

Demerit Cancellations Increase

DOUBLE-DECK BUS TO SERVE NEW LINE ARRIVES

Delivery of the first double-deck Pageol bus for the Los Angeles Railway was made last week, and more are expected within a few days. Twenty-one of these busses are on order for the Los Angeles Railway and the Los Angeles Motor Bus Company. The joint company have had one of the double-deck Pageols and two Morelands in service for several months, but the bus delivered a few days ago is the first of the two-deck motor vehicles to bear the name and color of the Los Angeles Railway.

The bus was driven from Oakland to Los Angeles, and the other busses of the order will be delivered from the northern factory under their own power.

Seating Rearranged

The new bus is slightly different from the one used by the Los Angeles Motor Bus Company. The roof above the aisle of the lower deck is more than six feet high, so that an average man can walk in the bus conveniently without risk of becoming baldheaded. A windshield has been added to the equipment of the upper deck, and the manufacturer submitted a seating arrangement on the roof garden which is different from the previous model.

Put on Test Run

Upon its arrival, the bus was given a thorough inspection from the standpoint of technical details, and made a test run over the route of the Figueroa street bus line from Seventh and Olive to Slauson and Figueroa. Approval for this bus service has been given by the city, and the starting date is contingent upon the date of delivery of motor vehicle equipment now on order.

Archway Cut Through Machine Shop Wall

An archway is being cut in the wall between the machine shop and the new wheel shop at South Park. The machinery that will be used in the wheel shop has to be moved from the machine shop to the new location.

Every man has a faith of some kind.

Ruins Unearthed In Work For Div. 1 Substation

Every time any excavation work is started at Division One, interesting relics of bygone street car days are unearthed, as this property has been used with all sorts of building and equipment since the early days of local transportation of Los Angeles.

When digging was started for the new automatic substation to be built near Sixth and Central, it was found that the ground had been filled in with old brick and building materials of some past date, and has necessitated increased excavation, and the use of more concrete than was originally planned.

To make life successful, begin at the cradle.

NEW H SCHEDULE FOR POWER SAVING

A new schedule on line "H" has been sent to Division Two, and is effective July 27. The maximum number of cars on this line remains at 33, but a saving of 148 car miles per day will be made by turning back some of the cars at Vernon avenue and Wall street. This is in conformity with the company program for conserving power along the lines ordered by the State Railroad Commission.

Conscience is a close relative of the soul.

Angeleno Heights Service Resumed

Service was resumed over the Angeleno Heights track last Thursday when Birney cars were operated from the post office to Douglas street and Kensington Road. The cars give an eight-minute rush hour headway, and sixteen-minute mid-day and night headway.

Shuttle service had been given from Douglas and Kensington to Bellevue and Edgeware since July 4, and service had been discontinued in the east end of this territory, which is close to the Temple street track.

About nine-tenths of an audience let a funny story go by.

Summary of Half Year Shows Majority Avoid Repeating Offenses

Summary of Credits and Demerits

Month	Demerits	Credits	Cancellations	Totals	Automatic Cancellations
December	1,021	231	17	1,269	484
January	2,261	331	36	2,628	1,192
February	2,126	431	47	2,604	1,227
March	2,520	502	56	3,078	1,330
April	2,921	538	49	3,508	
May	2,441	434	68	2,943	
June	2,147	453	40	2,640	

A SUMMARY of the number of cases wherein demerits were assessed, credits given or cancellations made for the first half of the fiscal year of the Merit and Bonus system records tells an interesting story, and also proves the worth of the plan providing for automatic cancellations after three months have elapsed.

The high mark for both credits and demerits was reached in April when demerits were assessed in 2921 cases and credits given in 538 cases. These credits being special and not including the credits given for courtesy and safety.

Of the demerits given in March, however, it will be noted that over one-half have been automatically cancelled on account of the trainman not repeating the violation, thereby proving that he had profited by having his attention called to the matter and thus justifying the automatic cancellation.

In June, only 2147 cases of demerits being assessed were recorded, this being a noticeable falling off in the total number as shown for the month of April.

Running "Sharp" Reduced

Running ahead of time formerly occupied a very prominent position in the demerit scale, but the company is pleased to note that there has been a great falling off in the number of demerits now being assessed for this reason, and this will be further aided when the equipment inspectors, as mentioned in last week's issue of Two Bells begin to function, as a part of their duties will be to carry the correct time themselves and to compare watches with all trainmen whenever and wherever the opportunity affords itself, thereby keeping a closer check on the reliability of watches, and this in itself will contribute to the lessening of the number of cases of running ahead of time.

One of the violations which at present is resulting in a large number of cases of demerits being assessed, is the failure of motormen to properly observe the rules in regard to making the 100-foot stop behind leaders, or to make the 50-foot stop required at terminal switches. This is a rule which is not only considered vitally necessary, but also one with which it is very easy for the trainman to comply, as any man who is competent to operate a car can judge a 100-foot or a 50-foot distance with reasonable accuracy, and the effort required to make the stop in the proper place is very slight.

Flagging Checked

While there are not so many cases involved, a large number of demerits are being assessed against conductors for failure to properly comply with the rules in regard to flagging steam crossings, and these cases invariably bring an assessment of 25 demerits in each case, as it is not intended to permit any deviation whatever from the requirements of this rule.

Since the demand for power conservation resulted in the elimination of a large number of passenger stops, it is much easier for a motorman to maintain his scheduled time without resorting to abuse of equipment or excessive and dangerous speed, and yet a considerable number of demerits are being given for dangerous speed down grades and over cross streets where the view is somewhat obstructed, and in almost every case it is found that there was absolutely no necessity for such operation whatever, and motormen will do well to watch this phase of operation very closely, as since the elimination of a portion of the stops the number of accidents occurring has been entirely too high, and it is safe to assume that the longer run permit-

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Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Ex-Motorman Heads Police

THE appointment of R. Lee Heath as chief of police, effective August 1, is of considerable interest to street car men, especially to the old-timers. Mr. Heath got his first taste of public service as a Los Angeles Railway motorman a little more than 20 years ago. He entered the police service as a patrolman in 1904, and has moved up the ladder of promotion steadily, to the top position in the police organization of the largest city on the Pacific coast. No doubt the Los Angeles Railway lost good executive material when Mr. Heath changed from street car service to police service, for a man with a willingness to learn and a determination to put his best efforts into his job, is reasonably sure of promotion in whatever line of business he selects.

It is interesting to note that a number of police department executives, including Captain Cleveland Heath, in command of the traffic bureau, and a brother of the new chief, worked on the street cars of the Los Angeles Railway.

The fact that the majority of executives of the transportation department of the Los Angeles Railway have worked up from the cars, and that men in responsible positions in various branches of public service and private business had their first business dealings with the public on a street car, indicates that there are plenty of opportunities. The big need is for men with the spirit to take these opportunities.

Building The System

THE greater part of the winning suggestions submitted by trainmen in the monthly contest for ideas to improve the service, have been adopted. This fact is significant, as it gives the man who makes the suggestion a feeling of satisfaction because he has become a greater part of the organization devoted to providing local transportation for more than a million daily passengers.

The cash prizes, although they do not represent great amounts, are some incentive in the developing of service improvement suggestions, but there are always men who are sufficiently interested in the welfare of the organization who would plan out and submit valuable suggestions just for the pleasure that comes from being useful.

It is a healthy sign when a goodly number of men take sufficient interest in their work to investigate the possibilities of their ideas and then submit them in concrete form.

Continuous Courtesy

IF A man practices safety in his work and in his play, being always on the look-out for danger and being quick to keep out of the path of danger, his chances of being injured are far less than the man who disregards safety laws. One careless act in running a car, crossing the street, mountain climbing or anything involving any degree of risk may mean an injury that can not be offset by days and weeks of previous safety work. Safety work must be continual.

A similar condition prevails in relations with the public. Courtesy is desired by all and no trainman likes to have a discourtesy complaint lodged against him. The vast majority of trainmen make a big effort to be courteous at all times and the excellent courtesy records of the company indicate the good results obtained. Courtesy has to be continual, just like safety. A smile for 55 minutes and a frown for five in every hour makes a farce of courteous service.

A man who is to be successful in giving courteous service must give the same type of service to every one of his passengers, regardless of appearance and race.

Griffin Ave. Line Will Be Rebuilt

The track department will start soon the reconstruction of Griffin Avenue, from Avenue 35 to the end of the line. This is one of the big jobs of the year's program. Standard construction with 116-pound rail will be used. The new paving will be a considerable improvement to the street.

Reconstruction of the track on Second Avenue between 48th and 54th Street has been completed.

Work is now under way on reconstruction of Pico Street between Broadway and Georgia.

BULLETINS

Issued July 28, 1924

BULLETIN NO. 152
Notice to Trainmen

In all cases where Policemen are given as references in case of accidents, every effort should be made to obtain the number of the officer.

Quite a number of reports are made giving the officer's name, but lacking either his initials or number, making his identification very difficult.

BULLETIN NO. 153
Notice to Trainmen

In all cases where miscellaneous report covering damage done to trolleys on account of trolleys not being properly handled at terminals is made, crews must state in the miscellaneous report which member of the crew is responsible for the failure to properly adjust the trolley.

In cases where such information is not given, the motorman will be held responsible.

BULLETIN NO. 154
Notice to Trainmen
Line "E"

Trainmen have been making use of toilet privilege in the store of T. A. Bell, 4504 Glassell Avenue.

Please discontinue use of this location at once.

BULLETIN NO. 155
Notice to Trainmen

The arbitrary stop signs at the curve just south of the Air Line Crossing on line "B" in both directions have been removed, and motormen may discontinue making these arbitrary stops.

Due caution must be used in rounding this curve in both directions and the ordinary rules for operation in curves observed.

BULLETIN NO. 156
Notice to Conductors
Pass in Improper Hands

Pass No. 7238 issued to J. E. Stewart, motorman Division Three, is in IMPROPER HANDS, as this man is no longer in the employ of the Los Angeles Railway.

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

BULLETIN NO. 157
Notice to Conductors
Pass Lost

Pass No. 2578 issued to C. R. Combs, Mechanical Department, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

P. B. Hill
Supt. of Operation.

VOTE REGISTRARS ARE KEPT BUSY

As Saturday is the last day to register voters for the coming election, the deputy registrars at the five divisions and the shops have been particularly busy.

E. C. Tyler, Division Five, telephoned that he would stay on the job until 10 P. M. Saturday, to accommodate the tardy ones.

The names of the deputy registrars announced in Two Bells last week are re-printed for the benefit of those who wish to avail themselves of this service:

Division 1, J. B. Lair;
Division 2, H. T. Hansen;
Division 3, J. W. Allen;
Division 4, E. G. Benedict;
Division 5, E. C. Tyler.
At the shops, Arthur Orton.

Timber Work Starts Soon in Div 4 Pits

The big stretch of cement floor in the new Division Four pits will be finished in about four days. As soon as this work is done, the timber gang will set up the wood supports for the pit tracks. Completion of this big job will give Division Four greatly improved car storage facilities.

FEW DEMERITS FOR WASTE OF POWER

Very few cases have developed in which it has been necessary for the company to assess demerits for failure to observe the coasting orders made necessary by the shortage of electrical energy. In some of the cases reported, motormen have used the full nine points over the last stretch into a terminal, although they had a lengthy lay-over. Even if the schedule provides a generous lay-over, any motorman who will not give a few seconds of his leisure time to the all-important conservation of power, is not showing the right spirit.

It is gratifying to note that the reports of failing to conserve power are comparatively few, and that the majority of motormen and conductors are keeping the need of power saving foremost in their minds, and are doing very good work in coasting and saving lights.

Dwell on the end to be reached, not on the process.

HALF YEAR RECORD OF MERIT SYSTEM

(Continued from Page 1, Col. 4)

ted by the elimination of stops has resulted in excessive speed being attained at the sacrifice of safety.

A Soft Answer Needed

Several cases wherein the trainman was either discharged or assessed 50 demerits for fighting have developed. In one or two cases the 50 demerits assessed having reduced the record of the trainman to the point where automatic discharge resulted. It is fully realized that every trainman almost daily comes in contact with certain passengers or others who do not conduct themselves properly, and who offer considerable provocation which might lead to a personal encounter, but we have prided ourselves on the fact that we were able to maintain our dignity and by refusing to enter into such personal encounters, demonstrating that we were superior in tact and diplomacy to the party offering the provocation, and it is hoped that no further discipline will be found necessary in such cases.

The cheerful and loyal attitude of the trainmen under the condition imposed by the changing of schedules on account of power conservation, is greatly appreciated, and we believe that as soon as the necessary changes are completed and a general choice can be held, the situation will be much improved.

For promises to be faithfully kept, promises should be carefully made.

COMPANY DANCE!

Here's a last minute reminder about the monthly company dance, if you get Two Bells early enough.

The evening of the last Saturday of every month is devoted to the dance and vaudeville presented by the Cooperative Association in Forester's Hall, near Tenth and Olive.

Show starts at 8 P. M. Dancing and refreshments follow.

Helping other people over rough places makes our own path smoother.

Appreciation

July 14, 1924.

To the Officials, Conductors and Motormen of the Los Angeles Railway.

My Friends:

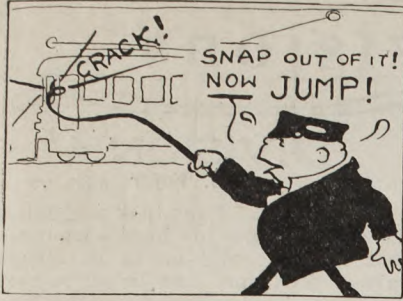
I thank you all for your love and sympathy to me in my great sorrow in the loss of my beloved wife, and words fail to express my gratitude to you.

Sincerely yours,
WILLIAM SAMBUS.

Each stage of our experience should develop wisely from the preceding one.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

For Mtr. G. G. Recard, Div. 4 Los Angeles Railway. Gentlemen,

Want to take this means of expressing my appreciation of one of your motormen, who has been so kind and courteous to me, and not only to me but to everyone who rides with him. He is thoughtful of the fellow who is out in the traffic too, for I have seen him give a man with a truck the right of way with a smile and there was no delay to his car of more than a second or so, for he was able to let the truck cross and then make the crossing before the signal dropped. I found on thanking him for a kindness that he is also very reserved and meek assuming that he rather not be reminded of his kindness. The aforesaid motorman is number 1849. He was on the "P" line early this morning. Hoping that this will be of some value to the company in giving the credit due him, I am

Yours respectfully,
Mrs. A. M. Kain,
1177 Norton Avenue.

For Condr. H. Tinnemeyer, Div. 5 Los Angeles Railway. Gentlemen,

It certainly gives me pleasure to tell you about a courteous service, which was shown me today by your Conductor No. 1798, on "F" car No. 499 at 6 P. M. A passenger who had ridden from the downtown district to Jefferson Street, required a transfer. Your man explained plainly the rules; told him that he was very sorry not to be able to help him. Nevertheless this passenger lost his temper.

Sitting next to this excited passenger, I was only waiting to see how your man was going to handle this situation. With great satisfaction, I can state that he hung onto the highest idea of "courtesy" and displayed it to the highest degree. I can assure you that it is a pleasure to be served by a man of this kind.

Very truly yours,
J. Z. Visnak,
4219 South Harvard Boulevard

For Mtr. J. H. Orcutt, Div. 5 Los Angeles Railway. Gentlemen,

I take this means to convey to you what you request of passengers to do, according to the ad-AZURIDE-report all courtesy extended from employees to passengers. Motorman 2483 on the "M" line yesterday, corner of Western Avenue and 48th Street-car going east and one going west arrived at the same point at the same time-car going west delayed me from reaching car going east. Car going east started-motorman above mentioned seeing my predicament stopped and beckoned me to come. I thanked him and thinking he ought to have a little more consideration, take this means.

Yours,
Lewis Sauerland,
5326 Mesa Drive.

For Condr. W. N. Shippen, Div. 3 Los Angeles Railway. Gentlemen,

While on the "E" car going into Los Angeles from Inglewood, Conductor 3128 was especially thoughtful of aged people and of women and children. Sometimes stepping down a step or two to help frail ones and the car was crowded, but he was not cross. This happened one month ago and I expected to get in and report it but delays kept coming.

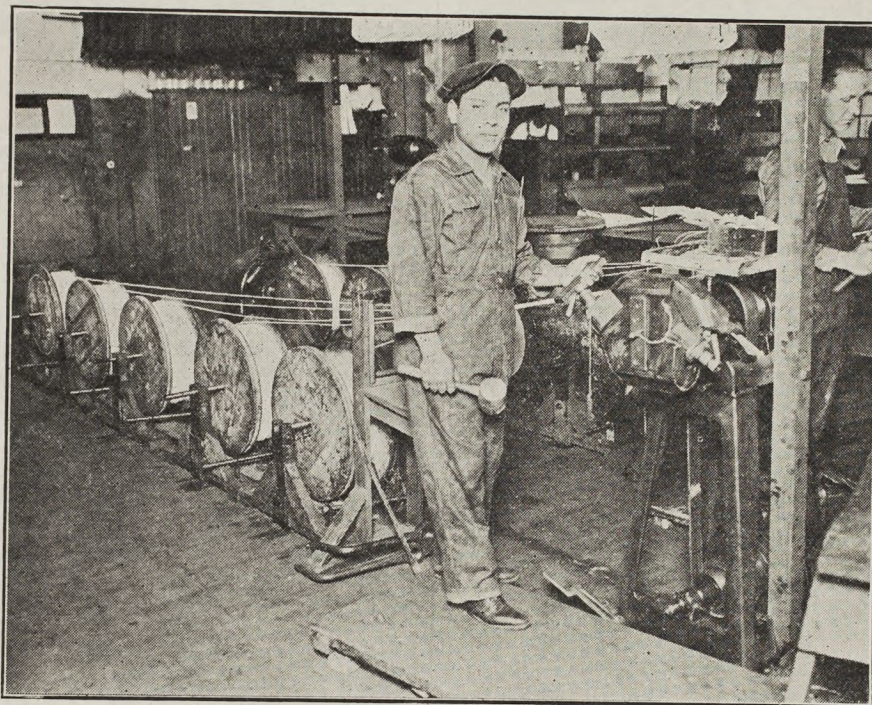
Mrs. O. Fenske,
594 Hillsdale St.
Inglewood.

For Condr. H. Kerswill, Div. 1 Los Angeles Railway. Gentlemen,

Some time ago I complained of the inefficiency of a conductor on one of your cars, now I wish to commend Conductor 2940 on the West 6th Street run. I went out on his car today with a broken arm and he was very accommodating and gentlemanly.

Yours very truly,
Belle Cave,
Hotel Ramona,
620 South Grand.

How Street Car Motors Begin Their Existence



THE picture above shows how some of the coils are wound for street car motors. In the foreground is a machine operated by Tom Rocha, making a coil for a 526 L motor. This is the type of motor used in the first of the "H" cars received from St. Louis. The coil is being made from five separate rolls of covered wire. The five strands fit into a single groove of the machine where they are pressed close together with a hand tool and mallet, and the strands are tied together.

At the extreme right of the picture is R. Cook, who is making coils for a 306 L motor, which is used on standard cars. These coils are made from four rolls of wire. Overhead can be seen rows of the finished coils hanging on racks. The black coils above at the left of the picture have been dipped with insulating liquid.

This picture gives another peep at one of the many details necessary in street car service.

CARS TO CARRY LISTS OF STOPS

Posters giving the revised list of stops on all lines, as authorized by the State Railroad Commission and the Board of Public Utilities for power conservation, are being printed and will be posted in all cars shortly.

Every effort is being made to make this list as accurate and permanent as possible during the period of power shortage, although occasional changes may be expected. Trainmen are advised to study the lists of stops so that they will be able to give positive information to those who make inquiry.

Introducing New Men

The following men have qualified and have been sent to their respective divisions during the week ending July 19th, 1924:

DIVISION 2
Motorman—C. A. Wells.

DIVISION 3
Conductor—E. H. Phillips.

There is no mystery about integrity.

L. B. FOWLER HURT BY AUTOIST

Conductor L. B. Fowler, one of the best known trainmen of Division Five, sustained painful injuries last Thursday morning at Pico and Hill Street. The "M" car on which he was working, was hit by an automobile. Fowler got down from the platform to inspect the damage and to get witnesses when the woman driver of the car made a second lunge and ran over Fowler, according to reports received by the dispatching board. The injured man was removed to a hospital.

What is an accident?

"Any unusual occurrence"

Play Safe.
Make a Report.
Get Witnesses.

The future depends upon our present achievements.

On The Back End (Contributed)

'Snoutrage what these division clerks have to contend with in the course of their duties. For instance Conductor B. E. Dawson had the misfortune to set his alarm clock for an hour earlier than necessary. With that Big Ben enthusiasm, he scooted to Division Two and then discovered his error, but devoted the 60 minutes to arguing with Clerk C. J. Clark that he should be credited with one hour waiting time.

Editor Two Bells:

Which is correct form for a cash receiver to use in addressing a conductor?

"How much did you take in?"

"How much are you turning in?"

ANSWER: "What's your fighting weight?"

A short sentence: "I'm 45 minutes late."

A shorter one: "Three days."

Business on Temple street is still Russian a good part of the time.

An absent-minded policeman in full uniform dropped a nickel in the fare box, asked the conductor what he should do about it and the cashier suggested that friend wife be allowed to wear his patrolman's badge some day and get the ride back.

O'HARA.

Half of New Type Controllers in Use

Approximately half of the K68 controllers being installed in P. A. Y. E. cars, replacing K11 controllers, are now in service. One of the features of the new equipment is that the circuit breakers are under the floor instead of overhead. These controllers are on cars of Lines "P" and "W."

The electrical department program includes the operation of four-motor cars on Line "W." When this is done the K68 controllers will be shifted to Line "J."

Hot Air Vent for Lecture Room

A roof ventilator to carry off the hot air of the second floor of the Division Four administration building has been completed. Significantly enough, the ventilator comes through the ceiling of the lecture room.

Tears are like the headlines in the papers—misleading.

Looking 'em Over at the Divisions

DIVISION 1

H. N. Cole

After a period of deep study and mature consideration, Conductor C. J. Longwell arrived at the conclusion that all he needed to enhance his beauty, was a growth on his upper lip. So in due time, after a great deal of labor and worry, with the application of lotions, etc., behold his wildest dreams were realized. A white down made its appearance. Now with the aid of a little coloring matter, glory and fame would be his. To the druggist for the coloring, that was easy. But in his eagerness to make a good and a quick job, he applied too much and colored his entire lip. He was now in the depths of despair, as there was only one thing left to do, that was to shave it off, and at the same time remove the color from his lip. But the remedy was a guaranteed product, and refused to be removed so easily. Day after day of scrubbing finally brought it out, and all the poor fellow has now to show for his efforts is an extremely sore upper lip.

Motorman C. N. McMullin has been made the goat in a great many jokes, so here goes another. Mac works an early night run on the "J" line, and for recreation, works traffic every morning. It is a question whether he forgot to remove his traffic band from his cap, or whether he anticipated an unusually heavy trip, and wanted to help his conductor by loading in the front door, anyway a traffic man stationed at Seventh and Central Ave. called his attention to the fact that he was on the platform and was not supposed to wear his traffic regalia when he was only an ordinary motorman. It is needless to say Mac lost no time in making himself look less conspicuous.

Motorman J. N. Smith of the "J" line says he must be getting very popular with the women out on West Jefferson. Nearly every trip he sees a woman standing at different places along the street, and they smile and throw up their hand with a glad "high-ball," and the car is going so fast, all he can do is to smile and wave back. He also notices that they are usually standing at the place where there was formerly a "stop-sign."

This same Motorman Smith, had quite an experience a few days ago at a lunch counter. He went in as usual and called for a cup of coffee. While he was cooling it and anticipating the drinking of it, a creature, not a blonde, but more of the brunette type, came quite close, and looked up in his face with an appealing smile, as if to say, "Here I am, do I eat too." Smith gave the brazen creature a look of disgust, flipped a nickel down and walked away, and he hasn't been in that particular lunchroom since. His would-be friend was no other than a nice fine cockroach.

Conductors R. W. Bringham and J. H. Stanley are spending thirty days at Convict Lake on a fishing trip.

Chief Clerk Roy Ruggles has returned from his vacation, and his smiling face is very much in evidence once more.

A. J. Domingus, E. D. Avila and W. B. Harvey spent the week-end at Balboa Beach, and report a very very good time. At this writing Avila's face resembles an onion in the process of peeling. Yes, he had a good time alright and is paying for it now.

Don't forget that Foreman J. B. Lair is registrar of voters for Div. One. You may feel that you haven't enough interest in politics to vote, and this may be true, but something may come up, something of a local character, that will be of such vital importance that you may regret your failure to register. Don't put it off. Do it now.

Who's Who



MAKING the wheels go around since 1886 is the record of Motorman S. F. Dunn of Division One, who has been in Los Angeles Railway service a little more than four years. From 1886 to 1912 he was fireman, brakeman and engineer on the New York Central system, working out of Corning, New York. When he decided that a change of climate would benefit him, he made for California and for the next seven years worked as a motorman for the Pacific Electric. In 1920 he started on the yellow cars and has made a mighty good record as well as many good friends.

DIVISION 2

R. C. Hoyle

Motorman F. E. Steele has secured a ninety-day leave of absence to visit his wife's father in Salt Lake City. His father-in-law is very sick, and incidentally Steele decided that it would be a good chance to try out his new auto, so he decided to drive up there.

Motorman D. O. Moore, who secured a ninety-day leave and left for Canada to visit his sister; has been heard from and at present is in McGregor, Manitoba, and seems to be having a good time; but, I guess, he will be glad to get back to Sunny California.

Conductor L. A. Reese discovered last week that he was lonesome and headed himself back to Texas for a sixty-day period. While he is back there I would not be surprised to hear of his desertion to the ranks of benedicts.

The other day a passenger came back to a certain conductor and asked for a stop which had been removed. The conductor told him so in a polite manner, and the passenger let go the following: "The Los Angeles Railway has taken out so many stops that a man has to walk half way home. And the city has decided to try out such radical parking laws that a man will have to sell his car and sprout wings."

DIVISION 5

F. J. Mason

Dedicated To the Men Who Came Back To Help Us Out on the Extra Board

You bucked the board, you served your time,
You bid on runs on the Hoover line,
You worked the runs day in, day out,
Until they changed the runs about,
You lost your runs much to your sorrow.

A FOUR A. M. for you tomorrow.
BAERRESEN.

Motormen C. N. Stowe, M. E. Shan-

DIVISION 3

Dan Hanley

"Let's go!"

I still claim the sign is on the office window, "Motormen and Conductors, do you want off?"

"Fare, please!"

Motorman E. M. Meyers was suddenly called east by telegram, stating that his brother had died.

"Transfer!"

Cash Receiver Kelly has just returned from an enjoyable vacation. Took in Grauman's, visited the Public Library and Westlake Park. Also took a few trolley trips every morning.

"Want off here?"

Motorman Wheeler wins the first prize this week. Stopped his car in front of a millinery store on the corner of Washington and Flower and breezed in to ask the price of a hat, because he saw a sign in the window, "Carmen Hat's."

"There's another car following."

Motorman Leadbetter bought himself a new "Henry" sport model and is now helping John D. to pay for his milk toast.

"Please move forward!"

"Hello, Bill, how's your new run?"

Clerk Gilmore's father-in-law died last week and Harry was busy attending to the funeral details for a few days.

"Smoke on the front-end only!"

Prof. Carter is now selling stock in his new invention; an inner tube for straw hats. He says they will hold any straw on the head in a gale of wind, allowing you the use of both hands, also, will fit all curves and bumps.

"Going to the barn."

A little ahead of schedule, but I wish to express an awful sympathetic feeling for those or them who are stealing things from autos parked in the yard, as I am assured that they will not be able to receive same if caught.

"This isn't a through car!"

Conductor Moody's wife passed away Monday morning after a brief illness, and the boys express their deepest sympathy to him in his bereavement.

"28th and Dayton."

O, vell, I'm going to leave you now, as I have to go down on some dark corner and block a few hats, being a little short of change.

"All out!"

ahan, L. W. LaGue, A. P. Williams and W. J. H. Hewitt and Conductors H. M. Mayo, C. D. Underhill, C. J. Clarke and H. F. Pitts returned from their vacations during the past week and are now "wrapping it up" and "grinding 'em through."

The board buckers of Division Five welcome the newcomers to their ranks—especially the old day-lighters from E. 4th St. Lots of room at the bottom, boys.

O'HARA.

Casey and Steve have at last come to the conclusion that they know nothing about pinochle.

Conductor L. E. Marston is in the

DIVISION 4

A. E. Vejar

Clerk W. A. Driggs took a couple of days off to turn his house around so that he can build on to it. Driggs says a fella sure has to go some to keep up with Inglewood, as that burg is sure growing.

Operators T. R. Bates and L. Strain are back on the job after making a tour up north. Both are looking well and ready to bid on the first run that comes open.

"How do I get to Temple and Belmont." asked a man of a newsboy at Temple and Belmont last Monday morning. The lad glared at him for an instant to make sure the man was actually seeking information, and noting that the man was in earnest, directed him to catch a car coming east and ride to the end of the line. Twenty-five minutes later the man alighted from a car on the terminal side of the street. The newsboy roared with glee. "Hain't you a smart kid," exploded the man with abundant sarcasm.

"Well, gee, mister, why din'tcha look at the signs when you were here before?" asked the lad.

"Why, durn it," answered the man, "the sign on that car said, 'Temple to Belmont.'"

"Ye Scribe" gave a birthday party for his little daughter Katherine Virgin and Safety Operator Y. L. Ervine was over with his family, so Ervine started to tell about taking in the "Covered Wagon" and he said that sure reminded him when he use to herd cows in Montana. Judging from his stories, "He sure can sling a wicked cow."

The goal may not be attained. The thing is not to lose the sense of direction.

Fears are accumulations from the outside.

Golden State Hospital and Motorman H. M. Bush in the Clara Barton Hospital, both having undergone operations. They would appreciate a visit from any of the boys, so if any of you happen to be in their vicinity, just drop in for a few minutes.

(P.T.O.)

Motorman W. L. (Shorty) Hague has taken a thirty-day leave of absence, which he intends to spend pitching hay.

Conductor W. H. Devilleneuve has gone to Crairford, Nebr., for sixty days to attend to some personal business.

Motorman Geo. Rupp is off for a ninety-day vacation to rest up at home.

Motorman C. L. Knarreborg takes unto himself seven days to fix up his new home.

Conductor M. G. Law is on a seven-day "rest up" at home.

Conductor A. J. (Monty) Monteverde is on a seven-day leave and can be found anywhere between 3rd Avenue and Pekoe Main Bowling Alley. He'll be at the ball game every day except Monday.

Motorman J. E. Thagard is off for seven days as his wife and children are going away and he wants to stay at home and get a rest.

Conductor R. G. Curry is off for sixty days, and intends to spend most part of it in Keenes, Ill.

All men are alike in certain characteristics.