

First New Signs In Use Dec. 3

YOU MUST SET STANDARD FOR NEW STUDENT

BY JOHN COLLINS
Supervisor of Safety

In a short time, we will take men from other walks of life, and make trainmen out of them. They might be considered as raw material.

"Raw" material is the material out of which something is made. It is moulded, shaped, or built along special lines for a definite purpose.

Poor material is productive of poor results, even when in the hands of an expert, and good material in the hands of a careless workman, may produce poor results.

Good material is required by a builder of good buildings, and when in the hands of skilled men, it is shaped according to the specifications of the architect, who had a definite purpose in view.

Poor Timber not Wanted

Poor timber is only used when good timber is not needed, or when it is hard to get. It is allowed to stand around until it attracts attention, and is then kicked out of the way, to drift on to other poor timber, to lodge and become the place which germinates most of the miseries of the world.

When a man starts as a trainman, he is raw material, placed in the hands of an experienced man, to be shaped or trained into the finished product—a careful, courteous trainman. The first impressions are often the most lasting, as these men are in a receptive mood, interested, and know they must learn. The instructor has then a better bet on them. The instructor should endeavor to bring out the best qualities in the man he is dealing with. Train him to the safe one-way system of operation, the plans and rules, with which you are familiar.

Teach Uniform Operation

A good builder always builds according to his plans, so that when you give chance, more than any other, to make

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A Friend

IF YOU could find someone to chum with, who would afford you entertainment so genuine and varied that you could never tire of it; who would help you to be cheerful when the outlook was as dark as night; who would always be ready to come to you yet never bore you with obtrusiveness; who would be patient and forgiving when you forgot yourself and lost your temper; who would be loyal to you as one of your own kindred; who would give proof of love for you if need be by suffering death—if you could find just one companion like that in a lifetime, do you think you could ever complain of loneliness? Really there is every inducement for a person to keep a dog!

—Anonymous.

LINE DEPARTMENT BUSY ON BIG JOBS

The Line Department has completed installation of some of the feeders from the new Division One automatic substation which are as large as any on the system. A one million circular mill positive feeder has been built from the station to Ninth and Santa Fe avenue, via Sixth street and Mateo and a 600,000 circular mill feeder has been built over the same route to Fourth and Mateo. Negative return cables have been built from Sixth and Mateo and Seventh and Mateo to the substation.

Line wagons have been engaged in erecting the overhead trolley wire on Melrose between Normandie and Western, where a track extension is to be made.

The overhead on West First street has been replaced and the track work on this street is approximately half done. When this work is completed it will restore the service which was stopped by the lowering of grade and improving of West First street.

90 L. A. Cars Shipped From St. Louis Plant

All but ten of the 100 cars purchased in St. Louis have left the factory, according to last reports received by the company. Eighty have reached Los Angeles and another ten are on the way.

Traffic Chief Talks to Police on Cooperation

Following out the line of active cooperation between the police officers and trainmen of the Los Angeles Railway which was given new impetus when Sergeant Edgar Johnson spoke at recent meetings at the five divisions, W. B. Adams, director of traffic and head of the supervising force addressed a meeting of traffic officers at Central station last Friday. He spoke at the request of Captain Cleveland Heath.

Mr. Adams referred to some of the difficulties encountered by trainmen, at the outlying intersections as well as in the downtown district and some of the points in which the trainmen and officers can work together for the best interests of traffic movement in general. He expressed appreciation of the fine cooperation that has been given by the policemen and promised that Los Angeles Railway men will continue to do their best in meeting the difficult situations.

FINAL WORK OF BONUS YEAR DONE

Although the selection of the extra bonus winners was practically completed last Tuesday at a conference of the division superintendents and other executives of the transportation department, the final preparation of the list was left until December 1 to allow for acts warranting credits or demerits which might have a bearing in the final choice.

Those who sat in the conference were the five division superintendents: R. B. Hill, superintendent of operation; R. R. Smith, assistant superintendent; John C. Collins, supervisor of safety; J. B. Hayner, superintendent of employment; Dan Healy, chief instructor; R. A. Pierson, supervisor of the Merit System and W. H. Van Valkenburg, director of Merit.

When they came to the end of the perfect day, the conferees and a few others who had an active part in the Merit System work were guests of the company at a dinner and theater party at the Orpheum. All behaved well except George Ferguson, who laughed right out loud.

"Be in earnest in the discharge of your duty. If you are in earnest, you are careful; and if you are careful, you are safe."—W. S. Joy, trainmaster, Tucson.

NEW ROUTES FOR LINES 'A' AND 'L' CHOSEN

The change of route on Lines "A" and "L", the dropping of "A" as a route indicator and the adoption of numerals "2" and "3" as markers, which was announced in last Two Bells, is effective next Wednesday, December 3. New schedules have been prepared to cover service on North Broadway, North Main and West Adams street.

The change will give an improvement in service by eliminating the turn-backs at Avenue 20 on North Broadway and at Lamar street on North Main and giving more frequent headway on West Adams. The North Broadway and North Main turn-backs were established as power saving measures while the company was under conservation rules.

Route "2" will extend from Second avenue to North Main street and Selig Zoo.

Route "3" will extend from West Adams and Glen Airy, the far terminal of the line, to Lincoln Park via North Broadway and Lincoln Park avenue.

Line "L", which now serves North Main street to Selig Zoo, will terminate at North Spring and Bellevue and route "2" cars will provide the service on North Main. The principal difference on this line is that passengers to North Main will board cars north-bound on Hill instead of Broadway. No change is made on the West Eleventh end of Line "L".

New Seat Plan Car Tried on Line "V"

Car 271, on which a new arrangement of seats is being tested, was put in service on line "V" last Friday. The seat plan is the reverse of that used on standard cars as longitudinal seats are placed on the ends and cross seats in the inside section. Observations will be made to determine whether loading is facilitated and step riding reduced.

The idea originated with R. B. Hill, superintendent of operation, and is somewhat similar to a plan used on cars in some eastern cities.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Help The Safety Drive Against Auto Maniacs

By George Baker Anderson
Manager of Transportation

CAPTAIN CLEVELAND HEATH, of the Police Traffic Bureau, is directing a courageous campaign for vigorous enforcement of the city ordinances governing the speed and operation of all vehicles. His effort to make life and limb safe on Los Angeles streets is commendable, and deserves the active support of every Los Angeles citizen. Trainmen are urged to give the utmost co-operation.

The speeding autoist who disregards safety makes work exceedingly difficult for careful trainmen. For this reason, every employe has a vital interest in seeing the campaign for a law enforcement carried out in undiminished energy.

Captain Heath and his men are determined to rid Los Angeles of the type of auto drivers who have brought the city into disgrace as the leader in traffic accident deaths. Let us give the captain and his men the utmost support.

Technique of Service

A new technique is coming in the business world—the technique of service.

Many of us have for years been trying to give service to our customers and the public; but we have been rather clumsy at it.

Very few of us have done it whole-heartedly and well.

Very few of us have really studied what service means, in all its details.

We say that it means courtesy and the Golden Rule and giving people what they want in a pleasant way.

So it does but it means far more than this.

It means new ways of pleasing, obliging and attracting the public.

It means more and more of the personal touch, and less of cold-blooded routine.

It means originality as well as courtesy; and inventiveness as well as good manners.

It means working out the spirit of friendship and applying it to all the details of buying and selling.

Service is as great a word as astronomy, and vastly more important to us, because people are of more consequence than stars.

Service is the noblest thing in business, as well as one of the most profitable.—*The Efficiency Magazine.*

The New Merit System Year

DECEMBER 1 begins a new year in the Merit System and bonus records of the company. There have been some minor changes made since the system was established in 1920, but the main features and the principle of settling the good service ledger accounts between the trainmen and the company at Christmas time have been preserved.

In the final weeks of the Merit System year a man gives more attention to avoiding demerits and winning credits than the days in January or February.

Most of us have seen the ninth inning or an extra inning rally in a baseball game to gain the winning run. The last world's series was one of the most remarkable contests in American baseball, when in an extra inning of the last game of the series, Walter Johnson's men broke the tie and put over the winning run. America was on its toes in those moments when a run meant everything. An additional tally in the third inning would have been just as valuable in the final score.

A demerit mark in November seems to hit harder than it does in February or March because it comes at a time when the bonus goal is near, and the realization of the dollar and cents value of an efficiency score is well in mind.

A good piece of work that brings credits is just as valuable in March as in November, just as is a run in the third inning as valuable as it is in the twelfth, if it gives the additional score that means a victory.

With the new bonus year just beginning, it is well worth while for every trainman to realize that to have a winning score when the bonus money is computed next year, he must be "on the job" in every inning.

BULLETINS

Issued December 1, 1924

BULLETIN NO. 253 Notice to Conductors

The following passes are reported lost: 924, issued to C. Willcuts, Flagman, Operating Department. 1959, issued to Nina Barbour, Car Cleaner, Mechanical Department. 6737, issued to O. V. Byers, Conductor, Division Five. Track Badge M-132, Way and Structures Department. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 254 Notice to Conductors

The following Firemen's Pass Books are reported lost: 16954, issued to Fireman John L. Kuehner. 20750, issued to Fireman John Mello. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 255 Notice to Conductors

Pass No. 641, issued to S. A. Muir, Clerk, Auditing Department, reported as lost in Bulletin No. 250 has been recovered.

BULLETIN NO. 256 Notice to Trainmen

Line "C" cars arriving at Temple and Belmont, westbound, will pull around the

curve north on Belmont to a point clearing the curb line and unload passengers at that point. This in order to avoid making the stop on Temple Street.

BULLETIN NO. 257 Notice to Conductors

Complaint is made that conductors on line "D" do not call the transfer point at 6th and Alvarado. Some call "Alvarado" only or "Westlake Park," which does not indicate the transfer point.

BULLETIN NO. 258 Notice to Motormen and Operators

Attention of motormen and operators is called to the drive being made by the Police Department in regard to the speed of all classes of vehicles.

This applies to street car as well as to automobile operation, and this enforcement of speed regulations is of great benefit to the Los Angeles Railway as well as to the public in general as it greatly lessens the danger of accidents; and it is desired that all trainmen co-operate with the Police Department in every way, not only by an observance of the Law and the Regulations in regard to speed, but also in co-operating with traffic officers in every way possible to facilitate the safe and efficient movement of traffic.

R. B. Hill
Supt. of Operation.

BUS BULLETINS

LOS ANGELES RAILWAY BUS DIVISION

BULLETIN NO. 173 Nov. 18th, 1924
There are two forms of accident reports, form 155C and 156C.

Form 155C must absolutely be used showing all collisions with vehicles or pedestrians.

Form 156C must be used to make out accident reports other than collision with vehicles or pedestrians.

It is necessary that the proper form be used for the reason that the printed matter on each form provides space for describing the two kinds of accidents above mentioned.

Both of these reports must always be made out with indelible pencil or ink, and not the ordinary lead pencil.

I find it necessary to recall attention of operators to the fact that it is positively necessary that all the witnesses' names and addresses be secured that is possible and furthermore that the reports must be made out promptly and care must be taken that all spaces provided on the reports are filled, giving information required when possible to do so, if not, a check mark to be placed therein.

It is also necessary that care in your hand writing is taken in order that the reports may be readily read.

BULLETIN NO. 175: Nov. 24, 1924.
All former bulletins concerning the distance the steps of busses must be brought

from the curb before stopping to pick up or let off passengers, are hereby cancelled, and beginning at once bus operators when stopping for the above reasons, must pull up close enough to the curb to enable passengers, whenever it is possible to do so, to step directly from the curb onto the bus steps. Care must be taken to see that tires or any portion of the bus does not come in contact with the curb.

BULLETIN NO. 174: Nov. 21st, 1924.
TO ALL BUS OPERATORS:

Recently we have had a large number of accidents due to drivers colliding with a machine operated ahead of them, and they give as their excuse that they could not avoid a collision, as machine stopped suddenly.

Fifth paragraph of Rule 92, Book of Rules, page 30, should be strictly observed at all times.

Bus operators must assume at all times that the vehicle ahead is liable to stop very suddenly at any time and a safe distance must always be kept to enable a stop being made before collision takes place.

Operators will be held responsible for collisions of this character.

F. VAN VRANKEN
Manager

Company Restaurant Puts on Turkey Feed



THE company restaurant at Division 3, under the supervision of E. B. Carter, served a special Dollar Thanksgiving dinner, with turkey and all the trimmings. The menu was one feature, and the generous quantity served made many a trainman back away from the platters with a contented "Ah", to look up the date of Christmas on the calendar, when Mr. Carter intends to spread himself with another spread. Here is the menu of the Thanksgiving Day dinner.

Cream of Tomato Soup
Celery en Branch

Roast Imperial Valley Turkey
Celery Dressing with Cranberry Sauce
Candied Sweet Potatoes
Carrots and Peas in Cream
Lettuce and Tomato Salad

Hot Mince Pie and Cider Sauce
or Ice Cream
Tea Coffee Milk

Machine Shop Space Finally Arranged


All machines of the South Park machine shops have been put in their new places. The rearrangement followed the opening of the wheel shop in the building formerly occupied by the blacksmith forges and hammers. Additional space has been provided in the machine shop which greatly helps the work.

He—"Say, Mabel, may I come over tonight?"
She—"Sure, John, come on over."
He—"Why, this is not John."
She—"This isn't Mabel, either."
—Whirlwind

Conductor Ding and Motorman Ding Ding

By Rollins


DING HAS BLOSSOMED OUT AS AN ORATOR. HE ADDRESSES THE BOYS AT DIVISION FIVE, HIS SUBJECT BEING, "100% AMERICANISM."



- AND FURTHERMORE - THEM AS DOES THE MOST KICKIN' ABOUT THE GOOD LAND THEY LIVE IN IS THE ONES WHAT DOESN'T EVEN GO TO THE POLLS TO VOTE! NON ME -



I'M 100% AMERICAN -



CHEESE!



Bouquets And Things (Hand Picked)

For Condr. T. T. Leach, Div. 5
Los Angeles Railway.
Gentlemen:
I wish to express my appreciation of a courtesy extended me by your Conductor No. 2672, on the "M" line, August 26th when my straw hat blew off and he recovered it for me.
This is a small act of courtesy it is true, but one that was appreciated and for which I feel a word of commendation should be expressed. I believe that those who serve the public well should be encouraged.
Sincerely yours,
S. E. ALKIRE
1038 Beacon Ave.

For Condr. R. C. Young, Div. 5
Los Angeles Railway.
Gentlemen:
Last Monday I boarded one of your cars at Santa Barbara and Hoover and only went as far as Budlong and in that short travel I was pleased to see two or three acts of courtesy on the part of your trainman 536. One of these courtesies was to help a poor feeble man off the steps of the car.
I wish there were more trainmen like him.
Yours truly,
MRS. MANK
723 1/2 West 41st Street

For Motr. H. W. Ostermier, Div. 4
Los Angeles Railway.
Gentlemen:
Permit me, as a working man, and a daily traveller on the street cars, to congratulate Motorman, cap no. 3135 in charge of car no. 471 on the "F" line 5 to 5:30 Monday evening for calling out the numbers or names of the streets where the car was due to stop next. He also notified the passengers when at Santa Barbara and Hoover that they change for the Dalton Ave. car at that point. As I travel to a great many different points in the City myself and have no doubt there are thousands of others the same. We are often in places we are not familiar with and therefore such information as above mentioned is surely appreciated.
I am, sirs,
Yours respectfully,
JNO. C. NONES
720 1/2 West 59th Pl.

For Condr. F. M. Smallbridge, Div. 1
Los Angeles Railway.
Gentlemen:
It was a pleasure this morning to notice the courtesy of your conductor No. 1632 on J car No. 418.
The cars this morning on Grand Ave. lines were very crowded and I walked while many passed with passengers hanging on. This J car was full and it was necessary for the conductor to ask the rear passengers to step forward. He did so half a dozen times and apparently all in the way of movement were either deaf or wooden. But he kept at it patiently and finally several moved on except a young fellow.
Conductor politely nudged him and asked him to get out of the way so he could see his passengers get off and no result. With repetition of the request and another touch on the arm the young fellow moved out of the way. Under such circumstances the average conductor either loses patience or quits asking.
Yours truly,
E. W. STILLWELL
2308 11th Avenue

For Condr. Al Brumet, Div. 2
Los Angeles Railway.
Gentlemen:
I wish to thank Motorman Al Brumet for his kindness and courtesy to me today. I got on his yellow car at Slauson and Main and did not have fare. Mr. Brumet loaned me fare.
Sincerely,
DR. MINNIE M. S. PROCTOR
812 W. P. Story Building

Double Deck Bus and Jazz Band Whoopup Community Chest Drive



Keystone Photo.

THE Los Angeles Railway assisted in the closing days of the Community Chest Campaign, when a double-deck Moreland bus (pictured above) was provided Saturday, November 22, to carry an orchestra provided by Fred Solomon, through the downtown district at mid-day.

Banners on the sides of the busses urged every Los Angeles citizen to do his bit to make the Community Chest Campaign a success.
The bus was in charge of Supervisor D. P. Shantz, with R. H. Campbell as operator and Y. Lewis, conductor.

NEW MAN WANTS TO LEARN; HELP HIM TO BEGIN RIGHT

(Continued from Page 1, Col. 1)

a success or a failure of the student. Give his thoughts the right direction at the start. **Safety is a state of mind, and state of mind depends upon the thoughts we entertain, and the interest taken in the job, gives our thoughts their direction.**

The instructor knows the rules, and what he is trying to produce, but may not know the kind of material he has to work with. Some students look all right, but are afflicted with dry rot. Others may be green, and need more seasoning.

Build to Last

The question the Instructor should keep in mind, is "will the material be capable of bearing the weight of responsibility?" Realize you have the most plastic material to work with, and instead of trying to finish with him in three days, see what you can teach him in three days. Some learn quickly, others more slowly, but have patience, the things which last the longest are often the hardest to build.

The fellow who learns quickly, and is easy to handle, has good adaptability, he adapts himself to shiftless habits the easiest, and usually has poor staying qualities.

There are some poor qualities in all raw material, but the good out-numbers them. The instructor should endeavor to bring out the best qualities in the man he is dealing with. Train him to the safe one-way system of operation, the plans and rules with which you are familiar.

Teach Uniform Operation

A good builder always builds according to his plans, so that when you have finished with a student, the result will be the same uniform operation, where every man does like every other man.

Mold and shape this raw material into such a finished product, that each time you see him you will not be ashamed to say, "I trained that man." You teach by word as well as action, so guard both.

Never say to any student, "Don't do as I do, do as I tell you." That is poor instruction.

Teach, "This is the way to do it," and the reason why it is the correct way. It is necessary to give a student something to make comparison with in order to have him understand the idea you are trying to instill in his mind.

You Once Were Green

You do not know just how bad this new man needs to make good, how much happiness his success may bring to others, nor how much suffering or damage he is capable of causing. If his thoughts are not properly directed, you teach him one of three ways—the right way, the wrong way, or the careless way. It is no harder to do it the right way. You were the raw material at one time, but enough good was brought out by the men who trained you, that the instruction department is confident that you are capable of changing other raw material into our greatest need—a man capable of doing the work of safe, efficient transportation for our people.

"Who is the meanest man in the world, you ask? Why the guy who proposes to an old maid over the telephone and after she accepts him, tells her he had the wrong number."—Williams Purple Cow.

On The Back End (Contributed)

Here's to A. J. Sybert. Who's always full of fun, But why come around at 4 a.m. To pull a 5 o'clock run.

This Bill Snyder fellow just can't keep out of print. A few days ago he was straightening out a jam that developed when an affectionate flivver tried to put its fenders all around one of our dignified yellow street cars. In separating the two, the flivver hooked a part of a jagged fender in Bill's coat tail and made off with it. That's bad enough but not as bad as it might have been considering the locality—it was Seventh and San Pedro Streets.

Here's an item the Division Four scribe omitted from his column: "Although Clarence Knittle deserted the "C" line in favor of the "F" line, it is quite noticeable when he has a night off he is visiting on the "C" line. Perhaps "distance makes the heart, etc."

Motorman Glass recites an incident that happened the other day on line "J" when a young traffic officer tagged a motorman when he supposedly went against the traffic signal.
The officer yelled to the motorman, "Hey! pull that car over to the curb."

Motorman Jack Wayne brought his "pulp" down to Division 4 the other day to show the office force. It recently contracted fleas from Conductor Dixon's "dawg" and Jack is in the market for a reliable remedy. Dixon used kerosene on his. Now he is using a hair restorer to bring back its Airedale birthright.

Motorman Gallaher tells us that he is going to sing on the Radio, "Ten Thousand Years from now." Motorman Heffron said twice that long would be too soon.

Going to the Barn.

OWL SUPERVISORS HEAR CHALK TALK

A meeting of the night supervisors was held last Tuesday at which Head Coach W. B. Adams gave his line plungers a chalk talk on methods of minimizing turn-backs. Various schedules and time combinations produced by line delays were put on the blackboard and worked out. Mr. Adams referred to the steady increase of travel which continues at this season of the year until Christmas, reaching a maximum December 24. Following the talk, time was given for questions and answers.

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

Extra: Conductor C. F. Salvato takes off thirty days in which time he plans to forsake the blissful state of bachelorhood and betake a wife. Get ready, boys, to give the razz when he returns.

Conductor J. L. Salvato returns to the folds after about four months spent in sunny Arkansas. He reports Arkansas as looking greener every year.

Conductor W. R. Breckenridge, an old timer at this division, resigned last week to accept a position with the Bay Cities Mercantile Company of this city. We all wish him luck in his new undertaking.

Motorman J. Spiess who left for Austria some months ago has bought a farm over there and has decided to stay. He says that of course Austria has some draw backs but the good beer they have makes up for a lot of discomforts.

Conductor Slattery says:

It is fine to know that you are going to be off Thanksgiving and Christmas but it's tough when you can't eat all the good things that are offered on those days on account of a weakness in the mid section.

"Bird" Caldwell is back on the job after having been laid off for a few weeks on account of some bent teeth.

Conductor E. M. Lightfoot writes from Polk, Missouri that he would like to tender his resignation as he hears the railroad companies are taking off all the rods from beneath the freights and he is afraid he won't be able to get back. Resignation accepted.

On account of poor health, C. E. Anderson is taking a long leave and expects to hit for the North with his trusty Ford and keep going until the snow gets so deep that he won't be able to see the radiator cap and then he will turn towards the South, sunny Tiajauna, for instance, maybe.

DIVISION 2

H. T. Hansen

Motormen F. E. Cavenee, J. Anderson and J. C. Miller, who have been attached to the Maintenance of-Way Department for the last year and a half, are back on the cars again. Division Two welcomes you back.

Conductor V. V. Brinnon has again resigned to try some other line of endeavor.

Conductors V. H. Logsdon and C. D. Shaffer, who have been on temporary duty at Division Five, are with us again. From all remarks they are glad to be back again.

PROGRESSIVE

Progressive

"How do you find marriage?"

"During courtship I talked and she listened. After marriage she talked and I listened. Now we both talk and the neighbors listen."

Conductor C. O. Ashton relates this one: Car stops at Pico Two men board—last man puts ten cents in fare-box. Conductor starts car and calls 15 (being next stop). Same man digs up another nickel and puts in fare-box then takes a seat. Ashton says there's one born every minute.

On Sunday, November 21st, the Los Angeles Railway Bowling team defeated the Pico-Main quintet, who lead the Inter-City League, winning four points out of a possible five

Who's Who



EXCEPT for eight months devoted to juggling trunks and other light weight articles of freight over the Union Pacific system, J. H. Johnson has been on the cars of the Los Angeles Railway since March, 1918. He keeps the front of a Division One car from bouncing around, and his head is almost far enough from the floor to give the roof some extra support. Motorman Johnson seems to be of large sized ability, as well physique, for he was top man on the motormen's side of Division One last Christmas. He says he is out to repeat this year, and a few days will show whether he is right.

Judge—You are charged with being a deserter from your wife. Is that true?

Prisoner—No, Judge, not a deserter; just a refugee.

An idea is of no use unless you put it into practice.

BUS DIVISION

Elmer Wood

There was a young man they called "Pringle,"

Whose pockets with silver did jingle, The girls said, "With cash, and a nature so rash, A fat chance he's got to stay single."

Life is a game of give and take, and the reason some people do not get more out of it, is because they take more than they give.

The Los Angeles Railway garage has been appointed an official headlight testing station, for company cars only.

There is an old saying that the impossible is always liable to happen. We would never have suspected E. J. Carter of being anything else but a quiet man, but after seeing the way he acts around chorus girls, nothing would surprise us. The little Spanish girls in particular seem to catch his fancy.

For Condr. O. S. Claward, Div. 3

Los Angeles Railway.

Gentlemen:

Wishing to let you know that on Sunday morning last while riding on a W car going to York Blvd., I wish hereby to report to you the conductor No. 1466 of having conducted himself in a manner which does credit to your company and to himself not wholly by what he did to me but by the gentlemanly way he treated the old people which I have not seen the likes of it before.

Hoping he keeps up the good work, I remain

Yours sincerely,

E. C. RICCINS

2126 1/2 So. Bronson Ave.

DIVISION 3

Dan Hanley

Two pays and a bonus before Xmas.

Old lady boarded "E" car at Third and Broadway and presented transfer to Conductor R. L. Smith. "This transfer is two days old growled Smith." "Yes, I know, but I have been waiting patiently," murmured the old lady.

We will now listen-in to a brand new number entitled "ICE COLD PAPA." This number is dedicated to my good friend Motorman S. U. Norton.

"Where are you going all dressed up today," asked Conductor Heath of Myrtle. "I am going to draw a cup of coffee right now," she replied. "In that nice new dress?" Heath asked. "No, you poor boob," replied Myrtle, "in this cup."

"I have a perfect right to get off this car any place and any way I want," said a lady passengers to Conductor Howard, as she started to walk off the moving car backward. "Sure you have," said Howard, "but please leave me your name and address."

Trainmen having trouble with their watches might look at the hair spring, perhaps it has a little dandruff on it or maybe one of the gear teeth are aching.

"It sure made me feel sad," remarked Conductor Conner, "when I visited the Company Library and saw all the books in tiers."

In reading over application blanks of Conductors, Superintendent Hayner came across this one.

Part of the blank reads:

Ques. "Where were you last employed?"

Ans. "Selling oil stocks."

Ques. "Reason for leaving?"

Ans. "Too honest."

From last report Supt. Hayner is resting easy.

Sunday Schedule next Thanksgiving.

DIVISION 5

F. J. Mason

Motorman H. A. Miller on a recent hunting trip got quite a number of rabbits, so he tells us. Seeing is believing, H. A. Bring them around next time and we'll have them "Two Bell'd."

Like Tommy Maitland. He goes fishing once in a while and any fish not caught by him are not worth catching. He usually has to hire about four boys to carry his fish from the pier to his Ford. Haven't seen any of the fish yet or even the boys who do his heavy work.

Caught a glimpse of a crew off the "M" line last Sunday. Motorman H. O. Lille and Conductor Johnnie Robinson. They were southbound on Western Avenue and while it was Johnnie's Ford, his motorman was doing the motoring. The 20 mile speed limit was being observed by all.

By the way folks, now that the war on speeders is on, let us pedestrians do our share and help make the streets safe for taxi drivers.

Heard at the Company Dance

He. "Gee, but you're a wonderful dancer."

She. "I wish I could say the same about you."

He. "If you could lie as well as I can you could."

Famous Last Words

I'll tighten up my brakes tomorrow.

DIVISION 4

C. J. Knittle

Conductor M. F. Denning has been called to his home in Texas on account of the serious illness of his father.

Who has the heaviest run in the Division?

Conductor Joe Howarth came up to Cash Receiver Culley's window last Monday and asked for some nickel wrappers.

"There's a half a box of them over there," said Culley.

"Yes, I know," replied Joe, "but I use that many on my first half."

Sign on ancient fivver: "AFFLICTED WITH BOILS."

A friend in the east wants to know if these "yellow boys" we speak of in Two Bells are Jap conductors.

An "F" car was speeding southward on Hoover Street. The conductor was diligently calling the stops but one of the lady passengers wanted more personal service.

"What is the next street?" she asked. "Fifty," he answered.

The car made a stop and started.

"What is the next stop?" she asked.

"Fifty-two," he answered.

"Fifty, too!" exclaimed the woman.

"How many times do we cross that street?"

Homeward bound in uniform, "Ye Scribe" boarded the Angel's Flight last Saturday afternoon. The seats were all taken so the scribe stood in the aisle. A crabby old lady started to board when the car started.

"Well, you confounded brat," she hissed, "can't you wait till a woman gets on?"

We want to say a good word for Supervisor Wescott. Last Sunday evening after making a car change, Motorman J. R. Deenean ("F" line) discovered he had remembered everything except a package of toy elephants he had bought for his little boy. The B O car had been taken to Div. 5. J. R. mentioned the incident to Supervisor Wescott.

Near midnight the supervisor caught the car at 54th and Hoover and handed Deenean the package.

THAT'S FINE.

KFI will be on the air again at ten o'clock. Good night.

SHTOP THE CAR!

Three Men Appointed Permanent Flagmen

The following men have been appointed on the regular list of flagmen:

S. F. Spawell, former conductor of Division Three; J. H. Gilbert, former conductor of Division Five and S. T. Nicholls, former conductor of Division Two.

More Land Available For Use of Garage

Houses have been moved from the property east of San Pedro street, and fronting on Fifteenth street, which has recently been taken over by the company for extension of the garage facilities. Gravel has been laid on the lots vacated to provide more space for storing busses, line department trucks and equipment.

"People who think too much of themselves do not think enough."—Columbia Record.