, which provides a column in the upper left hand corner of the sheet which is marked "Bus Tickets Collected," sample herewith attached. Please use this column to show the number of bus tickets collected.

J. Van Vranken

Question Box

Question—Must a motorman wait until the second traffic bell gets through ringing before he starts the car, or can he start with it?

Answer—Cars may start when second bell begins to ring, but Not before.

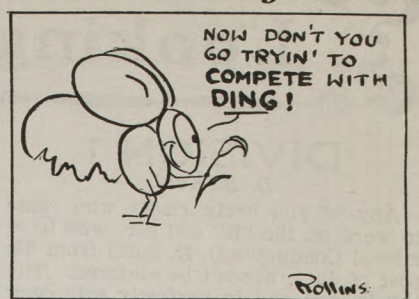
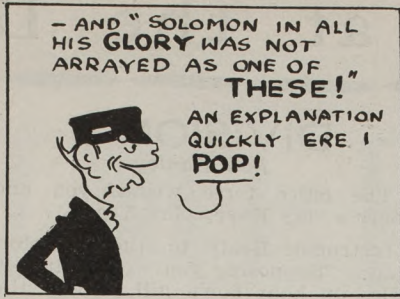
Question—Is it all right for car to double the curve at First and Hill Sts. when there is no traffic officer there?

Answer—No.

Conductor Ding and Motorman Ding Ding

As Usual, They Compromise

By Rollins



Bouquets And Things (Hand Picked)

For Motr. D. L. Connell, Div. 1
Los Angeles Railway.
Gentlemen:
I want to call your attention to Motorman 2595 (R car). I know you get many complaints, so thought you would like to hear a good word spoken for a change. I couldn't help but notice his kindly help to an old man, and his friendly smile for all.

Sincerely,
MRS ESTHER B. HAWLEY
1314 1/2 Linwood Ave.

For Condr. A. C. Johnson, Div. 2
Los Angeles Railway.
Gentlemen:

On Tuesday Dec. 8th, at 1:50 P.M. on car 1423, your conductor on the busy corner of Broadway, where I boarded the car going west, was helping old ladies and women with children. What pleasure car riding would be if we had a few more like him.

Yours faithfully,
R. T. SIMPSON
303 North Ditman

For Condr. J. F. Little, Div. 3
Los Angeles Railway.
Gentlemen:

Be sure to take as good care of Conductor 1276 (today on West Adams line) as he does of your company and its patrons. Before reaching street car crossings, he announces how to reach cars and busses to different points on your lines, which certainly appeals to people new in the city, or like myself, who have lived here 39 years.

Yours truly,
G. G. JOHNSON
502 Citizens Nat'l Bank Building

For Condr. G. R. Whitney, Div. 3
Los Angeles Railway.
Gentlemen:

In my 20 years riding on your street cars, I have just met what to me appeared the most courteous conductor I have ever met. His number is 1860, and he was on the West 11th Street car.

This car was packed the night I had the great pleasure of watching him. He thanked each passenger—he even said "Thank you" to each transfer holder.

Yours truly,
MRS. W. P. SPEED
657 Rialto Avenue, Venice, California.

For Condr. L. A. Moyer, Div. 4
Los Angeles Railway.
Gentlemen:

Noting in AZURIDE that the company keeps check of letters of complaint and commendation regarding your trainmen, I would like to say a few words of praise for No. 3017.

For two years or more, I have been riding on the Indiana Shuttle, day or night, and have never seen No. 3017 with a frown (I wish he could say as much for me).

Yours truly,
J. E. ELLIOTT
442 Eastmont Ave.

For Condr. J. H. Garrett, Div. 5
Los Angeles Railway.
Gentlemen:

I am 74 years young and I am writing to tell you how very kind and courteous Conductor 1368 was to old ladies and myself when we came to alight from his car, line "F", at 4th and Boyle, at about 10:36 A.M. yesterday. He gave us such kindly assistance and was so nice that we cannot say enough in his praise and it will never be forgotten by

Very truly,
MRS. ELLIOTT
573 South Boyle Avenue

Early Xmas Shopping Realized Improvement Shown By Car Riders

THE continuous preaching of "Do your Christmas Shopping early" is having an effect, judging by figures of street car travel during the holiday season of December for the past three years. As the majority of people who ride through the down-town shopping district every day ride on street cars, the passenger figures may be considered as hav-

ing considerable significance. In 1923, the greatest number of Christmas shoppers was carried December 24. In 1924, December 15 hit the high mark, and last month December 7 was the heaviest day of the season. The early showing of Christmas goods by the big stores gives the greatest impetus to the "shop early" appeal.

Mother of R. R. Smith Passes Away at the Age of 89 Years

MRS. Mattie Rathburn Smith, mother of R. R. Smith, assistant superintendent of operation, died Christmas night, at the age of 89 years. She had been a resident of Los Angeles for twenty years, and since the death of her husband fifteen years ago, she had made her home with her son. She had been in ill health for several months. In addition to her son, she is survived by a daughter, Mrs. Jennie Dilter, living in Los Angeles.

Funeral services were conducted last Monday morning at the W. A. Brown chapel, followed by burial in Inglewood cemetery.

Several beautiful floral pieces expressed the deep sympathy of Mr. Smith's host of friends in the Los Angeles Railway organization.

Card of Thanks

Dear Friends:
Please accept my sincere thanks for the beautiful floral pieces which were your expression of sympathy and sorrow on the death of my mother.

R. R. SMITH
Assistant Superintendent of Operation

Supervisors Plan Luncheon Meets

Early in the new year the supervisors are to get in the class of bank directors and discuss their worries across the luncheon table and through clouds of tobacco smoke. Owing to the size of the staff and the hours that it is necessary to work, the supervisors do not have much chance to get acquainted, and as it is recognized that personal acquaintance is a valuable factor in the building of thorough cooperation, arrangements are under way for the luncheon meetings. The supervisors are going "dutch," and are expecting a series of profitable and enjoyable meetings.

New Route Started By Eagle Rock Bus

A change in the route of the Eagle Rock bus line was made January 2, following a series of conferences between public officials and civic bodies of the territory affected. The new route is:
Commencing at the end of the "W" car line at Annandale Boulevard and Oak Grove Avenue, Townsend Avenue, Yosemite drive, Norwalk Avenue, Addison Way and Eagle Rock Boulevard connecting with north bound cars to Yosemite drive, connecting with south-bound Line "E" cars at this point. Return via Yosemite drive, Townsend Avenue and Oak Grove Avenue.
Service will be from approximately

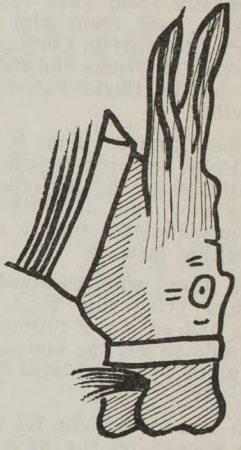
Div. 4 Wrecker Being Rebuilt

The Division Four wrecking car Number 4904, which is one of the oldest pieces of equipment in point of service, is being reconstructed at the South Park Shops. Formerly the car had only one trolley, and a second pole is now being installed. The outside will be supplied with flood lights to facilitate night work on near by track. The door arrangement is being changed so that tools can be conveniently removed by mechanics as they stand on the ground, as under the older arrangement it was necessary to jump in and out of the car to remove tools. New circuit breakers and new K-35 control equipment is being installed, under the supervision of Watts, foreman of car wiring. Additional windows are being built at the front of the car to provide improved visibility for the motorman. This and under carpentry work is being done under the supervision of Joe Spearing.

Work Wanted—I have got to have a job, am man 32 years old, intelligent but married."

6:30 A. M. to 6:30 P. M., daily except Sundays and principal holidays.
A five-cent fare will be charged, which will include a transfer to Line "E" cars, good north of Avenue 45 only. No free transfer or any other kind of a transfer will be given between this bus line and line "W" cars.

On The Back End (Contributed)



OHM S, OHM

Conductors Head and Martin of Division One were coming to work on the same car last week when the question came up as to what was considered the proper length for women to wear their skirts. Head and Martin argued so fast and furious that they entirely forgot their where-a-bouts, so when the car made a stop at Seventh and Hill they both walked off thinking it was Seventh and Central. Before they realized their mistake the car had started and they had to sprint to catch it to avoid missing out on their runs. The argument came to a close then and there, honors divided.

Conductor (to Jew boarding "F" car on West First) "Hello, Ikey, how's business?"
Ikey—"Gude! If beeshness vas as gude dis veek as it is next veek, den I make treep to Ole Kuntry."

Drunk man,
Street car,
Foot slipped, there you are.

Famous Last Words: "I guess you're out of luck, conductor, I can't find my transfer."

On May 5, 1776 when the embattled Vermont farmers were firing the shot heard 'round the world and the Smith Brothers were figuring out how many cough drops they could give on a five cent fare, Jack Kass pulled the first street car out of Division One. The affair was of great prominence. The Ringling Brothers, Buffalo Bill, Daniel Boone and Sitting Bull were the honored passengers on the first trip. Jesse James pulled the electric switches and Senator Cole watched the trolley.
—C. J. Knittle.

Lady (on Pico car)—Where do I get off for Alvarado St?
Conductor (simply)—Alvarado St.
Lady—My, but aren't you smart?

HEALTH NOTE
An apple a day
Keeps the doctor away.
An onion a day
Keeps everyone away;
A garlic a day
Keeps the Devil away.

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

Any of you early risers who come to work on the "R" owl car, who have missed Conductor D. E. Berri from his post of duty, needn't be alarmed. The boy is well and in perfectly safe company, having slipped quietly away the day before Christmas and married. He intends to be gone about ten days, but where he was going or who the lucky lady was, is a mystery, as Berri was very much embarrassed over the whole situation and refused to discuss it. Anyway we join in wishing them a happy married voyage through life.

Some of you old-timers no doubt remember M. F. Bowen, Jr. who worked for the company from 1920 to 1922. We received a card from him from Conyers Farm, Greenwich, Conn., wishing all a Merry Christmas and requesting a copy of the Christmas edition of "Two Bells."

"Old Dame Rumor" has it that Motorman Hoke is going to get married, and all because he just recently purchased a new suit of clothes, of course we are doubtful but it might be worth looking into.

Conductor Rom who received the Double Bonus prize this year, says that he has had so many fellows ask him what to do to get the bonus, that he is thinking of writing a book on the subject.

Motorman Mason thought he would try out his French on the new waitress over at the Los Angeles Railway lunch room, so when he ordered his coffee and doughnuts he ended up by saying "Toot Sweet." The waitress thought he said "Your sweet" and became so confused that she let all the coffee run out of the urn. They had to close up shop until they could brew some more coffee.

Conductor H. Selvig resigned this week on account of poor health, and is going to go East soon via Washington, Oregon, etc.

Clerk C. L. Farrah who has been on the sick list for the last month on account of an infection in his leg, was down to see us this week. He is improving rapidly and hopes to be back on the job soon.

DIVISION 5

Fred Mason

Snappy New Year folks. You've now got a chance to break all those good resolutions.

A lot of new leaves have been turned over and Henry's still putting out Fords to take care of the Ford turnover.

Glad to see Conductor J. E. Clark up and around again. He can only use one arm yet but he says that's plenty to endorse his bonus check with and write out a bill of sale on a motorcycle.

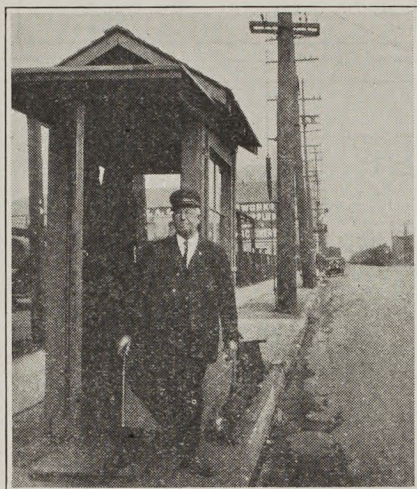
Conductor Jack Carlin just can't get along without his motorman, 'Sy' Sybert, who took a thirty day lay off which he is spending in Italy, Texas, so Jack raised the ante and took 60 days off to visit the folks in Stockton, Cal.

Conductor T. A. Roy figures Denver, Colorado, as being a good place to be at at this time of the year so got himself three weeks off and just went.

The boys of Division 5 express their heartfelt sympathy to R. R. Smith, Asst. Supt. of Operation, whose mother passed away on December 25th.

Condr. J. L. Evans dropped in to announce the arrival of an eight pound boy at 3 A.M., December 29th. He reports that mother and boy are both doing fine. Congratulations J. L. and thanks for the smokes.

Who's Who



THE first quarter-century is the hardest, and William S. Service has rounded that mark and is still working. He came to the Los Angeles Railway in 1901 as an experienced electric and steam line railway man. He started to work at Division One and continued on the front end until 1923, when he was appointed flagman. He has established a very favorable record with this company and is highly regarded by his fellow workers in all branches of the operating department.

BUS DIVISION

Elmer Wood

Did you feel the earthquake last Tuesday? You didn't? It was sure a big one. We have a general shake-up like that every three months. But as I have said before, "Every day, in every way, the Bus Division is increasing." All of the runs were open, with the exception of the York Boulevard line, which is run by T. Swisher, and the Eagle Rock line, which is run by W. A. Bundy. The latter line will be extended up to Annandale to meet the "W" street cars at one end and the "E" cars at the other. The shake-up took effect January 1, 1926.

Want off?

C. D. Davis: "What's the grip for, Terry?"

W. R. Terry: "Oh, that's my napsack."

Davis: "Napsack?"

Terry: "Yes. To hold my pajamas and things."

Back again: Operator A. E. Johnson, who resigned about three weeks ago, has returned and will take his same place on the seniority list, as he withdrew his resignation before it took effect. He was then granted a seven-day leave of absence, in which he drove up to San Francisco and visited his wife and relatives.

A city and a chorus girl,
Are much alike, 'tis true;
A city's built with outskirts,
A chorus girl is too.

F. R. Calvert is reported to be very popular with the colored ladies on Wilshire. Is this true?

Every once in a while a bus runs wild. The last time, operator F. C. Smith, while running on the Figueroa line the other day, made a few wrong turns and ended up at Ninth and Hill, but finally returned to the line after wandering around for fifteen minutes.

Introducing new men in the Garage: Frank Bruner, on the night shift, at one time a conductor out of Division Three; and Irving Nelson, formerly a truck driver.

DIVISION 3

Dan Hanley

The office force wishes you and yours a very Happy New Year.

Instructor Healy, to student motorman: "Supposing you were going 40 miles an hour down hill, and at the foot of the hill was a sharp curve, and your air failed. What would you do?"

Student motorman to Healy: "Nothing, Sir. It's done."

Join the Navy air service and see the New World.

Two men in the front seat, and two women in the back of an automobile denotes that they are probably married couples.

Santa Claus visited the home of Conductor T. N. Delts and left an 8½ pound baby boy. T. N. came around next morning all smiles, and passed out the see-gars. Good luck, and best wishes to mother and baby.

You boys who are on the cars do not really know just how much the traffic officers are helping you, but if you were to stand at Seventh and Broadway as I do for three hours, and see just what they are doing, and how they are giving you the right of way and trying to play fair, you sure would hold them in respect. Theirs is a hard grind the same as yours, and boys, I take my hat off to them for their courteous treatment to the men operating the cars of the Los Angeles Railway, and I know you all feel the same, so the boys of Division Three wish them a Happy New Year.

The 1926 issues of Two Bells are going to be bigger and better; the last pages devoted to the scribes of the various divisions are for your benefit, to kind of cheer you along, and the columns hold no personalities—just a quip once in a while, as you know our field is limited. I hope you will all enjoy this particular page. If you see or hear something funny, let me have it.

SHOPS

Jack Bailey

It has come and gone, fellows. To our Trainmen, we may have references to their bonus checks; at the shop we refer to our Christmas vacation. Our great treat last week was the arrival of our checks three days before their usual scheduled date. We take this opportunity to extend our appreciations to the management and our officials. Their thoughtfulness enabled Old Santa to pull in on time. Everybody was happy.

I had the choice of sending her a box of candy or cigarettes.

We once said the meanest man in the shop was the one who stole his fellow workman's tools. We must still bear this in mind. However, we now recommend a man who goes out in the back yard, shoots his shot gun, returns to the house and tells his children Santa has committed suicide.

Ask Mr. Boyce what Miss Randolph gave him Christmas. If he tells the truth it was a handsome little cigar lighter, all nicely tied up in a package. I think they cost ten cents a box. You can get the penny boxes too.

An old gentlemen said to some girls who were talking very loud at the Christmas entertainment, "please, ladies, talk a little louder, the music makes such a noise I can't hear half you say."

Were you among those present at the company Christmas entertainment? If not, you missed a very enjoyable time. A large number of the shop men were there with their families. Say! Did you see Joe Cuevas do his great chameleon color changing stunt down on the second floor. First

DIVISION 4

C. J. Knittle

There is an old maxim that in the big cities like ours, no one knows his neighbor. However, in places like Div. 4 where hundreds of men gather daily for a common cause, friendships are kindled and one learns to know his fellow workmen. We thought we knew all our associates here. We prided ourselves on our knowledge of their marital and financial standing, their fancies, whims and faults. But alas, dear readers, we must go back to the old maxim, "We do not know our neighbors," because one of the colored lady car cleaners walked up to Yardmaster Jack Barden last Tuesday with a parcel she had found and said, "Here daddy, take this."

Fellow trainmen: Beginning at once and starting immediately, I'm going to ask you to not applaud when I finish my act. This is my work. I get paid for it.

What would you think of me if I stood outside your division and applauded as you pulled in?

Another thing, fellows, don't forget this is 1925—I mean 1926. Several conductors are still putting 1926—I mean 1925 on their trip sheets and reports. The same thing happened last January. About two dozen conductors were still putting 1925—I mean 1924 on their sheets instead of 1925.

New years are like birthdays. If today was your thirty-second birthday and tomorrow someone asked you your age, you would forget and say, "thirty-two"—I mean, "thirty-one," now wouldn't you?

Anyhow, let's remember when putting down the date that this is 1925.

—Ye Scribe.

Clerk E. H. Ellis is spending Jan. 1, 2, and 3, in San Diego. Contrary to custom we will make no smart cracks about Tia Juana.

Dear Mr. Hanley, Div 3,—We bought a Whiz Bang to get some jokes out of and found you had used all the good ones in last issue.

So the only thing left to tell is that Benny, our stenographer is getting his teeth fixed.

GO ON TO BED, FOLKS, YOU NEED THE SLEEP.

DIVISION 2

H. T. Hansen

The father of Conductor T. C. Chace died recently. Division Two extends condolences to the bereaved.

The mother of Clerk C. F. Paine died in Indiana, and the mother of Motorman W. J. Teahan died in Detroit. Paine and Teahan were not able to attend the services.

May the sympathy of our division serve to help you all through the sorrows of life.

Extra Clerk F. B. Slaughter says he has to make use of the sign language as a severe cold has converted his speaking voice into a whisper.

Motorman R. Long, secured 60 days off upon receiving a message from Texas that his father was very ill.

Motorman W. Rasmussen was pleasantly surprised by relatives who recently came from the east. They liked our sunny winter so well that they decided to stay indefinitely.

Line "S" and "H" went through the transition period called "shakeup." Everyone is well pleased with the change.

he ate Hot Dogs until he turned red; drank coffee until he turned brown; flashed a delicate pink as he finished the strawberry ice cream and turned dark blue when someone said "See you at work Monday." We would like to see him repeat this performance next year. Boys, don't miss it.