

4 New Double-Deckers Ordered

TYPE "H" & "K" CARS TO GO ON LINE "E" MARCH 8

The newest cars, which are designated as Types "H" and "K," will be operated on Line "E" when a new schedule is established March 8, increasing the mid-day service. The new cars are expected to prove popular on this line, which is the longest in the system, extending from Eagle Rock to Hawthorne.

A 15-minute headway will replace the 20-minute midday service now given to Eagle Rock and Hawthorne terminals and a 7½ minute service will replace the 10-minute service now given on the main line, which extends from Arbor Vitae station in Inglewood to Avenue 45 on the north. No change in headway is to be made in the morning and evening rush hour service but additional cars will be provided in an effort to maintain an even spacing of cars despite the difficult traffic conditions.

The new schedule will provide 56 of the big cars on the line.

Div. 3 Men Trained on Bigger Cars

All regular men on Line "E" and all extra men of Division Three are being taught how to operate the type "H" and "K" cars which are to be placed on the line March 8. Two cars of the new equipment were sent to Division Three February 24 to be used for eight days in training the motormen.

Similar work is being done with men of Division One as Line "R" is to be equipped with these cars as soon as they can be provided by the mechanical department.

If Ford keeps on reducing the price of his car, Woolworth will be the general distributor.

Call Beaudry? For You Lady I'd Call Jack Dempsey

SOME time ago we had a conductor at Division Four by the name of Abie Budne, who broke into the Two Bells columns occasionally with exploits which, to say the least, were not common to the Irish.

Abie worked a run on that street where the butcher shops never stock pork. He boarded a car a few days ago and met one of his old colleagues of the fare box. Prefacing his remarks by announcing that he had recently been married Abie told this as kosher truth:

"A beautiful Jewish girl boarded my car and looked through a dark fringe of eyelashes right into my heart. She said:

"Conductor, will you please call Beaudry?"

"I replied, Oi yoi, lady, for you I call Jack Dempsey and tell him he's a bum."

CROSSING SAFETY GAIN CONTINUES

A general improvement in the observation of safety rules at railroad crossings, and a decline in the number of men ordered to report to the instruction department for special training as a result of violation of these rules, were reported for the week. To date 85 trainmen and three flagmen have been given the special instruction. Two groups of seven and 13 men each went through this work during the last week.

W. M. Morgan Talking Loudly of Baby Girl

A bay daughter was born February 21 at the home of W. M. Morgan, time-keeper of the truck department. Mother and baby are doing well and father is talking more than usual while distributing two-bit cigars.

"Smatter, Mose?" said a little tan-faced darky. "You look all tuckered out." Them craps done cleaned me." "Fo' how much?" asked Shorty. "Ninety-four cents." "Say, Mose," chuckled Shorty, "you all wuzn't so very dirty when you went in, wuz you?"

Superintendents Discuss Merit Records of Men

If you are superstitious and your ears tingled last Wednesday afternoon, you may assume that the division superintendents, gathered around Mr. Smith's office and Mr. Hill's box of cigars, were talking about you. The regular gathering of the chiefs of the five tribes was devoted to discussion of scores under the company Merit and Bonus system.

The cases of some trainmen who are letting their records slide dangerously near the 75 per cent mark which means automatic dismissal, were reviewed and ways in which the division officials can help trainmen who are sliding were talked over.

Supt. Hill Planning Convention Program

R. B. Hill, superintendent of operation, went to San Francisco last Tuesday to meet with A. W. Brohman of the Market Street Railway of San Francisco, and W. M. Nelson of the Sacramento-Northern Railway. The three men constitute the program committee of the association of street railway superintendents in California, who convene in Sacramento next May. The conference in the Bay City was to make preliminary plans for the meeting program.



COMPANY DANCE

Last Saturday of Every Month

Foresters Hall
951 So. Olive Street

BUSES TO BE ADDED TO WILSHIRE LINE

Orders have been placed for four more double-deck buses. Two are to be made by the Fageol Company and delivered March 15; the other two are to be made by the Moreland plant for delivery April 15.

It is planned to use the new equipment on the Wilshire Boulevard line so that service over that route will be provided by double-deck buses exclusively, releasing the single deckers for other service.

Equipment Overhauled

The work of overhauling the double-deckers which was started last January will be completed by March 2. A new type of axle has been installed on the Fageols and the Morelands have been equipped with an improved brake system.

Some slight changes will be made in the new buses but they will be practically duplicates of those now in use.

California Buses Foremost

The Fageols and Morelands are California products and they have led the country in developing this type of transportation unit. The Fageols used here were the first double-deckers in the country to use pneumatic tires, in contrast to the solid-tire double deckers that pound along the streets of eastern cities. The Moreland company was the first to develop a six-wheel double-decker.

As a result of the initiative shown by California companies and the operation of the newest and improved types in Los Angeles by the Los Angeles Railway and the Los Angeles Motor-bus Company, the attention of transportation companies has been on this city for some time.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

The Passenger Notices The:—

Motorman; Not the Motors Conductor; not the Controller

A MAN in any branch of street railway service is quite interested in the type of equipment the company buys for cars, sub-stations or buses. Exhaustive tests are made to determine the type of motor best suited for certain types of cars and the conditions under which they operate. These tests are made to procure the most efficient and economical material obtainable on the market so that the service will be dependable day and night in rain or shine.

The passenger who pays five cents does not know whether the car he is riding has two or four motors, or whether the controller is a new type or an old one that is being gradually replaced. What is more, the passenger is not interested in the motors or the controller. He does not understand electrical equipment and hence is not interested, but we all pride ourselves on knowing a little bit about human nature and we are always interested in human equipment.

A circuit-breaker may break without attracting much attention but if a conductor addresses a passenger who has presented an old transfer with some such boisterous remark as "Where do you get that stuff?", the attention of all the passengers is immediately aroused in antagonism to that conductor.

Mechanics in the shops work to keep the mechanical equipment in first class shape and as a result, failures of this equipment on the lines are comparatively few. No such mechanical protection against motormen and conductors losing their tempers is possible.

It is necessary for every trainman to meet the varying situations of contact with passengers as they arise, and to handle them with uniform courtesy.

It is satisfactory service that the passenger expects for his money. Just remember that the passengers are more interested in whether the conductor will call the streets regularly and clearly and whether the motorman will operate his car safely and without a rough start and stop, than he is in knowing whether the car has two or four motors of type 306L or BVD7.

The Why of Witnesses

MR. J. H. HANDLON of the Market Street Railway, San Francisco, in urging the importance of securing the names of witnesses in accident cases has this to say to train crews:

Whenever an accident happens on or near the car, no matter how slight, it is of the utmost importance that the motorman and conductor obtain at once, so far as possible, the names and addresses of every onlooker, observer, bystander, passenger, or eye witness, for these reasons:

1. The Company is thereby enabled to gather the details of exactly what occurred from disinterested, impartial witnesses, who would have no motive to misstate the facts.
2. The statements of these witnesses may prevent the motorman or conductor suffering an injustice and the Company paying an unjust claim.
3. In the event of litigation, when the facts of the accident are in dispute, both judges and juries are more impressed with the statements of dis-interested eyewitnesses than they are with all other testimony.

The best time to ask witnesses for their names and addresses is immediately after the accident happens. To delay is dangerous. The witnesses are caught without a plausible excuse if they are asked at once for their names and addresses. And there is no reason why they should not give their names and addresses. The Company does not ask witnesses to be "Company witnesses"—they merely ask witnesses to tell them just exactly what their eyes saw and their ears heard. Could anything be fairer than that?

BULLETINS

Issued March 2, 1925

BULLETIN NO. 29
Notice to Trainmen

In putting down curtains on cars which are provided with guard bars on the outside, under no circumstances will trainmen pull the bottom rod of the curtain out of the slot and put the curtain on the outside of such guard bars.

This practice is resulting in great damage being done to the curtains.

BULLETIN NO. 30
Notice to Conductors

Conductors on lines "2" and "3" when leaving the North Terminal on the "In Trip" will, until after passing Temple Block southbound, put a punch mark at the left of the word "From" when issuing transfers from line "2" and to the right of the word "From" when issuing from cars operating via line "3."

This in order that receiving conductors may be able to determine from which line the transfer was issued.

BULLETIN NO. 31
Notice to Conductors

The following passes are reported lost: 3103, issued to Mrs. Beatrice A. Leatherbury, wife of P. M. Leatherbury, Flagman.

3279, issued to Mrs. Pearl Thompson, wife of O. G. Thompson.

3296, issued to Mrs. W. Millican, wife of Motorman W. Millican, Division Three.

6503, issued to B. R. Caldwell, Conductor Division One.

If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 32
Notice to Conductors

Pass No. 1682, issued to A. M. Canales, Helper, Electrical Department, reported as lost in Bulletin No. 28, has been recovered.

P. B. Hill

Superintendent of Operation.

BUS BULLETINS

LOS ANGELES RAILWAY
BUS DIVISION

BULLETIN NO. 215 Feb. 18, 1925.
To all Operators and Conductors:

Bulletin No. 172, issued November 17th, is hereby cancelled and beginning at once operators and conductors must make application for lavoff before 3:50 P. M. on the day preceding the day on which the lavoff is asked for.

Other requests will not be considered unless in some case of emergency where it is impossible to make application before. All cases will be given due consideration.

BULLETIN NO. 216 Feb. 19, 1925.
Operators and Conductors:

Beginning at once operators and conductors who fail to show their name and number in the proper receptacle on buses, while they are on duty, will be required to serve one day at the foot of the extra list.

It has been found necessary to impose this penalty in order to accomplish the desired results.

BULLETIN NO. 217 Feb. 19, 1925.
Operators and Conductors:

Operators and conductors are required to wear a full uniform while on duty.

Beginning at once permission must be secured from the clerk on duty at the Bus Division for going without any part of the uniform, in order to have the same cleaned or repaired.

BULLETIN NO. 219 Feb. 24, 1925.

Beginning at once, pull out and pull in buses on San Pedro St. line will run via Slauson and San Pedro St., instead of via South Park Avenue and 59th St.

Please be governed accordingly.

F. VAN VRANKEN,
Manager.

Appreciation

Los Angeles Railway,
Cooperative Assn.

We wish to thank you for your expression of sympathy in our time of great sorrow.

Will Mathews (Div. No. 1)
Ilah Mathews.

PRIZE GIVEN FOR SUGGESTED CHANGE IN TRANSFER

First prize for January suggestions for service improvement was awarded to Conductor Guy E. White of Division Three, who states that considerable trouble has been experienced due to the fact that transfers read "Good at any transfer point up to 8 A. M. of the following day." This notation on the transfer leading passengers to claim that the transfer was good without restriction as to time whether punched in the circle or not.

This suggestion has been made before, but as it involved the making of an entire new set of plates, it was not considered expedient to adopt it. But Mr. White's suggestion is that the above quoted reading be removed entirely, as being unnecessary, all conductors knowing that the transfer, if punched in the circle, would be good until 8 A. M. of the following day. This plan can be adopted and the change will be made in the near future.

Punching Transfers

Prize No. 2 was awarded to Condr. S. G. Wall of Division Three, whose suggestion called attention to the fact that in honoring transfers at the Plaza or Temple Block, it was impossible for a conductor to determine whether the transfer had been issued by line "2" or line "3," and he suggested that conductors on these lines punch the transfer on leaving the North Terminal at the left of the word "From" for Line No. 2, and at the right for Line No. 3, which will enable the conductor picking this transfer up at the Plaza or Temple Block to know whether the passenger came in via North Main street or North Broadway.

Prize No. 3 was awarded to Motorman H. W. Childress of Division Two, and was in regard to the making of repairs to some of the athletic apparatus in the waiting room at that division.

Almost every month suggestions are received regarding the painting of dash signs a different color for the different legs of certain lines. This plan was tried on line "R," but has not proven of any particular benefit, and therefore such suggestions are not being considered.

Know Danger Points

We also receive a number of suggestions advocating the placing of slow or stop signs for the protection of certain dangerous corners where collisions with vehicles might be expected. It is not advisable to adopt such suggestions on account of the fact that there is no limiting the number of such signs because of the numerous places where the hazard of accident is great. What we appreciate on the part of the trainman is the fact that his judgment indicates to him where a dangerous situation exists, that situation itself being all the warning that should be necessary.

Another frequent suggestion is that the cluster lights maintained at steam road crossings should be equipped with one or more red globes in order to better distinguish the location and to provide a better warning to motormen upon approaching such crossings.

Light Change Not Feasible

It has always been maintained and has been mentioned before in these columns that it is not deemed advisable to provide such colored lights for the protection of such dangerous points as steam road crossings so long as the current supplied for such lights is taken from the trolley circuit, as this means lights must be installed five in a series, and should any one of the five lamps burn out, the crossing would be left without any danger signal displayed.

The only absolute safeguard against accidents at steam crossings is for the motorman to know his line and to operate his car properly upon approaching such crossings, whether any light is displayed or not.

Conductor Ding and Motorman Dina Dina

By Rollins

DING DING HAS BEEN OFFERED THE ECONOMICS CHAIR AT THE UNIVERSITY OF SOUTHERN CALIFORNIA. HE SAYS HE HAS ENOUGH CHAIRS ALREADY BUT THINKS HE CAN FIND A PLACE FOR IT ON THE FRONT PORCH.



THIS PAPER SAYS — "LAW OF SUPPLY AND DEMAND AFFECTS CAR SERVICE" WHAT DOES THAT MEAN?



WELL — IT'S THIS WAY. A LADY GETS ON YOUR CAR AND ASKS YOU HOW TO GET TO A CERTAIN PLACE. THEN —



— YOU SUPPLY THE INFORMATION THAT SHE IS GOING IN THE WRONG DIRECTION, AND SHE DEMANDS A TRANSFER BACK.

THAT'S RIGHT, I DIDN'T KNOW YOU KNEW.



Bouquets And Things (Hand Picked)

For Condr. J. W. Martin, Div. 5
Los Angeles Railway
Gentlemen:

As requested in your little folder in the street cars—"AZURIDE"—I want to say a few kind words for J. W. Martin, No. 3116. He is a very loyal man and an asset to the Los Angeles Railway. He is very considerate of elderly people in aiding them on and off the cars, as well as information.

I was on his car a week ago last Sunday. I was directed by another employe, and was sent out of my way and lost considerable time. Mr. Martin was so very kind and gentlemanly that I overlooked the error in the other man.

Yours most truly,
MRS. M. A. RIGGS,
1318 West 11th Street.

□ □ □

For Condr. Joe Federbush, Div. 4
Los Angeles Railway
Gentlemen:

Enclosed find 50 cents for No. 2274. I left my purse on a "W" car and transfer also, consequently had to offer 2274 my wrist watch. He refused the watch and relieved my embarrassment by loaning me car fare.

He was a gentleman and I wish we had more like him—your company is to be congratulated in having him in the service.

Yours truly,
MRS. DUNLAP,
2011 Fifth Avenue.

□ □ □

For Mtr. A. Pfeiffer, Div. 3
Los Angeles Railway
Gentlemen:

It is with great pleasure that I address you to commend Motorman No. 2021, running on the "W" line, run (or train) 27, for his alertness and promptness in checking his car, thereby preventing an almost inevitable accident on San Fernando Road on his south bound trip, under the following circumstances.

A truck containing three or more tons of hay was coming toward the car, followed by a high delivery truck, the driver of which speeded up to cut in ahead of the hay truck before meeting the street car. This he was unable to do on account there not being room enough between car and hay truck.

The motorman noticing the situation, applied his brakes, thereby checked the speed of the car enough to allow the hay truck to get far enough past the car so that the delivery truck was able to clear the track before meeting the car.

Yours truly,
C. H. FISK,
214 North Avenue 55.

□ □ □

For Mtr. H. Grant, Div. 2
For Condr. L. C. Yarrow, Div. 2
Los Angeles Railway
Gentlemen:

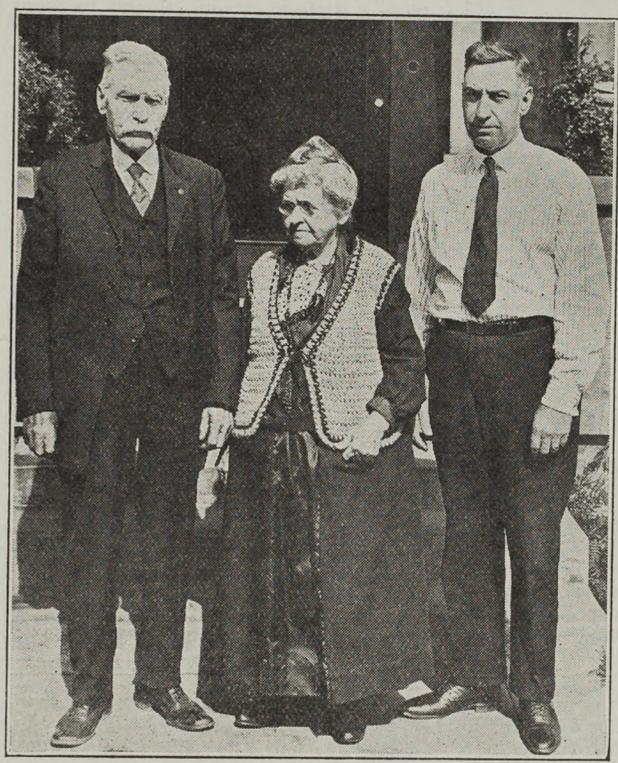
I do not know either one of these men by name but they are worthy to appear on the pages of "Two Bells." We will call it "Sensation."

For when I heard the grinding of the car around the curve at Norton and Vermont—the west end of the "V" line—it was a peculiar sensation—a good feeling that crept over me to know that prosperity had been restored and that the recent rains brought back the power and along with it the cars and also the men. I want to mention two, Motorman 701 and Conductor 1204. They are certainly good men and deserve credit from the Los Angeles Railway.

There was never a time when we boarded their car on the early morning trip on our way to work but what it was a pleasure. They created a feeling of good cheer.

Yours sincerely,
T. L. ROEDER,
1214 South Indiana.

L. A. Dispatcher's Parents Start 60th Wedded Year



Mr. and Mrs. C. W. Pelsue, father and mother of Charles E. Pelsue, dispatcher, started their sixtieth year of happy married life February 21, with a celebration of the wedding anniversary at their home 139 East Avenue 45. Both are 83 years old, active, healthy and happy.

Mr. Pelsue, Sr. is a veteran of service with Uncle Sam in two branches. He served in the Grand Army during the Civil War and later with the post office department. He was born in Vermont and Mrs. Pelsue was born in Syracuse, New York state. They were married in Missouri and lived for many years in St. Louis. Four years ago they moved to California

and are enjoying themselves more than ever with the company of their two sons, Charles and D. W. Pelsue.

In these days when homes are broken right and left and often children are left to shift for themselves and grow up to manhood and womanhood handicapped by lack of parental guidance, it is wholesome and refreshing to meet such a fine old couple as Mr. and Mrs. Pelsue, Sr. They are enjoying the full fruits of happiness they have earned through years of loving comradeship, meeting adversity and pleasure with unshaken faith in each other—and we are mighty glad to have a son of such stock in the Los Angeles Railway.

Mr. and Mrs.
C. W. Pelsue
who have
started on
the sixtieth
year of
happy
married
life

Victorious Bowlers Enter New Tourney

The victorious Los Angeles Railway Bowling Team, composed of trainmen of Divisions 2 and 5, started play in a new tournament at the "Peko-Mane" alleys, in the Braun building last Friday.

The team won the championship of the inter-city league, February 13, when they won from the "Sharks." Members of the team received handsome gold medals as well as sharing a substantial purse.

The team consisted of A. J. Monteverde, R. T. Monteverde and H. Kettering of Division Five; F. R. Hoffman, A. B. Hughes and C. C. Bloom of Division Two. H. B. Goodwin of Division Two will replace Kettering in the coming tournament.

"Chickens, sah," said the old negro sage, "is de usefulest animals dere is. You can eat 'em befo' dey is born and after dey is daid."

Ex-Motorman, Praised For Police Courtesy

C. H. Cleaves, traffic officer, at North Broadway and College streets, who received an illustrated write-up in one of the daily papers recently for his emphatic smiling courtesy, was formerly a motorman in Division No. 3. Modesty forbids that we should claim that his early work on the street cars made him a disciple of smiling courtesy in dealing with the public, as his smile has been his trademark since the family cat clawed the dog that pulled the blanket off his baby buggy.

The newspaper story was to the effect that Officer Cleaves wears out a uniform cap three times faster than the average officer because he is tipping it to acquaintances who pass his corner on an average of three times a minute.

Bill Bailey, veteran flagman, who prides himself on neat appearance gives Officer Cleaves some close competition in the number of times he doffs his cap to the ladies.

On The Back End (Contributed)

Nowadays a hope chest is not complete without a shot gun.

A Jewish woman boarded a Brooklyn Ave. car at Ninth street with two dirty faced kids who insisted on doing everything but what their mother wanted them to do. There happened to be an old Irishman sitting close by and she said to him, "If you had two kids like that, what would you do?" The Irishman replied, "First, I'd wash their faces and then beat them."

Lady on Pico pull-in car: "Conductor, does this car turn-over or go up on Grand Avenue."
Conductor: "I hope neither, lady, I want to go home well."

Motorman M. C. Foth says the corned beef in the railway lunch across the street from Division One, is so tough it will pull your teeth out. Any way this is what happened to him the other day. After swallowing a perfectly good tooth along with the beef, Foth decided it would be healthier in the future to eat oyster stew, and not quite so expensive at that. This being one of the chief reasons why Foth traded seniority with a motorman from the Sea Gull division and his presence around Division One will be seen no mo'.

"I gave my girl a soul kiss the other night," said Motorman Wells. "What kind was that," asked Motorman Stebbins. "I kissed her right where she stood," replied Motorman Wells.

"This is the bunk," said the sailor as he crawled into his hatch.

Conductor Dickson gave his dog away a month ago but the dog came home nearly starved, so he put him in his usual place in the backyard. The dog got loose at night and killed seven of his best chickens. Now Dickson wishes the dog never came back. Any one wants a dog can have him.

For Condr. C. C. Townsend, Div. 1
Los Angeles Railway
Gentlemen:

I want to write a word of commendation for C. C. Townsend, your Conductor 1650.

Yesterday, in getting on his car, I gave him a quarter, and he gave me in change 5 cents. I said to him, "I think I gave you a quarter," and he said, "I am not sure whether you did or not; I thought it was a dime." Neither of us being sure, and feeling that I was too careless to be insistent, although I felt sure, I told him that as I was careless it was all right, and if he found he was over to buy a cigar with it. He insisted upon taking my name and address, and today I found on my desk one of your envelopes with 15 cents in it, and it is for this reason that I am writing this word of commendation.

Sincerely yours,
W. L. BRENT,
515 Lankershim Bldg.,
126 West 3rd St.

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

"All the boys of Division One were sorry to hear of the rather sudden death of Conductor Frank Slattery. He was well known and liked by everyone, having been in the service since 1919."

News was also received of the death of Motorman Will Matthews' wife. Motorman Matthews has been off for about three months and has been constantly at the bedside of his wife up until the end. We all express our heartfelt sympathy.

Motorman R. E. Thompson, who has been with the company for the last five years, during which time he tried out all five divisions, resigned this week to try his fortune in another field.

Conductor O. Arguello is back on the job again after being off about three weeks on account of a slight attack of the flu. He is recovering rapidly.

Someone remarked the other day that Condr. Cormier sure knew his onions when it came to getting butter for his hot cakes from the Railway restaurant across the street. We will have to call him the Butter Boy from now on.

No news from Mac's barber shop this week, guess the boys aren't going over for their usual week-end brush-up, on account of this being a short half and Mac won't stand for I. O. U.'s any more. Well cheer up boys, there are three Sundays in the next half.

DIVISION 2

J. A. Madigan

Condr. R. E. Ashcroft on returning from an examination for policeman last week, said he believed he answered all questions correctly but he could not remember where Muscle Shoals was. One would-be cop answered that it was a small muscle in the shoulder.

Condr. A. M. Ricks, an old timer at Division Two, has resigned to give all his time to his amusement device which he is about to erect at Lincoln Park.

Division Two extends its sympathy to Motorman J. C. Crichard, whose mother passed away this week. J. C. received the sad news from his home in Hot Springs, Arkansas, last Wednesday.

Condr. P. J. Boyer is back with us again after being laid up for six weeks. "B. O. teeth" is the cause of P. J.'s trouble, he says.

Condr. M. Taylor is also laid up on account of a tooth. In attempting to extract it, the dentist fractured Taylor's jaw bone, causing him no little pain.

Condr. L. R. Norfleet was the main attraction at a sewing circle held at Division Two last Tuesday afternoon. A doctor from the Receiving Hospital did the sewing on Norfleet's head and nose. Norfleet says no more motor-cycles for him unless they put four wheels on them.

G. S. Hammond has resigned once more as motorman. Hammond has been doing this every six months for the past few years. We expect him back again any day.

Unlucky Motorist (having killed the lady's pup)—"Madam, I will replace the animal."

Indignant Owner—"Sir, you flatter yourself."

Who's Who



AFTER looking around considerably we have found the man who is apparently the ranking employe of the 5000 or so connected with the Los Angeles Railway. He is Alfred John Carter who started work here March 31, 1887 and who is today paving inspector for the track department. His first job was superintendent of tools for one of the horse car lines which were then in operation, antedating the cable cars and trolley cars. He had charge of the crew that converted the first horse car track into cable car track. This was in the vicinity of East First and Chicago streets where there was a power house during the cable car days. He has been paving inspector since 1900.

Al Carter was born in England 64 year ago. He is one of the most active men in the engineering department, full of pep and good for many more years of active service.

Irate Papa—"What do you mean by coming home at 4 a. m.?"

Flapper—"For heaven's sake, pop, I have to patronize the old roost some time, don't I?"

BUS DIVISION

Elmer Wood

Hard luck when an operator misses out and gets three days on the rock pile, then misses out the last day again and spends three more days there. Anyway, thanks for the pictures Rowe!

You can always tell a bachelor because he has no buttons on his shirt. A married man has no shirt!

O. O. Obenchain has gone to Fresno on a ninety day leave in his Ford Coupe.

Pringle (on phone)—"Is that you, sweetheart?"
She—"Yes dear—who's talking?"

Louis Foster has been removed from the Roosevelt hospital and taken home where his wife can take good care of him. Foster hopes to be with us soon.

NOTICE TO OPERATORS—WATCH the curves—don't "FEEL" 'em!

Victor Smith (to old lady)—"May I accompany you across the street, madam?"

Old Lady—"Why certainly, sonny, how long have you been waiting here for somebody to take you across?"

Introducing New Men—Raymond B. Dwyer, a native son. Mr. Dwyer has been driving for the Los Angeles post-office.

DIVISION 3

Dan Hanley

Motorman Searl says that "One way to buck the extra list is to trade your bed for a lantern, get a box of compressed tablets one for each meal, having a canteen over your shoulders and keep on going."

"Isn't it terrible, so many babies are lost" said Conductor Gillespie to me one day, "but I never lose mine, for I feed him garlic and he is easy to find anytime."

Motorman Mann has just returned from a little vacation. Seems he went to Grauman's one afternoon, some one having given him a pass and he saw a bunch of tumblers, came to work next day and tried to imitate them from the top of a street car with the aid of a trolley pole for a trapeze but some one forgot to spread the net and he and the pavement came head on. "Just think," remarked Mann, "I had to fall on a real piece of concrete that the city had put in by mistake."

Mr. McNaughton who has recently been released from the hospital has a vein of humor despite his hard luck, one of the boys met him and asked him how he felt. "All right," said Mac "only I got censured at the hospital." "What's that a new kind of treatment?" asked his friend. "NO," replied Mac, "I had several important parts cut out."

Conductor Ester went to the auto races the other Sunday at Culver City, which were called off before they started. After getting all settled and preparing to enjoy himself, Ester turned to a friend and said, "This is sure going to be some exciting race, wasn't it?"

Motorman Livesay rushed in and said "Let me off today?" "Couldn't do it unless you had an undertaker's slip for your own funeral," replied clerk Allen.

"Whasamatter?" growled Livesay, "Youster could get off anytime."

"I know it," said Allen. "Youster could get ham and eggs for 15c with hot cakes thrown in." With that Livesay went on his way smiling at remembrances of the good old days.

Last Thursday there was a shortage of conductors and Foreman Owens could not figure out just what was wrong until he happened to see an ad in the paper "Every sheik in Los Angeles will be present Thursday evening at Solomon's for the Grand Sheik Ball and Promenade."

"Nora, you were entertaining a man in the kitchen last night, were you not?"

"That's for him to say, ma'am. I did my best."

While we are in the midst of the Good Resolutions season, we'd like to suggest this one: "Resolved, that during 1925 I'll be cheerful."

Which means a pleasant, optimistic frame of mind. It means making things a little more congenial at work and at home. Forget the grouch. Take more exercise. Life's just about what we make it. Let's try to make it brighter and better during 1925.

First Member of Cavalry Detachment—"Lookee heah, Joe, how come you-all to teach dat der mule all dem tricks? Ah can't teach mah mule nothing."

Second Ditto—"Dat's easy; you-all jes' has to know moh dan de mule."

Was it an improvement over last year? We'll say it was, in more ways than one—if you gather our meaning.

DIVISION 4

C. J. Knittle

Operator L. P. Larsen had the exciting experience of reaching for the sky last Sunday midnight while two masked huskies relieved him of about twenty-five "fish."

Conductor D. J. Vanderlinden comes around these days in a new Deluxe model Oldsmobile Sedan. Yes, yes, go on.

A wise bozo from Belvedere Gardens, who has a "no-Sunday" run was down for off last Sunday. But you can't fool Foreman Boyd. He marked it up to a man who is "off-on-leave."

A peanut sat upon the track.

Its heart was all aflutter

A Ninth street car came

thundering by.

Ding! Ding! Peanut butter.

A Chicago man sued the surface lines company for \$15,000 alleging that when getting on a car he fell, landing in a sitting position, and received a concussion of the brain. Apparently he was surprised to get a seat.

"Tother day we asked our janitor why it is one never hears of a colored person committing suicide.

"Well, you see, it's dis way, boss," he replied, "when a white pusson has any trouble he sits down and gits to studyin' about it, an' worrin'. Then first thing you know he's done killed himself. But when a colored man sets down to think 'bout his troubles, why he jest natcherly goes to sleep."

Hey, cowboy—is my "stop" light workin'?

DIVISION 5

F. J. Mason

Motorman H. B. Moorman gets the spotlight this week on the occasion of the arrival of a 8½ pound baby girl, Tuesday the seventeenth. Mother and baby are doing fine. Congratulations, H. B., and thanks for the cigars.

One of our sophisticated motorman, at present working on "M" line, says, "As soon as they get the 'Aqueduct' finished I'm going to bid a run in on East Fourth St."

He'll be somewhat disappointed when he learns that a viaduct is going to be built under the river where shipwrecks are an every day occurrence.

If you've got any old magazines up in your attic or down in your cellar, pass them on the Commodore Conklin. He's very fond of reading. I saw him reading one dated 1905. He got peeved because it had no Cross-Word puzzle in it.

Have you had your watch inspected yet? Today's the last day. Don't forget to sign the sheet.

"Say, Tyler, we're in ten minutes ahead of time, shall I change the time on my trip sheet?"

"That's too bad," remarked Rufus Farmer, as he bought himself a new corn cob.

When you're peeved, don't say you're mad. You'd get sore if anybody said you were crazy, so just say you're angry.

"Annie," called her mistress, "just come into the dining room a moment. Now look at this. Watch me. I can write my name in the dust on this table."

Annie grinned. "It sure must be a grand thing," she said, "to have a education."