

# System Of Credits Explained

## New Double Deck Bus Uses All Pneumatic Tires



A new type of double deck bus having longitudinal seats on the top and using pneumatic tires on all wheels has been built for the Los Angeles Motorbus Company by the Fageol Company. The bus company is jointly owned and operated by the Pacific Electric and Los Angeles railways.

The bus seats 56 passengers and has an exit door at the front of the enclosed section which is operated by the driver, in addition to the regular entrance and exit at the rear. The bus uses a six-cylinder, 110 horse-power motor. The bus accelerates rapidly to 37 miles an hour with a full load.

The bus is believed to be the first of the double deck type to use pneumatic tires on all wheels. The tires

measure 34 by 7 inches. Westinghouse air brakes are used and are operated by a foot pedal in the same way as the usual friction brake.

The top deck is three feet lower than on the two other double deck buses operated by the joint company but the roof of the enclosed section is 6 feet 5½ inches above the floor, providing adequate room for passengers. The seats in the enclosed section are arranged across the width of the car and each seat has an individual window. On the top deck, two cross seats are placed at the front of the bus, the other seats are arranged longitudinally. The upper deck seats are made of wicker.

## Division 3 Entrance To Be Rearranged

Following the installation of an additional curve at Avenue 28 and Dayton for the convenience of Division Three cars pulling in and out of the car house, additional work is to be done in the special work at the entrance to the division yards. Double track will replace the single track. The fence will be moved to make room for the new track and the cross-over at Idell street will be removed as it will not be needed with the double track entrance.

## Journal Describes Los Angeles Traffic

The address made by George Baker Anderson, manager of transportation, at the mid year session of the American Electric Railway Association at St. Louis last month, is reproduced in the March 8 issue of the Electric Railway Journal which is available in the com-

## Monthly Vaudeville And Dance March 29

The March entertainment and dance for employees of the company will be held next Saturday night, March 29, in Forrester's Hall at Tenth and Olive streets. The last Saturday of the month is the regular date for these affairs and all employees are welcome. Admission is by pass, but tickets can be procured from department heads if an employe wishes to bring someone outside the company.

A vaudeville program at 8 o'clock will precede the dancing.

Success is largely a matter of buying experience and selling it at a profit—Boston Transcript.

pany library. The address was built around a very careful traffic survey of Los Angeles showing the cause of many traffic interruptions and possible means of relief. The article in the Electric Railway Journal is accompanied by charts.

## Five New Cars Here; 5 More On Way to L.A.

Five new cars have arrived from St. Louis and are being equipped as rapidly as possible at the South Park shops. Five more cars have been shipped. These cars are part of an order of 25 placed last year. They are of type "H" design and will be available for operation in single units or two-car trains. The equipment for them is ready at the shops so they can be put into service shortly.

Two car loads of trucks, which is equipment for 12 cars, have arrived from the east.

He who serves himself and no other is a failure.

## DIVISIONS TO BE WIRED FOR RADIO

Work is expected to be started within a week at Divisions 1, 2, 3 and 4 by the line department men, who will wire the buildings for radio. Division Five has been wired and a test was conducted there a few weeks ago.

A shortage in the market of one piece of necessary equipment, is holding up the installation of the sets, but it is planned to complete the wiring so that the instruments may be put in use as early as possible.

The fewer voices on the side of truth the more distinct and strong must be your own.—Channing.

## Next Smoker At Div. 2 Wednesday

The second meeting of the series devoted to consideration of the merit and bonus system will be held at Division 2 next Wednesday. The hours are 10 A. M., 1 P. M. and 8 P. M. Record of attendance will be kept as usual.

Trainmen are invited to attend the meeting most convenient for them to learn how the merit and bonus system is administered and to smoke the cigars that will be provided by the company.

"If you always keep your nose to the grindstone, you may get the derved thing rubbed off."

## CASES CITED AT SMOKER OUTLINE POLICY

The merit and bonus system as a means of developing the highest type of street car transportation salesmanship, was presented by R. R. Smith, assistant superintendent of operation, at three meetings at Division One last Wednesday. The talk was highly interesting and explained angles of the system which may have been causes of misunderstanding in the minds of some men.

### In Line of Duty

Mr. Smith cited the case of a motorman who protested because he did not receive credits for helping to push a stalled automobile off the track in front of his car. It was explained to the man that such acts were in the line of duty and that a motorman was not paid simply to swing the controller and air handle. Rather haughtily, the motorman said he would never push another automobile from in front of his car. Since then he has not had any opportunity to do so.

### Must Remember Safety

Another typical case was a protest because credits were not given for removing a piece of steel from the track groove, after his car had run over it. It was pointed out that if the motorman had not removed the object and allowed another car to run the risk of derailment and the breaking of a wheel flange, he would have been seriously negligent.

Demerits as well as credits can be accumulated for acts performed outside working hours, as is evidenced by the fact that 293 cases of demerits for talking to the motorman have been assessed against trainmen while off duty.

### Miss-Outs Lead Column

The leading source of demerits has been miss-outs and 90 per cent of the men affected have been repeaters.

An encouraging indication is the fact that only 51 cases of demerits for discourtesy have been assessed in December, January and February.

Although the claim department records show some 25,000 accidents during 1923, only 22 men were demerited for carelessness during the first three

# Editorial Comment

Two Bells is The Official Paper of The Los Angeles Railway

## Right of Way for Monkeys

THE circus parade last Monday resulted in 82 switch backs being made all over the system as against an average of 27 a day in the week previous. Cars at Pico and Grand were blocked for 15 minutes on the north bound track. Fifth and Broadway was blocked north and south for 15 minutes. Ninth and Main was blocked for 13 minutes south bound. Seventh and Broadway, the busiest street car intersection in the city, was blocked east and west from 11:11 A. M. to 11:24 A. M.

It is impossible to tell the number of street car riders who were inconvenienced due to the circus parade but the fact that a troupe of custard pie clowns, monkeys and trained fleas are allowed to tie up the business streets of a city of more than a million population and cause inconvenience to thousands, casts a serious reflection on the intelligence of the city officials responsible.

## Records In The Making

DURING January and February, 251 ex-trainmen applied for re-employment, but only 45 were accepted by the company. The reason that the services of the others were not accepted is that they left behind them unfavorable records on their Merit and Bonus System cards.

When a man seeks employment anywhere, the first thing required is his past record. The Los Angeles Railway never puts any stumbling blocks in the path of a man who wishes to resign from any branch of the service if he believes he can better himself elsewhere, although all the men in top executive positions have bettered themselves by remaining with the company.

Regardless of where or when a man works, he is establishing a record day by day. His record of achievements or failures lives with him.

It is well to remember that every day we are making our records and whether the record will be good or bad depends on the work we do each day.

## BUS BULLETINS

LOS ANGELES MOTOR BUS COMPANY  
BULLETIN NO. 57 March 3, 1924

### TO ALL BUS OPERATORS:

Effective March 5, 1924, the following changes will be made in transfer rules:

#### SUNSET BOULEVARD LINE

Transfers issued to passengers boarding eastbound Sunset Boulevard Line buses at points west of 6th and Rampart Boulevard will not be honored for transportation on any street cars or buses east of that point.

No transfers will be issued to or received from passengers boarding eastbound buses of this line east of 6th and Rampart Boulevard.

Transfers issued to passengers boarding westbound Sunset Boulevard Line buses will not be honored for transportation on any street cars or buses east of 6th and Rampart Boulevard.

Transfers issued from Los Angeles Railway cars or buses or Pacific Electric cars will not be honored on Westbound Sunset Boulevard buses at any transfer point east of 6th and Rampart.

#### VERMONT AVENUE LINE

Transfers issued to passengers boarding southbound Vermont Avenue Line buses at points north of 8th and Vermont Ave. will not be honored for transportation on any street cars or buses east of that point.

No transfers will be issued to or received from passengers boarding eastbound buses of this line East of 8th and Vermont Avenue.

Transfers issued to passengers boarding westbound Vermont Avenue Line buses will not be honored for transportation on any street cars or buses east of 8th and Vermont Avenue.

Transfers issued from Los Angeles Railway cars or buses, or Pacific Electric Railway cars will not be honored on westbound Vermont Avenue buses at any transfer point east of 8th and Vermont.

F. C. PATTON  
Assistant Manager

#### BULLETIN NO. 70

### TO BUS OPERATORS OF THE LOS ANGELES RAILWAY BUS DIVISION

Disregard at once the written notice which was attached to the Los Angeles Motor Bus Company's bulletin No. 57 issued March 3, 1924, a copy of which was placed in the hands of each operator of

the Bus Division, and be guided by the following instructions instead.

Transfer between the Wilshire Boulevard Bus Line and the Sunset Boulevard Line is prohibited by said bulletin No. 57 issued March 3 and delivered to bus operators of the Los Angeles Motor Bus Company.

Bus tickets issued from the Vermont Avenue Bus Line or from the Western Avenue Bus Line will be honored in accordance with rules, on Wilshire Boulevard Bus Line at Wilshire and Vermont Avenue or at Wilshire and Western Avenue according to the line from which issued.

Bus tickets issued from the Wilshire Boulevard Bus Line will be honored by Vermont Avenue Bus Line at Wilshire Boulevard and Vermont Avenue and by Western Avenue Bus Line at Wilshire Boulevard and Western Avenue.

Bus tickets issued by Pacific Electric Railway or Los Angeles Railway street car conductors will also be honored in accordance with above instructions.

F. VAN VRANKEN  
Manager, Bus Division

### LOS ANGELES RAILWAY BUS DIVISION

BULLETIN NO. 47 January 17, 1924

### TO BUS OPERATORS:

Bus tickets issued by the Sunset-Vermont and Vermont Avenue Lines of the Los Angeles Motor Bus Company which terminate at 7th and Grand Avenue must not be honored on Westbound street cars of the Los Angeles Railway Company at any point located on 7th Street between Vermont Avenue and Olive Street.

Bus tickets, form S. Bu. 2, issued by the Wilshire Boulevard Bus Line of the Los Angeles Railway Bus Division which terminates at 5th and Olive Streets, must not be honored on westbound street cars of the Los Angeles Railway Company at any point located on 6th Street, 7th Street or 9th Street between Vermont Avenue and Olive Street.

Los Angeles Railway street car conductors on lines operating eastbound along 6th Street, 7th Street or 9th Street must not sell Los Angeles Railway Bus tickets, form S. Bu. 8, to passengers boarding car at any point between Vermont Avenue and Olive Street.

F. VAN VRANKEN  
Manager, Bus Division

## BULLETINS

Issued March 24, 1924

### BULLETIN NO. 52 Notice to Motormen

More care must be exercised by Motormen in passing Police Officers when the Officer is standing between the tracks.

A great deal of complaint especially as regards the operation of Two-Car Trains is being made in this respect.

### BULLETIN NO. 53 Notice to Motormen

Trains must not double the crossing at Western Avenue and Beverly Boulevard at times when Police Officer is standing between the tracks.

Unless the northbound car is especially signalled by the Officer, southbound cars will have the Right of Way.

### BULLETIN NO. 54 Notice to Conductors

The following Firemen's Pass Books are reported lost:

No. 14950 issued to E. G. Morse.

No. 15816 issued to Denis D. Humphreys.

No. 16214 issued to Alfred J. Spaeter.

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

### BULLETIN NO. 55 Notice to Conductors

The following passes are reported lost: 189 issued to Dr. John R. Haynes, Member Board of Public Service, City of Los Angeles.

1211 issued to J. A. Southworth and men, Foreman Way & Structures.

1213 issued to J. W. Sperry and men, Foreman Way & Structures.

2240 issued to E. J. Culver, Apprentice, Machine Shop.

3279 issued to Alice E. Zimmerman, wife of C. E. Zimmerman, Mot. Div. No. 3.

4147 issued to A. E. Barlett, temporary flagman.

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

### BULLETIN NO. 56 Notice to Conductors

Operation of line "D" has been discontinued between Sixth and Alvarado and Sixth and Rampart.

During reconstruction of West First Street, a part of the service on line "D" is being operated north on Alvarado via Alvarado and Ocean View to First and Bonnie Brae.

Conductors on line "D," when on out-bound trip, will issue transfers to all passengers boarding car between First and Bonnie Brae and Sixth and Alvarado, punched "Turn Back—Diverted." After arriving at Sixth and Alvarado issue transfers punched in regular way.

Conductors on line "D," when on in-bound trip, will issue transfers punched "Turn Back—Diverted" upon request to passengers boarding car at Sixth and Alvarado with the body of a transfer only; thus permitting passengers to walk from First and Bonnie Brae to First and Belmont, or to the shuttle car operated on east end of line "I."

*P. B. Hill*  
Supt. of Operation.

## Drill on 2-Car Train Operation For Instructors

With Grant Clear acting as chap-erone, all regular instructors have been put through a drill on two-car train operation and the mechanical features of the type H and K equipment.

Three classes were conducted. A two-car train was operated to the Vernon yards, where some of the track was used for the demonstration. About four and one-half hours were devoted to each class.

### PROBATIONARY SUPERVISOR

H. E. Earl, formerly a conductor at Division Four, is serving as a probationary supervisor, and has been assigned to Lines "T" and "C" from 4 P.M. to 2 A.M.

# BIG CUT ON FIRST ST. STARTED

In the lowering of the West First Street line tracks to conform with the new street grade, 11,575 cubic yards of earth will be removed. Track has been removed between Belmont and Bonnie Brae on First street, so that the work can proceed as rapidly as possible. The line was cut at Belmont and cars are shuttling between that point and Hill street on the east end of the line. On the west end, some of the Line "D" cars are running north on Sixth at Alvarado and operating to First and Bonnie Brae.

The track department will begin soon the job of resetting the rail on Second avenue between Fifty-fourth street and Forty-eighth street. Center pole construction is used at present in this stretch, but the rails will be put closer together as the street is to be paved and side pole construction will be installed for the overhead.

On Larchmont between Melrose and Beverly boulevard the track is to be reballasted and new ties put in before the street is paved.

## West Terminal of Line "D" Changed

The west terminal of the "D" line has been changed permanently from Sixth and Rampart to Sixth and Alvarado, eliminating duplication of mileage made by "R" and "H" cars in that stretch.

Official notice of this change is carried in Bulletin 56 in this issue. The same bulletin covers the method of issuing transfers from Line "D" cars which are temporarily operating to First and Bonnie Brae, serving the west end of Line "I" during the lowering of the track and the street grading.

It's everybody's business to be careful.

## What Our Riders Think

Mr. Public Relations Dept.

Dear Sir:

Sometimes my mind is brim full of things I would say to you but none of them seem to be present this morning except, please keep the conductor tawling out "Move up front." Of course they get discouraged at the job but it is our only salvation. It is not strange that some are afraid of the motorman for it is the wonder of some that they are not in a padded cell with what they have to contend with, the autos or rather, boneheaded autoists, and we never know which motorman may be on the verge of insanity.

The auto should be kept off of the tracks. You pay for your privilege and we pay to get somewhere and not to stand in the street waiting until some hog says we may go.

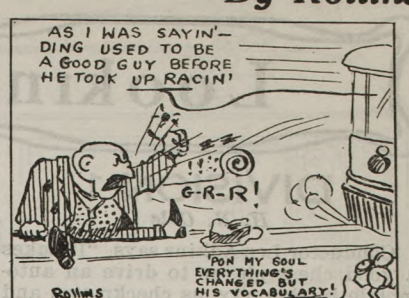
I may come again when I have something to say.

MRS. ELIZA UPHAM  
2746 Folsom St.  
City.

I have never had a policy—I have simply tried to do what seemed best each day, as each day came—Lincoln.

# Conductor Ding and Motorman Ding Ding

By Rollins



## Bouquets And Things (Hand Picked)

For Operator T. R. Bates, Div. 4  
Los Angeles Railway.  
Gentlemen:

For kindness and courtesy we commend to you Operator 509, Line "G". My husband rides with him six mornings of the week, sometimes comes home on his car Saturday noon, and he thinks 509 is 100% plus in every way on the car.

Respectfully,  
MR. & MRS. S. M. SWENSEN,  
932 1/2 East 39th St.

For Mtr. J. A. Lines, Div. 5  
Los Angeles Railway.  
Gentlemen:

I am writing you this to do what I can in favor of one of your employes.

Mr. Lines, a motorman of Division No. 5, cap 729 found a hand bag belonging to my wife in the street, and promptly returned it to us.

Considering the time and inconvenience saved; to say nothing of the value of the contents; was worth a great deal to us and we wish to thank him through you, as well as personally.

Yours very truly,  
BURRITT A. CHANDLER,  
3326 La Clede Ave.

For Condr. J. L. Morefield, Div. 2  
Los Angeles Railway.  
Gentlemen:

I wish to call attention to the splendid conduct of Conductor 2938, who went out of his way to give me information in regard to street car connection yesterday P.M.

Very truly,  
F. L. PARISH,  
131 Central Ave.  
Ocean Park, California

For Condr. H. E. Heath, Div. 3  
Los Angeles Railway.  
Gentlemen:

I was on a car on the Washington line that reached 7th Ave. about 10 A. M. Saturday evening; I was very favorably impressed that he called the name of each street at which a stop was to be made, clearly and in ample time to allow passengers to reach the steps before the car reached the stop.

I have so often been annoyed by lack of attention on the part of most conductors that I could not resist the temptation to ask for the conductor's number and write these few lines.

Yours,  
H. H. JACKSON,  
2309 7th Ave.

For Condr. A. J. Bowman, Div. 4  
Los Angeles Railway.  
Gentlemen:

This is to report extra courtesy of Conductor on the Athens car 477, leaving Athens terminal about 7:45 A.M. 12-31-23.

Yours very truly,  
C. S. HOLLIS,  
933 W. 106th Street

## Introducing New Men

The following men have been assigned to their divisions during the week ending Mar. 15, 1924:

DIVISION NO. 1  
Motorman H. H. Glass.  
Conductors—R. A. Longway, A. Haley.

DIVISION NO. 2  
Motorman A. P. Kent.  
Conductors—F. R. Conkling, J. A. Penrod.

DIVISION NO. 4  
Conductor A. J. Pearce.  
Safety Operator R. A. Fuller.



# Power

By L. J. Turley, Electrical Engineer

### ARTICLE III

It is usually conceded that the standard of the street railway system is measured by its safe, frequent and courteous service. This is true from the public view-point but along with proper equipment, cooperation between company and employes, the motive power used for car propulsion is equally essential for rendering the most desirable service. The continuity of power supply, the necessary available capacity in converting machines, coupled with a well-regulated distributing feeder system, is as vital to the successful operation of a railway as a main spring is to a watch. With weak power as with a weak spring, time is lost, resulting in dissatisfaction to both the patron and the company. With an interrupted source of power supply, car service stops entirely, resulting in loss of revenue as well as distorted headways when power service is re-established. Every effort is made to have sufficient power.

### 25 Pct. of Trouble On Our Own Lines

One great factor in maintaining service is reliable power sources. We have had some very long delays to service due to power interruptions. There is on an average about 70 general power interruptions per year—75 per cent of which trouble originates on the power company's lines supplying the energy of the Los Angeles Railway. Most of these troubles are due to flash-overs on the long transmission lines from the hydro-electric stations in the mountains. Some of the troubles directly attributed to the Los Angeles Railway are due to unavoidable lightning strokes and break-downs of some substation apparatus. Then there is the interruption to certain portions of a line due to breaking of trolley wire and grounding of same.

### Big Possibilities For Power Saving

Electrical equipment and electric power are very expensive investments and a prolific field of much abuse and waste. There is a certain amount of

loss necessarily sustained in the transmission and distribution of electric power. But the unnecessary amount of waste is seldom noted and usually never corrected by most railway systems; so that with a large system like the Los Angeles Railway, the power bills grow and excessive losses are paid as though a necessary evil. The reduction of such wasteful method depends upon, to a very high degree, the intelligent use of power, together with a consistent analysis and improvement as the service increases.

### Careful Feeding Saves Electricity

It is of interest to note that the Los Angeles Railway has about 48 per cent over-all efficiency for the transmission, conversion, distribution and utilization of its electric power. In other words, the difference between 100 per cent of power as originally purchased and the mechanical power developed at the tread of the car wheel, amounts to a loss of 52 per cent before the work is accomplished in car movement. A reasonable loss for the Los Angeles Railway system would be approximately 42 per cent, giving a possible reduction of 1,000,000 K.W.H. per year in the power bill. This saving may be accomplished by replacing obsolete motor equipment with more modern type, increased efficiency of the distribution of current, greater number of substations and instituting a system of checking the motorman for economical use of power at the controller.

It is estimated that 20 per cent is the amount of energy wasted by the motorman, due to his deviating from the theoretical ideal method of operation. The company does not expect the ideal operation of the car at every instance and therefore, all of this 20 per cent loss is not recoverable, but the larger portion may be saved and something will be given later on how it may be accomplished.

—The End—

## Rule of Credits Given at Smoker

(Continued from Page 1, Col. 4)

months of the present merit system year, indicating that the percentage of responsibility is being kept low.

The three meetings at Division One were the first of a new series which will be smoker meetings. The company provided cigars and through the clouds of smoke, came new and encouraging ideas about the Merit and Bonus system.

Safety first means safety all the time.

## Supervisor Leonard Is Proud Father

Supervisor R. J. Leonard has been a busy man during the past week telling his friends about the arrival of a nine-pound daughter in his household, March 18. The new arrival has been named Rosemary Elizabeth.

There is no higher wisdom than to lose yourself in useful industry and be kind—Elbert Hubbard.

Cease putting the blame for your troubles upon others.

## On The Back End (Contributed)

B. T. Glennin of Division Two had to chase down town Saturday night to buy a wedding ring and as a result, missed out on the last part of his run. The division wags advise that he be careful in such enterprises, as it is serious to be left at the church as well as left at the division.

Eastbound on Whittier Boulevard, a woman arises and slowly saunters to the rear exit.

"Soto, lady?" asks the conductor.

"Yes, it's a little sore, ingrowing nail I guess. What's the next street?"

"Soto," repeated the conductor and the woman left the car with a puzzled look on her face.

Motorman J. E. Carlyle suffered a broken leg a few weeks ago, but is now able to navigate in a wheel chair. When the traffic gets heavy his hand instinctively reaches for the gong cord, which he is used to yanking when some jaywalker crosses his path. Outside of that, everything is moving hunky dory.

Among the many rumors floating around Division Three, is one to the effect that Baxter, the towerman at the Plaza, is getting so fat that he is having a hard job to squeeze through the door of his tower. We wonder if this can be true!

E. H. Mohler of Division Two came up to the desk puffing and told them how he had run (puff) half the way (puff) to the (puff) (puff) barn because there wasn't a (puff) car in sight.

Then he went down stairs and rested for an hour, when it was explained to him that his run was not due out for another 60 minutes.

Now that the spring days are with us and our income tax report is filed, we can draw a long breath and murmur "Nothing to do 'till 1925." So sayeth the Division Five optimist.

Bellhop—"Were you ringing, sir?" Guest—"Oh, no, I was merely tolling the bell. You see, I thought you had died."

Johnnie (to the new visitor): "So you are my grandma, are you?"

Grandmother: "Yes, Johnnie, I'm your grandma on your father's side."

Johnnie: "Well, you're on the wrong side. You'll soon find that out?"

To be honest, to be kind—to earn a little and to spend a little less, to make upon the whole a family happier for his presence, to renounce when that shall be necessary and not be embittered, to keep a few friends but those without capitulation—above all, on the same grim condition, to keep friends with himself—here is a task for all that a man has of fortitude and delicacy.—Robert Louis Stevenson.

# Looking 'em Over at the Divisions

## DIVISION 1

H. N. Cole

Conductor Lee Adkins says, "It takes a good chess player to drive an automobile in this city, as checkmates and drawn games are frequent."

Conductor J. W. Courtright is all smiles because of the arrival at his home of a fine seven-pound boy. Congratulations, J. W.

Motorman C. G. Ward, who has been on the sick list since last November and recently suffered a relapse, is improving rapidly, and was around shaking hands with the boys on Wednesday.

Conductor A. E. Pingry of the "J" line, has opened a lunch room at 1347 East Seventh street, just opposite the Terminal market, and reports business exceedingly good. Mrs Pingry has charge of the business and Mr. Pingry gives it his spare time also. His many friends wish him success in his new undertaking.

H. H. Glass, who resigned as conductor several months ago, has returned, but is on the front end this time. He says that he likes it much better than the back end.

Smoke filled the men's room, and smoke was seen coming through every available exit, but there was no danger. No alarm was turned in. It was the Smoker given by the management in connection with the first of the new series of division meetings held at Division One last Wednesday.

For the time being everybody discarded cigarettes and pipes and devoted their efforts toward filling the room with cigar smoke. The meeting was well attended and the boys seemed to thoroughly enjoy themselves. Mr. Smith's explanation of the Merit and Bonus system was interesting as well as instructive. It gave us all a clear understanding as to how the system is operated and why.

**Don't jump at conclusions—you may sprain your judgment—Selected.**

## DIVISION 2

By C. L. Christensen

This week we congratulate Motorman L. W. Beck on the recent visit to his home of the well known bird, Stork, who left a lovely little baby girl, to grow up in the Beck home. Both mother and baby doing fine.

Motorman F. R. Hoffman is some expert when it comes to bowling. Recently he has organized a "bowling team" and he would like to challenge anybody or team from any division or department, any time, at any place suitable.

Conductor L. R. Donaldson was swinging off a moving street car the other day and he insists that he was wide awake when he stepped to the ground. However, he "awoke" some time later at the emergency hospital, where he was taken by a gentleman in a machine, the same machine that put L. R. to sleep an hour or so previous when he stepped in its path. A few days at home, visiting the doctor's office a couple of times and L. R. is back on the job, none the worse for his experience.

Switchman E. G. Swanson is laid up with small pox at a local institution. Motorman Chas. Pipes is taking care of Swanson's duties during his absence.

**No man ever lost much by being on the job too soon—Kodak Magazine.**

## Who's Who



AS AN indication of how the hankering for street railway work sticks, consider Supervisor Roy Davis, former motorman of Division Two.

It was away back in 1912 that he took his first whack at street car service, but he heeded a call of adventure and spent three years of his young life prospecting in Mexico. He worked again the latter half of 1919 and then decided to be a rancher, but that fancy was short lived and May, 1920, found him back on the cars with a permanent waive for other activities. He graduated into the brass cap class in 1922.

## DIVISION 5

E. C. Tyler

The other morning, about the time the old clock in the corner was deciding to strike four, Cash Receiver McCarthy heard a noise on his front porch. Jumping out of bed, he looked out of the window in time to see Cash Receiver George running across lots toward Division No. 5. Now "Mc" isn't the man to harbor unjust suspicions, but he can't help but wonder where his bottle of milk went to.

CARRIGAN, Div. No. 5.

Conductor I. H. Gilbert, who has been ill since January, resumed duty last week, but after a few days on the cars, found that he was still too weak to stand the work and decided to take further time off until he has regained his strength.

Motorman L. L. Culp, who is recovering from a bad attack of the flu, has been working short trippers this week to help out, and expects to be able to take his old place piloting the "Owl" in a few days.

Switchman W. E. Stoll was taken ill last Sunday, but was able to resume work in the yard Wednesday. Extra Switchman "Heinie" threw 'em over in his absence.

Motr. A. J. Sybert was called to Milford, Texas, by the serious illness of his father, but expects to return within thirty days.

The condition of our superintendent, Mr. Morrison, is improving and we hope that it will not be long before he will be back with us again. Because of a contagious case being discovered in the same ward, it was necessary to quarantine for a period of nine days, so he has been denied visitors for that length of time. Mr. Morrison, however, has requested "Ye Scribe" to tell all the boys "Hello" for him.

Condr. A. F. Reinbold fell heir to

## DIVISION 3

R. W. Reid

With the exception of a slight flu epidemic, everything is going fine at the division and everyone is happy and satisfied, especially those on the extra board, who were fortunate enough to get runs. It struck us rather funny, however, when we heard one of the boys who recently fell heir to one of the new runs, complain because he had to work with an extra man.

Motorman F. F. Chamberlain claims that he was standing at the loading station at the postoffice a few days ago when a lady asked the loader, stationed at that point, how to get to a certain place. The loader told her to take any car except an "L," so, of course, when an "L" came along a few minutes later, she immediately climbed on it, and the conductor told her that she was on the wrong car. She left the car at the next corner and walked back to the postoffice and collared F. F., thinking that he was the loader, and proceeded to give him a good hawling out. F. F. being a little bashful, could do nothing but stutter, until the loader, seeing his predicament, came over and explained to the lady that it was he who had given her the information and that the gentleman she was talking to was off duty. "Well," replied the lady snappishly, "IT'S A WONDER THE COMPANY WOULDN'T PUT A SIGN ON HIM SAYING THAT HE IS OFF DUTY."

And then someone might step around to the mechanical department and inquire how it came about that the wrecker had to be pushed back to the barn by the car it was sent out to tow in.

It is with deep regret that we announce the passing away of the infant daughter of Conductor W. A. Batty, who died at birth, Tuesday, the 18th.

We are glad to say that the mother is doing nicely.

Conductor R. A. Gwin has secured a two months' leave of absence.

Conductors H. A. Dutton and J. H. Yates, who left us some time ago, decided that Division Three was hard to beat and are now back on the job bucking the board.

The stork made a visit to the home of E. C. Croughan and left a lovely 7-pound baby girl on Tuesday the 18th. Mother and babe doing fine. Congratulations.

a gold mine in the form of a two and a half gold piece and was so surprised that he exclaimed "Gee! Some people are born lucky. How about it?"

Condr. Fenton, we believe, tells the best one around Division Five this week.

The other evening about 8 o'clock a young Miss, of the flapper type, boarded Fenton's car on Second and Spring and handed him a transfer. Fenton looked rather closely at the transfer as he noticed that it was punched 12 o'clock.

"What's the matter," snapped the flapper, "isn't it good?"

"Yes," acknowledged Fenton, "but how come, it's punched 12 o'clock and it's only eight now."

"Oh," chirped Miss Flapper, "maybe he thought I was slow."

"Poor judgment, very poor judgment," said Fenton.

Familiar dangers lose their terror, but these same dangers fill our hospitals and cemeteries.

One of our popular motormen of Division Five heard that the real

## DIVISION 4

C. J. Knittle

Supt. Wimberly has returned from his week's sojourn in Portland and is looking well and says he enjoyed his trip immensely and is glad to be back with us.

For the benefit of those interested, would like to say that Cond. R. W. Lawrence and Mot. O. V. Lawrence are not related, although they room together, eat together, and work together on "F" line in the morning and "P" line in the afternoon.

All our sympathy at present goes to the boys on the "I" line. It is well known that that line was probably the shortest in the city, fifteen minutes being the running time from town to the west end. But grading excavations have started at First and Union, cutting the line in about the center, thus making life to the "I" line trainmen one darn relay after another.

Safety Operator S. G. Harding is taking a sixty-day rest.

The prospective raise for mail carriers has cost this division one good motorman. H. C. Jackson is the speculator.

Cond. L. J. Wilson reports that his motorman, H. H. Glass, arrived at Pico and Figueroa, east bound, eight minutes late on one trip the other day, but hit Seventh and Broadway two minutes sharp coming back.

Cond. W. H. Budrow has received a thirty-day leave to settle up some business in Dallas, Texas.

"Does you all go by the co't house?" yelled a monstrous colored lady to Conductor Dyer as his "C" car stopped at 5th and Hill.

"Yes, Aunty," replied the jovial con, "and to the County Jail, too."

"Lo'd man, ah dont want dat place," mused Aunt Jimima's double as she hustled on, "but gimme five cents w'oth of co't house."

**Work is the magnetism that attracts success.**

**THEN HE STOPPED LAUGHING**

Five young men went into a store to buy a hat each. Seeing they were in a joking mood, the clerk said: "Are you married?"

They each said "Yes."

"Then I'll give a hat to the one who can truthfully say he has not kissed any other woman but his own wife since he was married."

"Hand over a hat," said one of the party, "I've won it."

"When were you married?"

"Yesterday," was the reply, and the hat was handed over.

One of the others was laughing heartily whilst telling his wife the joke, but suddenly pulled up when she said: "I say, John, how was it you didn't bring one?"—Exchange.

**A sunny disposition is not the result of a hot temper.**

estate market was "slow," so to prove it, he came to Ye Scribe and requested that he put a couple of cards on the board, advertising his home in Hawthorne for sale at an attractive price. Ye Scribe did, and "Jack" had so many calls that he lost no time in getting back in, all excited and shouted, "Hey, get those cards down off of there. Their trying to take my home away from me."

Motorman H. E. Rouw has been granted a ninety-day leave of absence for the purpose of visiting his sister and brother in the north and to take a good rest.