



TWO BELLS

A Herald of Good Cheer and Cooperation Published by and for Employees of the Los Angeles Railway

Edited by J. G. JEFFERY, Director of Public Relations

SAFETY WORK REACTION APPEARS

A seasonal reaction in accident prevention work has developed to a degree that the safety bureau is issuing special warning to motormen, and the outside safety supervisors are making particular efforts to keep down the responsibility accidents.

A summary of the safety bureau records shows that since August 27, nine motormen who had not had responsibility accidents for two years, have had collisions for which the blame is on their own shoulders.

Keep up to Rules

According to John C. Collins, supervisor of safety, this situation has resulted from over anxiety to complete the last three months of the year without an accident, and a tendency to disregard the rules, particularly road space, which enable them to keep out of accidents. In patting themselves on the back, they have slipped away from the fundamental rules, Mr. Collins says.

Carelessness Apparent

Another cause of accidents, according to the safety bureau, has been the tendency to operate on five points instead of feeding up, then throwing off the controller and coasting, according to the power saving rules. The tendency to use the intermediate point instead of following the power saving orders, results in sluggish and careless work because it is a lazy style of operation, according to the safety bureau head.

The leading classification of accidents in the past month has been interference between automobiles and street cars moving in the same direction, with steps taking the brunt of the damage.

Retaining Wall Is Built of Track Ties

A retaining wall six feet high is being built of redwood ties on the south side of the Los Angeles Motorbus Company building at Virgil and Santa Monica boulevard. This is to protect the earth which was cut away in the excavation work done during the erection of the building.

QUESTION

Why is a street car like heaven?

Because the majority make a run for the gate at the last moment and are perfectly satisfied if they merely get inside.

THEY KEEP DIVISION 3 CARS ROLLING

This exclusive picture of the Division Three day mechanical force was snapped unexpectedly Monday (wash day) while a conference was in progress on the question of whether faces should be washed before facing the camera. These are the boys who keep the cars of the north side division up on their toes. The small number of mechanical failures on the streets testify to the efficiency of their work. Lee Lewis, foreman, is seated fourth from the left in the front row.



THREE MEN GO TO A. E. R. A. SESSION

Three members of the Los Angeles Railway organization will attend the annual convention of the American Electric Railway Association to be held in Atlantic City next month.

George Baker Anderson, manager of transportation, is to speak on the effect of the merit system on accident prevention. The Merit and Bonus System which was established here in 1920, has attracted the interest of street railways throughout the country, and the effect of the system on any phase of the transportation business is closely observed by street railway officials.

L. J. Turley, electrical engineer, left two weeks ago, to inspect the electrical facilities of some of the eastern properties and the large manufacturers, and will attend the electrical department sessions of the A. E. R. A. convention. He took considerable data regarding the operation of Los Angeles Railway automatic substations, for use at the meetings.

H. G. Weeks, assistant to the general manager, will be the third member representing the Los Angeles Railway. He is particularly interested in the bus service division of the general transportation conferences.

Lighting Arranged For New Div. 4 Pits

With the new division four pits equipped with overhead wire and in use, work will start soon on wiring underneath the pits to give necessary light for mechanical work and on the installation of cluster lights over head.

PAT SCORES

An English tourist, who was telling an Irish peasant about the immense size of the British Empire, said:

"Well Pat, and do you know that the sun never sets on the King's dominions?"

"No, your honor," replied Pat.

"Well, such is the case," went on the tourist. "But do you know the reason why?"

Pat immediately answered: "I suppose it is because Heaven is afraid to trust an Englishman in the dark."

VACATION SEASON NEARING FINISH

Vacation season is nearing a close but a few of the transportation department men are still indulging in the annual loaf.

R. A. Pierson, supervisor of the merit system, is expected to return October 1, from a vacation visit to Hackelbarney, and points south in Iowa. During his absence Dan Healy, chief instructor, has been in charge of his desk.

R. R. Smith, superintendent of operation, is spending two weeks at his cabin on Mount Baldy.

W. B. Adams, director of traffic, returns Monday from an auto vacation trip to San Diego and San Francisco.

15 Of New Cars Ready For Use

Fifteen of the new cars recently received from St. Louis have been put through the shops, equipped with the electrical and air brake equipment and made ready for service. They are being stored at Division Two.

Thirty-five cars have been received from the east. As soon as they arrive at Vernon yards they are being transferred from the flat cars to the street car track and towed to South Park where the mechanical work is done.

Never judge a man by his clothes; perhaps his wife bought them.

HEY! I Lost a ---

From his experience as pinch hitter in the Lost and Found Department, P. V. Mann has written the following:

- I lost a hat—I lost a pen
- I lost a package on line "N"
- I lost a purse—I lost a grip
- I lost a license on a wedding trip
- I lost a fur—I lost a key
- I lost a coat on car line "D"
- I lost a letter—I lost a deed
- I lost a sack of chicken feed.
- I lost a pencil—I lost a shoe
- I lost a shirt—'twas almost new
- I lost a book—I lost a knife
- A new suit case was lost by my wife
- I lost a necklace—I lost a pin
- I lost a watch—was it turned in?
- I lost my glasses—I lost some silk
- I lost three cans of condensed milk
- I lost a rope—I lost a veil
- I lost my lunch and dinner pail
- I lost an umbrella—and mosquito net
- I lost a bathing suit that was still wet
- I lost a thimble and some thread
- I lost my parasol; it was red
- I lost a hand-bag—I lost tin-ware
- I lost my pocket-book but I don't know where
- Other things are lost too numerous to mention
- From pins on up to some modern invention.
- And when the Lost Article Man dreams or looks on wine when it's red
- He dreams of lost reputations or someone losing his head.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Ambition Must Be Active

THERE are two kinds of ambition, inactive and active. The man with inactive ambition says, "I wish I could get a little further ahead." He sighs, and then sighs again when he thinks of some fellow who has moved up the ladder of promotion, and then he drops back into the same old groove.

The man with active ambition wishes he could get ahead, but instead of a sigh, he sizes up the job to which he aspires, checks off the objectives that he must make to qualify, and then sets in to achieve them, one at a time.

A man's ambition may be to be the general manager or to be the best motorman or conductor of his division. Both ambitions are worthy because it takes a good man to be a good general manager, and a good man to be a good motorman or conductor.

Every trainman cannot be a general manager. He may not have the necessary faculties of diplomacy and financial judgment. Every manager would not be a good motorman or conductor. A large percentage of them would "blow up" and violate every rule of courtesy every time they came to Seventh and Broadway, and tried to watch the passengers, the signals, the automobiles, the fares, transfers and answer the 101 different questions that are asked at once.

The man who starts his *active ambition* toward becoming the best motorman or conductor of his line or division, need not worry about whether the general manager's desk will fit him, for if he succeeds in his first ambition, some one is certain to recognize that if he is a leading trainman he will be able to maintain at least a good average in some higher position, and he will have a good start toward the top of the ladder.

"Hitch your wagon to a star, but don't forget the axle grease."

If You Paid The Power Bill

IF THE street car that you operate was your personal business interest and you had to pay the operating expense as well as receive the revenue, how would your power consumption record look?

Waste is opposed in any line of business, and particularly when there is a shortage of the commodity such as being experienced in the power situation this year.

Every trainman has been given every possible help in the methods of power saving. The general attitude of trainmen has been excellent, and due credit must be given for an accomplishment that has been vital to the street railway business and all other lines of business in Southern California.

The man who is the exception to the general rule is the man who makes trouble. The man who does not do his utmost to carry out the power saving rules and who permits his car to waste power, is injuring his own reputation, the reputation of his fellow workers, and of the company as a whole.

A good test to apply to your work is to ask and answer the question: "If I was paying for the power used, would I be any more economical?"

SIX WAYS TO SAVE POWER

Bring your car up to speed smoothly and with a regular feed. Don't lag on resistance points.

Use all the power you need to make your runs and keep on time. Don't use any more.

Shut your power off as soon as possible.

Coast every foot you possibly can.

Brake smoothly and rapidly. Don't "fan" the air.

Don't lose time in starting after you get the bell to go ahead and are sure the operation is safe.

BULLETINS

Issued September 29, 1924

BULLETIN NO. 209 Notice to Trainmen

Toilet privileges formerly maintained in the Alta Vista Garage at 405 North Hill Street have been cancelled, due to the present routing of cars, making such location unnecessary.

Also the toilet privilege at 1645 West Temple Street has been cancelled, due to the closing of the toilet. New arrangements will be made in this vicinity as soon as a location can be found.

BULLETIN NO. 210 Notice to Conductors

Fireman's Pass Book No. 19948 issued to Fireman John E. Long is reported lost. If presented for transportation, take up, collect fare and send to this office with report.

BULLETIN NO. 211 Notice to Conductors

The following passes are reported lost: No. 1338 issued to W. G. Clardy, Substation Operator.

No. 1615 issued to George Oliver, Mechanic, Garage Department.

No. 1837 issued to Mrs. A. Hackley, Car Cleaner.

No. 4922 issued to C. E. Cowdrey, Motorman, Division Two.

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

P. B. Hill

Supt. of Operation.

BUS BULLETINS

BULLETIN NO. 142 September 16th, 1924

ALL BUS OPERATORS:

Bus service will be started on Figueroa street bus line on Monday, September 22nd, 1924, via the following route:

ROUTE:

South Termini: Figueroa and 58th Sts.; Figueroa street; Washington street; Hope street; 7th street.

North Termini: 7th and Olive streets; Olive street; 8th street; Hope street; Washington street; Figueroa street.

At 58th and Figueroa streets turn around will be made by pulling across 58th street until rear step of bus is even with south curb line of 58th street and bus then backed west into 58th street until far enough to make turn back into Figueroa street, then pull across and head north on Figueroa street with back step of bus opposite apron in front of Bureau of Power and Light, at which point lay-over will be made.

FARE:

One way fare 10c, which includes free transfer to intersecting Los Angeles Railway yellow street car lines only.

No transfer will be permitted between Figueroa street bus line and lines of the Los Angeles Motor Bus Company or Wilshire Boulevard bus line of the Los Angeles Railway.

FORMS OF TICKETS:

Figueroa street bus conductors will issue the new form of bus ticket, Form S-BU 4, on payment of cash fare, if transfer is requested. These tickets will be honored on cars of the Los Angeles Railway at proper transfer points if presented within time limit, and Los Angeles Railway street car conductors will issue regular form of street car transfer in exchange if passenger desires further transfer.

Los Angeles Railway conductors will sell bus ticket, S-BU 3, on payment of 10c cash fare which will be honored on Figueroa street bus line if presented complete with bus coupon attached to contract. If passenger desires further transfer from bus to connecting Los Angeles Railway street car line, bus conductor will detach and retain bus coupon, returning contract to passenger for use on connecting street car line.

FREE:

The following will be carried free on the Figueroa street line:

Members of the Los Angeles Police Department on their badges.

Holders of Los Angeles Railway Bus Division card passes.

Los Angeles Railway Bus Division operators and conductors on their badges.

F. VAN VRANKEN.

BULLETIN NO. 138 September 20, 1924

Commencing Monday, September 22nd, Bus Run No. 2, on the San Pedro street schedule will operate for a portion of the run as a special school bus on which there are to be carried none but school children, and only when presenting a certificate from the School District in which the bus is operating, in connection with a 5c cash fare. There will be no transfers issued or received. No passes of any kind to be honored, but instead a straight 5c fare each direction. School tickets are not good for transportation.

In a few days a new schedule on the San Pedro street line will be made and will include the running time of the school bus above mentioned. For the present the schedule of Bus Run No. 2, effective Monday, September 22nd, will operate on school days only, and on the following schedule:

Leave Manchester and San Pedro at 7:56 A. M.

Run west on Manchester to Harvard, North on Harvard to 85th street, west on 85th street to Western avenue, south on Western avenue to Manchester avenue.

Leaving Manchester and Western at 8:10 A. M. and returning—East on Manchester to San Pedro street, North on San Pedro street to 75th street, back eastward on 75th street, south on San Pedro to Manchester, West on Manchester to west side of Vermont, North on Vermont to 84th place, East on 84th place to east side of Vermont, South on east side of Vermont to Manchester, East on Manchester to San Pedro street and North on San Pedro street to the Fremont School at 77th street.

Discharge students and then pull into garage at 16th street, signing off on arrival at that point.

Run No. 2 will pull out of the garage at 2:50 P. M., proceed to the Fremont School, pick up students, leaving school at 3:15 P. M., and move:

South on San Pedro street, West on Manchester to Vermont avenue, making the loop as above indicated, returning to Fremont School via:

Manchester and San Pedro, making the same turn around at 75th street as above indicated, leaving school at 4:00 P. M. and proceeding to Western avenue over the same route as above indicated, leaving Western avenue at 4:15 P. M., returning over:

Manchester and San Pedro street to 61st street, and leaving that point on southbound trip in regular service, as shown on the schedule at 4:34 P. M.

Separate turn in of cash for the school trip, also separate trip sheets must be made, or in other words, keep all reports and cash collection absolutely separate from the regular schedule work.

F. VAN VRANKEN, Mgr.

Big Drain To Be Built Under Track

A 48-inch cement storm drain is being built under the private right-of-way on the Eagle Rock line at Division Street. This is to join with a storm drain to serve that part of the city.

A TOAST

Here's to your car
And my car—
May they never meet.

"Your little girl wants to kiss you over the phone explains the stenog."

"You take the message, I'll get it from you later." replied the Desk Salesman.

Appreciation

Transportation Department, Los Angeles Railway.

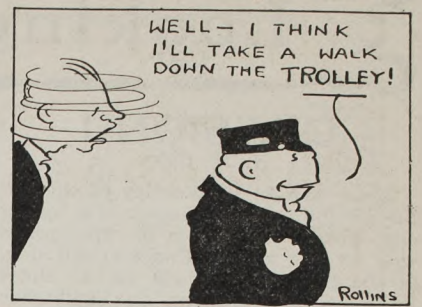
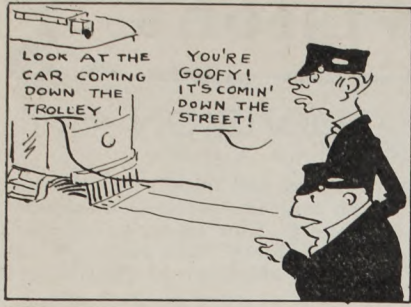
Dear Friends:

I wish to extend my sincere thanks for your friendship to me and respect to the memory of my late father, Mr. F. L. Tower, as expressed by the beautiful floral piece sent to the funeral service at Santa Ana, September 18.

Elmer A. Tower,
Dispatcher.

Ambrose says that all men are born free and equal, but some of them get married.

Conductor Ding and Motorman Ding Ding



By Rollins

Bouquets And Things (Hand Picked)

For Mtr. H. H. Hennings, Div. 1
Los Angeles Railway.
Gentlemen:
I wish to give favorable mention of "N" car conductor No. 2506.
Several times last year I thought of calling your attention to his many acts of courtesy, but did not take the trouble.
Almost every time I have been on his car, I have noticed some act of kindness or courtesy. I have never known him to be ill natured or impatient.
This morning when he got off his car to assist a woman with two babies to alight, I decided to take his number and report it. He is a gentleman.

Very truly,
E. L. RAFFEN,
945 S. Bonnie Brae

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

I find Traffic Loader, No. 36 at Central Avenue near the corner of 7th Street to be very accommodating and polite.
I found Motorman No. 2307 very accommodating this morning at 15th Street about 6 A.M.

I find most of your conductors and motormen that I come in contact with to be polite and willing to guide or help you to your destination.

Yours truly,
CLARENCE E. JENENS
1121 East 51st

□ □ □
For Operators J. C. Cave, W. E. Kleina, L. Smith, S. H. Brown, C. B. Crome, M. S. Vanden, F. L. Morton, J. F. Floyd and W. L. Greenwood, all of Div. 4

Los Angeles Railway.
Gentlemen:

I wish to thank and commend the following conductors on the North Griffin line for courtesies extended me from day to day!

These courtesies are particularly appreciated at this time when the North Griffin Avenue is so torn up and it is hard to board or alight from the cars.

Yours truly,
ELLA M. KENNEDY
3724 N. Griffin

□ □ □
For Mtr. G. Searl, Div. 3

Los Angeles Railway.
Gentlemen:

On Monday, July 7th, the writer dropped a roll of drawings from his hand near 10th and Broadway and it was observed by your trainman 947. This trainman later brought the drawings to our office, ordinarily no one would have observed a mere roll of papers and I believe it is due entirely to the training and courtesy which undoubtedly is being taught your trainmen.

I am taking this opportunity to express my appreciation for the return of these drawings, which is due solely to the courtesy on the part of trainman 947.

Yours very truly,
H. S. JOHNSON
401 Los Angeles Railway Building

EXACTLY

Counsel—Now, where did he kiss you?
Plaintiff—On the lips, sir.
Counsel—No, no, I mean where were you?
Plaintiff—(blushing) In his arms, sir.

Mother: "Mary, get ready for the party."
Mary: "Shall I wash for high or low neck, mother?"

G. J. Kuhrts Heads Newly Organized L. A. Masonic Club

G. J. Kuhrts, general manager, was elected president of the Los Angeles Railway Masonic organization which was formed September 20, at a meeting in the Masonic Temple, Figueroa and Pico streets. Jack Sheridan opened the meeting as temporary chairman. Following the election, R. B. Hill, superintendent of operation, who was elected vice-president, took the chair in the absence of Mr. Kuhrts. Some 200 Masons of the company attended the initial meeting and many others have signified their intention of joining.

Committees on membership, entertainment, by-laws, meeting place and auditing were chosen, and they will begin their committee work immediately. Practically all departments of the company are represented by the officers and committee men.

The other officers chosen are L. J. Hathaway, second vice-president, E. R. Dye, third vice-president, C. A. Henderson, treasurer and W. T. Shellford, secretary.

The committee chairmen are: membership, L. L. Wimberley; entertainment, C. V. Means; meeting place, Claude Campbell; by-laws, C. C. Netz and auditing, F. Van Vranken.

As a name "The Square and Compass Club of the Los Angeles Railway" has been submitted for ratification. The meetings will be held monthly, with the annual election meeting in January.

Bowling Team Makes Monkeys of "Sharks"

The Los Angeles Railway bowling team got off to a good start September 19, when they beat the Sharks bowling team in a three-game series by 129 pins. The team consists of three members of Division Two, Hoffman, Hughes and Bloom, and two members of Division Five, Monteverde and Kettering.

Now you bowling hounds, if you want to have some real fun and crave excitement, go down and see the boys bowl next Friday evening at "Dad" Meek's, Pico and Main. You do the rooting and they'll do the winning.

TWELVE THINGS TO REMEMBER

1. The value of time.
2. The success of perseverance.
3. The pleasure of working.
4. The dignity of simplicity.
5. The worth of character.
6. The power of kindness.
7. The influence of example.
8. The obligation of duty.
9. The wisdom of economy.
10. The virtue of patience.
11. The improvement of talent.
12. The joy of originating.

—Marshall Field.

Some sort of a prize ought to go to the man who found the wolf at the door and appeared downtown the next day in a fur coat.

Manchester Ave. And Figueroa Bus Lines In Service

Two new bus lines were started last Monday, one on Figueroa street and one on Manchester avenue.

The Manchester avenue line is for the exclusive use of school students living west of the new Fremont High School at Seventy-seventh and San Pedro streets, and is operated under an arrangement with the board of education. The bus leaves Western avenue and Manchester at 8:10 A. M., arriving at the school at 8:25 and returns to Vermont and Manchester, leaving that point at 8:33 and arriving at the school at 8:45. In the afternoon the bus leaves the school at 3:15 for Vermont and Manchester, then returns to the school and leaves at 4 P. M. for Western avenue and Manchester.

The Figueroa street line was started with double and single-deck busses, although it is intended to operate only double-deck busses as soon as sufficient equipment is available. The new six-wheel double-deck Moreland will be used on this line, according to present plans.

Six-Wheel Bus Put Through Test

The first six-wheel double-deck bus delivered by the Moreland Company was put through a test run over the Wilshire bus route last Monday morning with officials of the company as passengers. The new vehicle behaved satisfactorily and gave some good demonstrations of the six-wheel air-hydraulic brake system.

A few minor changes were ordered made before putting the bus in service.

Work is continuing at a good rate in the Moreland factory on the other four busses of the order.

Veteran Track Work Foreman Passes Away

Michael John Martin, who was 67 years of age and a veteran track foreman of the company, died September 20. Mr. Martin, who was widely known and genuinely loved throughout the organization was employed as foreman in 1906. Like a typical boss of a track gang, he was born in Ireland. In 1919 his failing health made it necessary for him to retire to less strenuous duties and he was employed in the storeroom of the Vernon yard.

TRY IT AGAIN

Clyde Younghorse, a young Indian suddenly oil-rich, bought himself a \$5,000 automobile and drove away. Next day the salesman was confronted by Younghorse again. The Indian was afoot, walked with a limp and bore various contusions and bruises. This was his explanation:

"Drive out big car; buy gallon moonshine; take big drink; step on gas. Trees and fences go by heap fast. Pretty quick see big bridge come down the road. Turn out to let bridge pass. Bang! Car gone! Gimme another one."

On The Back End (Contributed)

A street car was crowding an auto to the left as it was going west, and the following conversation was overheard:

First Autoist—Where are you going?

Second Autoist—What's the difference?

* * *

Conductor Schroeder's "P" car was speeding eastward on East First Street Tuesday afternoon. As it ascended the west slope of Boyle Heights he yelled, "Boyle Av'noo next!"

A man standing nearby tapped his arm, "Is the next stop Boyle Avenue?" he asked.

"Why yes, mister," answered Schroeder, "you didn't think I was kidding this carload of people?"

* * *

Conductor Millican took his little boy down to the store to buy him a new pair of trousers, wanted to give the boy a chance to pick out his first pair, shoved him all the kinds on the various counters finally young Millican grabbed a pair and said "I'll take these. Sign on trousers read, "They Can't Be Beat."

* * *

Some people who stammer preface their remarks with something like "mum mum mum." Some hiss, and some whistle, as a starter. This stammering passenger was partial to the letter "P." An "R" car was approaching Boyle Avenue, east bound, when he said to the conductor: "Is this "P-P-P-Pim pim—" "Pimple?" said the conductor, "Not by a darn sight." "It may have been once upon a time, but it is a full grown "Boyle" now."

* * *

Conductor A. F. Brown relates a humorous experience that happened while he was working on the "V" line. A little lady who tips the scales at about 250, boarded his car. After seeing that her two children were comfortably seated she came back and deposited 5c in the fare box. Just then another lady who also weighed about 250 pounds was getting on the car. Conductor to first lady, "Two fares please." First lady hurriedly deposits another nickel and goes inside of car. Second lady being unaware of the presence of the children said, "I guess I'll have to start reducing so I won't have to pay two fares."

AT A BUSY CROSSING

Traffic Cop (to jay walker)—"Hey, you were born in the country, weren't you?"

Cy—"Yep, I was."

Traffic Cop—"Well, if you don't watch out, you'll die in the city."

No man can serve two masters and that is one reason he never makes a complete success of bigamy.

Looking 'em Over at the Divisions

DIVISION 1

H. N. Cole

Motorman E. M. Worsley of the "J" line, is the proud possessor of a loving cup, presented to him as first prize, won by his grown English bull dog, at the Puppy show held at the Hotel Raymond at Pasadena on September 14.

Motorman G. W. Holton was west bound on "J" line. At Vermont a lady asked him if he stopped at Kansas. "No, lady; Walton," replied the motorman. The lady evidently understood him to say "walk on" or "walk it" or something of that kind, so she replied good naturedly, "Well, I guess I will have to."

It is said that "self praise is half scandal." You can't say that Ed Urban isn't careful along that line. He was seen surveying himself in a mirror a few days ago, and when asked what he saw, replied, "Nothing."

"Curly" Adams wants to announce that he has lost his "pull" with the company, as he no longer pulls the switch at Seventh and Central. He has been regulated to a laboring job at Seventh and Main, where he works traffic for recreation, after his day's work is done.

Motorman Rom says that car No. 536 is "fully modern," and his conductor can prove it.

Every day looks alike to some street car men, especially those who work every day. Some of us have to be told when Saturday night (bath night) comes. Conductor D. F. Scholes has the habit of catching his car, when making relief, about five or six streets away from the relief point. Last Saturday (no one had told him it was Saturday) he forgot that he should make relief going east instead of going west, so he hopped a car and went down to Mateo street and waited patiently. He watched the west bound track while his car rolled by on the east bound track right in front of his eyes. His memory came to him in time to catch his car at the Cemetaries. He slipped the "con" a piece of money with the understanding that "mum" was the word, and all was well.

DIVISION 2

H. T. Hansen

Chief Clerk C. J. Clark and family are vacationing at the various beaches near here. Due to the late time of year they have decided not to go too far from Los Angeles.

Extra Clerk B. I. Derry, has assumed C. J.'s duties during his vacation. And before we go further; Derry, is to be congratulated upon the arrival of a 9 pound baby boy.—"Thanks for those nice cigars, Derry."

Conductor P. Atkinson, and family returned just recently from a delightful vacation. They motored through Oregon, Washington and Montana and enjoyed it fine.

Motorman W. G. Ferguson, is on a 90-day vacation—the first in twenty years. He expects to spend it at Fullers Poultry Farm in the San Fernando Valley, in which he has the controlling interest.

Motorman C. E. Cowdrey and his son locked their door as usual upon retiring, only to find that "bolts and bars" are of no avail to the unknown visitor who robbed them of their watches and some money while they were asleep.

This is a conversation heard by Conductor H. P. Peck, on the "U" line near the S. P. Depot. (Unsophis-

Who's Who



THERE isn't so very much to be written about Roland Sanders, conductor of Division One, as he is young in years and in service. He has nearly completed two years with the company which started after a period of enlistment in the Marine Corps aboard the U. S. S. Texas. Sanders was born in Missouri and had to be shown, hence he landed in California, although he drew his first pay checks as a clerk in St. Louis business houses.

SLIGHT OVERSIGHT

Smith—How's the liquor question in the west?

Jones (who has just returned)—No question at all. Why, in one town I was in, the water had been turned off for a week and the inhabitants didn't know it until they had a fire.

ticated young lady from the country), "Oh, look at the Music box the railway furnishes for its men!" (City cousin), "Hush, dear, that isn't a music box—that's a money box!"

Conductor F. S. Holland, was asked why he likes to work on the "S" line. Holland said that because there are more fat ladies in Los Angeles, than anywhere else in the world; he prefers the wider spaces available on the "S" line cars.

Hurry! Hurry! Hurry! Voters register before it is too late at office of H. T. Hansen—Stenographer.

DIVISION 5

F. J. Mason

Conductor L. P. Johnson came bouncing in the other day packing a box of cigars under his arm and singing "It ain't agoing to rain no more." He was quietly married while on a little vacation and now the noise will begin. You're right, L. P., it ain't agoing to rain no more, but you want to prepare for a few squalls. Thanks for the cigars and good luck to you.

Stout lady to young boy sitting beside her: "Why don't you get up and give one of these young ladies a seat?"

Young boy: "Why don't you get up and give the three of them a seat?"

O'HARA.

Keep your hats on, boys, here comes a flock of woodpeckers.

Conductor L. B. Fowler, who has been in the Golden State Hospital since July 24, as the result of being hit by an auto while on duty, phoned in the other day to Ed. Tyler and said

DIVISION 3

Dan Hanley

Have platform men ordinary intelligence, in order to prove so I am going to submit the following questions: Can you answer them before the union depot is built at the Plaza. If any question bothers you pass it up and it will be considered answered correctly, you will be graded by the new patent street pavement after the city council decides whether it is better than worse or worse than better, do not answer question 29.

1

Write a short essay of 100 words on the back of a postage stamp as to which of the following people made street cars popular: Babe Ruth, Lidia Pinkham, Smith Bros., Ma Ferguson, or Foreman Clark.

2

If you were standing on the corner of First and Spring waiting for a car what position would you assume in order to be in the proper place whether a PAYE center entrance or Birney car came along, use the sign language for this answer.

3

Decompose the following sentences so that they mean nothing:

(a) Every car carries broom to help motorman sweep controller.

(b) For exercise conductor punches a transfer now and then.

(c) The car pulled in on the out trip.

4

It's raining and you have been waiting five minutes for a car to come along, it arrives but sign reads "Take Next Car." What would you say? Please use asbestos paper for this answer. If you have none use fire extinguisher for pen as we will not accept scorched paper.

"I love my girl and she is all the world to me, what will I do?" crooned Conductor Erickson. "See more of the world," piped Shiek Hays.

Good service on the shuttle line. Card in car window reads, "This car starts at 6:00 A. M. and runs until further notice."

Surprise from the outside, someone slid this one in the "Two Bells" box so I am sliding it to you. If a hen laid an orange would the chicken say look at the orange Marmalade.—(Thanks to the unknown friend.)

Try this on your piano. If it takes a yard and a half of calico to make a shirtwaist for an elephant, how long would it take a grasshopper with a wooden leg to kick a hole through a cucumber pickle.

I just scraped up an old acquaintance, said Motorman Corsen, as he called for an accident report.

Could this happen in our restaurant? After drinking five cups of coffee Myrtle said to customer, "You sure like coffee."

"Yes," replied customer, "but I have to drink a lot of water to get a cup."

that he is able to hobble around a little bit. He would like to see any of the boys of this division, so if any of you happen to happen around just drop in and say "Howdy."

Conductor H. L. Raines in now at his home at 1625½ W. 56th Street and is coming along nicely. He would also like to see any of the boys of this division.

Boys, watch Doc Hilty. Something seems to tell me that he's going to take another vacation—this time back to Pennsylvania. Beautiful curling black smoke—wonderful scenes combined with the wonderful atmosphere

DIVISION 4

C. J. Knittle

Subscribers and friends: To those of you who noticed "ye scribe's" absence—Greetings! Now let us go into this delightful subject, "The factology, follyology and bullogy of trollyology."

The prize suggestion of the month was entered by Motorman Nockemkold whose idea that dash signs should state where the car doesn't go instead of where it does was considered excellent by the judges. This would not add to the simplicity of things but is designed to save wear and tear on the conductor's face as science has proven it takes thirty-eight muscles of the mug to say "no" and twenty-three to say "yes."

A fishing party composed of Conductors MacKenzie, Snow, Warner, Dusty Rhoades, and Motorman Champion, set sail from Redondo, September 17th. The feature of the trip was that Champion turned out to be a generous fish-feeder. (We can't picture Dusty Rhoades out on the ocean.)

Breathes there a man with soul so dead

Who never to some "con" hath said, "I meant to get a transfer when I got On. Doc. Is it too late now?"

Motorman "Shorty" Nidick was giving us a lively exhibition of clog dancing last Thursday afternoon. In winding up with a fairy-like glide, Shorty's right foot caught in a spittoon and the floor came up and smacked his nasal prominence. We then learned how to "cus" a "pidor."

(Speed-up, Hanley!)

Motorman O. D. Sutton's car was laying over at Fountain and Edgemont a few days ago.

"I want to run in the dairy down the line to get a bottle of milk," he said to his conductor.

"To drink?" asked the nickel bandit. "No, no," replied Sutton, "to wash my feet in."

Calling the streets is like playing a trombone. After you practice a while it don't take so much effort.

A BOUQUET OF FLOUR

For Condr. Pillsbury

L. A. Railway,
Dear Sirs:

I wish to commend the courtesy of Conductor XXX of the crosstown line. I am a student at Southern Branch and boarded his car yesterday afternoon. The seats were all taken and after standing near every seated male-human in the car without being offered one, Conductor XXX graciously permitted me to use his stool. It was real chivalry because, if dirty necks mean anything, he had worked several hours and was probably tired.

Respectfully yours,

MISS A. SQUEAK.

"Every day will be Sunday bye 'n bye." But what good will that do us lads with seven-day runs?

To whom it may concern: HAPPY NEW YEAR!

of the coal mines, etc. Let's hear all about it, Doc.

Would like to hear from Motorman H. O. Lillie regarding a recent fishing trip. Meager reports have it that he got plenty of fish and that the fish got plenty "off" him. Sick 'em Lillie.

Come on you fickle women and make your wish. Brunettes are wishing they were blondes—blondes are wishing they were brunettes and the redheads are wishing they hadn't dyed theirs at all.