

Los Angeles Railway Children — Guests At Annual Frolic



CHRISTMAS PARTY GRAND SUCCESS NOVEL PROGRAM ENJOYED BY HUNDREDS

The annual Company Christmas party was held on Saturday, December 18, at Forrester's Hall, and proved to be a gala event, especially to the more than 400 children who were guests at a special vaudeville show in the afternoon.

C. V. Means, traffic manager of the Company and chairman of the entertainment committee, provided a most joyous time for both kiddies and grown-ups. Charles Colson acted as master of ceremonies.

After a vaudeville program, Santa Claus—who, in every-day life pilots a street car out of Division Two and answers to the name of D. V. Hambly—arrived with gifts of candies and toys for the children.

F. C. Meade, from Division Three, in a clown's make-up, acted the part like a professional. Mr. Meade was at one time with Barnum and Bailey's circus and has a rare knack of entertaining

children and at the same time keeping them orderly.

When the toys had all been given out by Santa Claus, Mr. Meade gathered the children on the stage, and letting them choose their own songs, led them in chorus.

The vaudeville numbers were repeated in the evening, followed by a dance.

Mr. Means and his assistants deserve special credit for their part in the day's success. His committee consisted of Mrs. E. T. Smith, Mrs. George Perdue, Mrs. J. A. Cook, Mrs. A. Larsen, Mrs. J. F. Ernest, Mrs. Vivian Smith, Mrs. E. H. Ellis, Mrs. F. Schuster, Mrs. William Cox, Mrs. F. C. Meade, Mrs. C. H. Thomas, Mrs. A. E. Temple, Mrs. J. J. West, Mrs. H. S. Porter, Mrs. B. Handley, George Perdue, F. A. Christy, Harold Porter, R. D. Starling, C. J. Tupper, C. L. Colson, Nelson Lane, H. F. Darby.

**Two Bells
Wishes One and All
A Happy and
Prosperous
New Year**

Cash Bonus Checks Plea of Treasurer

In order that the treasury department may close their books for 1926 with promptness the men are requested to cash their pay and bonus checks without delay.

The habit of endorsing a check before the owner is ready to cash it is an unwise one. In case such a check is lost, recovery is almost impossible, as some of the men have found to their sorrow.

The man who cannot make sacrifices has not attained true strength of character.

HOLLYWOOD TRANSFER QUESTION ANSWERED

An unusual situation exists in regard to transfer of passengers from Hollywood P. E. cars to the buses and the "S" car on Western Avenue.

Q.—In order that we may properly advise patrons will you please give reasons for the recent order regarding the non-acceptance of Pacific Electric tickets at Santa Monica and Western?

A.—There is no direct exchange of transportation between cars of the Pacific Electric and those of the Los Angeles Railway, therefore it is necessary for a patron originating on the Pacific Electric to use a Los Angeles Motor Bus Company's bus as an intermediate carrier before his ticket can be honored on a Los Angeles Railway car. As patrons from other lines can reach Santa Monica and Western without using a green bus, tickets from the Hollywood Boulevard lines are the only ones that may be accepted at that point.

He who thinks his work below him will soon be below his work.

New Year Messages of Good Will

To Trainmen:

Your experiences for the past year have become only memories, some of them pleasant and some which you will try and erase from the tablets of your memory as soon as possible.

I can only hope that the New Year will bring to you such happiness as will make it one from the records of which you will find nothing you wish to efface when it, too, becomes only a memory. And if I personally can help to make it so for you I will feel that I have, for one year, "Not lived in vain."

T. T. Smith

As the old year 1926 draws to a close I want to congratulate you on the splendid showing you have made during the past twelve months, and from present indications I believe that you will surpass it during the coming year.

With best wishes for your success and for a Prosperous and Happy New Year.

R. A. Pinson

The year 1926, with its many problems we all had to solve, has passed into the discard and ere long will be entirely forgotten.

The Schedule Department, like all other departments, within this great Los Angeles Railway organization, has had its part to perform, and if our efforts have in any way added to your success, we feel that we have in a small way done our part.

It is a pleasure to be associated with you, and in behalf of the entire staff of the Schedule Department, to wish you all a Happy and Prosperous 1927.

L. A. Peppers

We are at the threshold of another year of service to the Los Angeles Railway.

I wish it were possible for me on this occasion to personally convey to each one of you my best wishes for your prosperity and success for the coming year and sincere appreciation for your efforts in the past.

At this time I earnestly beseech you to excell your last year's record by a more conscientious observance of all the rules this year.

J. Collins

From your splendid efforts of the past year I feel confident that the coming year will be one of greater achievement in the way of a decrease in accidents and bettering of the friendly relations that exist between the employes, the Company and the traveling public.

Let us demonstrate to the new men that come to us the value of following your excellent example. Wishing you and yours a Happy and Prosperous New Year, I am,

Daniel H. Haly

As Father Time turns over another leaf, we start out with many good resolutions, but seldom, if ever, do we make a resolution regarding one of the most vital things in our lives—our jobs.

From an employment manager's point of view, three favors are asked by those who are obliged to work for a living. First, asking for and receiving a job; second, when you leave you ask for recommendations; and, last, you oftentimes are glad to ask for your old job back again. Hence may I ask all of you to make a resolution to establish a record which will permit you to leave in good standing, one that will warrant the highest recommendation, and one that will welcome you back into the service of this Company, should you to return.

Blayne

The first yelp that comes from a failure is "they wouldn't give me a show." Nobody gave Barnum one, either, but he had the biggest one on earth. I know of some men who have "enjoyed" poor health all their lives.

"Go to a friend for advice, a stranger for charity, a relative for nothing. And, above all, go to your fellow-employe for understanding and co-operation."

W. B. Adams

I take this opportunity to thank the men of Division One for their hearty co-operation and good work performed during the past year, and I hope for the same loyalty, better efficiency and courtesy for the coming year.

E. C. Williams

Nineteen-Twenty-Six has just closed with a record of accomplishment that has drawn commendation from the management. Nineteen-Twenty-Seven has begun, and let's all get together and perform our work in a manner that will make the best management of the best street railway in the country extend themselves a year from now, when they review this year's accomplishments. Let's put our shoulders to the wheel and make Division Two as good as the best.

T. J. Diersey

The year 1926 has gone down into Los Angeles Railway history as a year of splendid records for the majority of Division Three trainmen.

Here's wishing all of you and yours a Bright and Prosperous New Year, with the hope that the spirit of LOYALTY to our Company will be continued during 1927.

E. J. Ry

You men having just finished the most successful year's work in the history of Division Four, it is with pleasure I congratulate you.

Sincerely I appreciate your work, co-operation and friendship, and have no fear that every man will put forth his best efforts to make 1927 even better than the past year.

Be a forty-dollar extra bonus winner.

L. L. Mumbly

I feel that the excellent work that you men of Division Five have done for the past year is certainly wonderful, and your willingness and 100 per cent loyalty has made it possible for the division to establish records that will never be excelled. Here's hoping that we all will have an even more successful and prosperous 1927.

W. E. Bryson



LARY LAFFS



The track supervisor received the following note from one of his foremen:

"I'm sending in the accident report on Casey's foot when he struck it with the spike maul. Now, under 'Remarks,' do you want mine or do you want Casey's?"

"Were you trying to catch that car?"
"No," said the puffing fat man, "I was just chasing it off this corner."

Boss: "Say, where in blazes are you two worthless niggers going? Why don't you get to work?"

Mose: "We'se working, Boss. We'se carryin' dis heah plank up to de mill."

Boss: "Plank! I don't see any plank."

Mose: "Well, foh de Lawd's sake, Sam. Ef we hain't gone and clean fohgot de plank."

Bulletins

Issued January 3, 1927

STREET CAR

No. 206—NOTICE TO CONDUCTORS
Fireman's Pass Book No. 32992, issued to Fireman Charles T. Hamil, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

R. B. Hill

BUS

No. 548

Buses pulling in and out of the garage after dark must have their interior lights burning.

No. 549

Effective December 20th, Alvarado Street buses will discontinue route of present loop at north terminal and will operate west on Marathon, north on Mohawk, east on Sunset Boulevard and lay over on west side of Alvarado Street in designated zone which is painted red and properly lettered.

No. 552

Description of passes for 1927 follows:

Los Angeles Railway Street Car Passes: Color of card, yellow; pass number and year, red figures; the other lettering black.

Los Angeles Motor Bus Company Passes: Color of card, light green; pass number and year, red figures; the other lettering black.

Los Angeles Railway Bus Division Passes: Color of card, light brown; pass number and year, red figures; the other lettering black.

These passes will be in the hands of all concerned on the night of December the 31st and will be good for transportation during the year 1927. Do not honor any 1926 passes after December 31st, 1926.

T. Van Vranken

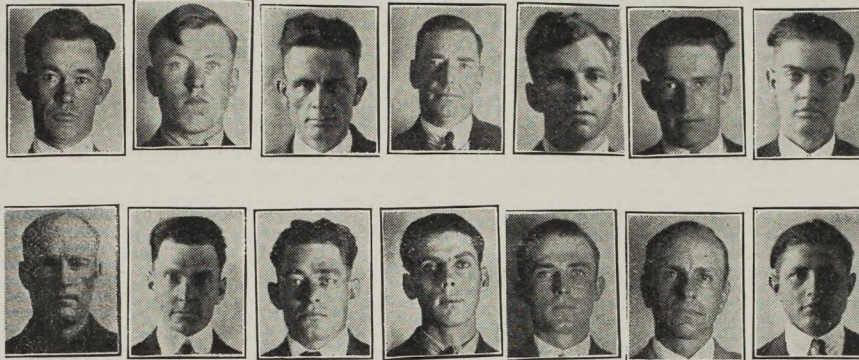


All boy, and we don't mean maybe. This little husky is Glen Henry Kirk, three-year-old son of Conductor H. H. Kirk of Division 5, and if anybody can beat that happy smile, we'd like to see it.

P. C. McNaughton of the publicity department spent his holidays in San Francisco. He with Mrs. McNaughton drove to San Francisco on December 22, returning after New Year's.



BOUQUET'S



Upper row, left to right: J. R. Holland, W. T. Skinner, J. A. Shivar, A. H. Middleton, F. Jones, G. W. Scott, H. Heebing.
Lower row, left to right: J. C. Allison, C. G. Percival, L. H. Locker, L. F. Stevensen, V. E. Neely, E. E. Wilke and W. Rasmussen.

"Sincere greetings and good wishes for Christmas and the coming year.

"I here take the privilege of sending a complimentary report in regard to all your employes.

"I ride the street cars at least twice daily and in my three and a half years of this city I have as yet to see one discourteous employe.

"Especially do I ask you to merit the conductors and motormen of the 'R' car line.

"Respectfully,
"LA RUE MERRICK."

For Conductor J. R. Holland of Division 3, from I. Sadring of the Engineering Department of the Board of Public Works, for courteously assuming responsibility for money slipping and rolling off the car when tendered for payment of car fare.

For Motorman W. T. Skinner, of Division 3, from Frank Pinschouer, for extreme courtesy to his passengers.

For Motorman J. A. Shivar, of Division 4, from G. Arline Brune, of San Francisco, for his pleasing personality and for directing passenger to places of interest in this city with car line connections.

For A. H. Middleton, motorman of Division 1, from Mrs. Ethel M. Strohacker, who says Mr. Middleton is, without exception, the kindest and most accommodating motorman she has ever had the pleasure of riding with.

For Conductor F. Jones, of Division 2, from Ruth Van Saun, for thoughtfulness to elderly people.

For G. W. Scott, conductor of Division 3, from Mrs. A. W. Wright, for paying her fare from Hawthorne and for his tactful and gentlemanly manner in

assisting her in a very embarrassing position.

For Conductor H. Heebing, of Division 3, from Percy H. Poor, for assisting a very feeble old lady not only off the car, but to the curb as well.

For Conductor J. C. Allison, of Division 2, from Mary Ferry, for pleasantness and lack of "grouch," and especially for helping tired women onto the car and keeping the large crowd of Christmas shoppers cheered and good-natured.

For C. G. Percival, motorman of Division 3, from Lillian J. Bulpin, for helping a blind man off at a crowded corner and safely putting him in the charge of a traffic man who guided him to the sidewalk.

For Motorman L. H. Locker of Division 5, and L. F. Stevensen of Division 3, from M. Helmar. Mr. Helmar particularly commended Mr. Locker for considerateness and obligingness during the rainy weather. Mr. Stevensen also extended special courtesy to him.

For Conductor V. E. Neely, of Division 2, from Mrs. E. W. Bierman, for honesty in turning in Mrs. Bierman's purse with all contents intact, when he found it had been left on his car.

For Conductor E. E. Wilke, of Division 4, from H. R. Day, a Santa Fe engineer, who would have been forced to return home for his purse or walk to work and be late for his run had it not been for the kindness of Mr. Wilke in paying his fare for him.

For W. Rasmussen, of Division 2, from Miss Merrick, for special courtesy.

ENDORSED CHECKS SAME AS MONEY BE CAREFUL

It seems to have become the habit of some of our men to endorse their pay check as soon as received, thereby making it negotiable, or in other words, the same as currency, and then carelessly carry it in their pocket, where it may easily work out or be pulled out and dropped unnoticed.

There is one recent case in which a trainman followed this practice and then lost his check. He made a request for a duplicate, but the company cannot issue another check until a long enough interval has elapsed to preclude the possibility of anyone cashing the first one. That means a delay even if the check is definitely lost or finally found.

In this case it developed that the check was found by a man who went to a local shoe store and purchased a \$3.00 pair of shoes, tendered this check as payment and received the difference in cash between the amount of the check and the price of the shoes.

Fortunately this party was located through the salesman who sold him the shoes. The salesman knew the purchaser and eventually the trainman will recover the entire amount of his check. But in the meantime he is out the use of that much money for several weeks.

If the shoe salesman had not happened to know his customer, in all probability the check, or money, rather, would never have been recovered.

The Company is not responsible for that check after it is handed to you. It is only liable to the extent that it must have the amount of money in the bank the check calls for upon presentation for payment, and if your endorsement is on that check the bank cannot be held. You are the loser.

It is best and safest never to put your name on the back of the check until actually presenting same for payment or deposit, but if you should endorse it previously, make it payable to some bank or firm or individual by writing, "Pay to the order of—," and then it must be signed again by the new payee or holder before anyone but the original payee can cash it.

You work hard for that pay check. Why let some one else benefit by your hard work and your easy carelessness?

Quartette Plays At Loew's State

The Los Angeles Railway Quartette has been signally honored in being chosen by the management of Loew's State Theater to play at the evening performance of Tuesday, January 4, the night set apart as Railroad Transportation Night.

Mr. Sleeper Returns

Mr. E. H. Sleeper's host of friends in the company will be glad to know that he has so far recovered from his recent illness that he is once more able to be back at his desk.

DIVISION ONE

H. N. COLE

Conductor Rex of the "J" line says a lady at Seventh and Broadway asked him: "Where does this car go?" "To Walnut Park. Where do you want to go?" "I want to go home. Where do you suppose I want to go?" was the reply.

Motorman Burnett of the "N" line says it is pretty hard to work all day and go to school at night. He did not explain his motive for attending school, but we presume he is preparing himself to change to the back end.

Conductor C. F. Rogers is devoting his spare time and his Sundays and holidays to raising rabbits. Any one desiring a "turkey" of this kind for Xmas will do well to see him.

Motorman E. R. Rath has found a cure for that spell of home-sickness reported about a month ago, namely: he took advantage of the first opportunity and bid in a run on West Ninth, his old stand-by. He says it reminds him too much of work, on the "R" line.

Don't forget to have your watch inspected.

A week ago last Sunday Conductor Ed Urban "went a-hunting," but instead of bringing back a rabbit skin for "Baby Bunting," he brought back a beautiful bob-cat skin, and is having it made into a rug. Ed says he shot the animal, but due to the absence of any tell-tale shot holes in the skin, some are expressing doubt as to how it met its death.

This is a little late but it will be news to some of the boys. Conductor O. N. Haggard and Miss Helen Doby slipped away to Santa Ana on December 14th and were married. When he was passing out the cigars he looked so happy he didn't seem to care whether Christmas came or not. Here's wishing them much happiness.

In the last issue of Two Bells an item appeared stating that Motorman J. S. Peach, a noted bicyclist, rode to Pomona in 5 hours and 5 minutes and back to Los Angeles in 5 hours and 30 minutes. The time was wrong, and does Mr. Peach an injustice. It should have been 3 hours and 25 minutes there and 3 hours and 5 minutes back. The correction is cheerfully made.

Motorman M. M. Spence is on the sick list.

Uniform Department Is At Your Service

The Uniform Department sends the season's greetings to all and wishes all a Happy New Year and a prosperous one.

This occasion is opportune to welcome the boys who know and some who don't, that this department, which is purely co-operative, functions through co-operative purchasing power to supply at lowest possible cost the best value in new uniforms and caring for and keeping up appearance of those that are not new.

The L. A. Railway model as used at present has been adopted by several large traction companies during the past year and has been subject for comment by visiting heads of other systems.

We don't sell service—we give it.
V. WINDSOR,
Uniform Department.



Here is Kenneth Earl, 6 months old, son of Conductor R. E. Thompson of Division Two. Note how pleased he is to wear his dad's lid. He has lots of "bill" and bet he sure can "coo."

DIVISION FIVE

FRED MASON

"Well," said "Tex" Hiller, "Christmas is all over and I can now make up with all my girl friends again."

You will all be glad to learn that Motorman F. M. Doherty, who was taken sick on Christmas day, is at home and getting along nicely.

Glad to hear from Conductor Johnny Robinson that his wife, who was operated on at the Hermosa-Redondo Hospital, is now at home and improving.

Motorman Charlie Stowe is back on the job again after about a six weeks' lay-off. Glad to see you back, Charlie.

All the boys on Line "E" got a Christmas present—a shake-up.

The boys of Division 5 were glad to learn that Motorman F. M. Doherty got in on the \$20.00 prize in the crossword puzzle contest. Conductor Frank Adams asked him how it was he was so smart on crossword puzzles and Doherty replied, "Well, I've been married 20 years." I got \$3.00 and am still single, so I figure I'm \$3.00 smarter than Doherty.

Conductor R. T. "Dick" Monteverde arrived back last Monday from a lay-off spent in Pittsburgh and he's still got tears in his eyes because he missed the Carnegie Tech-Notre Dame football game. Anyway, he's back on the job again and he chooses California as a better place to spend Xmas than back east.

Whilst Motorman W. E. Niceley wasn't with us long enough to draw the full bonus, he's happy just the same. December 14th, 1926 (bonus eve) he became the proud possessor of a 9-pound baby boy and that makes all the difference. Congratulations, Mr. and Mrs. Niceley.

A letter has been received from ex-Conductor L. L. Thompson, who is now in New York, saying that while he is enjoying himself back there, he envies us and our climate, and wishes all the boys of Division 5 the compliments of the season.

Here's wishing you all a Happy New Year.

DIVISION THREE

L. VOLNER

The wedding of Miss Stella Taylor and Conductor Lawrence Barnes was solemnized at the Cypress Park Christian Church at 8:00 p. m. Wednesday, December 22, 1926.

After the wedding ceremony the party returned to the home of the bride's father, Motorman W. W. Taylor, where refreshments were served. Congratulations are extended by Division Three.

A postcard received from Motorman Frank Milano from Girard, Ohio, wishes each one a happy New Year.

Conductor O. G. McDermitt has purchased the service station at Colorado Boulevard and Lock Haven Street in Eagle Rock and would be pleased to serve all the trainmen in that city.

Conductor A. P. Keran is off duty on the sick list, but to test his strength to see if he was able to return to work, he walked down to the office for a little visit. Mr. Keran is very anxious to be on the job, but when he is, wants to be able to do his stuff.

Motorman H. E. Neal is helping out around the division for three days.

Word was received from Conductor O. E. Holland from Fort Worth, Texas, stating that his mother was very low and that he did not know how long he would be off.

Motorman C. M. Evans has been granted a nine-day leave, which he is going to spend resting up.

Motorman D. W. Leatherman has a 90-day leave, which he will spend at Hemet.

Mr. Dye asked me what I did with my bonus money. It would make some interesting news if each one would state how they used their bonus.

Wishing you all a very happy and prosperous New Year.

DIVISION TWO

E. A. MOXLEY

To the Men of Division Two:

Through the medium of our weekly paper I wish to thank you all for your cooperation and friendship during 1926. I assure you of my high regard and wish each and every one good health and happiness the coming year.

Chief Clerk C. J. Clark is home ill, and his arduous labors are being performed by F. B. Slaughter.

We regret to report the passing of the mother of Motorman W. E. Smith, who died Thursday, December 23rd, and to express our sympathy to Motorman Smith in his bereavement.

Five men at Division Two made the grade on more or less "high" on the Christmas tree crossword puzzle. (We might say, too, that the grade was steep.) C. O. Boyd, D. F. Edgar, H. T. Hansen, L. E. Priestley and A. L. Reaugh, the lucky five, wish to express their appreciation to Mr. George Baker Anderson for these prizes, and they would like to know who the heck invented some of those words!

A Correction

The upper row in the picture of Division Two special award conductors which appeared in the December 20th issue of Two Bells should have read as follows:

H. Yardley, D. M. Wood, F. Habich, A. A. Shewmaker, V. W. Gore and C. O. Ashton.

Mr. Yardley, by inadvertence, got into the wrong pew. He should have been standing between Mr. Gore and Mr. Ashton.

Bonus Messages Acknowledged

Letters of thanks written to the management for bonus and special award checks have been received from the following: Division One—R. I. Woodson, Mr. and Mrs. Stith McDonald, L. E. Adkins, C. M. Mitchell, J. H. Johnson. Division Two—Mr. and Mrs. A. B. Hughes. Division Three—W. O. Butler and family, T. E. Shanafelt, Mr. and Mrs. J. Pewitt, Mr. and Mrs. Geo. E. Dumphy and family. Division Four—A. W. Horton, Wm. Brotherton, Mr. and Mrs. J. C. Berrell, Mr. and Mrs. T. Wash. Division Five—Mr. and Mrs. V. L. Myers, M. McConnell, Mr. and Mrs. A. R. Graves.

DIVISION FOUR

C. J. KNITTLE

Conductor P. W. Fretz is still laid up with injuries sustained while on duty December 18. He was working on the Pico line and his car had just turned onto Pico Street from Broadway when the trolley came off. Fretz was in the act of replacing it when a careless or confused autoist ran into the rear of the car. He received severe bruises and lacerations on both legs.

Conductor W. O. Kirkpatrick narrowly escaped serious injuries and possible death when, after flagging at First and Alameda Streets and boarding again, a drunken autoist drove against the side of the car, tearing the rear step completely off. Kirkpatrick received cuts and bruises on both legs. The accident happened at 1:00 a. m. Christmas night.

BUS DIVISION

ELMER WOOD

To the employes of the Garage and Bus Division: We wish to take this opportunity to express our appreciation and gratitude to all Garage and Bus Division employes for their hearty cooperation during the past year, and to wish each one of you a Happy and Prosperous New Year.

C. B. LINDSEY,
Supt. of Garage.

C. O. MORSE,
Foreman of Bus Division.

In announcing the arrival of a 7-pound girl December 17, Operator A. E. Brummet says it was close enough to Christmas to be called a Christmas present. Mother and daughter are doing fine. The boys of the division extend their congratulations to Mr. and Mrs. Brummet and best wishes for a Happy New Year.

Operator J. L. Bartlett, upon returning from a 50-day leave of absence, turned in his resignation to take effect the first of the year. He will work for Paul G. Hoffman on Studebakers.

Operator M. E. Dudley has been able to leave a certain terminal on time for the past two weeks. It is rumored that on a certain trip he reserved the seat behind him for a regular customer.

Introducing new men who have entered the service in the past two months:

J. L. Wismer, J. V. Phettiplace, W. M. Hamma, W. O. Evans, W. H. Coker, W. F. Foster, R. E. George, C. E. Smith, J. H. Cox, J. Nickel, G. E. Durk, R. B. Hunt, J. G. Gomes and J. Y. Hamilton.