

3400 Give Community Chest \$8226

LINE "A" WILL USE NUMERAL AND DROP LETTER

The first deviation from the use of letters in the roof signs is to be made on what is now line "A", West Adams and North Broadway, under a change affecting the north end of this line and line "L".

The company intends to eliminate the turning back of cars at Avenue 20 and North Broadway, and in planning the re-arrangement of service, the Board of Public Utilities and the company have agreed on a plan whereby line "A" cars will serve both North Main and North Broadway, dividing at the Plaza, where one branch will run out North Main to Lincoln Park, and the other branch will run up North Broadway to Lincoln Park avenue; thence down to the park. Line "L" will terminate at Bellevue and North Spring, just above the Plaza.

To differentiate the North Broadway and North Main street branches of line "A", numerals will be used. It is probable that these two branches will be marked by the figures "2" and "3", and the letter "A" will be discontinued as far as that line is concerned, although it may be utilized on some other route yet to be established.

At present all the available letters of the alphabet are being used, with the exception of "Q", which is impractical because it is easily mistaken for "O", and "X" and "Z" because of their similarity and the fact that "X" is used for marking extra cars.

The exact date of the change has not been set.

75 Cars Arrive

Seventy-five of the 100 new cars have arrived, and an additional five are reported on the way. Seventy cars have been turned out of the South Park shops ready for service.

The only way to have a friend is to be one.

Life Or Death!

TWO of our cars collided the other day and a conductor was killed. The police called up the main office, and instead of getting the superintendent, the operator plugged them in on the auditing department and the following conversation ensued:

Police—"This is officer 981, one of your conductors killed in collision of cars, what shall we do?"

Auditing Dept.—"Get his register statement."

Dan Hanley.

NEW SUBSTATION UNIT IS READY

The second of the three 1500 Kilowatt converters to be installed under the 1924 program of the electrical department is scheduled to be in service Monday, November 24, or shortly thereafter, in the Slauson substation. The first converter was put on the line recently at the Sentous substation, and the third unit is being installed in the new automatic substation on the Division One property.

As soon as the work at Slauson is completed the electrical department will start work at Division One in an effort to have the converter in operation before January 1.

Substations Back On Old Schedule

The time switches at the automatic substations have been reset to the former eighteen-hour schedule, with increased voltage for the feeders. The operation of these stations was cut down four hours, with no Sunday operation during the period of power shortage. Now that the power restrictions have been lifted, the stations will be operated to meet the full requirements of service.

Top Bonus Men To Be Picked Next Tuesday

The final meeting of division superintendents and other members of the transportation department in executive capacities will be held in the main offices Tuesday, when final selections of the top bonus men will be made.

Ten conductors and ten motormen of each division will receive special awards from ten to one hundred dollars, in addition to their regular bonus money. A similar list of ten special awards are made on the safety car list.

Meetings for the distribution of bonus checks will be held Monday, December 15, in the hall of the Disabled Veterans of the World War, 246 South Hill. The meetings will be at 10 A. M., 1 P. M., and 8 P. M. to accommodate the various shifts. It will be recalled by trainmen that this is the same hall which was used a few months ago for the three meetings when George Baker Anderson, manager of transportation, made his address on "Salesmanship."

Div. 4 Pit Flooring To Be Poured Soon

Cement will be poured for the floor and walls of the new Division Four pits within a week, unless the weather interferes. Re-arranging of the storage tracks of the division has been one of the biggest cement jobs that has been handled for a long time on company property.

Reason is mistress and queen of all things—Cicero

52 Miss Courtesy Credits in October

During October all but 52 trainmen received the extra ten credits allowed for a clear courtesy record. The September figure was 51.

On the safety column 375 trainmen missed the extra credits for clear safety record. This is a slight increase over September, when the figure in this classification was 359.

Character is the diamond that scratches every other stone—Bartol

100 PER CENT IS REACHED BY FIVE MAJORS

Reports of the Community Chest campaign in the company compiled Thursday noon, showed that 3,400 employees had made pledges, totaling \$8,226.55.

Although the period of the campaign was not officially ended when the reports were submitted, five sections of the company had subscribed 100 per cent, meaning that every employee had filled out a pledge for the charity and welfare program of Los Angeles during 1925. These five sections were, Division One carhouse, Division Four carhouse, Division Five carhouse, the mechanical department and the Los Angeles Motor Bus Company.

Mechanics Over Top

The mechanical department received the greatest number of subscriptions. With 730 employees, 790 pledges were turned in, meaning that some pledges outside the shops had been procured.

Division Four with the smallest number of trainmen, 369, had turned in by Thursday noon the largest amount of money of any of the five carhouses. The total from Major Wimberly's men was \$1,214.25.

Offices Raise \$1,466

The general offices raised \$1,466, but when reports were submitted did not appear to have much chance of scoring 100 per cent.

The scores recorded Thursday were as follows:

	Em- ployes	Pledges	Total
Division 1.....	390	397	\$1,161.50
Division 2.....	544	519	870.45
Division 3.....	593	398	1,179.25
Division 4.....	369	392	1,214.25
Division 5.....	389	410	525.40
Mechanical Dept.....	730	794	1,281.20
L.A. Motor Bus Co. 125	125	125	405.50
L.A. Ry. Bus Div... 65	65	52	123.00
General Offices.....	481	313	1,466.00
TOTAL.....	3400	3400	\$8,226.55

Speaking silence is better than senseless speech.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Another Safety Warning

A SERIOUS and entirely unnecessary accident occurred a few days ago, and is mentioned here as a warning to other trainmen to avoid the same mistake.

The car in question was running on private right of way. An elderly woman desired to alight at one of the stops. She was late in signaling the conductor, and as a result, the motorman got a late bell. He made the best stop he could under the circumstances, but it was about 75 feet away from the level landing platform. Although the incident occurred after dark, and the conductor certainly recognized the danger, he made no effort to warn the woman or to help her down the step. He stood back and let her step off into the darkness with the result that she fell and sustained a broken hip. Such deliberate carelessness could not have been much worse if the conductor had pushed the old lady from the step.

After thorough investigation and questioning of all parties involved, the conductor was released from service. In fairness to the safety of the public, the company cannot afford to retain a man who has so little regard for life and limb, and other trainmen do not want to have such incidents appear as typical of Los Angeles Railway service.

Every possible help should be given to elderly passengers, and particularly after dark. In cases where it is necessary to make a stop away from the level landing, warning and help should be given to all passengers. Failure to take these safety measures usually results in a serious accident to the passenger.

Holding A Reputation

THE Los Angeles Railway is regarded as a leader in the electric railway industry, not only because it has retained and extended service at the old five-cent fare, but because it has successfully pioneered several of the most modern practices of the industry. Proof of the high standards of the Los Angeles Railway in the various departments of transportation work has been found by officials who have been east on company business from time to time.

On the return of L. J. Turley, electric engineer, from the A. E. R. A. convention at Atlantic City, he addressed a meeting of the engineering department men at the main offices, and the following quotations from his talk should give every employe an added pride in his job:

"If one really desires to more fully appreciate this wonderful city—this Los Angeles Railway—its policy and methods, all that would be required is to take an extended trip, such as I have enjoyed. You will return with a most favorable impression of the standard of excellency of service that the Los Angeles Railway is rendering.

"An abstract of comparison may be as follows:

"Our shops are cleaner, lighter and more spacious for the amount of work done, with the possible exception of Cleveland. And when our chief engineer realizes his ultimate improvement in shop rearrangement, we will no doubt be the envy of any visiting eastern representatives. Nowhere did I see an equal to our mill, our carpenter shop, or our blacksmith shop. Nowhere did I consider that there were such favorable working conditions for shop men. Our trainmen are neater in appearance, are far more courteous and appear intelligent Americans. The foreign element is so common on the cars in the east that one naturally takes special notice of those speaking distinct English."

A man naturally has a pride in his own organization, but engineers have a reputation for making an analysis on the basis of facts as they find them. Machinery can be bought, but the morale of mechanics and the courtesy of trainmen comes through a spirit of loyalty to the organization. Maintaining the company reputation should be a matter of pride in every employe.

WHERE'S THAT BANK?

Wife (with first checking account):
"Oh, John, the bank has sent me back all the checks I paid bills with last month, so I haven't spent anything!"

THE BROOTE

He curzed hur, but she made no sound,
He struk hur, but no word eskapt hur lips
He banged hur down and gerked hur up,
Brave thing that she was she did not
even whimper

Then—
He uttered a low oath and thru her on
the flor.
But thru it, all she remained silent, she
did.
For you see shee wuz a Telephone.

—Shepard News.

Smiles

The thing that goes the farthest
Toward making life worth while,
That costs the least and does the most
Is just a pleasant smile.
The smile that bubbles from the heart,
That loves its fellowmen,
Will drive away the cloud of gloom,
And coax the sun again.
It's full of truth, and goodness, too,
With much of kindness blent;
It's worth a million dollars
And doesn't cost a cent.

—Selected.

BULLETINS

Issued November 24, 1924.

BULLETIN NO. 251 Notice to Conductors

The following Firemen's pass books are reported lost and in improper hands:
19758, issued to Fireman Harold O. Hawkins.
20795, issued to Capt. P. F. McLaren.
21027, issued to Fireman William A. Cummings. (This man disappeared from Fire Department November 6th.)
If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 252 Notice to Conductors

The following passes are reported lost:
3062, issued to Mrs. Nettie E. Gough, wife of J. L. Gough, Supervisor.
3366, issued to Mary C. Albert, Sister of J. E. Albert, Motorman Division Two.
Track Badge M-131, issued to F. Rubalcaba, oiler, Way & Structures Dept.
If presented for transportation, take up, collect fare, and send to this office with report.

P. B. Hill
Supt. of Operation.

BUS BULLETINS

LOS ANGELES RAILWAY BUS DIVISION

Bulletin No. 168 November 6th, 1924
Operators handling buses operated in school service exclusively on certain trips, must make out a separate trip sheet for the trip made in school service, showing on the trip sheet the full data necessary to cover the trip.

You will keep the cash received on the school trip separate and make separate remittance of the same.

This is very necessary in order to keep the proper accounts.

Bulletin No. 170 November 14, 1924
It has been noted recently that some bus operators are leaving their terminals either ahead or late of the schedule time when it is not necessary to do so.

This is undesirable and operators are hereby cautioned to pay strict attention to this part of operation.

Bulletin No. 171 November 15, 1924
Do not punch more bus tickets than you have use for on any one date when it is possible to avoid it.

In case this is done, the punched tickets must be turned in at the end of the day's work for cancellation, and not used on the following day by punching the next date.

Bulletin No. 172 November 17, 1924
Beginning Tuesday, November 18th, 1924, the mark up board will be made up at 3:50 p. m. daily, by the Division Clerk. Supervisors will communicate all information necessary in connection therewith to Division Clerk not later than 3:30 p. m. or earlier than 3:00 p. m. Operators and conductors should make application for lay-off before 3:00 p. m. for the following day or days.

F. VAN VRANKEN, Mgr.

Fouls and Fowls Come in Bunches

Foul misfortunes seldom come singly, and barnyard fowls apparently follow the same schedule. Tuesday morning, Conductor S. T. Cooper, of the Crown Hill line, called the dispatching board and announced a customer had left a good-sized duck on the car, and it kept saying "quack-quack." Cooper explained that he did not know what the bird meant, so he naturally called the dispatchers, as should any well conducted conductor when confronted by such a problem.

A few minutes later Leranzo Crouse, of emergency wagon 32, telephoned that Birney car 1052 was carrying a Rhode Island Red hen squatting comfortably on the roof near one of the trolley bases, and that the operator had not collected a fare from this passenger. "Crook" King, mechanic at Ninth and Spring was told to try his hand at catching a chicken, the details being left to his executive brain.

RAMONA BLVD. OPERATION RESUMED

Regular operation will be resumed over the Ramona Boulevard extension Sunday, November 23, in conjunction with the Evergreen cross-town line of Hollenbeck Heights. Service on this extension was discontinued during the power conservation period.

The new schedule for the Evergreen line adds two safety car runs to Division Four. Service will be given from 6 A. M. to 9 P. M. The full route of the line will be from Euclid and Whittier, via Euclid to Fourth, to Evergreen, to Wabash, Ramona Boulevard to terminal.

One of the safety cars will leave the Evergreen line during the mid-day and night period to serve the Mateo street shuttle, in place of the present two-man car service given during the full day. During the morning and evening rush hours two two-man cars will operate on the Mateo shuttle except on Saturday, when two-man service will be given in the morning only. On Sunday a safety car will handle the travel.

Asst. Night Foreman At Div. 2 Shop Named

A. Duncan has been appointed assistant night foreman of the Division Two mechanical department. He succeeds George Macqualter. Having recently entered the state of matrimony, George desired to spend his evenings at the family fireside, and so he transferred to the day mechanical shift.

New Rail Grinding Car Being Planned

A new grinding car to remove rail corrugation is being designed at South Park. The grinding stones will be attached to the car, which will replace the one that has been in service for many years.

Appreciation

Los Angeles Railway,
Gentlemen:

I would like to express my sincere thanks for the kindness you have shown us during the illness and loss of my husband. Without the money that we received I don't know what I should have done. For that and all the kindness that everyone connected with the company extended to us, was greatly appreciated.

Sincerely,
Mrs. W. B. Freel.

Los Angeles Railway,
Gentlemen:

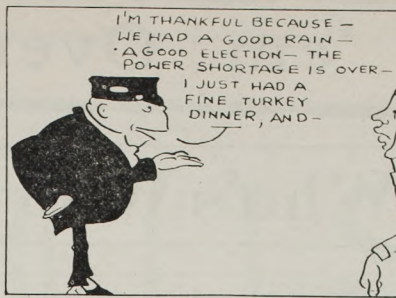
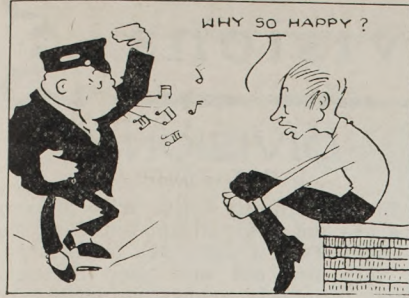
We take pleasure in thanking all our friends who have written us since our arrival in Arizona. We deeply appreciate all the best wishes that have thus been expressed toward us, and assure you that we extend to each and every one of the Los Angeles Railway employes, our best regards.

We find our health regaining very slowly and hope to be back amongst our friends in the shortest time possible.

Very sincerely,
MR. & MRS. L. C. MORTON.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

For Mtr. H. L. Johnson, Div. 3
Los Angeles Railway,
Gentlemen:
I take this method of complimenting Motorman No. 1671, the "A" line, for his politeness and courtesy.
On entering his car I found all seats had been taken, and I was compelled to stand as all of the men kept their seats, and the motorman chanced to see me standing. Of course he insisted on my using his cushioned stool that he would stand. I refused at first but he really meant it so I accepted, for I was very tired indeed from working all day. It was a real treat. Oh, how much better Los Angeles would be if we had more men like Motorman 1671. And I will say the Los Angeles Railway should hold on to such men.

This happened about 7:30 Friday evening, between West Adams and Grand Avenue, August 15th.

Obliged,
MRS. GEO. W. HODGES,
2929 New Jersey St., City.

For Condr. A. C. Freeman, Div. 4
Los Angeles Railway,
Gentlemen:

When going out on the Pico Street line last night I noticed with pleased surprise (because so unusual) how carefully and distinctly Conductor No. 2352 called his streets and his efficiency in the performance of his duties.

It seems to be the exception rather than the rule for the conductors on most of the lines to call their streets hence my attention was drawn to this man and it gives me pleasure to put in a "good word" for him.

W. T. SHAW,
524 West 3rd St.

For Condr. K. E. Sloan, Div. 2
Los Angeles Railway,
Gentlemen:

I want to say that Conductor No. 1564 is among the many of your fine conductors. I have always noticed how polite he is to every one in answering their questions and, etc. Today on the "V" car 201, he was courteous in helping me. He took my two suit cases off for me and that is only one of the many acts of kindness I have seen him do.

Yours truly,
MRS. L. W. TUCKER,
1803 1/2 E. Vernon Ave.

For Condr. W. W. Lambert, Div. 2
Los Angeles Railway,
Gentlemen:

I wish to express appreciation for special courtesy offered by Conductor No. 1052, on two occasions recently I noticed these courtesies were offered everyone who entered the cars. Such as helping the elder ladies on the cars and off. Securing a seat for an elderly lady and also pointing out seats to others who had been unobservant. In general keeping the comfort of all passengers in mind.

Very truly,
EMMA M. BARTLETT,
3798 Harvard Blvd.

For Mtr. A. Brumet, Div. 2
Los Angeles Railway,
Gentlemen:

I have been riding regular on the "O" line for over one year and find Motorman No. 433 to be very accommodating and courteous to the passengers.

Yours respectfully,
MRS. L. EBERHART.

"Darling," he cried, passionately, "I will lay my fortune at your feet."
"Oh, but you haven't got a large fortune," she whispered.
"No, but it will look larger beside those tiny feet." He won her.—Emory Toreador.

Here Is The Way Service Suggestions Are Analyzed

Owing to the lack of space it was impossible to conclude the discussion of suggestions submitted last month for improvement of service. The following paragraphs deal with some of the more important topics as reviewed by R. R. Smith, assistant superintendent of operation.

Another suggestion was received recommending the publishing of an instruction book pertaining to equipment, but as the standard of electrical equipment on the cars is continually undergoing change, it is hard to supply any book which will furnish the information desired and be up to date at all times. We must again remind the man who is interested in this feature of the work that the entire personnel of the instruction department is at his disposal and that this department will go to any length to supply the trainman with any desired information. A trainman should not consider it a confession of ignorance on his part to ask for special instruction, and the more requests of this nature received by the instruction department, the more the interest of the trainman in his work is evidenced.

An evidence of failure on the part of a trainman to avail himself of an opportunity to be fully informed as to rules, conditions, etc., by reading carefully the column of "Two Bells" or notices posted at the Division is shown by the suggestion offered by a man who has been with us for fifteen months and who was a re-employ at that. This man suggests

as follows: "I would suggest that on a certain date at different times of the year each conductor be given a list of all passes, missing or lost." If the man making this suggestion will turn to the issue of "Two Bells" under date of Nov. 10, 1924, he will find such a list arranged in numerical order and which is published monthly.

In order, however, to make this list serve the purpose for which it is intended, it may be necessary to go back to the old plan of requiring conductors to enter the numbers of all passes honored on their trip sheet, as we find that but little attempt is made by conductors and operators to note whether passes offered for transportation are listed in improper hands or not.

One suggestion offered, while it might relieve a disagreeable situation to some extent, would hardly meet with the approval of most of the motormen. This suggestion being that all motormen operating during rush hour periods be equipped with a neck register and transfers and compelled to allow passengers to board the front end of the car, the motorman making the cash collections and issuing transfers, but tickets, etc.

One man suggests that an iron rod 5 feet long be carried on the car for the purpose of enabling trainmen to open the pipes on sand boxes. This is hardly necessary, as a test of whether the sand runs or not can be made at any time, and if it is found that the sand will not work properly, if the dispatcher is so advised, the mechanics will take care of the situation.

Main Fuses To Go on Cars With K35-K68 Type Controllers

BY DAN HEALY
Chief Instructor

Motormen operating cars equipped with the K-68 or K-35 controllers will be interested to know that main fuses are being installed on all these cars, and it will be but a short time until the mechanical department has all cars equipped.

These fuses are made of copper or lead, and are known as ribbon fuses. They are clamped in a fuse box placed on the roof of the car between the two trolley poles, the same kind as used on the 1200 or type "H" cars. The fuse is covered by a wooden box to protect it from the weather, and an extra fuse located inside the box. Should this fuse blow, your car will not run, but the lights will burn and the pump motor will run; also your line switch under the car will cut in, but no current will be delivered to the controller. The following hints may be useful.

Suppose your car will not run and brakes are found to be O. K. First test lights for power. Second, if lights are O. K., examine control fuse located in control switch over controller. If fuse is B. O., replace by taking extra fuse from inside of car under the light switches. Third, open controller cover and examine ratchet switch at the bottom of cylinder. If this switch don't come in on account of the spring being broken, make a temporary spring by using rubber bands or use the spring from the back controller. Also examine the long narrow finger below the reverse cylinder. This must be making a good contact on

Generous Public

CON. E. C. CROUGHAN, of Division Three, yanked this story off a line "W" car. A woman boarded a York Boulevard car at Avenue Fifty and wanted to know if the busses were still running to Venice from the end of the Washington street line.

"Don't know," volunteered the information bureau.

"Well, I am not going to pay anything to ride down to Venice," she said emphatically, "It is bad enough to have to pay you folks a nickel!"

She—And do you really think of me during the night?

He—Yes, dear. But the nights are so long now that I must sleep a little once in a while.

"Don't try to scare locomotives with your horn. The minute you save may be your last one. You wouldn't travel on a freight train, so don't try to travel under one."—"Bugs" Baer, advice to motorists.

the first notch, or the line switch will not operate. Fourth, look at the Main fuse on the roof. If blown, pull trolley down and replace fuse. Fifth, if all of the above parts are O. K. and the rails are clean, cut out No. 1 motor in both controllers. If no action, cut No. 1 back in and cut out No. 2 in both controllers. Car should then run on one motor.

Call dispatcher promptly.

On The Back End (Contributed)

Last Monday the Los Angeles Railway supplied part of a radio program. A sweet voice came over the air: "I am dedicating the next number to Mr. G. J. Kuhrts, general manager of the Los Angeles Railway." Then came as unmistakably as the strains from Lum-bago, the strain of "Darling I am Growing Old." Bet we put on a tight-rope walker next time we broadcast.

Motorman J. N. Smith says he met one of the most polite men in Los Angeles the other day out on line "J." After letting the passenger off the front gate he returned to close the gate, begging the motorman's pardon for having left it open.

AN OLD TIN TYPE
Squire: "Did you send for me, my lord?"
Launcelot: "Yes, make haste. Bring me the hammer; I've got a flea in my knight clothes."—Ex.

A motorman wants to know what's the first thing a motorman does after making relief. Only one guess to a customer, give up? Answer: "Adjust the bell cord."

A perfectly good "LaFollette" button pinned to a card and marked, "For Sale—Perfect running order, used but little," was dropped in the Two Bells' box last Tuesday at Division Four.

A "C" line conductor tells of carrying a temperamental old lady by her street.

"I called the street, madam," he explained. "I thought you would sit within hearing distance."

Then came a volley of uncomplimentary remarks from the woman. "Here is a transfer to go back on," answered the conductor, "it is only a short distance."

The woman got off. It was near the end of the line and there were no other cars between there and the terminal, but she didn't notice she was getting on the same car when it came back.

Beaming with smiles she informed him she wanted Monroe St. "The other conductor carried me by," she stated, "but he was so nice about it, I couldn't get angry."

Clerk Ellis thought he had heard all the alibis possible for missing out but when Richardson failed to report on time recently and later claimed he had such a cold he could not hear his alarm, Ellis resolved that even a clerk cannot learn everything about this business.

Did (Lightning) relief conductor on the South bound F car, realize he was making a relief, and not going to bed at 2:32 P. M., Monday, November 10.

Anybody want out here?

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

Conductor H. F. Green who has been back East on a vacation, sent in his resignation last week, stating he was going back to school. He wishes to be remembered to all the boys.

Word has just leaked out that V. Impusene, the dapper young conductor of Division One, was married some two months ago. At that time he also purchased a Chevrolet roadster with balloon tires and everything. Congratulations are in order even if it is a little late.

R. W. White, a conductor out of this division for about two years, has been appointed permanently as a clerk-typist in the Schedule Department. We all wish him success in his new position.

Anyone desiring some of those (pink pills for pale people) apply to Motorman Reddick or Riley as we hear they now have a very good supply on hand and are perfectly willing to divide with some other unfortunate brother who has a weak mind or lame back. These gents claim that these pills are guaranteed to cure all ailments absolutely.

Motorman A. Lawler, who has been on the sick list for some time, had the misfortune to break his arm and will now be laid up for a few weeks more.

Woof! Woof! Conductor Wulff lived up to his name, when it comes to speed, the other day in getting down to work. Having spent too much time with the Wife and Kids he had to finish his ham and eggs on the run and about the time he reached the barn he began to think, (he does that sometimes) and remembered he had asked off for that day. Wulf returned home and enjoyed the rest of the day for all that.

Switchman Chester Hill's father died Sunday Night at 8:00 P.M. The boys of this division extend their sympathy.

Motorman N. Robinson says, (it depends on where you sit—how the picture looks) for instance the other day out on line "J" he was held up at every railroad on the line and by the time he had reached the last one he was about ten minutes late and he was wishing to heck he had never seen a train, when a little boy piped up, "Gee Mother, I would like to be a motorman on this line 'cause you see so many trains."

DIVISION 2

H. T. Hansen

Conductor T. F. Hinshaw has returned after a thirty day leave secured to try out the Dyeing and Cleaning Business. Hinshaw says, "it isn't what its cracked up to be;" so he is back on the old job again.

Although the official count is not as yet in, it is estimated that Div. 2 went "over the top" in the Community Chest Drive.

Conductor R. C. Taylor is just back from Santa Cruz after a sixty day leave spent with relatives in that city.

Conductor C. D. Preskitt is taking thirty days off to rest up for the holiday rush.

It seems that Division Two has been quite favored by frequent visits of old bird stork. Motorman I. McBroom reports the arrival of a nine pound bouncing baby girl, at his home. Congratulations, McBroom.

Conductor W. A. Cobb who is near the top of the extra board, has decided to try the head end. Of course, Cobb

Who's Who



"WHEN the radio has to be tuned in, we call on Clyde Jewett, as he is a piano tuner," explained Superintendent E. R. Dye, as he was showing a visitor around the Division Three barracks. Clyde came to Los Angeles from Reno, but not under the circumstances generally attributed to those who come from that divorce-specialty town. From 1910 to 1923, Motorman Jewett was in Fallon, Nev., where he followed musical work, playing in orchestras and tuning pianos. He is a regular pilot on line "L", and well known at his division.

doesn't mind going to the bottom of the board again.

The foregoing are only a few of the many interesting incidents that occur in the travels of our Division Two members. Owing to lack of space we will continue this in our next and call a finis."

It is easy to smile when everything goes along like a song, but the man who is really worth while, is the man who can smile when everything goes dead wrong. A smile is part of one's personality, and if we lack personality we are liable to stay in a rut. Smiles applied in the right way, in our work on the cars each day, have a lot to do with getting and holding a satisfied customer. What good is it to be courteous without smiling and let one know that it is really a pleasure to be courteous. This applies not only to our work on the cars, but everywhere we chance to go.

It would do trainmen a world of good to remember their A-B-C's—

Always Be Careful
Always Be Considerate
Always Be Courteous

BUS DIVISION

Elmer Wood

Discovered: that C. W. Brown was really christened Charles William Brown. Oh, Charley!

The young man who has to smoke a cigarette to feel like an important man usually does not become a man of importance.

Here lies the body of William Jay, Who died maintaining his right-of-way.

Who would have thunk it. J. H. Schmitt is quite a shoemaker. A woman tore her heel off while getting on the bus, so Schmitt courteously took her shoe off and put it on the brake handle, hammering the heel back on with the crank. "Service," I call it.

If women showed better judgement there would be more bachelors.

DIVISION 3

Dan Hanley

JUST A LITTLE THIS WEEK

A number of the old boys are being re-employed and are welcomed back to their old division.

Kind of tired and sad looking, the conductor sat at the restaurant counter waiting a long time for his order. Finally Myrtle tripped merrily up and with a flourish said, "Your fish will be coming in a minute or two now."

Sad conductor looked interested and replied, "Please tell me what kind of bait you are using?"

Mr. Harry Beals has returned from his 90 day leave of absence and the only reason for his hurried return was to contribute to the Community Chest.

Conductor Jones was standing on the corner of Third and Broadway—lady rushed up to him and asked him to hold her baby. Conductor Jones replied, "Madam, I am a street car conductor."

Lady answered, "I'll trust you with it anyway."

Conductor Harris is the proud father of a nine pound baby boy, without cigars.

*Papa loved mama;
Mama loved men.
Mama's in the grave yard;
Papa's in the pen.*

DIVISION 5

F. J. Mason

Conductor Tommy Leech tells the following little incident which happened on his car last week:

A colored lady boarded his car, eating an apple, and tendered him a dime for which he gave her the usual two nickels. She dropped her nickel in the box and sat down in the rear section, still eating her apple and still holding her nickel change. After eating all the apple there was to eat, she threw the nickel out of the window and put the apple core in her hand-bag.

Motorman Joe whoa, I beg your pardon. Motorman J. H. Orcutt helps to fill up the column this week with the announcement of the arrival of an 8¾ pound baby boy. This happened Sunday, November 16, and mother and baby are doing fine. Joe don't like to be called "Joe." Guess he thinks it doesn't sound dignified enough now that he's made a man of himself. Well thanks for the cigars Joe and don't forget to oil the baby carriage.

When Ed. Tyler calls your name and you go to the window and find him looking over the sheet with a red pencil in his hand, don't say "Oh, I can't work tonight, I haven't got my overcoat with me." It won't work boys for he issues overcoats through the window just the same as transfers. "From Experience."

Well boys, the Community Chest Campaign is over and our division "Went over the top."

You'd think she was a druggist's daughter by the stuff she's got on her face.

FAMOUS LONG WALKS

"My wife looked in the gas tank and told me it was full."

Witness cards may be had upon application at the window. These are supplied because accidents will happen—not because we want them to happen. No matter how trivial the accident may appear to you, hand out your cards with a smile and you'll get your witnesses.

DIVISION 4

C. J. Knittle

The Community Chest drive is over. We are not a bit disappointed at the amount Div. 4 trainmen subscribed. A very few did not come through. Supt. Wimberly asked "ye scribe" to thank all those who contributed and also the team whose aggressive whole-hearted work put this division in a place of which we are proud.

Conductor R. J. Dickson's handsome airedale dog developed a bad case of fleas the other day. Dickson soaked him in kerosene. Now the dog is baldheaded all over.

Conductor H. E. Ketchum forgot to remove his pipe when he relieved Federbush a few days ago on "C" line. The car was late and they had to turn back at First and Broadway. A lady passenger took Ketchum's number to turn in. Next day he tried to make the relief wearing a civilian cap. Was that the reason?

"Curly" Beers of the uniform department was measuring up a trainman. "What size do you wish the hip pocket," he asked, "pint or quart?"

A generous contributor to the Community Chest would like to know:

How much of the receipts were donated to the Society For The Prevention Of Cruelty To Baldheaded Street Cleaners?

How much did the contributions to the Home for Hopeless Hopheads amount to?

Was any part of it contributed to the cause of Unity, Russelism, Bolshevism, Fascisti-ism, Communism, Freudism, Hypnotism, Mesmerism or Sapheadism?

State the amount designated for the uplifting of demoralized ditch diggers.

Were any donations received for the erection of a memorial to the unknown trench rat?

A. W. Palmer wanted off last Saturday so he left his watch at home. After listening to the exciting tale of a hurried departure and forgotten time piece, Clerk Ellis said, "You may use mine." (And so it was.)

Dick Knudson, "C" line beau brummel, should be able to give us some information about the striking brunette who hibernates at Temple and Belmont.

In a recent issue we jokingly remarked that Conductor Joe Howarth had changed from "F" line to Pico and wanted to sell his cushion. The outcome was that Joe was rushed with buyers and naturally got his own price.

He is hereby assessed the regular want add rate (seven cents per line) and if he does not remit promptly, Two Bells will bring suit.

"Kid" Carl overheard the following conversation between his wife and a lady friend last Saturday.

Friend—Gee look at that poor horse!

Friend—What about him?

Friend—Twenty years from now we won't see them.

Friend—That's no sign we won't hear of them.

Friend—Why do you say that?

Friend—Because every time I see a streetcar man I think of horses.

Friend—How so?

Friend—My husband is a car man. He's just like a horse in a livery stable. Don't know when he's going to be called out.

Traffic Cop—"Hey, didn't you hear me yelling for you to stop?"

Speeder—"Oh, was that you yelling? I thought that was just somebody I had run over."