

# Search for Top Bonus Men Starts

## PAY AS LEAVE PLAN FOR LINE "F"

The same system that is used on the extreme south end of line "M" will be established on line "F", on Vermont, between Manchester avenue and Athens, 116th street, Sunday, October 19, in which the "pay-as-you-leave" system will be used. This change is to be made to eliminate some of the confusion that is frequently experienced due to the different fare zones.

Folders will be distributed in the cars to familiarize passengers with the change, and asking them when they board southbound cars going to Athens, to pay fare to Manchester only. Hat checks will be used for those who use the single coupon commutation ticket, or pay cash for a round trip ticket.

Leaving Manchester, the motorman will display on the front door a card reading "exit rear door only," and the extra fares will be collected by the conductor as passengers alight.

When north bound, conductors will collect through fare from passengers who board south of Manchester, and will issue hat checks according to Bulletin 223.

## Substation Roof Is Spite Hiding Place

In fastening an iron ladder to one of the walls of the Garvanza automatic substation, the electrical department found that the roof of the building had become a storing place for baseball bats and mits tossed there by spiteful youngsters of a nearby sand lot baseball team. Enough material was found to start a young league.

The ladder is being put in place to provide a quick way to reach the roof in case of fire or for work on the ventilators.

## New San Pedro Bus Line Schedule Ready

A new schedule for the San Pedro street bus line has been drafted, which will call for the Manchester avenue school bus fitting into this line. Improvement in the Saturday mid-day headway also is provided.

## Punch In Use 35 Years Still Gives Service

THIS story has a punch that lasts. Back in 1889 when Tom Birmingham, veteran conductor of Division 1 started on the cars, he was issued a punch. Recently Tom began an extended leave and turned in to the instruction department the same punch which had been issued to him when he started. It still gives service and will live to punch many more transfers.

He got 35 years service out of a punch, and set a record that any conductor would be proud to have. It shows a desire to take proper care of equipment and not to use it to throw switches, crack walnuts or change tires. There are several punches in use that were issued more than 28 years ago.

The principal damage to punches results from improper use, particularly in attempting to punch 30 or 40 transfers at a time, which strains the jaws and breaks the dies.

## BICYCLE VETERANS JOIN IN REUNION

When the recent reunion dinner of the old time amateur and professional riders was held at the Ambassador Hotel, the Los Angeles Railway was represented by A. B. Merrihew, who is associated with E. L. Lewis, in the land department and office building and J. S. Peach, motorman of Division 1. Mr. Peach was recognized as an all around athlete with special proficiency on the old style high-wheeler in 1896-97. When the present type of bicycle replaced the old contraptions, Mr. Peach entered the professional ranks and became one of the most famous riders California has ever produced.

One of his notable achievements was establishing the round trip record from Los Angeles to San Bernardino and return, a distance of 124 miles, on December 31, 1916. The elapsed time was six hours and 58 minutes. He had reached the fiftieth milestone on life's journey when he accomplished this feat which caused a sensation in bicycle circles. He is still in fine physical condition and can ride long distances on his wheel at high speed.

*A liar is one who keeps a respectful distance from the truth.*

## First Rain Nets Umbrellas Enough For Chinese Army

FOR the first time this season the lost and found department has taken on the appearance of a recruiting station for the Chinese army, which is reported to be fighting with umbrellas. The slight rainfall Sunday and Monday brought the first full crop of umbrellas left on the cars by forgetful passengers.

During the rainy weather there will be as many as 50 umbrellas turned in daily and the total for the season will run into the thousands.

## 68 TRAINMEN HAVE PERFECT RECORDS

Sixty-eight trainmen had records entirely free from demerits of any kind September 1, according to the records of the merit and bonus system.

Division One takes the lead in having 18 men with clear records. The standings of the others are: Division Two, 16; Division Four, 14; Division Three, 13; Division Five, 7, making a total of 68.

## Monthly Party To Be Hallowe'en Dance

The monthly dance for employees of the company will be held next Saturday night, October 25, in Forester's Hall, Tenth and Olive streets. The party will be in the spirit of a Hallowe'en, and those who feel so inclined are welcome to wear Hallowe'en costumes without masks. The entertainment program of vaudeville numbers will start at eight o'clock and will carry out the Hallowe'en idea.

## Return of Library Business Book Asked

Volume Three of the Alexander Hamilton Institute series on Modern Business, entitled "Marketing Methods," by R. S. Butler, was borrowed from the company library about a year ago. As the borrower's name is not on record, it is requested that the book be returned at once.

## EXTRA BONUS TO BE PAID TO 110 MEN

The annual search for the top efficiency men of the five divisions has been started by the division superintendents on instructions sent from the main offices.

Although the merit and bonus system records for the year do not close until November 30, the early start on this important work has been ordered so that the possible candidates can be eliminated down to a small group. It is expected that the final eliminations and selections will be made along the same lines as was done last year at a conference of the division superintendents and other executives of the transportation department.

The ten top motormen and the ten top conductors of each division and the ten top safety car operators are to be selected for the extra bonus awards ranging from ten dollars to one hundred dollars, which are paid in addition to the regular bonus established by the trainman's efficiency record.

Although no figures are available as yet on the number of men who will participate in the bonus, it is believed that the general business conditions which have prevailed this year and kept down the turn-over of new men will have some influence.

## 359 Miss Extra Safety Credits

The records of the merit and bonus system for September show that 359 trainmen failed to receive extra credits allowed for clear safety record. This is slightly higher than the August figure, but is better than June and July.

Fifty-one trainmen failed to receive the extra credits allowed for clear courtesy record.

*"You say his wife wants to get rid of him? How do you know?"*

*"She told him she had read a decision which gives the pedestrian the right-of-way over automobiles, and she is insisting that he stand on his rights."*—Huston Post-Dispatch.



# Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

## Too Many Step Accidents

ALTHOUGH a pretty fair showing is being made in the general comparison of accident records of this year and last, one class, step accidents, is altogether out of proportion to the mileage and number of cars operated this year. With fewer stops being used this year, less crowding of running time, there should not be the increase in step accidents which shows on the safety bureau records.

Observations have been made at various points and on various lines to determine the cause of this increase. This check shows that a large percentage of the step accidents are occurring at intersections where traffic movement is governed by automatic signals or a police officer. There is a noticeable attempt to "beat the signals" at these intersections when the motorman realizes that he has just a few seconds left to catch the "go" signal. A survey of the schedule and running time in these cases shows that in the

majority of instances there is no urgent need for the time saving; that cars are on time and that they have adequate layover at terminals. Despite the fact that there is no need to save time or catch up lost time, there is a tendency on the part of many motormen to risk safety just for the satisfaction of moving with the traffic signal.

The bulletin issued this week warning trainmen of the joint responsibility of motormen and conductors in loading and unloading passengers is a result of this observation.

The observation will be continued to see if the warning and instruction is observed.

Very few passengers are injured while riding in a street car. It is up to every trainman to see that the utmost effort is exerted to extend safety to the boarding and alighting passengers.

## September Witness Average Drops to 4.30 Per Accident

THE average number of witnesses procured during the month of September slumped to 4.30, which is the lowest since last June. Division Four made the best record for the month with an average of 4.53. Second honors went to Division Three, although it slipped below the 4.50 mark, to an average of 4.42.

There were more accident reports handled by the claim department during September than August. There is plenty of opportunity to procure wit-

nesses. What is needed is a determined effort and a courteous manner.

It was hoped that one of the five divisions would have reached the goal of an average of five witnesses per accident by this time. Although several of the divisions have been near to that point, none have reached it, and the highest average for the system this year stands at 4.46, which mark was made last February.

The summary for the five divisions is as follows:

Division	Number of Accidents	Number of Wit. Cards	Cards per Accident
1	246	1011	4.10
2	410	1776	4.33
3	380	1680	4.42
4	260	1180	4.53
5	222	888	4.00
<b>Total</b>	<b>1,518</b>	<b>6535</b>	<b>4.30</b>

## A Conductor's Life

*The conductor's life is a merry old life,  
Made up of hurry and worry and strife;  
Hustle and bustle from morning till night,  
Never known to do a thing right;  
Cursed by the people, jerked up by the boss,  
Patiently swallowing many a loss;  
Buncoed by transfers he ought not to take,  
Blamed for mistakes the passengers make.*

*Misses his run if he isn't on time,  
Swindled by many a counterfeit dime;  
Drenched to the skin by the rain or sleet,  
Tramped on the toes by the passengers' feet.  
Blamed if he carries a person too far,  
Cursed if he tells them they're on the wrong car;  
He's never supposed to get at all mixed,  
But always be politely and perfectly fixed.*

*Free information, most full and complete,  
Of every old number on every old street;  
Always expected to know every spot,  
No excuses accepted—if he doesn't, he ought.  
If he makes a mistake, off goes his block.  
When they go to the company and put in a knock.  
Speaking of lives that are happy and free,  
A street car conductor's the one life for me.*

—Exchange.

# BULLETINS

Issued October 13, 1924

### BULLETIN No. 219 Notice to Trainmen

Motormen must understand that mirrors are placed on cars as an additional safety feature in the prevention of step accidents, to enable them to observe step clearance when passing vehicle and to assist them in noting the approach of intending passengers who have not as yet come within the range of the conductor's vision, but that their use in no wise relieves the conductor of responsibility for the giving of proper bell signals; therefore, any motorman advising a conductor to give bells without regard to the loading or unloading of passengers, thus enabling the motorman to start his car by mirror observation only, is in the wrong and such cases when brought to light will receive severe discipline.

Conductors will under no condition give starting bells until after the car has been brought to a full stop, and then only after proper observation has shown that it is safe to give such starting signal.

After giving signal to proceed, should any passenger, male or female, attempt to board or alight while car is still standing, the starting signal must be immediately cancelled by giving the motorman one bell.

After proper starting signal has been given, should the car be unable to immediately proceed on account of being delayed by traffic signals, vehicular traffic, or for any other reason, the motorman must not start his car until he has called for a repetition of the starting signal and has received same from the conductor.

### BULLETIN No. 220 Notice to Conductors

The following firemen's pass books are reported lost:

- 15082, issued to Herman H. Ross.
- 15845, issued to Ralph Thaxter.
- 19895, issued to Frank E. Winkler.
- 20074, issued to Luther J. Greenly.

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

### BULLETIN No. 221 Notice to Conductors

Pass No. 4146, issued to J. N. Smith, motorman, Division No. 1, reported as lost in Bulletin No. 217, has been recovered.

### BULLETIN No. 222

The following passes are reported lost: No. 4344, issued to S. Bruhoff, motorman, Division No. 1.

No. 6468, issued to C. D. Fisher, Conductor, Division No. 5.

No. 6790, issued to L. G. Goodger, Conductor, Division No. 5.

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

### BULLETIN No. 223 Notice to Trainmen

Effective Sunday, Oct. 19, conductors on line "F" when southbound on through cars will so far as practical collect fare to Manchester only, from passengers who board north of that point, hat-checking only those who inadvertently pay a 10c or 15c fare, or who present a single coupon commutation ticket, the return portion of a round trip ticket, or who purchase a round trip ticket.

Leaving Manchester the front exit gate will be kept closed and motormen will display a card reading "EXIT REAR END ONLY," and fares from passengers riding past Manchester and from those boarding at that point will be collected as the passenger leaves the car.

Passengers transferring from short line cars who have presented single coupon commutation tickets, return portion of round trip tickets, or who have purchased round trip tickets, will be given exchange checks by the conductor of the short line car, and such exchange checks will be taken up by the conductor of the through car as the passenger leaves the car, and conductors on short line cars must use care in punching exchange checks in order to show correct destination.

When northbound collect through fare from passengers who board car south of Manchester, and issue hat checks to all passengers who pay such through fare; on approaching Manchester take up the hat checks and collect additional fare from passengers who have not paid a through fare.

When either north or southbound south of Manchester, passengers not paying a fare covering both fare zones, must be properly checked and looked out for.

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

## BUS BULLETINS

### LOS ANGELES RAILWAY BUS DIVISION

BULLETIN No. 146 October 4th, 1924

To all Bus Operators:

Commencing October 6th, 1924, bus operators on the Figueroa St. bus line will operate as follows:

From first car in the A.M. until 6:31 P.M., leaving 58th and Figueroa:

**NORTH-BOUND:** Leave 58th St. 2 minutes late of schedule time; arrive Vernon Ave. 2 minutes late of schedule time; arrive Washington St. 1 minute late of schedule time.

**SOUTHBOUND:** Leave 7th and Olive Sts. on time; leave Washington St. 1 min. ahead of schedule time; arrive Vernon Ave. 2 min. ahead of schedule time; arrive 58th and Figueroa Sts. 2 min. ahead of schedule time.

**NOTE:** This for the reason that the travel is somewhat light and the running time on the south end is a little too long. However, this running time would be just about right if the travel was a little heavier, which will probably occur in the near future.

BULLETIN No. 147 Oct. 2nd, 1924

Pacific Electric Air Line which crosses Figueroa Street and Exposition Boulevard is a high speed electric line, and flagging at line must be done according to Rule 28, Page 10, rules and regulations.

BULLETIN No. 148 October 2nd, 1924

That portion of Bulletin No. 136 which shows the routing of the turn around at the east end of the Melrose Ave. line is hereby cancelled, and beginning October 4th, 1924, the turn around will be reversed as follows:

**EAST BOUND BUSES:** South on Lucerne, East on Clinton, North on Larchmont Blvd.

Pull up to the terminal which will be on the east side of Larchmont Blvd., immediately south of Melrose Ave.

BULLETIN No. 151 October 4th, 1924

Los Angeles Railway telephone has been placed on the southeast corner of 8th and Hope Streets for the use of Bus Division operators and conductors in telephoning the Los Angeles Railway dispatcher.

F. VAN VRANKEN, Manager.

## Bus Division News Will Be Reported

Hereafter the bus division will be regularly represented in the news columns of "Two Bells." Elmer Wood, who has been a mechanic at the garage for several years and is now an instructor of new bus drivers, has undertaken to see that the affairs of sixteenth street receive adequate publicity.

"I never saw such dreamy eyes."  
"You never stayed so late."—London Mail.

Hiram walked four miles over the mountain to call on the lady of his dreams. For a long time they sat silent on a bench by the side of her log-cabin home; but soon the moon, as moons do, had its effect and Hiram sidled closer to her and picked up her hand.

"Mary," he began, "y'know I got a good clearin' over thar an' a team an' wagon an' some hawgs an' cows, an' I callate on buildin' a house this fall an'—"

Here he was interrupted by Mary's mo'her, who had awakened.

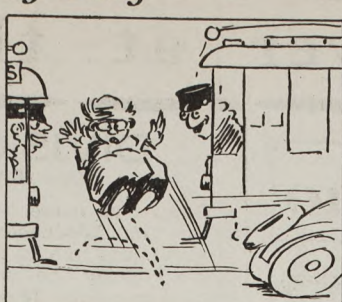
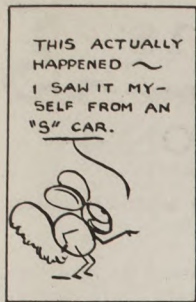
"Mary!" she called in a loud voice. "Is that young man thar yet?"

Back came the answer, "No, ma, but he's gettin' thar."



# Conductor Ding and Motorman Ding Ding

By Rollins



## Bouquets And Things (Hand Picked)

For Operator Irwin Granger, Div. 4  
Los Angeles Railway.  
Gentlemen:  
Please see that Operator 3093 on the "one-man" Griffin and Griffith car, gets a good mark for COURTESY to passengers.  
Respectfully yours,  
C. C. MORLAN,  
3131 Pasadena Ave.

For Condr. W. C. Howard, Div. 3  
For Mtr. R. L. Neefus, Div. 3  
Los Angeles Railway.  
Gentlemen:  
We wish to commend the conduct of Conductor 1724, who has been on the West Adams run. Having ridden with him a number of times, we noticed an ever-ready courtesy on his part and particularly toward women and elderly people. During our observation he was constantly considerate to passengers and always dutiful toward the company.  
Should add that his motorman, 2427, though in a less conspicuous position, was likewise polite and dutiful.  
Truly yours,  
M. R. PRESTON and ANN W. SIMPSON,  
2944 Verdun.

For Condr. W. R. Davison, Div. 5  
Los Angeles Railway.  
Gentlemen:  
While riding on car 1318 this afternoon, it was my pleasure to note the courtesy and consideration given several passengers by your conductor, 2628. It was very warm but this man went out of his way several times to assist a number of elderly ladies and small children on and off the car.  
It is very seldom that I ride on the street cars and am therefore not familiar with the treatment accorded the public by your employees, but I do wish to state again that it was certainly a pleasure to note the conduct of Conductor 2628 this afternoon.  
Yours very truly,  
J. H. HARRIGAN,  
2900 South Figueroa.

For Condr. E. A. McFarlane, Div. 3  
Los Angeles Railway.  
Gentlemen:  
I desire to report my observation this morning of unusual courtesy and patience above that required by the ordinary course of duty, exhibited in the conduct of Conductor 2194.  
This trainman is especially careful and courteous with aged and infirm passengers.  
Yours truly,  
DOUGLASS McPHEE,  
Petroleum World Publishing Co.

For Condr. H. Cannon, Div. 2  
Los Angeles Railway.  
Gentlemen:  
Enclosed you will find the sum of 5 cents in payment of a fare for a trip I made on the Vermont Avenue car this morning. I had forgotten to put any money in my purse when I left the house and didn't find it out until I went to pay my fare.  
Conductor 1130 was in charge of the car I traveled on, and I want to thank him for the courtesy he showed me when I explained my predicament to him.  
You are to be commended for employing men like him.  
Yours very truly,  
MRS. M. B. ASHUR,  
2110 West 7th.

Affectionate pie; the upper and lower crust are simply "dead stuck" on one another.

## Purchasing Department Buys Street Cars - - - and Says "No"



BY hiding on a fire escape, the staff photographer was able to procure this unposed picture of the purchasing department personnel at the break-up of a conference called to determine how the public relations department got a new bottle of ink without a requisition, on the pink form which confirms the order made in triplicate on the blue form number 41863, and the form on the green sheet which should indicate that a bottle of ink and not inspiration was wanted in the first place. The confusion was peacefully explained by the fact that it was red ink that was required, hence the sequence of various forms to make a logical color scheme.  
The purchasing department has two duties. One is to get material that is requisitioned, ranging from the now famous bottle of ink, to a street car. The second duty is to say "no."  
On the left of the group is Ben Schupp, chief of the squad, who has the private office, swivel chair and

rolled top desk for correspondence, office records and feet.  
At the opposite end of the line is Jimmie Bowen, who presides over the "we ain't got it" department, sometimes known as the stationery supply room. The others in the picture reading from left to right are: left to right, Ben Schupp, Miss Sophia Schupp, J. T. Rees, D. C. Shaeffer, Miss E. Christenson, Lewis Panner, Miss Mae Masterson and J. W. Bowen.  
This story might go into a few more details, but it is now 10:30 A.M. and the necessary requisitions for taking the photograph must be in the purchasing department office before quitting time tonight but—wiggling tripe! the office has run out of requisition blanks and it will be necessary to mooch a requisition to requisition a pad of requisition blanks so a requisition can be made out for this picture and this issue of "Two Bells" placed in the hands of the impatient subscribers at the usual time.

## --- ADVICE ---

You may disregard advice but you should listen to it. Never laugh or sneer at one that offers it. There is an old saying, "Many a fool has helped a wise man." Even the worst advice shows one side of a question.  
One should always want advice—not to follow it, but to help make up one's mind. If you once get this idea about advice, you will find the ladder of success much easier. No one person can present all the points of view in any problem.  
If you have time always be on the alert to listen to what others have to say. If you haven't the time, always listen to anything that is presented strongly whether or not it agrees with your opinion. You may change your opinion some day.  
Above all things, never make light of the criticism—with its advice—of any enemy. It is there that your weakest points are exposed. If you are wise you will be thankful for the opportunity to strengthen them.

Con. S. L. Anderson,  
Division No. 2.

## On The Back End (Contributed)

A Division One motorman, whose name dare not be mentioned, celebrated his fifty-third birthday last week. During the day he mentioned the fact in the hearing of some lady passengers. "How old are you?" asked one. "Seventy-three," was the reply, just for fun. "You don't look a day over sixty-three," said one of the ladies.  
\* \* \*

They sat alone in the moonlight,  
And she smoothed his troubled brow;  
"Dearest, I know I've travelled fast,  
But I'm on my last lap now."  
\* \* \*

Motorman Vincent of Division Three says he knows how old Myrtle is, but there's a difference whether he tells her or some one else.  
\* \* \*

Perambulating polar bears! O'Hara has written another "pome":  
**Ode to Those Who Got Bumped**  
We had a general shake-up last Wednesday night. The change in the schedule was but very slight. Although some of the regulars are back on the list. That's a whole lot better than being dismissed. We hope the winter season furnishes some rain. That's our only hope to ease up the strain. For if patience is a virtue that's possessed by a few, I know it will benefit me just as well as you. So keep up your spirit—have lots of patience. And before very long we'll have some cause for elation.  
—O'Hara.  
\* \* \*

Old woman to traffic officer at Seventh and Broadway: "Where will I get a car to Third and Western?"  
Officer: "Where you least expect it madam, unless you get off that track and stand in the safety zone."

## Appreciation

To the Employees of the Engineering and Maintenance and Way Departments:  
We wish to acknowledge our sincere appreciation for the many expressions of your kindness throughout the long illness of Mr. Martin.  
We cannot overestimate the pleasure and satisfaction afforded to Mr. Martin by the faithful personal calls of the boys of the Vernon Yards.  
For the beautiful floral pieces sent, accept our most sincere thanks.  
Respectfully yours,  
MARGARET A. MARTIN  
AND SON, RAYMOND.

Mr. Wallace Stewart and family acknowledge with deep gratitude your kind express of sympathy.



# Looking 'em Over at the Divisions

## DIVISION 1

H. N. Cole

Conductor F. Slattery had been missed on his run for several days, and apprehension was felt as to his safety. Some feared that he was a victim of kidnapers. After a diligent search and numerous inquiries, he was finally located, comfortably fixed in a cozy office in the L. A. Building. Our best wishes are with you F. S.

Motorman M. M. Spence says the reason his run stops at Eighth and Grand, is because it is advertised everywhere that "Three Women" are coming to Grand Ave.

Conductor J. E. Cooper is wearing a smile that won't come off (for a while at least). He was married on September 25, to a Miss Jackson of this city, the ceremony taking place at the home of the bride. Motorman C. E. Yocum acted as best man. All the boys wish the bride and groom a happy married life.

Motorman E. O. McKenney, who has been confined to his home since April 24, nursing injuries received when he fell in the pit in the car barn, resumed his duties last Thursday.

Motorman F. J. A. Sharon is spending a few weeks at his country home up in the mountains.

Night clerk James has been observed driving around in a perfectly new Star touring car, which is, we believe, the first Star seen around these diggings.

*The doctor said all I needed was exercise, and—I've been a mail carrier for six years.*

## DIVISION 2

H. T. Hansen

On Tuesday, September 30, old bird stork made a visit to the home of Motorman R. B. Cox, and left a fine eight and one-half pound boy. This is the second boy in the family. Mother and babe doing fine—congratulations.

Foreman C. L. Christensen returned to duty after a brief illness confining him to bed for a week. We are all glad to see him with us again.

It will be remembered that in last week's Two Bells, reported that Motorman J. T. Hall secured sixty days leave of absence to try his hand at picking cotton at Wasco, Calif. After one day on the job he decided that it was too hot for him there, so he is now back on the front end again.

Here is another one from our friend Harry Travis. A Signal Corps officer tells of over-hearing the following:

"Inquisitive Visitor—How much do you boys receive?"

Bright boy—Thirty dollars a day—once a month, ma'am."

Conductors C. F. Fitzgerald and Ed. Lloyd, and their families with former superintendent of Division Two, P. V. Mann and family, including Mrs. Geo. Patterson, made up a motor caravan which wended its way to the apple orchard at Yucaipa, owned by Motorman G. Adair. The would-be Arabs tell us that they will be eating apples "Till the sands of the Desert Grow Cold."

*Why is a street car like heaven?  
Because the majority make a run for the entrance at the last moment and are perfectly satisfied if they merely get inside.*

*No man is good for anything who has not learned the easy, prompt, cheerful submission of his will to rightful authority.—Gladden.*

## Who's Who



HERE'S to Joe Federbusch, who has been in our midst since 1917, and is rated as one of the most popular conductors of Division Four. Joe started life in Hanover, Germany, and sure enough his first job was in a delicatessen shop. From there his wanderings took him to London, then to Los Angeles, up to Oregon and Montana, then back to our fair city.

## BUS DIVISION

Elmer Wood

Mrs. E. C. Fitts wishes to thank the men at the bus division for sending her the beautiful flowers. Mrs. Fitts has undergone a serious operation and is getting along nicely now, which we are glad to hear.

The Los Angeles Motor Bus Company's Moreland Number 1 is being converted into a Los Angeles Railway bus. This machine is being completely overhauled from the front license plate to the rear license plate by Earl Hansen, and then it will be painted yellow, and probably will run on the Lincoln Park bus line.

Can you imagine it?

Operator E. T. Fleming was married during a 43-minute split in his run on Wilshire, recently. That's what I call fast work Ed. He is operator number 13. Who said 13 was unlucky?

Number 32, the Los Angeles railway emergency truck was overhauled in a record time by two of our fast mechanics, Doyle Rishel and Ray Anderson. They took number 32 at her quitting time, 9 o'clock P. M. and put her back in service at 7 o'clock the following morning, completely overhauling the engine, putting in a new block, new pistons and rings, new valves, and tightening up the bearings.

## DIVISION 5

F. J. Mason

Passenger rushing out from curb narrowly missing some autos and catching to car on 'nine'—landing in the car on all fours: "Conductor, I want to go to the County Hospital."

Conductor—"Alright, have a little patience, you're using the right method to get there."—O'Hara.

## BUGHOUSE NOTICES

Extra Men: if you want off on Sunday just speak to Mr. Grant and he will mark you up to a run with no Sunday time in it.

Conductor R. W. Sampson, who is on a ninety-day leave of absence, strutted proudly in and announced the

## DIVISION 3

Dan Hanley

Supt. Dye came back from his vacation on Wednesday morning and stepped into one of our annual shake-ups which by the way are getting as numerous as the fleas on an alley cat's tail here lately, and said he had a fine time. He was away five weeks, three of which were spent on a hunting trip. When interviewed as to the success of same he replied, "There were four of us and we arrived home with five BUCKS." I figured it out and came to the conclusion that they had \$1.25 apiece left so they did not come home broke.

Motorman Stewart to Mr. Carter of our lunch emporium:

"Was that a 15-cent cigar you sold me yesterday?"

Mr. C. O. O. L. E.—"Yes."

Mtr. Stewart—"Then give me a \$100 one this time."

Clerk Reed was at the window the other day when Condr. Colburn came up and said, "I want it some peppeh." Reed looked at him saying, "Red, Black or Cheyenne?" Colburn said, "I want it some writing peppeh."

Two things sadly lacking at this division. Contributions to the Two Bells and correct addresses.

An argument started as to the relative merits of the different style cars at the division the other day. Mtr. Meloy declared, "A limousine for mine." "Give me a coupe," said Condr. O'Rourke. "Sports model roadster beats them all," remarked Motorman Remley, when up jumped Motorman Kamrath and shouted "Sedan." So they came to me to settle it.

"Watch me get this yegg's goat," remarked a young shiek to his friend as he boarded Conductor Stout's car and offered him a ten dollar bill, saying, "Sorry, kiddo, but I haven't got a nickel." "Don't worry, old timer," said Stout, "you'll have 199 of them in a minute."

I wish to announce that the contest that has been running in this column for the last four issues, as to giving it a name, closed last Saturday, and out of the many hundreds of answers received I selected one, so watch the next issue for the title, also the name of the lucky winner who will be presented with a solid cement table knife, beveled edged and inlaid with dimples enabling one to eat peas without cutting himself or spilling any in the coffee.

I have had no reports handed in this week of gone aways, coming backs, births, marriages, divorces or scandals, so outside of it having rained nothing unusual happened.

## EXTRA

Conductor Croughan just blew in and announced big tie-up on the Adams line last night—A P. E. conductor changing a quarter.

arrival of an eight and one-half pound baby boy, Sunday, October 5. Mother and baby are doing fine. Congratulations.

Then came Conductor T. J. Dessert with the news of the arrival of a boy tipping the scales at 7¾ pounds. Mother and baby are also doing fine but Daddy's got a wicked headache. Congratulations, Tom. No, not regarding the headache—and thanks for the cigars.

Did you ever hear the one about the shiek who said that his face was his fortune?

He got arrested for counterfeiting.

Our Bowling Team came out on top last Friday evening when they defeat-

## DIVISION 4

C. J. Knittle

This week we hide behind the alibi: "No news is good news."

A Pico run was listed as open last Saturday and a certain trainman bid on it. The main reason he did not get it was, he dropped his bid card in the "Two Bells" box instead of the bid box and nobody knew he wanted the run till we went for the news.

There was a tie-up on South Main line last Tuesday. When a car finally came along everybody said, "O'!"

Wanted,—A motorman who doesn't mind running ahead of time to get big layovers. Who is willing to do my part of the work at the terminals. Who will never want to leave the car at the same time I do. Who is willing to get the car ready every morning while I fool around in the division. Who will cheerfully make out my accident reports. In return I will let him do the loading and turn in my cash every night up to and including the day we are fired.

CONDR. I. DOOLITTLE.

The fish hounds were in action again last Thursday. The party was extra large and unofficial reports have it they returned with one hundred thousand mackerel. The gang shoved off at Santa Monica. It was made up of R. Y. Clapp, O. Valkman, A. Bertman, Frank Shuster, J. Nefrony, R. E. Carroll, H. De Vos, W. H. Snow, E. E. Craft, D. S. Havelly, C. J. Fanjenny, W. Bray, E. L. Bailey, A. MacKenzie and Dusty Rhoades.

The next number which was written by our chief woman car cleaner will be sung by the Jap window washer accompanied on the fog horn by Cash Receiver Ray Smith.

*The "con" stood on the forward deck,  
Eating cookies by the peck,  
Talking to his pilot, Snell—  
The boss caught him and he caught—  
an awful cold from standing up  
there in all that draft.*

This page is getting so full of "wotchamacollit" that we wonder when the company started keeping bulls in the car barns.

Conductor 1492 reports Three Women with Feet of Clay boarded his car on Broadway after Dark to go to Hollywood. "Take The Rear Car," he said, "we go to America."

"But Monsieur Beaucaire told us to take this one!" they exclaimed.

"The Temptation to grab any Covered Wagon that's painted yellow is greater here than Over The Hill—Way Back East in Little Old New York," remarked Conductor 1492, "but Why Worry? Captain Blood, The Sea Hawk warns us to preserve our Flaming Youth. Don't become The Nervous Wreck. Read the signs."

Front way out!

ed the Pico-Main Team three games in a very hotly contested series. In each game we won by a very few pins but our boys were on their mettle and they managed to get their 'turkeys' over just when they were needed. Get 'em again next week, boys.

Here they go—

Mtr. A. J. Spohn, resting up 60 days.  
Condr. L. A. Baloun, hunting trip to Canada, 90 days.

Condr. W. V. Johnson, to Arizona, 30 days.

Mtr. W. H. Murphy, to Inglewood, 60 days.