

New Bus Garage Planned

FIRE CHIEF CONDEMNS PARADES

FLOATS BLOCK FIREMEN ON FAST CALL

Severe criticism of the unnecessary fire hazard caused by downtown parades was voiced by Fire Chief Ralph Scott in a talk before the Kiwanis Club last Wednesday as an aftermath of the motion picture publicity parade which tied up the downtown district Friday, August 1; cost downtown merchants thousands of dollars in lost business; disrupted local transportation until 7:30 P. M., and resulted in 18 people who fainted being treated at the Receiving Hospital.

Parade Blocks Fire Trucks

During the parade, a fire call was received in the station at Sixteenth and Hill streets. The apparatus had to come down Hill street along the path of the parade where it was delayed by the floats and turn east on Eleventh street. A blockade of automobiles and trucks at Eleventh and Hill caused the firemen to lose several minutes.

In his talk, Chief Scott emphasized the importance of quick movement of the fire apparatus and the big danger caused by parade blockades when life and property are in danger.

Firemen Show Speed

An interesting demonstration of the efficiency of the fire department was given during the luncheon meeting by the use of a fire alarm system placed in the room. A call was made in the usual way from the main dining room of the Biltmore hotel and in two minutes and 15 seconds, 56 firemen from two stations were in the room with helmets, and smoke masks.

The parade of August 1 necessitated 350 switchbacks and it took supervisors until 7:30 P. M. to get the last cars back on schedule. The tripper service in the evening rush hour helped considerably to prevent serious disruption during the peak load period.

The person who WILL see a joke was born lucky.

Remember the steam kettle—tho' up to its neck in hot water, it continues to sing.

Five Witnesses for Each Accident is August Aim

CAN any division procure an average of five witnesses per accident?

Division Two came very close to this mark in July, when trainmen turned in 1940 witness cards with 402 accident reports, making an average of 4.82. The average for all divisions was 4.39 witnesses per accident. Last February and March the witness averages were 4.47 and 4.46, respectively.

Accident protection is second only to accident prevention. The fact that a large percentage of accidents are not due to even partial negligence on the

part of the trainmen emphasizes the importance of the good number of witnesses being procured to substantiate the report of trainmen so that the company can prove its case against those who claim damages.

The division that will reach the point of five witnesses per accident in the monthly averages will be doing a fine service to the company, and will safeguard the trainman concerned against untrue statements of those who make claims for damages. Let's go!

The July summary is as follows:

| Division | Number of Accidents | Number of Wit. Cards | Average Witness Cards per Accident |
|----------|---------------------|----------------------|------------------------------------|
| 1 | 269 | 1068 | 3.96 |
| 2 | 402 | 1940 | 4.82 |
| 3 | 402 | 1839 | 4.59 |
| 4 | 265 | 1120 | 4.22 |
| 5 | 291 | 1196 | 4.10 |
| Total | 1629 | 7163 | 4.39 |

NEW SCHEDULES ON LINES J & W

A new schedule on line "J" was established last Wednesday, and gives a saving of 1100 car miles a day.

A new schedule on line "W", effective August 10, was sent to Division Three last Wednesday.

The schedule department has practically completed the rebuilding necessitated by the orders of the state and city regulatory bodies for power conservation. A few more changes have to be made before a general choice can be conducted.

Joe Record Returns From Canadian Tour

Joe Record, cashier of the company, returned recently from an extended vacation trip in which he drove up the coast to British Columbia, and spent the greater part of three months viewing the wonderful scenic points in that country.

Think nothing that you would be ashamed to say.

MAIN ST. FOR "E" LINE PROPOSED

The board of public utilities took under consideration at its meeting last Tuesday a proposal to route line "E" through the downtown district via Main Street instead of Broadway.

According to traffic checks an average saving of three minutes and eight seconds in running through the downtown district can be made on northbound trips by using Main Street, and the saving of an average of two minutes and 23 seconds on southbound trips.

An additional advantage to inter-urban passengers using this line is that the Main Street routing would eliminate much of the local short haul travel on Broadway, which at present slows up operation considerably.

The board previously approved a plan to run some of the Grand Avenue cars west on Santa Barbara to Third Avenue, thus relieving line "E" of considerable local travel in that district so that if the plan to relieve the Broadway downtown travel is authorized, a genuine improvement for the benefit of line "E" passengers should result.

BIDS CALLED FOR STORAGE AND OFFICE QUARTERS

An addition to the bus and automobile storage facilities at Sixteenth and San Pedro Streets has been planned by the engineering department. The blue-prints call for a building with a frontage of 123 feet on San Pedro Street and a depth of 143 feet. The entire ground floor space will be devoted to storage of motor vehicles, and indicates the rapid development that is being made in motor vehicle transportation by this company.

A second floor, 29 feet wide, and extending along the 123 feet frontage of the building is to contain offices for a superintendent, supervisors, clerks, stock room, cashier's room, locker room and waiting room for bus operators. The entrance to the new building will be made from Sixteenth Street over a private alley to the door which will be on the east end of the building.

The building will be of brick construction throughout, with steel joists making it thoroughly fireproof. It will be located immediately east of the present bus garage.

Bids have been called, but no definite date for starting work has been set.

Some people fail because they never begin.

Bus Operation Rules Printed

A neatly arranged book of rules and regulations for employes of the Los Angeles Railway bus division has been printed and is ready for distribution to bus operators. The book is arranged in similar form to the street railway rule book, with alphabetical listing of the various regulations according to number and page number at the back of the book. One hundred and nine rules are listed in the book which is the first edition of its kind.

You cannot push anyone up a ladder unless he is willing to climb a little himself.—Carnegie.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Make Safety Continuous

A STEAM engine can wreck a street car in charge of a veteran conductor just as easily as it can wreck a street car manned by a new crew.

This observation does not set forth any startling theory, but it indicates a situation which appears in a recent summary of credits and demerits. Proper flagging by conductors has been one of the leading causes of demerits recently. At a number of railroad crossings flagmen are stationed during a large part of the day, but at other crossings the rules require the conductor to make certain observations and assure the safe movement of street cars. The rules place definite responsibilities on both motorman and conductor.

A conductor who has flagged cars across steam railroad tracks for years, or a motorman who has operated over thousands of crossings runs the same risk as a new man when the rules are violated. There is no half way measure in safety. A practice is either safe or is not safe. The rule book specifies how crossings are to be operated to give the maximum of safety, and any employe, an old timer or a new man who does not fulfill the safety requirements is inviting a serious accident.

What a Passenger Thinks

"It wasn't so much what he said, but the way he said it." This statement has appeared in many records of the complaint department and shows how passengers note particularly the attitude of a conductor or motorman toward any part of his job.

A passenger may present a dollar bill to pay a five cent fare. The benefit of having the exact fare ready is generally recognized and some passengers will make an effort to get a piece of money of large denomination changed before they board the street car so that other passengers will not be delayed. Taking all this into consideration, it is quite probable that many people board cars every day with nothing smaller than a dollar bill because they have not had a chance to procure small change.

Five cents being the uniform fare for local rides, a conductor has a large number of nickels on hand. Just as the passenger may be without money of small denomination, the conductor may be without any money of larger denominations than nickels, and dimes, and it becomes necessary for him to give the passenger "chicken-feed."

Even with a changer such as is used by conductors, carrying small change is somewhat of an inconvenience. The passenger who presents a dollar will prefer to have a fifty-cent piece, a quarter, a dime and two nickels to carry around than 19 nickels.

A number of letters are received from time to time on this subject, and while it can usually be explained to the passenger that it was probably necessary for the conductor to give small money in change, it makes a big difference to the passenger just how the conductor executes this movement. He may not say a word, but a sarcastic grin is enough to anger a passenger. The sentence, "Here is your change," may be said in a defiant way and result in an argument, while the sentence, "I am sorry, but I've got to give you small change," will relieve the possibility of hostility.

Just a thought about how your words, actions or looks will be interpreted by the average passenger may save a lot of trouble. Think about what the passenger is going to think.

SERVICE CHANGES EFFECT JULY COMPLAINT RECORD

THE numerous changes in service made necessary by the orders of the state and city regulatory bodies for power conservation had its effects upon the complaint record of July, as the total mark went up to 177. Although every effort was made to notify passengers of the changes, a certain number of complaints was expected.

The charges of discourtesy totalled 72, which is an increase of 25 over June. Seventy-two discourtesy complaints is the highest figure in this classification for 1924, with the exception of February, when 83 were reported.

The summary for June and July is as follows:

| | June | July | Loss or Gain |
|-------------------------------|------|------|--------------|
| Discourtesy | 47 | 72 | +25 |
| Fare and Transfer Trouble | 60 | 63 | 3 |
| Starting Too Soon | 19 | 3 | -16 |
| Passing up Passengers | 4 | 3 | -1 |
| Carrying Passengers Past Stop | 9 | 8 | -1 |
| Dangerous Operation | 2 | 2 | 0 |
| Short Change | 6 | 5 | -1 |
| Miscellaneous | 18 | 21 | 3 |
| | 165 | 177 | +12 |
| Commendations | 59 | 48 | -11 |

BULLETINS

Issued August 11, 1924

BULLETIN No. 166
Notice To Trainmen

The Police Department is continually engaging in the painting of signs on the pavement at various points over the System, and at such points it is sometimes necessary for them to divert all auto traffic around the point at which they are working, thereby throwing such traffic on the car tracks.

Motormen and Operators will use special care in passing such points in order to avoid accidents.

BULLETIN No. 167
Notice To Trainmen

We are advised by Capt. Heath, head of the Traffic Department of the Los Angeles Police, that at points designated as stops on account of Summer School Sessions, school stops need not be made unless a sign is displayed in the center of the street.

Trainmen will be governed accordingly, however, using caution in passing such points.

BULLETIN No. 168
Notice To Conductors

The following passes are reported lost: 2477 issued to Edwin Biddlecomb, Carpenter, Mechanical Dept. 2658 issued to Dozier Jackson, Janitor, Mechanical Dept.

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

BULLETIN No. 169
Notice To Trainmen

Fenders on Safety Cars are adjusted by the Mechanical Department to a uniform height of 6 inches above the rail.

Eclipse fenders or fenders on other types of cars are adjusted to 5 1/2 inches above the rail.

Trainmen must under no circumstances raise these fenders above the regulation height. Should conditions at any point on the line interfere with the fenders when adjusted to the proper height, trainmen must report such condition promptly in order that the necessary improvement may be made.

BULLETIN No. 170
Notice To Conductors

When passengers on line "E" board cars terminating at Avenue 45 and present commutation tickets good to Eagle Rock City, conductors in all cases must issue the passenger an Exchange Check.

BULLETIN NO. 171
Notice to Trainmen

Cars using the cross-over on Grand Avenue between Eighth and Ninth Sts. at any time of the day or night must use special care and avoid making any unnecessary noise.

BULLETIN NO. 172
Notice to Motormen

At Second Avenue and West Adams Street, cars making use of the crossover must in all cases avoid pulling out into and blocking Second Avenue.

P. B. Hill

Superintendent of Operation.

BUS BULLETINS

LOS ANGELES RAILWAY
BUS DIVISION

BULLETIN NO. 120
August 5, 1924

ALL BUS OPERATORS:

Beginning at once, operators on the Wilshire Blvd. Bus Line, when turning around at the LaBrea terminal, will do so when westbound as follows: North on Sycamore, west on Wilshire Lane, south on LaBrea and will stop for lay-over time on the west side of LaBrea immediately north of Wilshire Blvd., or in other words, make the turn around by reversing the direction around the loop.

F. VAN VRANKEN,
Manager, Bus Division.

L. E. MARSTON DIES

Funeral services were held last Wednesday at Pierce Brothers chapel for L. E. Marston, conductor of Division Five, who passed away July 25. The body was taken East for burial. Mr Marston entered the service of the Los Angeles Railway in January, 1923, and was highly regarded by his fellow trainmen.

63 DEMERITED FOR FAILING TO TEST WATCHES

Sixty-three trainmen were demerited during July for failure to have their watches inspected as provided by the rules. Division Three had 21 men checked for this failure. Division Four made the best showing as only four men were demerited for this cause.

Every trainman is required to have his watch tested by one of the inspectors during every calendar month. Failure to have a watch inspected brings five demerits for the first offense and ten demerits for the second offense.

The number of men demerited at the five divisions is as follows:

| | |
|----------------|----|
| Division One | 10 |
| Division Two | 15 |
| Division Three | 21 |
| Division Four | 4 |
| Division Five | 13 |

The importance of carrying correct time can not be overestimated. Schedules are made to provide evenly-spaced service and regular car connections. This aim is seriously disrupted unless trainmen have watches which enable them to have their cars at the designated time points on time.

TRACK REPAIR PROGRAM ACTIVE

The track on east Second and Third streets between Los Angeles and Geary streets is to be reconstructed as one of the next big jobs of the way and structure department.

The first steel for the new Griffin track was laid last Tuesday. Griffin avenue is to be repaved and rebuilt from Avenue 35 to the end of the line.

The department has nearly finished the installation of a new four-unit crossing at Seventh and Figueroa Sts. This is a complete new equipment job.

On east Fifth street the removal of the cross-over from Fifth and Los Angeles to a point just east of Wall street has been completed and a new cross-over is in use.

Thousands of Dollars
Depend on Your Accident
Report.

Make it Accurate.

Make it Complete.

Appreciation

Los Angeles Railway Cooperative Association.

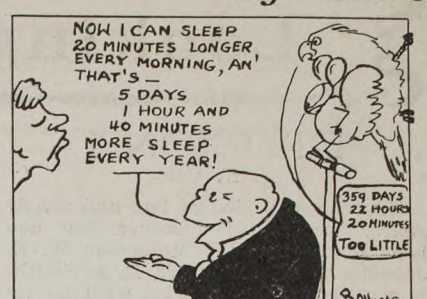
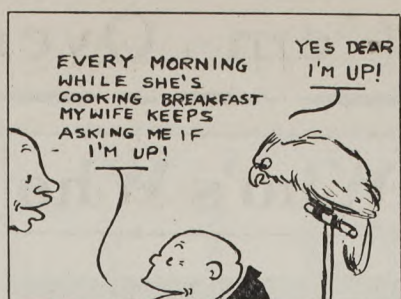
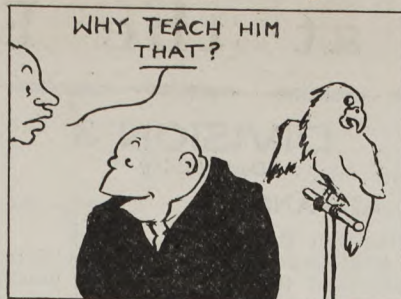
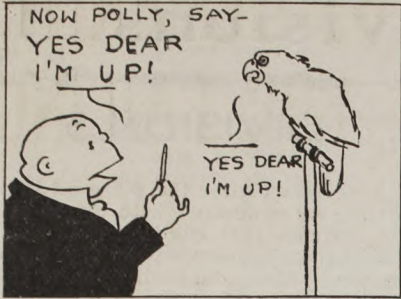
Gentlemen:

We wish to acknowledge with sincere thanks the kind expression of your sympathy.

S. D. MOODY and CHILDREN.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

For Mtr. V. C. Demainai, Div. 3
Los Angeles Railway.
Gentlemen,
I wish to commend Motorman 1923 for his presence of mind and remarkably quick action in averting a smash-up between the "W" car and a careless driver in a coupe, on Spring Street.
This accident occurred over a week ago, but I neglected to say anything at the time.

Yours very truly,
O. L. DULLER, Srvc. Mgr.,
Torrington Electric Cleaner,
1305 South Figueroa.

For Condr. W. H. Coburn, Div. 3
Los Angeles Railway.
Gentlemen,
May I express my appreciation of the courteous treatment accorded Mrs. Weimann and myself by Conductor 1430, while enroute from 54th and Mesa Drive to Inglewood on Sunday last. An embarrassing situation was avoided through kindness and consideration.
Truly it is a fact that the little things are what really count and courteous service with a smile will lead to a cooperation, which will do much toward the building up of a perfect transportation system in this great city of ours.

Sincerely,
HAROLD WEINMANN,
1727 West 55th Street.

For Mtr. A. E. Neeham, Div. 2
Los Angeles Railway.
Gentlemen,
Well here I am again with another man who deserves some of those little credits.
The "U" line going east on 5th this morning at about 10:22, car No. 174, Motorman No. 3137 with three on the front of the car, an old lady wanted to get off at 5th and Hill streets. She had made several moves to get off before arriving there and at 5th and Hill she did get clear off before the Motorman noticed her. He did not let her stay there but got off and helped her back on and took her to the right place and saw that she got off safely, this I think gives this man some credits, don't you?

Yours truly,
S. A. GILMORE,
1208-09 Sun Bldg.

For Condr. H. C. Warren, Div. 2
A patron would like the company's attention drawn to Conductor 552, who seems always to be in good humor, willing to be of service in any possible way, patient in answering questions and explicit in his directions. When the car is crowded he extends the courtesy of offering passenger his stool, especially if it is an elderly person.
Requested especially that he be notified that his services had been reported as well as being appreciated.

MISS MERRIMAN,
1181 West 29th,
Los Angeles, Cal.

For Mtr. M. G. Smith, Div. 4
For Mtr. W. M. Redfield, Div. 4
Los Angeles Railway.
Gentlemen,
I wish to send in the numbers of two motormen on the East First & West Pico line, that I think showed an act of courtesy to a young man who is a cripple and who can barely get around with the use of crutches. This man lives on Saratoga Street, which is no stop for cars east bound. On the night of June 10th about 12:30, Motorman with cap No. 2365, stopped at this street to let this man off, which on the other hand, if he had stopped at the regular stop, he would have had an extra block to walk.
On the night of June 12th about the same time Motorman No. 2505 showed this same courtesy to the same man at the same place.
I have been riding daily on your cars for nearly four years and have not yet seen an act of discourtesy on the part of trainmen.

Yours very truly,
LOUIS A. MOELLE,
232 North Ditman St.

Three Double-Deck Busses For Figueroa Line Arrive



THE third double-deck bus ordered by the Los Angeles Railway and the Los Angeles Motor Bus Company arrived last Monday from Oakland. These busses bear the name of the Los Angeles Railway and are painted in the same yellow as the street cars. They are being put in shape for service on the Figueroa street route which will extend from the downtown loop of Grand avenue, Seventh, Eighth, and Olive streets to Figueroa and Slauson.

The new busses have longitudinal seats on the top deck and one cross seat at the front behind the windshield. At the mid-point of the upper deck there is a passage way from one side of the bus to the other.
The picture above shows one of the Los Angeles Railway double-deck Fageol busses and one of the single deck Fageols similar to those now in use on the Wilshire, Beverly Blvd., and San Pedro street lines.

Many Read Story on "Salesmanship"

The talk on "Salesmanship" delivered recently by George Baker Anderson, manager of transportation, to all trainmen and distributed in printed form has been printed in the A.E.R.A., the official publication of the American Electric Railway Association.
Letters commending the forceful way in which the suggestions to trainmen for service betterment were made have been received from street railways in various parts of the country. Numerous requests for a supply of the booklets for distribution to trainmen have been received, and the article has been printed in a number of street railway publications.

15 Years Ago

(From The Express Aug. 1909)

Work on the construction of Wilshire boulevard, one of the five great highways to be built from Los Angeles to the sea under the \$3,500,000 bond issue, will be commenced within 12 or 14 days.
Experiments with pay-as-you-enter cars are being made by the Los Angeles Railway Company. A car is now being reconstructed and designed so that the passengers will pay as they get on the car, and it will be used to demonstrate whether the car is practical for use in Los Angeles.
It takes motion to gain promotion.

On The Back End (Contributed)

It is reported that Supervisor Davis is not only a good man at his business, but is equally as good in other lines of endeavor, for instance: selling newspapers. At Seventh and Broadway, a few days ago Davis was leaning over reading a paper on top of a bundle placed there for sale, when a lady approached, picked up a paper, handed Davis three cents and went her way. It is not known what became of the three cents.

* * *

oft-told Tales

"I'll be detained at the office tonight."
"You are the dearest girl in the world."
"I'm going home to mother."
"Lend me five until pay-day."
"I can get 25 miles on a gallon."
"My meter is out of order."
"Well, that's the transfer the other conductor gave me."

* * *

I met Conductor Elder down town in Hales Department Store buying a table cloth the other day and I asked him if it was a present for someone. He said no, that he had dated a weenie the other night who wanted him to take her to the Plantation Cafe for supper, someone tipped Elder off they charge \$10.00 per table cover so he was going to beat them to it by bringing his along.

He heard the gong, but kept right on To beat the street car to it; His car was long, he got in wrong— Take heed and don't you do it.

* * *

He Took a Lot for Granted

Unlucky Motorist (having killed the lady's puppy): "Madam, I will replace the animal."
Indignant Owner: "Sir, you flatter yourself."—Exchange.

* * *

Condr. Johnny Haines is being advertised as a jockey. He must have gotten his early training by riding with Motorman Hershey on his motorcycle. I had a ride with Hershey the other day and have been looking for Harry Travis ever since to explain all the merits of his five-way policy. It mentions loss of arm, leg, eye, etc., but how about being scared out of a year's growth.

J. O'HARA.

These hot days raise the question as to how many miles you get to the collar.

Expectation of success is half the battle.

Luck usually favors those who don't depend upon it.

Looking 'em Over at the Divisions

DIVISION 1

H. N. Cole

Covering a period of two and a half years, the greatest distance that has been placed between Motorman W. E. Jacobi and his conductor, R. A. Smith, is a car's length. Besides working together, these two pals room and eat together; they are practically the same height, the same weight, very little difference in their ages, and while one is dark and the other is extremely fair, they are gradually coming to resemble each other, or rather, it appears that way. Wherever you see one, just look around and you will surely see the other, and you will always see a smile on their faces.

Motorman F. Baldwin was east-bound on the "J" line, and was starting around the curve at Seventh and Mateo when he detected the odor of burning rubber and heard the grinding of sliding wheels, so he made a quick stop, when a man on an automobile shouted: "Say, Mr. Street car man, why don't you hold out your hand when you make a turn?" Baldwin, seeing everything was safe, held out his hand and started up. The autoist smiled, Baldwin smiled and the supervisor smiled and the incident was closed.

It is reported that several young ladies were making inquiries as to who the handsome conductor was on train four a few days ago. On investigation, it was learned that it was Motorman Coltzen, who has recently changed to the back end.

Mr. Rafferty, dealer in money changers, trip-sheet books and, etc., felt a generous impulse the other day, while talking to a traffic man up town, and offered him a dollar bill. Suddenly he felt a weakness in the region of his heart, and attempted to rescue said dollar bill, but this traffic man had a death grip on it, and no one ever knew him to relinquish his hold on anything like money, so each one held to what he had, a half of the bill. Both at last reports were trying to get each half redeemed at the banks.

Motorman J. H. Johnson has returned from Catalina Island, where he spent several days with his family.

Conductor F. L. Davis has obtained 60 days leave and will spend it in Texas, his old home.

The most interesting topic of the week at this division; "The general choice."

The Village Flapper

Under the swinging drugstore sign

*The village flapper waits,
The flap, a clever kid is she,
Who never lacks her dates.*

*Laughing, smiling, petting,
All set for another bloke,
Each evening sees a man picked up,
Each morning sees him broke.*

*And so thru life she lightly gives
Many a happy shout,
But yet the poor girl's never there
When the diamond rings come out.*

—PUNCH BOWL.

Life is what we make it—a garden or a desert.

Who's Who



ANOTHER young fellow who left the farm to see the big cities is Conductor Xenophon Bryan of Division Two. His two claims to prominence are his Harold Lloyd glasses and his first name.

While it was not so recorded in the family Bible, it is confidentially understood that this boy's parents were republicans. At a family conference it was decided that he would have to pack the name of Bryan and couldn't change it by getting married so it was ruled that he should have a name sufficiently removed from "William Jennings." The conference decided on Xenophon, and if you don't think they got far enough away, try one yourself.

Bryan tossed his school books in the creek in 1914 and started to work on the family farm. In 1918 the property was sold and our friend became the head and operator of the Bryan taxi cab service in the metropolis of Argos, Indiana. In September, a leisurely tour to California was started, and November 1st found Bryan ringing 'em up on Division Two cars.

DIVISION 4

A. E. Vejar

Conductor G. F. Memmers is taking a 90-day leave to visit his folks in Akron, Ohio.

Conductor S. L. Christ is taking a short vacation to rest up. S. L. says that goes for the dances also.

Operator W. J. Templeton is on 30-day vacation: Do like the motormen do, W. J. Watch your step.

The replacing of safety car service on Angeleno Heights line did more good than a little. When the Crown Hill was made a two-man car line and connected with the gentile half of Temple line, Instructor Starling, whose major duties are to make heavy burdens light for the safety operators, lost the greater portion of his domain. Later when the Angeleno Heights service was discontinued and the "C" cars re-routed to Belmont via Temple, the blow almost killed Starling. But now that safety car service is reinstalled on Angeleno Heights the Hon'able instructor pats the schedule department for saving members of the Co-operative Association fifty cents each. The joke? There is none. This is a news item.

Flagman Blackley whose scene of action is "C" lines single track, said "adios" to his second straw hat for the season last Wednesday. Blackley misjudged his clearance when running under an oil derrick and the beam tore a horrible gash in the headpiece.

DIVISION 3

Dan Hanley

ADVANCE!

Ring Side Extra:

Kid Norfleet, our lightweight champion, and Socker Haight, our husky middleweight, both won their bouts in one round this week.

Motorman MacGregor is enjoying a two-day visit to Division One. Mac made a slight error in computing time the other morning.

I wonder if you can blame Hollywood for this: Cash Receiver Banks is home ill with the mumps.

On the company bill of fare I always notice, "Table D'Hote Dinner." How is that and why not "Counter Au Grab" once in awhile?

The Poison Pen.
Clerk Reid changing the schedules.

If you want some new ideas in autos take a look at Conductor Haylocks' new 1925 "No Wheels Alike."

The clean kids under the leadership of Uniform Inspector Trabue are making quite a hit all over the system. If the company would only furnish a bottle of Ed Pinaud's Lily of the Valley, and some Stacomb, we would bloom out as "Regular Sheiks."

Motorman M. L. Moore took a week's trip to 'Frisco and when he returned he handed us all a souvenir post card advertising the Hotel Seneca and remarked, "A penny saved is a penny earned."

I wonder if someone is kidding me, for I received the following letter:

Dear Dannie:

I enjoy reading your column in the "Two Bells" immensely, but you have never slipped us any poetry. Won't you please put over a line or two, as I am going to have a couple of teeth pulled and I know you will save me the price of chloroform.

Maybelle Louise Angelice.

RETREAT!

Experiences

Boarding my car at Slauson to make relief northbound. The conductor I relieved was carrying the fare box through and had collected four fares from two men in front of the car, and he stopped to close vestibule door at the same time setting the fare box in front of the two ladies whose fare had been paid by the man in the front of the car. As he picked up the fare box to go through the car, he heard one lady say to the other, "Oh, I thought he was going to take our picture."

A passenger of the female species took my car at 7th and San Pedro one evening but previous to that she had also taken a moonshine bath. The aroma was very noticeable. She handed me a quarter saying, "Conductor (hic), give me a (hic) twenty cent transfer (hic)."

An old lady asked me yesterday for Monroe. I told her to get off at Lemon Grove and walk across the street. Not seeming to understand me she asked again what kind of a grove was that. I again replied Lemon, a Lemon Grove, lady. Never heard of it before, said the lady, when I politely informed her it had been there a long time.

Hoping you may get a kick from some of these, I am very truly,
C. O. A.

DIVISION 5

F. J. Mason

J. O'Hara claims there are all kinds of kickers connected with street cars. He contends that Division Five boasts the champion heavyweight high-kicker in Henry Mast and in his behalf challenges any man his weight (ten pounds lighter than a horse) to a high kicking contest. Step up, folks.

Bill Marion caused quite a commotion at a local garage one day this week. Bill left his car to be overhauled, etc., and on going down to get it, looked at his mileage chart and figured that it had been run 22 miles while the mechanic claimed he had run it only about 12 blocks. After assembling everyone from the manager down to the office boy he discovered that he had been looking at his trip mileage and that his total mileage was O.K.

Conductor H. W. Barreson had a "shine" at Division One on Saturday, July 26, and not catching a run on said "shine" he figured he could get along very well without his punch and changer. He finds, however, that he needs his punch to punch transfers with and his changer to make change with, and asks that if any of the boys over at Division One know, see or hear anything of these articles that they kindly get in touch with him.

Forgot to mention in last week's issue that Clerk W. E. (Baldy) DeMuth started on his two weeks' vacation. Well he did, so that's that!

Conductor M. A. Watson has taken a two weeks' lay off to rest up.

Conductor J. Thomas is off for two months and has gone back to Irons, Mich., to visit his folks.

Motorman E. U. Butcher takes unto himself thirty days for a general rest up.

Motorman R. C. Lawson gets ten days for the same excuse.

Conductor B. B. Bott is off two weeks just resting up.

Motorman L. V. Carothers has gone on a thirty-day hunting trip.

Motorman H. E. Rouw takes 60 days to rest up.

Conductor F. C. Hawthorne is off for thirty days and is going to Boston, Mass., to attend G.A.R. Encampment.

Motorman M. E. Tobin is off for fourteen days to rest up.

Hold The Car and - - - Mail These Letters!

While operating an "M" line car and approaching Sixth Ave. on Friday last week, Mtr. A. P. Williams says that he noticed a woman running frantically down the street and waving some paper she held in her hand. Thinking that such an effort merited some accommodation he stopped and waited for her. She reached the car, panting for breath, but managed to tell William's conductor that she MUST see some old gentleman that was on that car, so the conductor, thinking it must be death or a serious illness, helped her on and held the car. She at once located the gentleman in question and HANDED HIM SOME LETTERS TO MAIL, thanked the conductor and got off.

Holding its ground is what made the acorn an oak.