

## Patron Asks Men at Fault to Call Themselves on Carpet

**Spirit of Letter Shows Passengers are Fair-Minded Even Though Finding it Necessary to Complain**

The following letter was received by R. B. Hill, superintendent of operation, and because it typifies the fair-minded attitude of the general run of passengers toward the trainmen on our cars, it is printed in full.

Mr. Hill answered this letter and expressed regret that such discourtesy and disregard of safety should be shown a passenger by any conductor on our lines.

He hopes this letter will be read by the men involved and that they will take the matter to heart and mend their ways.

Jan. 3, 1927.

Los Angeles Railway Co.

Dear Friends—for as such I think of you:

Your office can testify that I frequently avail myself of the pleasure of reporting courtesies that I receive or observe on the part of your employes. I am "all ears" for kindnesses and nearly blind to carelessness and discourtesy.

I see the latter seldom and even then I say to myself: "Oh, he may have been out late last night or his coffee may have been poor this morning, or he may be suffering from a toothache—just like common mortals!"

But in the last two or three weeks three instances have come to my notice which are too flagrant to ignore; and instead of reporting them so you can identify them I ask you to get this before the men in Two Bells or otherwise so they can identify themselves and call themselves up on the carpet for admonition.

I was at 5th and Broadway to take a 39th Street "V" car. We were a crowd. The conductor called "coming out" and I waited till no more were coming out, but it seemed one or two were back farther and wanting to come, but I could not see them. As I stepped on the lower step the conductor reached out his hand and pushed me backwards so roughly that I all but fell on the people behind me, who were crowding so close I could not step down again. I took his number and thought I would report him, then I remembered he was probably worn out with Christmas crowds and I

thought I would speak to him myself when the car got nearly empty, but such condition did not come—though I live near the end of the line.

The next was December 21st on the 39th "V" car. It was raining—a number of women wanted off at 9th and Figueroa, but the conductor gave two bells and the car carried them another block for them to walk in the rain, and even then he gave the signal too soon and only their violent protest induced him to let them off.

The third was January 1st at First and Vermont. Quite a few were boarding the "H" car for downtown. I was the last woman. Just as I stepped up on the last step the car started, causing me to lose my balance and almost throwing me down. I said in a pleasant tone to the conductor, "Don't you know you shouldn't have the car start while women are stepping up into the car, and especially old women?" And he replied, indifferently, "He (meaning the motorman) did not start." I took his number also. But I do hate to report carelessness, and I am asking you to give these men a chance to report themselves—each to himself—remembering it might have been his mother or his sister or his wife or his sweet-heart.

Sincerely yours in the interest of good service which I know is your aim,

M. CATHERINE VAN VLEET.

## Finals for Year Filed

The final report for 1926 of complaints and commendations regarding trainmen by patrons has been filed.

The year's figures show that discourtesy complaints outnumber the commendations, the averages being 48 for discourtesy and 47 for commendations. Averages in 1925 were 43 for discourtesy and 51 for commendations.

More passengers are carried during December than at any other time of the year, and yet the total number of complaints filed last month was less than at any time during the year. The yuletide spirit of goodwill to men always affects the holiday crowds.

## "Woolly"-Hero



"Woolly" is the latest recruit to the ranks of railway heroes and is shown in the picture with his master, N. F. Slane, conductor from Division Three.

Woolly's family line may not have been kept absolutely pure, for he is a mixture of Airedale and wolf-hound, inheriting noble qualities from each side of the house.

Wednesday, December 15, at 3:15 a. m., the trolley wire broke at Glendale Junction. Woolly, who lives nearby, and who is first of all things a good watch dog, realized the seriousness of the situation and wakened his master by the usual dog signals. Conductor Slane at once notified the dispatcher's office and protected the line until the emergency truck arrived.

Woolly's alertness and good sense earned credits for his master, who is naturally very proud of him.

Mr. Dye, superintendent at Division Three, suggests that Mr. Healy add Woolly to his staff for the purpose of instructing other canine friends of the trainmen so that whenever emergencies arise they will do their stuff with the same efficiency as Woolley.

## Talks on Safety

On Wednesday night, January 12th, at eight o'clock, John Collins, supervisor of safety, and Sergt. E. L. Johnson of the safety division of the police department will talk on safety in connection with a motion picture on the same subject at an exhibit at the Moose Hall, 1024 South Grand Avenue. This meeting will be public and all employes of the Los Angeles Railway who can do so are invited to attend.

## Quartette Feature at Loew's State

On "Railroad Night," January 4, at Loew's State Theater, the Los Angeles Railway Quartette offered special entertainment by request.

This was quite an honor for an outside organization to be used with the regular artists. The management of this theater made no mistake in doing this, judging by the applause given the boys. The audience received them as if it realized they were going to give something worth while, the applause starting as soon as they were introduced by Mr. Wright, publicity manager for the theater, and before the curtain was raised.

The quartette is composed of Noah Allinikov, Jack Mesquit, Clyde E. Jewett and Edward Hahn, who play the steel guitar, standard guitar, mando-cello and the ukulele.

## January Meetings

The first of the 1927 series of meetings for trainmen will be held January 24th to 28th and will be addressed by J. C. Collins, supervisor of safety, as principal speaker.

## Introducing New Men

The following fourteen new men have qualified as conductors and motormen:

F. M. Osborn, motorman, Division 3; W. E. Rogers, conductor, Division 2; H. G. Prescott, conductor, Division 2; R. S. Schwab, motorman, Division 5; H. C. Cunningham, conductor, Division 2; L. F. Barnes, conductor, Division 3; A. E. Moore, conductor, Division 3; C. M. Pettus, motorman, Division 3; C. A. Woods, motorman, Division 3; C. A. Cooper, conductor, Division 2; C. V. Knoll, conductor, Division 2; G. A. Chambers, motorman, Division 5; E. G. Guyle, motorman, Division 3; J. A. Mitchell, motorman, Division 5.

Those assigned as motormen started on the "rough edge" cars Jan. 4, and those assigned as conductors attended the conductors' school January 4, and started on the cars with the line instructors January 5. The experienced motormen started with the line instructors January 5, and those without experience on January 8.

Prosperity begets friends, adversity proves them.



# TWO BELLS

Published by and for the Employees of the Los Angeles Railway

A Herald of Good Cheer and Cooperation

Janet Converse - - - - - Publicity Manager

## The Climber

By Ex-Senator Geo. W. Cartwright

Tom was a manager. He traded his box of fruit for a stepladder. With the use of the stepladder he gathered more fruit in less time.

He was a little above competition. He could reach a little higher than the rest. He had a little capital—a stepladder.

After all, capital is only a stepladder.

Tom soon saved another box of fruit, bought another stepladder, and hired Dick to work for him. Dick took the job because it was better than the one he had. It bettered his condition. Yet there are those who say that Tom is robbing Dick.

With the use of the two stepladders, Tom and Dick soon saved another box of fruit. Tom paid Dick his wages, bought another stepladder, and hired Harry. Harry took the job because it bettered his condition. Every time Tom saved an extra box of fruit he hired another Dick or Harry, because it bettered Tom's condition. Each was acting in his own self-interest, yet each was helping the other.

Call it selfishness, if you will, but it is ambition, love of achievement, desire to get ahead, that feeds and clothes the world.

Tom was better off, because he made a profit on his stepladders, his capital. Dick and Harry were better off because they had better jobs. The whole neighborhood was better off because fruit could be gathered more abundantly and at less cost.

Thus has God in His wisdom, or nature in her mysterious Providence, devised a plan by which each creature, whether it be plant or animal or man, shall serve the world while following his own self-interest.

## LARY LAFFS

We have no jokesmiths on our staff. All these jokes are lifted.

A customer stepped into a Los Angeles hardware store. "I want one of those thermometers like the Chamber of Commerce uses," he announced. "And what kind is that?" asked the clerk. "It's one that won't go above 80 in the summer or below 50 in the winter."

Teacher: "What do you understand by the word deficit, John?"

Johnny: "It's what you've got when you haven't as much as you had when you had nothin'."

Si—"Be gosh! I been watchin' that fellow in the band who plays what they calls the trombone. He really don't swallow that part of the instrument he slides out a couple of yards and pulls back to his mouth. I calculate thar's a trick in it, otherwise I believe it would choke him to death."

At the grave of the departed the old darky pastor stood, hat in hand.

"Samuel Johnson," he said, "you is gone. And we hopes you is gone where we 'specks you ain't."

"Did the doctor remove your appendix?"

"Feels to me like he removed my whole table of contents."

The teacher was giving a lesson on the Creation.

John interrupted with the remark: "My father says we are descended from the apes."

Teacher: "Your private family matters have no interest for the class."

"Ah'm de cap'n of one of dem cullud nines 'at played yistiddy. Ah is cravin' to see de spo'tin' editor."

"Anything wrong, cap?"

"Ah doan' think he shud ha said 'When the smoke cleared away, the score was 16 to 12.' The boys thinks dat sounds kinda pussonal."

Two negro women met on the street. "Land sakes, Opal," said one, "why such elegant finery on? You look like you mought be huntin' fo' a husband."

"I am, Lilly, I am."

"Why, I thought you was married to that Rastus Brown."

"I am; that's the one I'm huntin' fo'."

Little Boy: "Goodness, what a pretty baby! How old is she?"

Mother: "Three months."

Little Boy: "Is she your youngest?"

An old prospector just outside a cave announced that he had just found a treasure hidden inside.

"What is it?" he was asked.

"Quartz?"

"Naw," he whispered, "pints."

## BOUQUETS



Left to right: O. J. Freeman, L. A. Abbott, J. M. Scantlen, A. McKenzie, S. H. Corbin, B. Jones, C. A. Wells.

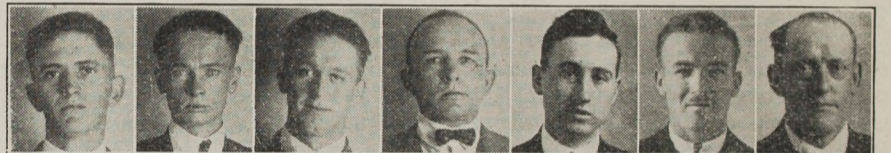
Conductor O. J. Freeman, of Division 1, is commended by Jay McCabe for solicitousness in a slight accident, and for stepping off his car in two instances to assist elderly people.

Conductor L. A. Abbott, of Division 3, is commended by R. A. Muenster for assistance and efficiency in recovering and turning in Mrs. Muenster's hand bag with considerable money in it which was left on the car. Mr. J. A. Scott, of the Lost and Found Department, was also specially mentioned for promptness in returning the bag to owner safely.

Conductor J. M. Scantlen, of Division 3, is commended by Mrs. Ada Taylor for turning in a purse lost by her which she recovered the following morning with everything intact.

Conductor A. McKenzie and Conductor S. H. Corbin, of Division 4, are commended by Mrs. Estelle F. Pughes for unflinching courtesy and kindness to her and her three small children on their daily trips back and forth on the cars. Mrs. Pughes writes of these two men: "—as no matter how little time they have or how crowded are their cars, they are at all times courteous and pleasant and kind."

Motorman C. A. Wells and Conductor B. Jones, of Division 2, are commended by Mrs. M. T. McDermott for courtesy and consideration extended to her and her two little ones both upon boarding and leaving the car of these trainmen.



Left to right: J. E. Bohler, E. J. McDonald, E. E. Melick, C. M. Mitchell, F. C. McKibben, R. G. Monahan, H. E. Ketchum.

Conductor J. E. Bohler, of Division 3, is commended by Mrs. C. H. Soemo for exceptional courtesy to passengers and especially to a crippled one. Mr. Bohler was also very tactful in handling his crowd and not the least irritable.

Conductor E. J. McDonald, of Division 5, is commended by Alvisa Beard for kindly service and assistance rendered to the writer's elderly mother who fell while hurrying for the car. Mr. McDonald stepped off the car and helped the passenger to her feet and into the car.

Conductor E. E. Melick, of Division 3, is commended by Walter Thornton for a very courteous act to a lady passenger.

Conductor C. M. Mitchell, of Division 1, is commended by U. S. Oles for his uniform courtesy and kindness to street car patrons, and for his strict

attention to business. Mr. Oles also says he has personally received uniformly courteous treatment at all times from all the boys during the past sixteen years he has been a daily patron of the yellow lines.

Conductor F. C. McKibben, of Division 3, is commended by Mrs. N. L. Miller for extreme courtesy and kindness to one needing assistance.

Conductor R. G. Monahan, of Division 3, is commended by Miss Lillian M. Hartley for kind and courteous service accorded elderly people and to a Mexican mother with baby. Miss Hartley says that Mr. Monahan is "pleasantly helpful and so kind to the poor and ignorant and unattractive."

Conductor H. E. Ketchum, of Division 4, is commended by R. T. Milne for being most accommodating, answering all questions and taking great pains to inform the public so that they thoroughly understand him.



For E. L. Bailey, conductor of Division 4, from John S. Mitchell, for lending him a nickel to pay his fare when he got on the car without any money.



For Motorman E. W. Watson, of Division 5, from C. E. Fry, for courteously helping an elderly woman off the car and to the curb in a pouring rain.

A machine broke down. The operator, the foreman and the plant engineer couldn't start it.

The expert took one quick look at the machine, tapped it several times with a hammer, and told the operator to start it.

His bill was \$250. When the superintendent asked for an itemized statement, he got this:

Tapping with hammer...\$ 1.00  
Knowing where to tap.... 249.00

Reporter: "What shall I say about the two peroxide blondes who made such a fuss at the game?"

Sporting Ed: "Why, say the bleachers went wild."

Stockings, it is reported, were invented in the eleventh century, but were not seen until the twentieth.



# Bulletins

Issued January 10, 1927

## STREET CAR

### No. 1—NOTICE TO CONDUCTORS

1927 Instructions to Conductors are ready for distribution, and conductors and operators must read these instructions carefully, as they contain a number of changes from the 1926 issue.

Also, please note that in the first line of the last paragraph on page 11 the words "trip-tickets" should read "out-trip-tickets," this omission being a typographical error.

### No. 2—NOTICE TO CONDUCTORS

A number of conductors are failing to make proper entry on Mileage Cards of switch-backs or diversions.

This information must be furnished and will be checked closely in the future.

### No. 3—NOTICE TO MOTORMEN

The yellow lines and arrows, formerly indicating School Pedestrian Lanes are being repainted white. However, operation must be the same as before the color was changed, as there can be no letting down of safety when operating in the vicinity of schools.

### No. 4—NOTICE TO TRAINMEN

Trainmen are reported as disregarding Bulletin No. 6, issued January 18th, 1926, which reads as follows:

"When northbound on Broadway between Third and Second Streets, should a blockade occur, care must be taken to keep the entrance to the driveway between the City Hall and the City Hall Annex on the north clear, in order not to obstruct the movement of city-owned machines which use this driveway extensively."

This bulletin must be lived up to in every instance.

## R. B. Hill Square and Compass Club Doings

The Los Angeles Railway Square and Compass Club conferred the third degree upon Harry T. Tuttle, our genial restaurant manager, last Thursday evening at Henry S. Orme Lodge, F. & A. M.

The next regular meeting of the club will be held on Saturday, January 15th, at 6:30 p. m. Members are summoned to be present for the election of officers for 1927.

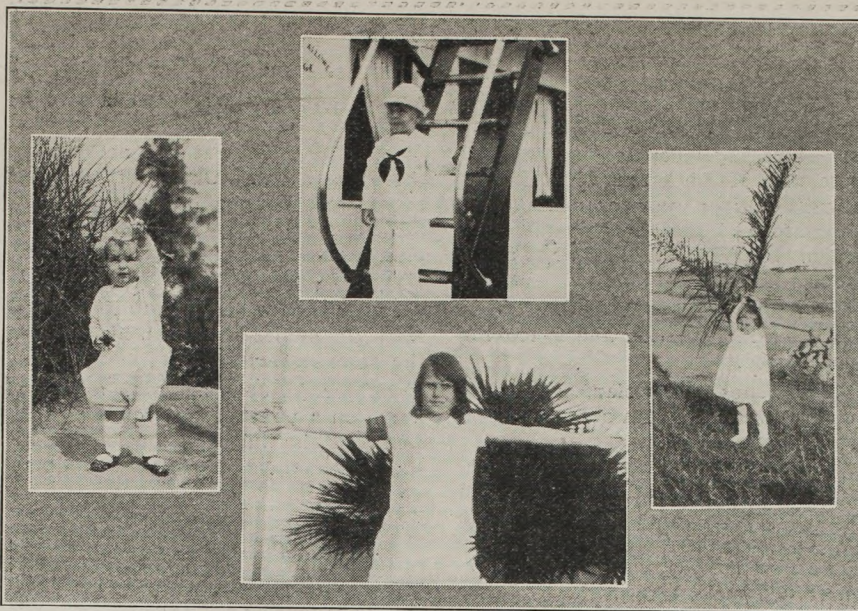
The club members are invited to Angelus Mesa Lodge at Slauson Avenue and Mesa Drive on Tuesday, January 18th, at 7:00 p. m. L. K. White of the traffic department and A. L. Wallace of the shops will receive the third degree.

## Honored by C. of C.

R. R. Hayman, conductor at Division Five, was selected by the Los Angeles Chamber of Commerce to pose as the typical workman in Los Angeles industrial advertisements circulated over the East in magazines of national prominence.

Mr. Hayman's picture was taken as he was bidding goodbye to his wife and babies on the lawn of a typically Spanish style California bungalow.

New time tables will become effective on line "U" Sunday, January 9th, increasing the service during the rush hour morning and evening periods.



"Ship ahoy!" shouts the stern little fellow in the top picture. He is John Joseph Deenean, five and a half years old, son of Motorman J. R. Deenean of Division Four.

Donald Ian MacDonald, at the left, is a typical "wee bit of Scotch." He is twenty-one months old, son of Conductor F. L. MacDonald of Division Three.

The little lady at the extreme right, who is about to toss a rock, is Katherine Vejar, four-year-old daughter of A. Vejar, Birney man and extra clerk of Division Four.

The athletic-looking miss in lower center is Laverna Adkins, age ten, daughter of Conductor L. E. Adkins of Division One. Laverna is in the sixth grade at Belvedere School, is vice-president and secretary of the school Self-Government League, has had one year in music and also works traffic, as shown in the picture.

## Some Big Jobs Planned By Engineering Department

The year 1927 is still very young, scarcely out of the stork's beak, but he is already planning enough work for Mr. Harris's department to assure the engineering boys a busy time for the next twelve months.

Some extensions and numerous track reconstruction jobs are under consideration for the early part of the year. The work has been laid out and will be started soon.

A short extension of the Pico Street line from its present terminus for a distance of about 500 feet will be made, also an extension of the tracks from Fifth and Flower Streets west to the intersection with Beaudry Avenue and thence across Beaudry Avenue and Boylston Street to connect with the present Sixth Street line. This will give a more direct connection with the central downtown district.

Reconstruction and paving of tracks on Wabash Avenue and the reconstruction on Figueroa Street from Eleventh to Washington, on Washington from Estrella to Burlington and on Wall Street from 45th to 53rd, are all a part of the program to be given early attention.

In addition to the work mentioned, car tracks will be relaid on the East Seventh Street viaduct as soon as that structure is completed.

All rail to be used in this work will be 116-pound girder rail. The thousand tons order placed with the U. S. Steel Company in October is due to arrive at the Los Angeles harbor the latter part of this month.

## New Crossover

A crossover will be installed at once on West Sixth Street between Ardmore and Kingsley Drive. This will take care of all cars on the west side of Catalina Street, which are now forced to turn back at this point during heavy rains on account of the storm water.

When the Bimini Slough storm drain is completed the storm water will be cared for and the crossover removed.

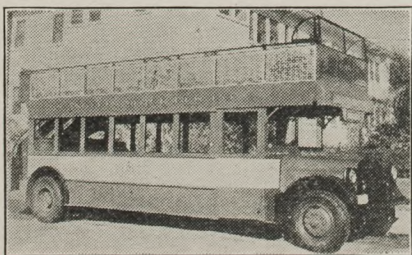
## Appreciation

To All Departments of the  
Los Angeles Ry. Corpn.:

I deeply appreciate the many letters of sympathy and consolation sent me, also the beautiful floral offerings for the funeral of my life's companion.

I assure you it all helped to lighten the burden of my loss.

Yours sincerely,  
E. L. STEPHENS.



The familiar green buses of the Los Angeles Motor Bus Company are appearing in attractive new coats.

A new color scheme has been devised. This was first applied as an experiment to Bus No. 608 in the shops of the Los Angeles Railway at South Park.

The main part of the bus is green with a wide band of cream around the body of the bus just below the windows. On the double decks the parapet is cream also and the front of the entire bus is green. All letters and numerals are in yellow.

## University Offers Opportunities

The University of California through its Extension Division offers splendid opportunities at nominal cost to those men and women who wish to increase their knowledge along special lines. Classes are held in the evenings at various places in the city.

The fee for University Extension courses is from \$6.00 to \$12.00 for each series of 15 hours of class instruction.

With the exception of students seeking upper division credit, there is no requirement for admission to a class save the ability to pursue the work.

Courses are given in the various phases of agriculture such as Landscape Gardening, Plants and Their Uses, etc. The course in Accounting embraces Accounting Principles, Advanced Accounting, Salesmanship, Advertising, etc.

Any one of the following branches of Engineering may be taken up: Engineering Mechanics, Reinforced Concrete, Diesel Engines, Petroleum Refining, Radio Telephony, etc.

For those who wish to improve their English there are classes in English Grammar, Correct Writing and Speaking, Short Story Writing, Commercial Correspondence, English Literature.

Instruction is given in French, Spanish or German, to those wishing to learn a foreign language.

Other subjects covered are Journalism, Law, Mathematics, Music, Physical Education, Political Science, Public Speaking, Geography.

Classes are held in convenient places in downtown buildings, schools and at the library.

Detailed information may be had by calling the office of the Extension Division of the University of California, VAndike 2401, 815 South Hill Street.

Business hours well employed are bankruptcy's worst enemy.

## At Lake Arrowhead

Mr. Link and his family avail themselves of each opportunity offered for spending a few days at their cabin at Arrowhead. This year they planned to spend New Year's on the desert, but couldn't resist the lure of the mountains, even in winter.



Left to right: Ralph, Charlotte, Grace and George, children of George Link, chief clerk to the chief engineer. Pat, the family dog, being a water spaniel, thoroughly enjoyed the show



**BUS DIVISION**

ELMER WOOD

The quarterly shake-up took effect January 3 and most of the boys are settled by now. But some are not, for there has been an average of six miss-outs per day since then. There must be something fascinating about shinning or else this weather is too cold for the alarm clocks and they freeze up and stop.

Operator H. C. Pierson was given the thrill of his life December 23 when he was held up at Florence and South Broadway by a big colored man who made the earth tremble when he spoke.

Ted Mason, night clerk in the garage, was also held up by colored bandits while on his way to work December 28th.

M. M. Lauder says he is glad to be back with the boys again after 90 days of doing odd jobs and making short trips. But it's tough to have to start at the bottom of the board again after being 33 on the seniority list.

A good one on C. G. Day, night cash receiver, was when he locked himself out of his cage and was forced to scale the fence. The boys say it looked funny to see 200 pounds going over the twelve-foot wall.

Operator C. E. Holcomb carries a piece of nutmeg with him for health purposes and will gladly give advice concerning the matter.

Supervisor H. C. Lehnhart got himself into a "mell of a hess" when he consented to bring Operator Lauder's Paige to the division from 8th and Hope Streets, for after doing so he discovered he had brought the wrong car (although it was the same model and in the same block as Lauder's). He returned it and found the owner about to call the police. It cost Lehnhart one dollar to square himself.

Frank's lunch room across from the division was changed into a fine new restaurant over New Year's, and his many friends congratulate him and his wife on the progress they have made in the past few years.

It is rumored that Frank "missed out" last Tuesday and a number of the boys went without breakfast.

**DIVISION FIVE**

FRED MASON

If any of the boys get stuck on some of the streets on the north end of line "E," get in touch with Conductor "Shorty" Hensley. Some of the boys have asked whether he transferred to Division 3 on account of his boarding a car there most of the time. No, he hasn't, but I've heard from good authority that wedding bells will be ringing for him shortly and that it's a woman in the case. Tough luck, "Shorty."

Motorman Charlie Detrick sent in his resignation and is now running a farm at Moorpark, California. He wishes to be remembered to all the boys at Division 5, and if any of you happen to be driving around that way, drop in and see him.

If it's diamonds you want, see Motorman Jimmie Ward. \$75.00 rocks for a dollar. "Yes, sir," said Jimmie, "seventy-five dollars."

Conductor Tom J. McDonald is in Ward "G," Roosevelt Hospital, having undergone an operation, and would like to see any of the boys.

**SHOPS**

JACK BAILEY

The shop news came to the office of Two Bells last week too late to be printed. So here is the double dose for this issue.

A blushing couple approached Switchman H. Lock and asked him if he would deliver their sermon, as they were informed that he was the shop parson. Mr. W. L. Williams has a hat just like Lock's.

Painter Foreman H. P. Koster is back from his vacation and is looking much rested.

W. E. Jones, electrician, and family motored to Santa Paula over the week-end holidays.

Art Perez of the truck shop is making various trips to Calexico and even on to Yuma, Arizona. We hope the girl don't move to Chicago.

Two new faces are seen in the carpenter department, namely: E. Perry and C. E. Hendricks, who are taking the places of C. G. Steele and W. W. Smith, who recently resigned.

C. W. Hopper of the machine shop, Carpenter P. L. Taylor, Millman A. O. Malm, G. Cleland, trimmer foreman, and Red Catherman, material man, are the principals of the sick list this week.

Say, folks, you ought to have seen Truckmen J. Mathis and W. Kirby trying to square themselves for last New Year's. They were both looking for each other, but they don't remember where.

G. Sundeen is causing a lot of envy among the winding room boys with that scholarship he has from Horn's School of Dancing. We know there is a girl in the case this time.

Introducing David Garrahan in the fender shed and C. W. Hopper in the machine shop.

Those who lunched in the truck shop Thursday, December 23, 1926, enjoyed a very delightful little entertainment furnished by the truck men, which featured H. Campbell, violinist; R. Baxter, with his guitar and songs; G. Sundeen, as the magician, and N. Winston and son in songs and dances. The latter being of the latest sensations.

This is the time of the year when one's thoughts wander back to the old swimming place (last year), but surely we have a few who appeal to the call. Carpenter Charles Clegg and Truckmen J. Condon and Otto Boymann are on their vacations. Boymann is in Miami, Florida, visiting his sister.

**DIVISION THREE**

L. VOLNER

Motorman W. E. Stiles writes from Catalina Island, where he is recuperating, wishing each one a Happy New Year.

W. J. Burdick and C. R. Aker have gone to Murrietta Hot Springs to boil out for seven days.

Conductor P. C. Stebbins was passing the cigars around a few days ago, not stating the reason, so everyone thought just a little Christmas present. But it happened to be the announcement of a son at his home.

It is not very often that any endearing terms could be applied to an accident, but this division had a SWEET accident. Conductor L. L. Sweet, Motorman W. V. Sweet.

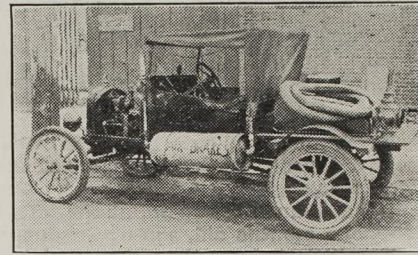
S. A. Johnson has gone to Santa Ana for a ten days' rest.

Mr. G. W. Chapman, an old employee of the Company, in service 25 years or more, but who has not been in active service for two years, writes wishing each one a Happy New Year.

The storeroom cat did not believe there was a Santa Claus until the new shoes were bought, but when he saw Mr. Parker drinking the cream off the milk he never lived to see Christmas.

H. Tyler left the service the first of the year. He will return to New York. E. H. Chambliss has taken his place in the store department.

Painter Al. Jennings won a beaded purse on a punch board for ten cents. Don't let him kid you about buying his wife an expensive purse for Christmas.



The shops were visited the other day with the curious looking street car shown in the photograph. Miss Rohlf, the telephone girl, thought it was one of the new buses "they use in Denver." Wrong again. It is an exact duplicate to Mr. Geo. Cleland's Oakland.

This machine was taken from an old model street car and repaired from the parts of a wrecked submarine. The forward cockpit accommodates a high-powered internal combustion engine which is directly connected to the rear wheels by means of numerous gears. It has also a belt connected to an air compressor which generates power for the brakes. The pilot house is large and roomy. It contains all necessary controls such as an air valve whistle, a valve brake cylinder, in fact everything necessary for the comfort of the motorman.

The tank on the running board is marked "Air Brakes," but, of course, it could be used for an infringement on the 18th amendment, as Mr. Hatch has suggested. The point is, the owner highly recommends this for the next L. A. Railway Company's plumbing department, as Mr. Deibert will soon have to add another machine to his staff.

**DIVISION ONE**

H. N. COLE

A little new "Light" is illuminating the home of Conductor and Mrs. A. Light. Arrived December 28th. Santa was just three days late, but everybody is happy and mother and baby doing fine.

Motorman L. M. Enos, who has been on the sick list for several months, returned to work last Monday.

Motorman B. R. Parker, who has been sick for the past week, has returned to work.

Motorman N. J. Tiss is taking a ten-days' vacation. Motorman F. R. Baldwin is also on a 15 days' leave.

Motorman F. Burke is spending 15 days in San Francisco on business.

Stenographer D. B. Kohl returned last Sunday from Arizona, where he spent over a week visiting friends. He says he had a great time playing in the snow, but he rather lives old Los Angeles, as he prefers playing in sunshine and flowers.

**DIVISION TWO**

E. A. MOXLEY

Conductor D. M. Wood, who has been here since about the time the first horse car jolted down the cow path that is now Main Street, has taken 60 days' "time out." His feet and legs hardly feel equal to doing the "100" in "11-flat," but otherwise he's K. O.

It is related that P. G. Everts, one of Division Two's handsome nickel-grabbers, was asked some time ago where to catch a car to "Michigan." He is said to have replied, "Get off at 7th and Broadway, take a 'P' car, get off at St. Louis and walk to Michigan." It would appear that the patron would have some walk and would have to do the jaunt a little speedier than our friend mentioned above in order to arrive on time.

Some of the boys who were "amongst 'em" when the "Big Berthas" were tearing up France, must feel right at home now that Wall Street is being "dug" preparatory to being paved. The other day one of the "H" cars was merrily traveling up Wall Street. About 50th Street it met another car on the same track coming toward it. Somehow the "grasshopper" wasn't "hopping" properly or perhaps other arrangements had been made; anyway, there was a lot of "advancing and retreating" during the day in keeping with the "army spirit."

Tex Bourland, it is reported, sprained his arm, and his efforts of late to play his beloved checkers are filled with pathos. Anyone remarking on his "temporary affliction" is liable to a soothing jab or what have you?

Chas. J. Clark, our small but stentorian voiced chief clerk, has returned after an illness at home. Many sighs of relief are heard behind the glass windows now, as there's nobody quite like "Chick."

Our seven-foot foreman wants everybody to know that the "H" line shake-up is satisfactorily completed and intimates that there should be less reliefs missed now, as no one will have to go tearing up road around Vernon and Wall to catch a fleeing "1100."

**DIVISION FOUR**

C. J. KNITTLE

Safety Operator H. R. Bodycott, who has been on the sick list since July 23, when he had a severe attack of appendicitis, returned to duty last Thursday.

Motorman G. S. Mattern Jr. joyfully reports the arrival of an eight and a half pound boy December 29. He will be named "G. S. III." Grandpa G. S. is a conductor of this division.

Conductor L. E. Swaggerty has received a ninety-day leave to work on his farm in Fayetteville, Arkansas.

Safety Operator R. P. McNeny has been granted sixty days' leave to visit relatives in New York City.

Motorman J. A. Douglas reports the arrival of an eight-pound daughter December 22. Mother and baby doing fine. Congratulations!

**Appreciation**

We wish to express our sincere thanks to employes of the Los Angeles Railway for sympathy extended to us during our late bereavement.

Yours sincerely,

JOHN A. MacKAY,  
GEORGE A. MONAGHAN  
AND FAMILY.