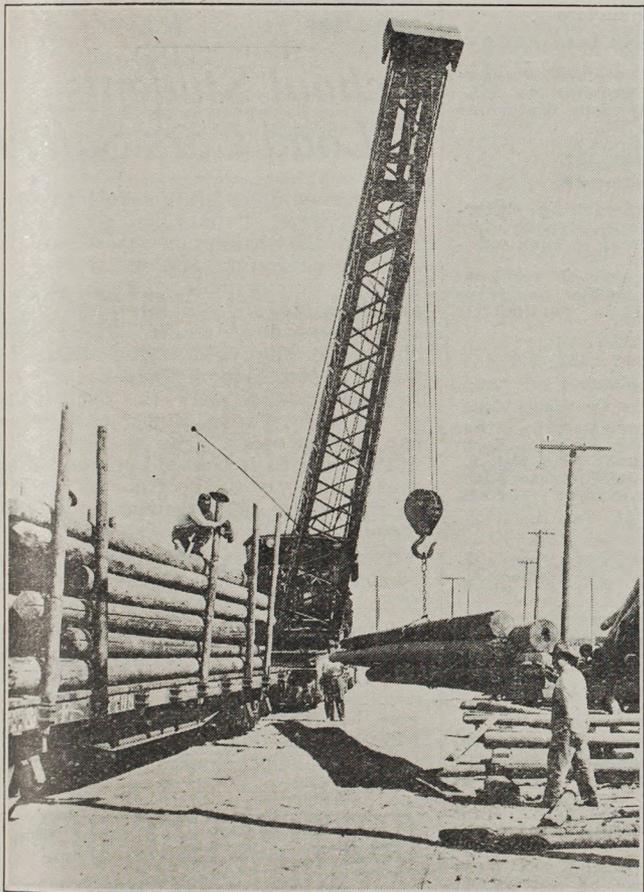


Gas-Electric Bus To Be Tested

Our Travelogue - - - - This is Poleland



This autumn scene at Vernon yards shows a load of poles being unloaded. The poles hold up the wires or the wires hold up the poles. Anyway—don't try to call the line department boys hold-up men.

1000 POLES PURCHASED YEARLY FOR LINE WORK

GETTING the wires in the air so they can hold the poles up, is one of the principal jobs of the line department and necessitates the purchasing of approximately 1000 poles in a year. The poles start out as good, straight, cedar trees in the forests of Oregon and Washington and begin their life with the Los Angeles Railway in the Vernon yard. Some of the men who handle the poles speak in Polish and the others have to fall back on established American cuss words. A pole ranging from 40 to 90 feet in height can be reclaimed and when the base that has been in the ground is cut off, it is fit for use again. Thirty-five foot poles cannot be reclaimed and after they have served their term of usefulness they are scrapped and sold for fire wood or sometimes for construction of flood water controls. The life of a pole that has not been treated with creosote is from six to ten years. Those that have been treated are good for from 15 to 20

years. The poles are treated by being placed in a vat of creosote so that the liquid coats nine feet on one end. Steam pressure is used to force the creosote into the fibre of the wood. This treatment is a precaution against rot. The various public utilities co-operate in the use of poles through a body known as the joint pole commission. On a single pole may be found wires of the street railway, the telephone company and the Edison company, etc. In the downtown district the use of poles is kept at a minimum. Owners of buildings are glad enough to allow a wire to be attached to the structures for the suspension of trolley wire in order to avoid the placing of poles in the sidewalk.

Motors to Canada

George Kerry, of the drafting room, is making an automobile trip with Mrs. Kerry to Vancouver and other points in Western Canada.

General Choice Will Be Held About Oct. 1

The series of meetings at the divisions devoted to explanation of the new instruction system was concluded at Division One last Wednesday night. The attendance at the 15 meetings was highly satisfactory. The general choice of runs, which will be conducted before the new system is established, will be held about October 1. Blue prints of the schedules indicating the runs to be used for instruction purposes will be displayed at all the divisions shortly. A good number of applications have been received and have been placed on record with the instruction department. Trainmen who would like to be appointed instructors are asked to notify the instruction department by letter, and hand the note to their division superintendent, so that he may enter it on his records before forwarding it to the superintendent of instruction.

SKULL TEST DROPS ONE IN THREE MEN

The "skull test" instituted recently in the employment department eliminates one-third of the men who apply for positions as trainmen as mentally incapable of handling the job, it is reported by the employment department. A man seeking employment must pass this test with an average of 75 per cent before he is given an application blank. The test consists of 20 problems which must be solved in 20 minutes, involving simple forms of addition and subtraction which a man should be able to perform with reasonable ease in order to read his schedule, make out trip sheets, and fare reports. These problems will be changed periodically, and the figures have already been changed once since the test was put in use.

Supervisor's Mother 92, Crossing Ocean

Mrs. Frances Cox, 92-year-old mother of Supervisor William Cox, is making her third trip from England to visit with her son for six months. She is expected to arrive in Los Angeles about October 1. Despite her advanced age, Mrs. Cox is quite active and is making the long trip from England by steamer and railroad unaccompanied.

DOUBLE DECK FAGEOL WILL HAVE DUAL EQUIPMENT

A gas-electric double-deck bus has been ordered by the company. This type of equipment is the latest development in the motor bus industry, and its operation will be watched with great interest. The bus body and engine will be built by the Fageol Motors company in Oakland, and the electric equipment will be installed by the General Electric Corporation.

Engine Generates Electricity

A gas-electric bus has exactly the same external appearance as the buses now in use which are operated entirely by the gasoline engine. The six-cylinder engine is used solely as a generator and operates independently of the driving mechanism. In place of a transmission, the gasoline-electric bus has a generator connected with the engine. This generator supplies electrical energy for two motors at the rear of the chassis. Each motor drives one of the rear wheels. There is no gear-shifting to be done on the gas-electric bus. The vehicle is started by pressing a foot accelerator. Advocates of the bus claim that this is one of the features that make it especially desirable, because it eliminates the possibility of jerky movement in the shifting of gears.

Uses New Type Brake

When the bus is standing and the engine is idling, it is generating electricity, but not enough to move the bus. Accelerating the motor gives the power necessary to start and run the vehicle. The new bus will be equipped with air brakes similar to those now in use, but it will have in addition an emergency electric brake, by which the motors can be set in reverse as is done on a street car.

Has a Controller

A small controller is placed near the driver's position. It has four points: 1. Neutral, when the generator is not connected with the motor; 2. Reverse; 3. Motors in Series; 4. Motors in parallel. For straight run-

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Fullest Details of New Instruction Plan Given

ESTABLISHMENT of the new instruction system by which a student will be trained on all lines of his division by the same man, and announcement of the policy that the line of promotion through the operating department will begin with the position of line instructor, have aroused the interest of trainmen more than anything since the establishment of the Merit and Bonus system in 1920.

The new plan presents good possibilities for promotion. It corrects some of the shortcomings that may have prevailed in the past and puts the proposition of advancement squarely up to every man, on the basis of efficiency, willingness and loyalty.

The way in which Dan Healy, superintendent of the instruction department, has presented the program to trainmen at 15 division meetings is highly creditable. He has covered the subject in concise and interesting style. Additional information has been given in *Two Bells*, and will be given in future issues. All kinds of questions arise in the mind of everyone in the operating department when a change in system is announced. Just to give you a laugh, here are two of the questions that were asked Mr. Healy:

"Does this mean that if a trainman does not apply for one of the instruction jobs he will be fired?" and "are all the fellows who are now supervisors, or dispatchers, or foremen, going to be replaced by new men?"

Ordinary horse sense should prevent the asking of such questions, as it is immediately apparent that neither situation could come to pass.

The days when neighbors used to gather around the cranberry barrel in the cross-roads grocery store to exchange gossip have pretty well passed out of American history, but we find somewhat similar "hot stove leagues" organized at the divisions for random discussion of the new instruction plan and anything else that is of interest. It is in such groups that such questions as those mentioned above originate.

Discussion is healthy as long as it remains on a basis of good sense, and, in the case of the new instruction system, those who are informed on the details of the subject are only too glad to answer any questions that may be asked. The company wants every man to know exactly how the plan will work and the opportunity that it provides.

Gossip and fault-finding are rather popular but destructive vices. There is nothing more un-sportsmanlike than to create a doubt about the value of something that offers a really worth-while opportunity in the mind of the man who is enthusiastic about his work and anxious to forge ahead. The new plan means big benefits to the men who are anxious to get the most out of their opportunities. It is not a plan that appeals to "dead wood."

Again, to quote the wisdom of Daniel Healy, "The fellow who is looking for a soft spot should scratch his head."

SOUTH MAIN ST. GIVEN BUS LINE

South Main Street is to have bus service from Slauson Ave. to Eighty-fifth Street, beginning October 1. The line will be merged with the San Pedro Street line and designated as the San Pedro-South Main Line. The buses will run between San Pedro Street and Main Street over Eighty-fifth Street. A new schedule is being prepared which calls for the operation of six buses in the evening rush hour and four in the mid-day.

The present San Pedro Street service provides a connection with Line "S" cars at Sixty-first and San Pedro, and transports passengers as far south as Eighty-fifth Street. The new service on Main Street will provide connection with Line "O" cars at Slauson and South Main.

Steam Tunnel Lighted

Lights have been placed in the steam tunnel at the South Park shops. The tunnel extends from the boiler room to the blacksmith shop, and carries the steam in pipes.

Dickey and Party Bag Four Deer

Superintendent T. Y. Dickey and party returned from a deer-hunting expedition in Tulare County last Thursday, and reported that they had killed four deer. With Mr. Dickey in the expedition were: Ed Forsythe, switchman of Division Two; Carl Gordon, mechanical foreman of Division Five; and Ed Yonkin, of the instruction department. These four men have been making a similar trip for more than ten years, and each year they return with reports of success.

A second deer-hunting party composed of Dispatchers Elmer Tower and J. E. Marsh, and Harry Sawyer of the Merit and Bonus System office, left for Cahuilla last Friday. The little town is in Riverside County, and headquarters will be established at the ranch of Pete Flaherty, formerly watch inspector of the company.

Melrose Buses Added

Two buses have been added to the Melrose Avenue service in the morning rush hour and one in the evening rush hour.

BULLETINS

Issued September 21st, 1925

BULLETIN NO. 158 Notice to Trainmen

Arrangements have been made for use of toilet facilities in the Belmont Super Service Station at 1st & Belmont account of the toilet formerly maintained at this point having been removed.

This privilege to continue so long as the conduct of the parties using same is not objectionable.

BULLETIN NO. 159 Notice to Conductors

Fireman's Pass Book No. 25608, issued to Fireman Paul A. Galkenstein, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 160 Notice to Conductors

The following passes are reported lost: 2666 issued to Harold Cass, Painter, Mechanical Dept.

3324 issued to Mrs. Laura B. Turner, wife of H. S. Turner, Con. Div. No. 4.

4047 issued to P. N. Bailly, Conductor Division No. 5.

6462 issued to C. Lovejoy, Conductor Division No. 3.

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

BULLETIN NO. 161 Notice to Conductors

The following passes have been RECOVERED:

2193 issued to M. K. Hyland, Repairman, Mechanical Dept. Bulletin No. 153.

5726 issued to H. Rendell, Motorman Division No. 4, Bulletin 153.

BULLETIN NO. 162 Notice to Motormen

Motormen upon approaching intersection at 16th and Hope Streets must sound gong and operate car in such manner as to avoid accident.

This on account of curve in track at this point and heavy traffic on Hope Street, which makes it a particularly dangerous intersection.

BULLETIN NO. 163 Notice to Conductors

Conductors on lines "M" and "F" operating south of Manchester, in either direction, when collecting tickets, Form 4-30, will count each coupon as a ticket.

See "Instructions to Conductors, 1925", page 3, under Commutation Tickets, Form 4.

P. B. Hill

BUS BULLETINS

LOS ANGELES RAILWAY BUS DIVISION

BULLETIN NO. 315 Sept. 11, 1925

The quarterly general choice for runs will be conducted at the Bus Division at 8:00 P. M., September the 28th and at 10:00 A. M., September the 29th. Runs chosen will become effective October the 1st, 1925.

The Eagle Rock City and the York Boulevard Lines will not be put up for choice.

It will be necessary for all men to report promptly on time to make their choice in order that unnecessary delay will not occur.

Bulletin No. 316 September 14th, 1925.

Bus tickets sold on Los Angeles Railway Street Car Lines must not be honored on the Inglewood Line. It is contemplated in the near future to have these tickets read "Not good on the Inglewood Line."

Electrician Goes To Westinghouse School

James Hamilton, who has been with the Los Angeles Railway since 1919, leaves his position as wiring foreman in the electrical construction department next Tuesday to enter the Westinghouse school at Pittsburg, where he will study for two years. The Westinghouse Company maintains a school in conjunction with its Pittsburg plant, and accepts students who are recommended by recognized companies such as street railways and electrical corporations.

The men work in the Pittsburg plant at a salary, as part of their instruction, and graduate as well-trained technical men.

WITNESS AVERAGE HERE FAR AHEAD OF CHICAGO

Something to start the day right is the little discovery made by the claim department that the lowest average of witness cards turned in per accident by all the divisions, for the months since January, 1924, is higher than the general average for the system of the Chicago Surface Lines in July, 1925, according to the "Surface Service Magazine," employes' publication of that organization. Our low average of 4.24 in June, 1924, is 1.01 higher than their average of 3.23 in July, 1925. Our high mark, 5.62 in April, 1925, is 2.39 per cent higher than their present record.

All of which may justify a little pride in the fact that efficiency and cooperation on the part of the trainmen are giving us a record that we aren't ashamed to offer for comparison, particularly our highest individual average, that of Division Four of 6.65 attained last month, which looks pretty good beside the 4.31, highest division average of the Chicago Surface Lines.

School Students Load Cars Safely

Pupils of John Muir school on Vermont Avenue at Sixty-first street have reduced the loading of street cars to a basis of system and safety that is highly commendable. When classes are dismissed in the afternoon, students assigned as traffic officers take charge of the pupils who desire to board a street car. They are placed in line parallel with the car tracks at the safety zone, and file into the car in good order. The student traffic officers see to it that those who board move promptly to the front of the car so that there is no interference with those who follow.

The system was developed under the supervision of Miss Katherine Clary, principal of the school.

For the convenience of pupils of the John Muir and Manual Arts schools, four extra cars have been added to Line "V," and operate in shuttle service between Thirty-ninth Street and Florence Avenue on Vermont, before and after school hours.

GAS-ELECTRIC BUS WILL BE TESTED

(Continued from Page 1, Col. 4)

ning on level streets the motors are in parallel. In pulling a heavy load or in running over hills the motors are in series.

The gas-electric bus is being tried in transportation systems in various parts of the country. Philadelphia is experimenting extensively with this type of equipment, using double-deckers but with solid tires. Pneumatic tires will be used on the bus ordered by the Los Angeles Railway and which is scheduled to be in use in about a month.

ONE REASON FOR BACHELORS

A San Francisco lawyer was asking questions of the unfortunate witness with great rapidity.

"You are a property-holder?"

"Yes, sir."

"Married or single?"

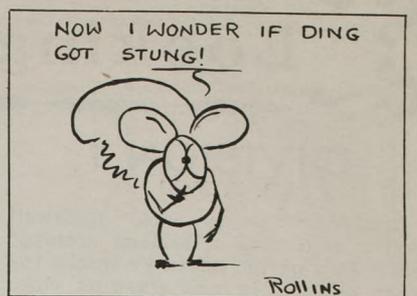
"I have been married for five years, sir."

"Have you formed or expressed an opinion on this question?"

"Not for five years, sir."—Ex.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

For Condr. J. M. Elliott, Div. One Los Angeles Railway, Gentlemen:
I wish to call to your attention Conductor 930, who is deserving of highest commendation for his helpfulness to those who need assistance on his car. I am one of those unfortunates and take pleasure in commending him.

MRS. J. B. WARE,
2121 West 9th Street.

□ □ □

For Condr. P. F. Clark, Div. Two Mtr. A. L. Swasey, Div. Two Los Angeles Railway, Gentlemen:

One evening during the week beginning August 23 I was a passenger on a south-bound Vernon car shortly after five o'clock with Motorman 1991 and Conductor 2866 in charge of the car.

A man passenger boarded the car at Jefferson and Vermont Avenues and immediately was seized with a fainting fit or something similar. At the next stop he was carried from the car by the motorman and conductor to a florist's shop. These two men remained with him until medical assistance could be summoned and two or three men volunteered to remain with the ill man until an ambulance or his relatives arrived.

Yours very truly,
MRS. LESTER H. FLINT,
4171 South Brighton.

□ □ □

For Condr. F. C. Reis, Div. Three Los Angeles Railway, Gentlemen:

In regard to Conductor No. 48, I highly recommend his courtesy in handling passengers on and off the cars. I think he is the best I have ever ridden with.

Yours truly,
PHIL PAYNE,
1326 East 42nd Street

□ □ □

For Condr. J. Gibson, Div. Three Los Angeles Railway, Gentlemen:

I write to especially commend your conductor 1716 on the B car line for courtesies shown me. I was endeavoring to find 960 McGarry St., and had been either misdirected or left uninformed by two others, but he not only gave me the information he possessed, but obtained more for me—came into the car after I was seated to give me additional points and put me off my car taking pains to direct me how to reach the number desired.

Very truly yours,
REV. F. C. REID,
1270 East Vernon Ave.

□ □ □

For Condr. J. P. Lavelle, Div. Four Los Angeles Railway, Gentlemen:

Just a word of praise for Conductor 2886. I am a stranger in your city and while on his car found him so kind and courteous when questioned. I find it very unusual to have a conductor care whether you hear the streets or know where you change.

Very truly yours,
MRS. H. J. CALHUM,
Rosslyn Hotel.

□ □ □

For Condr. O. E. Spittler, Div. Five Los Angeles Railway, Gentlemen:

I want you to know about No. 1332, "E" line. I travel a great deal by the yellow lines, and I wish you would give him a LONG, LONG merit mark for being the most courteous and careful of any conductor on the lines, and another very important thing is, he called every street and was very watchful of his passengers' needs.

Sincerely,
MRS. U. L. MILLER,
428 South Alameda St.

□ □ □

For Mtr. G. Rupp, Div. Five Los Angeles Railway, Gentlemen:

Motorman 1893, car 1256, "M" line is deserving of commendation for exceeding courtesy to a crippled passenger at 2nd and Broadway about 9:30 A. M. today.

W. C. MORRIS,
421 West Adams.

Questions and Answers Explain Details of New System For Instruction

IT IS NOT surprising that when a man has addressed 15 meetings of trainmen to explain the new one-man line instruction system that he should begin shooting questions at himself and then answering them. That is what Dan Healy, chief instructor, has done and the questions and answers he has compiled explain details of the system in definite manner. Here they go:

Question—Does this plan mean that members of the various departments throughout the Operating Department are to be replaced?

Answer—Certainly not. In the future, promotions to these departments will be from the best line instructors and from no other source.

Q.—What class of runs will be used for students?

A.—Daylights, swings, and early night runs.

Q.—All of them?

A.—No. Twenty per cent or less.

Q.—Does this mean that if a daylight run is held by a line instructor that he must go through all of these runs with a student?

A.—No. Day men will use a day instruction run, swing men swing instruction runs, etc. A line instructor will be given a run as near like his own as possible.

Q.—Can a trainman qualify as a line instructor and be used as such if he does not care to go farther?

A.—Yes, a certain number.

Q.—Must a man be qualified on all lines, rules, etc., before making application as line instructor?

A.—No. Make application first and at once if you want to be in this first class.

Q.—Can any trainman make application?

A.—Yes.

Q.—Will seniority count over ability?

A.—No, only where the men's qualifications are equal, then the senior man will be given preference.

Q.—Must a line instructor hold an instruction run?

A.—No. It would be desirable, but not necessary.

Q.—Will conductor line instructors make the same shifts in runs as motormen and safety operators?

A.—Yes.

Q.—Will motormen line instructors be supposed to instruct on conductors' duties, and will conductor line instructors be supposed to instruct on the motormen's work?

A.—No. Each man will instruct in the class in which he belongs.

Q.—Will a student be placed on both ends of a car?

A.—Not if possible to prevent it.

Q.—Will the one dollar per day be allowed line instructors for instructing students, and will the student be paid two dollars per day as at present?

A.—Yes.

Q.—Will a line instructor be required to work a student straight through his break in period?

A.—Yes.

Q.—Will students be required to work straight through their breaking in period.

A.—Yes.

Q.—Are all instruction runs seven day runs?

A.—Most of them are, however.

Q.—Can a line instructor choose a six day run?

A.—Certainly, and when he has a student his foreman will give him a run on the seventh day.

MORE TO COME NEXT WEEK

On The Back End (Contributed)

Why go away to Europe
Foreign nations to define
When all are represented
Right on the East First line.
Duke Lowen.

Conductor Lowen is very well known
As a struggling, striving, poet
Of very great renown is he,
So go it, poet, go it.—H. Drake.

Our bureau of Trollygical research states that if our cars were placed end to end in a straight line, the Board of Public Utilities and Transportation would want to know what was the grand idea.

Conductor George Moore of Division One addresses the chairman and opines that Janitor Rafferty should be placed in the mileage department. "The mileage he can get out of a roller towel is little short of wonderful and mighty," remarked Conductor Moore as he put his cap on the side of his head.

Drop a tear for Conductor West
Ten demerits—forgot his vest.

"Give me all the work you can, Mr. Grant, I want to get ahead," said one of our ambitious conductors.

"When that guy said he wanted to get a head, he sure said plenty," remarked a wisecracker.

News Item—Cash Receivers McAdams and Winchell are still wearing their straw hats, but they're shut away from the outside world, and don't know what's going on. For their benefit—September 13 was the last day for straw hats.

AS YOUTH WILL REASON

Stuck right in the middle of the pond where there was a hole in the ice was a post bearing a sign "Danger."

"Now, Bobby," said his father, "if you go over there where the ice is thin, you'll be drowned."

Bobby gazed thoughtfully at the sign.

"I say, dad," he exclaimed brightly, "what happened to the man who put that notice there?"—Pittsburgh Chronicle Telegraph.

THANK GOD EVERY MORNING

Thank God every morning when you get up that you have something to do that day which must be done, whether you like it or not. Being forced to work, and forced to do your best, will breed in you temperance and self-control, diligence and strength of will, cheerfulness and content, and a hundred virtues which the idle never know.—Charles Kingsley.

The Average Man Wins

The man who wins is an average man,
Not built on any peculiar plan,
Not blest with any peculiar luck,
Just steady and earnest and full of pluck.

When asked a question he does not "guess,"
He knows and answers "No" or "Yes."
When set a task that the rest can't do,
He buckles down till he's put it through.

Three things he's learned, that the man who tries
Finds favor in his employer's eyes;
That it pays to know more than one thing well,
That it doesn't pay all he knows to tell.

So he works and waits till one fine day
There's a better job with bigger pay,
And the men who shirked whenever they could
Are bossed by the man whose work made good.

For the man who wins is the man who works
Who neither labor nor trouble shirks.
Who uses his hands, his head, his eyes
The man who wins is the man who tries

H. T. Hansen

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

Conductor "Happy Jack" Hathwell almost met with a serious accident while flagging the Santa Fe tracks the other night. He was standing close to the tracks while watching a circus train pass and was so absorbed in watching the monkeys and other things that he did not notice the gates being lowered over his head. The gate passed so close to the side of his head that it took his cap number off and would have completely severed his left ear if he hadn't had it pinned back at the time. Hathwell had to get some new cap numbers and says it's a good thing, as some of his good friends won't recognize him now.

"Wanted to Exchange: Three boils, extra large variety, first crop. Situated right on the back of the neck where the collar rubs. This will enable you to appreciate their full value. Will exchange for a couple of warts, a pocket knife, or a good day run or what have you?" Apply of Conductor J. E. Cooper, Division Two.

Motorman Hoke states that he was very well pleased with the meeting held here this week, but was a little disappointed because he was not called on to give a little talk which he had prepared entitled, "How I can operate a car through a safety zone on nine points and still retain safety, and why." It is hoped that Hoke will be able to deliver this masterpiece at the next meeting.

A certain conductor of Division Two showed the high respect he holds for the uniform of the Los Angeles Railway by getting married in one recently. He is no doubt aware of the fact that a freshly cleaned and pressed uniform presents a better appearance than a lot of suits that you buy at a clothing store.

Conductor Rom called on Mack the barber the other day and asked him how much he charged for a hair cut and shave. Mack told him forty cents for the hair cut and twenty cents for the shave, making a total of sixty cents. Rom said, "Vell, if I could get the hair cut and shave both together at vunc't, you make it the two for fifty cents."

Conductor C. E. Corson, who was given a week off recently to work the stenographer's job and rest up, made the sarcastic remark that he often wondered how it felt to hold a political job and now he knows."

Clerk R. A. James says he is going duck hunting on his vacation next month and would like to find a jolly companion to take along that would act as "Tooley hound." This would be a snap for someone that enjoys a little outing. Nothing much to do, only run down the ducks as James shoots them (he doesn't hit 'em every often). Someone who is fond of mud and water preferred. Bring your own boots.

DIVISION 2

H. T. Hansen

Conductor O. E. Fulgham took unto himself a wife this last week. The name of the lady is unknown at the present writing. Fulgham has secured a 15-day leave and departed for San Francisco.

Conductor C. H. Walinder sprang this one on the other day. A lady boarded his car at 8th and Spring (H line east bound), and presented a Moneta Avenue transfer.

Walinder politely told her that the transfer was not good on an east-bound H car.

The "lady" became enraged and said

Who's Who



YOU-ALL-KNOW C. W. Brown, who was born in Sherman, Texas.

Soon after landing here in February, 1923, Brown started in with the Los Angeles Railway, working first on the street cars as conductor out of Division Two. In March he transferred to the Bus Division as operator.

Brown is now naturalized and is third on the seniority list. He has a wide circle of friends, and is famous for his Texas 'good ones.'

to Walinder, "If you were my husband I would give you poison."

Walinder quickly responded, "Madam, if I were your husband I would take it."

The meetings held here this week were very well attended. From the way the trainmen bombarded Dan Healy with questions after meetings, it seems that keen interest is evident. This new system of instruction is about to take effect, so dig up your rule books and bury your nose in them, and may the best man win.

We have just heard today of the death of the son of Motorman C. H. Coolman. The boy was 15 years old, and had been ill for some time. Division Two offers to the bereaved family its sincerest and most heartfelt sympathy.

Several of the members of Division Two are taking time off to rest up.

Conductor J. R. Hanna has taken 15 days leave to rest up at Wasco, Cal.

Conductor O. R. Norfeet secured 60 days off to visit some relations in Washington, D. C.

Motorman J. G. Adair is spending his 90-days leave harvesting his apple crop at Yucaipa, Calif.

Conductor R. L. Harmon is taking his 90 days off to resume his studies at the Dental College.

When the woman motorist was called on to stop she asked indignantly, "What do you want with me?"

"You were traveling at 40 miles an hour," answered the police officer.

"Forty miles an hour? Why, I haven't been out an hour," said the woman.

"Go ahead," said the officer, "that's a new one on me."

STALLED

Bus Conductor—"One seat on top, ma'am, and one inside."

Lady—"You surely wouldn't separate a mother from her daughter."

Conductor (ringing bell)—"Never again, lady. I did it once and I have regretted it ever since!"—**Humorist (London).**

DIVISION 3

Dan Hanley

Who knows, you may be next.

An old lady died recently and left \$7,000 apiece to motorman and conductor who were so kind and courteous to her as a patron of the street cars.

In society we read, why not in our column:

"Miss Ima Hasher and Conductor Will Grabbem tentatively fixed their wedding day September 31. "I will retire from work some Tuesday at a great sacrifice to my career and devote all my time to my husband," sighed Ima, when interviewed."

With apologies to Pa L. H. and Ma Wilson for the delayed news. I wish to announce that it was an eight pound baby girl that arrived at their home two weeks ago last Tuesday. Cigars have already been consumed.

Sheriff Mead and some more clowns held a reunion last Sunday at the circus. Mead used to follow that game before entering the street car service but had to quit as he had a bad fall off a sixty foot ladder and nearly broke a leg. He was standing on the bottom rung.

Everybody is doing it now, studying for line instructor. If Dan Healy didn't think he started something, let him hold forth at the office window some day and answer questions.

Orchestra and Hawaiians, we take our hats off to you, you are a credit to our great organization.

Christmas only 97 days away, shop early.

BUS DIVISION

Elmer Wood

Unnecessary question: Have you noticed the new cap, shining in all its glory, appearing on our honorable operator, C. W. Brown?

C. E. Holcomb, former operator, is coming back.

Conductors, your attention is called to a certain habit of putting newspapers behind the gas tanks. Yes, this is quite as foolish as it sounds.

A. B. Hooper, off 43 days, and B. W. McDowell, off 12 days, are back on the job from the sick list. Glad to see you back, boys.

J. E. Summers is back from a 30-day leave.

Announcement: E. Richards and E. C. Fitts are the latest candidates for the mustache club.

Operators W. B. Steel and F. Millage have changed over to conductors. Conductor G. C. Harned has changed back to an operator.

R. H. Campbell and C. W. Lewis have resigned from the service. Campbell is working for the city and Lewis is taking an ignition course at the National Automotive School, in preparation for going into that line.

DIVISION 5

F. J. Mason

One of our extra conductors was overheard to say the other day, "There are just two things in this world that I don't like and a night run on Line 'E' is both of 'em."

Motorman J. W. LaGue has taken a six weeks lay off and is now on his way to Charleston, West Virginia. Here's hoping that when Joe gets back he will be able to give some of the dance fiends around here the low-down on that mean step.

One doing the Charleston reminds one of one who has sat down where one once placed a pin cushion and one

DIVISION 4

C. J. Knittle

Hello, ev-body! Just arrived back! Been to Paris for new ideas. Want to hear them?

If Paris keeps growing it will soon be a sister-city to Tulare.

We note Conductor Schroeder has moved to the Dunraven Apartments. That does not necessarily infer he is done ravin'.

A fellow walked up to Harry Travis the insurance man last Tuesday and wanted to be "wrote-up."

"Do you cycle?" asked Harry. "No," said the candidate for a policy.

"Do you motor?"

"No."

"Do you then, perhaps, fly?"

"No, no," said the applicant laughing, "I have no dangerous —" But Harry interrupted him curtly, "Sorry sir," he said, "We no longer insure pedestrians."

Grandpa in a motor car

Pushed the lever back too far.

Twinkle, twinkle little star,

(Music by the G. A. R.)

Mrs. Ye Scribe was describing an accident the other evening which she had witnessed. "The car sure socked the flivver," she said, "but boy, you should have seen how it mussed up the cow-catcher!"

The proper way to let down a fender is to press the northeast corner with the heel of the left hand and release ring on chain from buffer hook. Allow lower section to drop easily and then, taking balance on the palm of your right foot, release lower hook with toe of left and your fender is ready for autos to crush and people to fall on.

Motorman R. O. Westby has transferred to the motor buses.

Conductor Southwick and Conductor J. D. Pickard are vacationing in the far east and Motorman Loftus is taking a fourteen day rest.

Motorman Knapp was whizzing out Pico a few days ago when he had to make a sudden stop. A lady, standing in the aisle, dashed to the front with considerable momentum.

"Mr. Motorman," she remarked, "when it comes to making people come forward, Aimee McPherson has nothing on you."

All the world likes a humorous tale and every day, on your car and mine, an incident occurs that makes us chuckle. If we jot it down, it comes out in print and thousands laugh and your joy is doubled because you passed along the fun it brot you.

came along and removed the cushion and left the pins.

The gang who went to the fights last Wednesday night were advised not to go on account of the fact that Henry Mast was going and the 'S.R.O.' sign would be hung out directly before he got inside.

Conductor J. T. O'Hara took a trip to Catalina last Sunday. Said he had a very nice time but was a little bit disappointed in the ride on the glass bottom boat. Says he didn't see any difference between those things swimming around the bottom of the ocean and those he had noticed walking around in Chicago.

Mr. Ferguson wishes to thank the trainmen and their wives for the wonderful display of flowers which helped materially in making the three meetings held at this division a great success.