A new type of double deck bus hav- ing longitudinal seats on the top and using pneumatic tires on all wheels has been built for the Los Angeles Motorbus Company by the Fageda Company. The bus company is jointly owned and operated by the Pacific Electric and Los Angeles railways.

The bus seats 56 passengers and has an exit door at the front of the enclosed section which is operated by the driver, in addition to the regular entrance and exit at the rear. The bus uses a six-cylinder, 110 horse-power motor. The bus accelerates rapidly to 37 miles an hour with a full load.

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The tires measure 34 by 7 inches. Westinghouse air brakes are used and are operated by a foot pedal in the same way as the usual friction brake.

The top deck is three feet lower than on the two other double deck buses operated by the joint company but the roof of the enclosed section is 6 feet 53 inches above the floor, providing adequate room for passengers. The seats in the enclosed section are arranged across the width of the car and each seat has an individual window. The top deck, two cross seats are placed at the front of the bus, the other seats are arranged longitudinally. The upper deck seats are made of wicker.

Division 3 Entrance To Be Rearranged

Following the installation of an additional curve at Avenue 28 and Dayton for the convenience of Division Three, cars pulling in and out of the car house, additional work is to be done. In the special work at the entrance to the division yards. Double track will replace the single track. The fence will be moved to make room for the new track and the crossover at Idell street will be removed as it will not be needed with the double track entrance.

Journal Describes Los Angeles Traffic

The address made by George Baker Anderson, manager of transportation, at the mid year session of the American Electric Railway Association at St. Louis last month, is reproduced in the March 3 issue of the Electric Railway Journal which is available in the company library. The address was built around a very careful traffic survey of Los Angeles showing the cause of many traffic interruptions and possible means of relief. The article in the Electric Railway Journal is accompanied by charts.

Monthly Vaudeville And Dance March 29

The March entertainment and dance for employees of the company will be held next Saturday night, March 29, in Forresters' Hall at Tenth and Olive streets. The last Saturday of the month is the regular date for these affairs and all employees are welcome. Admission is by pass, but tickets can be procured from department heads if an employee wishes to bring someone outside the company.

A vaudeville program at 8 o'clock will precede the dancing. Success is largely a matter of buying experience and selling it at a profit—Boston Transcript.

Five New Cars Here; 5 More On Way to L.A.

Five new cars have arrived from St. Louis and are being equipped as rapidly as possible at the Los Angeles shops. Five more cars have been shipped. These cars are part of an order of 25 placed last year. They are of type "H" design and will be available for operation in single or two-car trains. The equipment for them is ready at the shops so they can be put into service shortly.

Two car loads of trucks, which is equipment for 12 cars, have arrived from the east.

He who serves himself and no other is a failure.

DIVISIONS TO BE WIRED FOR RADIO

Work is expected to be started within a week at Divisions 1, 2, 3 and 4 by the line department men, who will wire the buildings for radio. Division Five has been wired and a test was conducted there a few weeks ago. A shortage in the market of one piece of necessary equipment, is holding up the installation of the sets, but it is planned to complete the wiring so that the instruments may be put in use as early as possible.

The fewer voices on the side of truth the more distinct and strong must be your own—Channing.

Next Smoker At Div. 2 Wednesday

The second meeting of the series devoted to consideration of the merit and bonus system will be held at Division 2 next Wednesday. The hour is 10 A.M., 1 P.M. and 8 P.M. Record of attendance will be kept as usual.

Trainmen are invited to attend the meeting most convenient for them to learn how the merit and bonus system is administered and how it operates. The meeting will be held at the trainmen's office.

"If you always keep your nose to the grindstone, you may get the derned thing rubbed off."

(Continued on Page 3, Col. 2)
Right of Way for Monkeys

The circus parade last Monday resulted in 82 switchbacks being made to avoid the congestion of 27,000 people from 2 weeks previous. Cars at Pico and Grand were blocked for 15 minutes on the northbound track. Fifth and Broadway was blocked north and south for 15 minutes. Ninth and Main was blocked for 3 minutes southbound and 3 minutes northbound. The northbound streetcar track in the city, was blocked east and west from 11:11 A.M. to 11:24 A.M.

It is impossible to tell the number of street car riders who were of course a public parade but the fact that a troupe of custard pie clowns, monkeys and trained flas is allowed to tie up the bus line traffic for more than a million population and cause inconvenience to thousands, casts a reflection on the intelligence of the city officials.

Records In The Making

During January and February, 251 ex-trainees applied for re-employment, but only 45 were accepted by the company. The reason that the services of the others were not accepted is that they left behind them unfavorable records on their Merit and Bonus System cards.

When a man seeks employment anywhere, the first thing required is his past record. The Los Angeles Railway never puts any stumbling blocks in the path of a man who wishes to resign from any branch of the service if he believes he can better himself elsewhere, although all the men in top executive positions have bettered themselves by remaining with the company.

Regardless of where or when a man works, he is establishing a record day by day. His record of achievements or failures lives with him.

It is well to remember that every day we are making our records and whether the record will be good or bad depends on the work we do each day.

BUS BULLETINS

Los Angeles Motor Bus Company

BULLETIN NO. 50
March 5, 1924

TO ADJUTANTS:

Effective, March 5, 1924, the following changes are made on lines:

SUNSET BOULEVARD LINE

Transfers issued to passengers boarding westbound on Sunset Boulevard will be honored in accordance with rules, on separate lines, at Wilshire Boulevard and the Western Avenue Bus Line. The transfer will be issued for transporta- tion on any street cars or buses east of that line, eastbound. These tickets will not be honored on the route westbound.

Transfers issued from customers boarding westbound Sunset Boulevard Line buses will be honored in accordance with rules, on separate lines, at Wilshire Boulevard and the Western Avenue Bus Line. The transfer will be issued for transportation on any street cars or buses east of that line, westbound. These tickets will not be honored on the route eastbound.

Transfers issued on the Sunnyside Avenue Line will be honored in accordance with rules, on separate lines, at Wilshire Boulevard and the Western Avenue Bus Line. The transfer will be issued for transportation on any street cars or buses east of that line, eastbound. These tickets will not be honored on the route westbound.

Transfers issued to passengers boarding westbound Sunset Boulevard Line buses at points north of 6th and Vermont Ave, will be honored in accordance with rules, on separate lines, at Wilshire Boulevard and the Western Avenue Bus Line. The transfer will be issued for transporta- tion on any street cars or buses east of that line, eastbound. These tickets will not be honored on the route westbound.

Transfers issued from customers boarding westbound Sunset Boulevard Line buses at points north of 6th and Vermont Ave, will be honored in accordance with rules, on separate lines, at Wilshire Boulevard and the Western Avenue Bus Line. The transfer will be issued for transportation on any street cars or buses east of that line, westbound. These tickets will not be honored on the route eastbound.

Transfers issued on the Sunnyside Avenue Line will be honored in accordance with rules, on separate lines, at Wilshire Boulevard and the Western Avenue Bus Line. The transfer will be issued for transportation on any street cars or buses east of that line, eastbound. These tickets will not be honored on the route westbound.

Transfers issued to passengers boarding westbound Vermont Avenue Line buses at points north of 6th and Vermont Ave, will not be honored for transportation on any street cars or buses east of that line.

Transfers issued from customers boarding westbound Vermont Avenue Line buses at points north of 6th and Vermont Ave, will not be honored for transportation on any street cars or buses east of that line.

Transfers issued on the Sunnyside Avenue Line will not be honored for transportation on any street cars or buses east of that line.

Notice to Conductor

BULLETIN NO. 51
Issued March 24, 1924

BULLETIN NO. 52
Notice to Motormen

BULLETIN NO. 53
March 3, 1924, is issued to A. E. Southworth and men, Foremen Volt. & Structures.

BULLETIN NO. 54
Notice to Conductors

BULLETIN NO. 55
March 3, 1924, is issued to E. D. Grimes, No. 1818 issued to Charles D. Hum- phreys.

BULLETIN NO. 56
March 3, 1924, is issued to Alfred J. Souleter, if presented for transportation, take care, fare, and send to 1st office with report.

BULLETIN NO. 57
March 3, 1924, is issued to G. E. M. Moren, No. 15816 issued to Dr. John R. Haynes, Mem- ber of the Los Angeles Board of Public Service.

BULLETIN NO. 58
March 3, 1924, is issued to A. E. Southworth and men, Foreman Volt. & Structures.

BULLETIN NO. 59
March 3, 1924, is issued to E. G. Sperry and men, Foreman Volt. & Structures.

BULLETIN NO. 60
March 3, 1924, is issued to A. E. Bartlett, temporary F. 

BULLETIN NO. 61
March 3, 1924, is issued to A. E. Bartlett, temporary F. 

BULLETIN NO. 62
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Bouquets
And Things
(Rand Picked)

For Operator T. R. Bates, Div. 4
Los Angeles Railway
By C. M. LaPine

For Conductor J. H. Scull, Div. 4
Los Angeles Railway
By F. S. Davis

For Mtr. J. A. Lines, Div. 5
Los Angeles Railway
By Editor

For Conductor L. M. Morefield, Div. 2
Los Angeles Railway
By F. M. B. Burt

For Conductor J. M. Heath, Div. 3
Los Angeles Railway
By F. J. Emery

For Mtr. A. J. Bowman, Div. 4
Los Angeles Railway
By J. H. Jackson

For Conductor J. R. Kent, Div. 5
Los Angeles Railway
By C. H. King

For Conductor H. H. Jackson
Los Angeles Railway
By J. H. Jackson

By L. J. Turley, Electrical Engineer

It is usually conceded that the standard of the street railway system is measured by its safe, frequent and courteous service. This is true from the public viewpoint, but along with proper equipment, cooperation between company and employees, the motive power used for car propulsion is equally essential for rendering the most desirable service. The continuity of power supply, the necessary available capacity in the motive-machine, coupled with a well-regulated distributing feeder system, is as vital to the success of the Los Angeles Railway as the movement of a railroad main spring is to a watch. With weak power as with a weak spring, time is lost; and when this occurs along with the patron and the company. With an interrupted source of power supply, car service stops entirely, resulting in loss of revenue as well as distorted headways when power service is re-established. Every effort is made to have sufficient power.

25 Pct. of Trouble on Our Own Lines
One great factor in maintaining service is reliable power sources. We have had some very long delays to service due to intermittent interruptions on the power company's lines covering an average about 70 general power interruptions per year—75 per cent of which trouble originates on the power company's lines supplying the energy for the Los Angeles Railway. Most of these troubles are due to the scarcity of substations and the long and high main lines from the hydro-electric stations in the mountains. Some of the troubles directly attributed to the Los Angeles Railway are due to unavoidable lightening strokes and break-downs of the substation apparatus. Then there is the interturbation to certain portions of a line due to breaking of trolley wire and grounding of same.

Big Possibilities
For Power Saving
electric equipment and a prolific field of much abuse and waste. There is a certain amount of

Rule of Credits
Given at Smoker

(Continued from Page 1, Col. 4)

montherly meetings of the operating system last year, indicating that the percentage of responsibility is being kept low. At these three meetings at Division One were the first of a new series which will be smoker meetings. The company printerusing the interturbation and the clouds of smoke, came new and encouraging ideas about the Merit and Bonus system.

Safety first means safety all the time.
**Looking ’em Over at the Divisions**

**DIVISION 1**

H. N. Cole

Conductor Lee Atkins says, "It takes a good chess player to drive an automobile in this city. Some of our ticket agents are men who have an flair for games and draw are frequent."  

Conductor J. W. Courtright is all smiles because of the arrival at his home of a fine seven-pound boy. Conductor W. A. Lawrence, who recently suffered a relapse, is improving rapidly, and was around shaking hands with the boys on Wednesday.

Conductor A. E. Pugney of the "J" line, has opened a lunch room at 1347 East Seventh street, just opposite the Terminal Market. Conductor L. A. Choquette is looking well and says he enjoyed his week's sojourn in Portland and is glad to be back with us.

For the benefit of those interested, would like to say that Cond. R. L. Burrow, Motorman L. J. Lawrence and Motorman C. J. Knittle are not related, although they room together on "P" line in the morning and "P" line in the afternoon.

All our sympathy at present goes to the boys on the "I" line. It is well known that that line was probably the shortest in the city, fifteen minutes behind the County line to the west end. But grading excavations have started at First and Union, cutting the line in about the center, thus making life to the "I" line trammen one darn relay after another.

Safety Operator E. G. Harding is taking a six-day rest. The prospective raise for mail car men has cost this division one good motorman. H. C. Jackson is the speculator.

Conductor J. L. Wilson reports that his mate, H. H. Glass, arrived at Pigeon and Figueria, east bound, eight minutes late on one trip the other day, but hit Seventh and Broadway two minutes sharp—coming back.

Conductor W. H. Budrow has received a three days' notice to report for another up busness in Dallas, Texas.

"Does you all go by the cot house?" yelled a monstrous colored lady to Conductor Dyer as his "C" car stopped at orn Hill.

"Yes, Auntie," replied the lady joyfully whilst telling his wife the truth.

"Let’s do it, we don’t want that place," said Conductor Dyer, "I had a five cent worth of cot house’s.

Work is the magnetism that attracts success.

**DIVISION 2**

By C. L. Christiansen

This week we congratulate Motorman L. W. Beck on the recent visit to the west end of the well known bird. Stork, who left a lovely little baby girl, to grow up in the Beck home. Both mother and baby doing fine.

Motorman F. R. Hoffman is some expert when it comes to bowling. Recently he has organized a "bowling team" and he would like to challenge anybody or team from any division or company, any time, at any place suitable.

Conductor L. R. Donaldson was swinging off a moving street car the other day and he insists that he was wide awake when he stepped to the ground. However, he "awoke" some time later at the city hospital, where he was taken by a gentleman in the management and then decided to be a rancher, but that fancy was short lived and May 1950, found him back on the cars with a permanent waive for other activities. He Graduated into the brass cap class in 1932.

**DIVISION 3**

R. W. Reid

With the exception of a slight engagement, everything this division and everyone is happy and satisfied, especially those on the outside board, who were fortunate enough to get runs. It struck us rather funny, however, when we heard that the boys who recently fell heir to one of the new room, complaints have been heard but not extra man.

Motorman F. F. Chamberlain claims that he was standing at the loading station at the postoffice a few minutes ago, and was around shaking hands with the boys on Wednesday.

As an indication of how the hanker for street railway work sticks, consider Supervisor Roy Davis, former motorman of Division Three.

It was in 1912 that he took his first whack at street car service, but he headed a call of adventure and spent three years of his young life prospecting in Mexico. He worked again the latter half of 1920, and then decided to be a rancher, but that fancy was short lived and May 1950, found him back on the cars with a permanent waive for other activities. He graduated into the brass cap class in 1932.

Conductor I. H. Gilbert, who has been ill since January, resumed duty week, but after a few days on the cars, found that he was still too weak to attend the work and decided to further take time off until he has regained his strength.

Motorman L. L. Culp, who is recovering from a bad attack of the flu, has been working short trips this week to help out, and expects to be able to take his old place piloting the "Owl" in a few days.

Switchman W. E. Stoll was taken ill last Sunday, but was able to resume work in the yard Wednesday. Extra Switchman "Helene" threw 'em over in his absence.

Mot. A. J. Sybert was called to Milford, Texas, by the serious illness of his father, but expects to return within thirty days.

The condition of our superintendent, Mr. Morrison, is improving and we hope that it will not be long before he will be back with us again. Because of the conductor case being dis- covered in the same ward, it was nec- essary to quarantine for a period of nine days, so he has been denied visi- tators for that length of time. Mr. Mor- rison, however, has requested "Ye Scribe" to tell all the boys "Hello" for him.

Condr. A. F. Reidbold fell heir to

**DIVISION 4**

C. J. Knittle

Safety Operator E. G. Harding is taking a six-day rest. The prospective raise for mail car men has cost this division one good motorman. H. C. Jackson is the speculator.

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