



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

Busy Year Of Service Closed

1925 SOURCE OF CREDITS, DEMERITS REVIEWED

"Missing out" at the divisions and at relief points was the principal cause of demerits during 1925, and special efficiency in reporting accidents and procuring the names of witnesses was the leading cause of credits, according to a detailed summary compiled from the records by R. A. Pierson, supervisor of the Merit System.

Division Two accumulated the greatest number of demerits, being 20 slips ahead of Division Three. Division Five was third, Division One fourth, and Division Four was the lowest in point of demerits assessed.

Only 25 Automatically Dropped

On the credit side, Division Three received the greatest number of awards, and Division Two was second. Division Five rated third, Division Four fourth and Division One fifth.

Only 25 men eliminated themselves from the system during the year by the automatic dismissal clause of the bulletin, which specifies that when a man lets his rating drop below 75 percent, he is dropped from the system. Division Two lost 10 men in this way; Division One and Five each lost six. Division Two lost two men and Division Four lost one.

27,475 Slips Handled

Other causes of demerits arranged in the order of their frequency were: giving bells too soon, omissions on mileage and report card, excessive speed, and running ahead of time.

On the credit side of the records, the good marks came from reporting accidents, taking up old commutation books, bringing BO fenders to car houses, and particular courtesy to patrons.

A total of 27,475 slips giving notice of credits, demerits, or automatic cancellations went through the offices of the Merit and Bonus System supervisor during the year.

Teacher—"Why do you always add up wrongly?"

Scholar—"I don't know."

Teacher—"Does anyone help you?"

Scholar—"Yes, my father."

Teacher—"What is he?"

Scholar—"A waiter."

"Pico" Is Spanish For Thirteen, Visitor Guesses

THE Spanish names of some of our streets may be filled with romance and bad pronunciation. The heroic efforts of some of our eastern visitors to name some of our boulevards give the natives quite a kick, but the best one of the week is reported by Guy Campbell, of the schedule department, and concerns Pico street, which is the title of the thoroughfare between Twelfth and Fourteenth.

A conductor announced "Pico" in unmistakable terms.

A woman passenger turned to a woman on her right and asked, "I wonder what 'Pico' means?"

"Oh, that means 'thirteen' in Spanish," was the illuminating reply she received.

PUBLIC UTILITY BOOK AVAILABLE

We have received and placed in the research department, Room 601, several copies of "Public Utility Economics with Special Reference to Electric Railways," which comprise notes on lectures on this subject by L. R. Nash, Manager of Public Relations for Stone and Webster. This book is issued by the Massachusetts State Department of Education and will be found of great value as stimulant to thought among those who are interested in street railway management, particularly to men of ambition.

The books will be loaned for a period of not to exceed one week upon application to C. A. Copper, Librarian, Room 601.

Geo. B. Anderson, Manager of Transportation

Line Instructors' Passes To Be Marked

Passes for trainmen for the year 1926 were sent to the divisions last Tuesday and distribution was started. The passes are good on December 27, as mentioned in a bulletin last week. A new feature this year is that motormen and conductors who are line instructors will have passes marked "Line Instructor, Motorman," or, Conductor or Safety Car Operator, as the case may be. This plan is to identify the trainmen who are qualified as line instructors so that they can take charge of a blockade or any other emergency situation which requires their attention.

Courtesy Causes Patron To Give Accident Report

An example of how passengers appreciate courteous service and will cooperate with the trainmen who assist them in their daily travels, is shown by a report on file in the claim department.

Conductor Tom V. Maitland, of Division Five, who works on Line "E," had a ticket from a school book presented to him by a young boy during Christmas week. Visions of a few delightful hours to be spent in the toy land of the big downtown stores may well be imagined as in the mind of this youngster. Of course school tickets are not good during holidays. The little fellow began to cry, and Tommy quickly produced five cents of his own money and paid the fare.

A woman passenger who noticed the incident was very much impressed by the little act of kindness, and told Conductor Maitland that he was to be commended.

"By the way," she said, "Do you know anything about that accident at Vernon Avenue yesterday?" Tommy did not.

"Well," she said, "I was sitting in an automobile with four other ladies, and saw the whole thing. I will give you their names and addresses."

The accident proved to be one to which only one witness had been procured, and the volunteer help of the woman who was impressed by the kind service of one conductor, proved to be valuable to the claim department.

System Recovers From Big Storm

The temporary cross-overs that were placed in use at Forty-second Street and Hoover December 1, when the heavy rain caused a sewer ditch to cave in at that point, were removed last Monday night, and the original rail was restored to use. Emergency cross-overs or "grass-hoppers" were held in readiness at Avenue Forty-five and Glassell Avenue on the Eagle Rock line because the rain threatened to cave in another sewer ditch at that point, but the equipment was returned to the Vernon yards Wednesday night.

On Ramona Boulevard, between Bridge Street and the end of the piece of track, a distance of 1800 feet, a second track is being laid. This is a shuttle line which has consisted of a single track.

"And did you see Kink Tut's tomb?"

"Yes, and it was covered with hieroglyphics."

"Is that so? I hope you didn't get any of the darn things on you."

BUSINESS ON UP TREND AS NEW YEAR DAWNS

The year 1925 passes as a busy and difficult one in the history of Los Angeles transportation, but it has shown definite gains in service to the public and in the all important development of goodwill.

The year opened with the pinch of business conditions, which started at the time of the power shortage in the middle of 1924, being felt rather sharply in all lines, and being reflected in street railway business. The first six months of the year showed a passenger haul below the corresponding months of 1924, but the last six months have shown an advance over the corresponding period of last year. Early in the year the present traffic ordinance regulating the movement of pedestrians at crossings was put in effect and it has been of considerable benefit.

Fifth Street Extended

The major piece of track work in the downtown district during the year was the construction of the Fifth Street extension from Olive to Flower, providing a shorter route for Line "C" cars.

A pretentious plan for a rapid transit system for Los Angeles was filed with the city during the year by R. F. Kelker, who was employed by the city and county to direct an extensive survey. Preliminary actions to make some of the regulations a reality have been taken by city officials.

Several extensions of bus service have been made during the year. The Wilshire line was extended from La Brea to Fairfax Avenue. Other lines that have been started during the year are: Normandie Avenue from Fifty-fourth to Seventy-first; Washington Street from the end of the car line to the Culver City limits; the Eagle Rock local bus line; Florence Avenue; Fairview Heights; and Inglewood, and Alvarado.

Shriners Draw Throng

The national convention of Shriners during the summer brought a record crowd of visitors to Los Angeles, and resulted in the establishment of a new

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Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Happy and Safe New Year

"Safety or Sorrow" is the slogan adopted for an accident prevention campaign in California. Trainmen of the Los Angeles Railway have established a remarkable record for accident prevention in the face of increasing traffic difficulties. Having carried more people than in months heretofore, and having carried them with increasing safety, trainmen have a right to feel proud of their accomplishment especially in view of the ever-increasing death toll of automobile accidents throughout the country. Safety should be the outstanding thought of the new year, for if safety rules, the year is sure to be happy.

At the outset of 1926, we wish you a happy and a safe New Year.

1926 Merit and Bonus Bulletin

OWING to an error in printing, the Merit and Bonus System bulletin for 1926 appeared in Two Bells last week in disconnected form. For this reason the complete bulletin is reprinted herewith:

OFFICIAL BULLETIN Merit and Bonus System for 1926

The Merit and Bonus System will be continued for 1926, operating under the following plan:

\$5.00 per Month

The Management sets aside \$5.00 per month per man as a reward for satisfactory service and steady and dependable work in passenger service, which will be paid to each man remaining in active service on November 30th, this being the end of the fiscal year—bonus to be paid December 15th. Men on leave of absence on November 30th will not be paid bonus until returning to active duty in the train service, and working for at least 15 days.

"Work in Train Service" shall be construed as meaning any work for which pay is allowed on an hourly basis at the regular wage rate, no bonus being allowed for men on sick leave, leave of absence, or working in other departments at any pay rate other than that of trainman.

Deductions for Lost Time

No deductions will be made for the loss of 5 days or 10 one-half days, or less in any one calendar month, but for each day not worked in excess of 5, deductions will be made for all days lost over 5.

Special Awards

A special award ranging from \$10.00 to \$100.00 will be made to the 10 conductors, 10 motormen, and 10 safety operators, who have made the best showing during the year—days worked, adherence to courtesy and safety rules, personal appearance and disposition to be the governing factors.

Demerits

Demerits will be assessed on reports from Division Superintendents, supervisors, instructors, and others in authority.

Deduction from the bonus will also be made at the rate of 25c for each 5 demerits assessed (5 demerits equals 1%), regardless of the efficiency rating shown on record. Heretofore this deduction has been made only when the record was at 100% or below.

Credits

Ten credits will be allowed each month for clear courtesy record, and ten credits for clear safety record.

No credits or demerits will be given for the first 90 days in service, and no bonus will be allowed for the first six months in service.

In case of transfer from one divi-

sion to another, but remaining in the same capacity, the efficiency rating will remain the same as when transfer was made; and if in continuous service for six months or more, bonus will continue.

In case of change of occupation the 90 day probationary period will be allowed—records to be restored to 100 per cent.

Accumulated bonus will be forfeited on account of the party making the change not remaining in the same position until the end of the fiscal year. Bonus will not be paid for work performed after the change for a period of six months.

Men making voluntary change from one position to another will not be paid breaking in time.

All reports on which credits or demerits are based will be checked in the main office by the Supervisor of Merit System before being entered and forwarded to the division.

Cancellation of Demerits

Automatic cancellation of demerits will be discontinued inasmuch as it is inoperative part of the year. If demerits are given in error we are more than anxious to cancel them, and will appreciate your calling to our attention the fact that an error has been made.

Appeals

Appeals from dismissal must be made within 3 days.

Appeals from demerits assessed must be made within 30 days in the following order:

1st: DIVISION SUPERINTENDENT.

(This in order that the platform men will be saved the time of coming to the main office.)

2nd: R. A. PIERSON, SUPERVISOR OF MERIT SYSTEM.

3rd: R. R. SMITH, ASST. SUPT. OF OPERATION.

4th: R. B. HILL, SUPT. OF OPERATION.

5th: G. B. ANDERSON, MANAGER OF TRANSPORTATION.

Classification of Demerits

The classification of demerits will be the same as during 1925, copy of which is posted at your division.

(Signed)

Geo. B. Anderson,
Mgr. of Transportation.

APPROVED:

G. J. Kuhrts,
General Manager.

BULLETINS

Issued December 28, 1925

BULLETIN NO. 210 Notice to Trainmen

Effective Monday, Dec. 28th, at 12 o'clock noon automatic traffic signals will be put into operation at 7th and Alameda.

At times when these signals are being operated by a regular Police Officer, all traffic on 7th Street will be controlled by these signals.

When the Traffic Officer is not on duty to operate the signals, the Southern Pacific will have their gateman act as flagman in the center of the intersection to stop all traffic crossing Alameda Street when a train is approaching.

In addition to the automatic signals of the Southern Pacific flagman, the Los Angeles Railway flagman will be on duty the same hours as at present, and his signal must also be obtained in addition to the clearance from the automatic signal or the Southern Pacific flagman.

BULLETIN NO. 211 Notice to Trainmen

Effective January 1st, operation of the Melrose bus will be extended west on Melrose from Fairfax to Orlando Street.

The fare on the new extension will be a straight 5c fare, therefore there will be no change in the rules regarding transferring to or from the Melrose bus.

BULLETIN NO. 212 Notice to Trainmen

Effective January 2, 1926, the present route of the Eagle Rock Bus Line will be abandoned and this bus will operate from Annandale Boulevard and Oak Grove Avenue, via Oak Grove Avenue, Townsend Avenue, Yosemite Avenue, Norwalk Avenue, and Addison Way, to Eagle Rock Boulevard, returning via Eagle Rock Boulevard, Yosemite Avenue, Townsend Avenue and Oak Grove to Annandale Boulevard.

There will be no exchange of transportation of any kind between cars of Line "W" and the Eagle Rock Bus.

The same rules will apply to exchange of transportation between the Eagle Rock Bus Line and Line "E" as at present. The transfer point between the bus line and Line "E" being at Yosemite Avenue and Eagle Rock Boulevard. This on account of Yosemite Avenue being a passenger stop in both directions.

BULLETIN NO. 213 Notice to Conductors

The following Firemen's Pass Books are reported lost:

27673 issued to Fireman Frank C. Freitas.

27793 issued to Foreman Louis C. Hogue.

28089 issued to Captain Vern Howard.

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

BULLETIN NO. 214 Notice to Conductors

Pass No. 1576 issued to W. E. Conway, Laborer Line Department is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

P. B. Hill

BUS BULLETINS

Bulletin No. 366 December 16h, 1925

There are some drivers scraping the tires on the curb stones when making stops to let off and pick up passengers. This is particularly true of buses equipped with 36x8 tires.

Drivers must give this matter their prompt attention and under no circumstances pull close enough to the curb to result in damage above mentioned.

Bulletin No. 367 December 19th, 1925

The quarterly general choice for runs will take place on the evening of December the 28th at 8:00 o'clock P. M. and at 10:00 o'clock A. M., December the 29th. Runs chosen will become effective January the 4th.

The Eagle Rock City and the York Boulevard Lines will not be included.

It will be necessary for all men to report promptly on time to choose in order that unnecessary delays will not occur.

J. Van Vranken

One small jack can lift a car, but it takes a lot of jack to keep her up.

ENAMEL FINISH TESTED ON 3 CARS

Three cars, numbers 1205, 1206, and 1214, have been re-finished in the paint shops at South Park in enamel to test new material offered by one of the leading paint manufacturers. On two of the cars, five coats, including the filler, were used, and on the third, four coats were used.

A new material, which, it is claimed, provides a hard, dry surface within 30 minutes after it is laid, is being used on the floors.

Compressed air spray guns were used entirely. Hand painting was used only in the lettering, numbering, and decorative touches.

The engineering department prides itself on the appearance of cars on the streets, and many favorable comments have been made by street railway officials from other cities.

The testing of enamel finish for street cars is in line with the policy of keeping the equipment as clean and attractive as possible.

FINISH WRITTEN ON BUSY YEAR

(Continued from Page 1, Col. 4)

high record for the number of people served by street cars.

Construction of the Macy Street bridge was started during 1925, and it is expected to be open and in service in the early part of the new year.

The one-man instruction system, under which new employes are trained on all lines of a division by one instructor, was presented to trainmen in September, and has since been established and is working out in satisfactory manner.

Last November the dispatching of buses was unified with the dispatching of cars from the central switchboard in the main dispatching office. In the same month the California Electric Railway Association held a successful two-day convention in Los Angeles.

Typical of the development of outlying districts as self-supporting business centers, and the part the transportation service plays in such development, is the extension of the Melrose Avenue car line made during the year from Normandie Avenue to Western, and the development of new business service under which motor vehicle service will be provided from Western Avenue to La Cienega Boulevard.

Line "S" To Try New Schedule Kink

Under a new Line "S" schedule that is being prepared, eastbound cars will fit into the service at Seventh Street and Grand Avenue during the evening rush period. These cars will be operated over a foreign route from Division Two to fit in the line at Seventh and Grand and will benefit passengers considerably because the cars will be empty when they reach the point where they enter the line. Formerly, Line "S" cars provided for southbound service on San Pedro Street in the afternoon operated to the west terminal at Santa Monica Boulevard and Western Avenue and returned.

Some changes in running time will be made between Santa Monica Boulevard and Western Avenue, and Seventh and Alvarado, so that the cars which fit in at Seventh and Grand will take up an evenly spaced headway.

Conductor Ding and Motorman Ding Ding

A New Years Revolution

By Rollins



Bouquets And Things (Hand Picked)

For Motr. F. T. Ruelas, Div. 4
Los Angeles Railway.
Gentlemen:

I can't speak too highly of a courtesy shown me this morning at about 6:20, from 12th and Broadway south, by Motorman 2323.

Respectfully yours,
WILLIAM DILKS
1328 Cherry St.

□ □ □

For Condr. A. A. Sears, Div. 3
Los Angeles Railway.
Gentlemen:

A few days ago Conductor 1654, "W" car, gave me his stool on a crowded car—was thoughtful in helping me off at Washington and Figueroa Streets. As I was not really able to go but was needed at Patriotic Hall, I appreciated his help.

MISS FRANCES FITHIAN
573 South Boyle

□ □ □

For Condr. F. A. Keersmackers, Div. 5
Los Angeles Railway.
Gentlemen:

Would like to commend to your notice the courtesy of Conductor 3154, on the "F", Athens car, No. 749 this A.M. between 10 and 11.

He assisted me in getting my baby off the car at Manchester.

Respectfully,
Mrs. Dietz
11201 South Juliet

□ □ □

For Condr. H. E. Ketchum, Div. 4
Los Angeles Railway.
Gentlemen:

Yesterday I had occasion to ride the Crown Hill car line from Carondelet Street to Fifth and Hill Streets. I witnessed a very kindly act performed by your conductor No. 698 on a "C" car, for which I think he should be commended.

An elderly woman who was evidently crippled in her feet as she had difficulty in walking, was a passenger on the car. She had to transfer at Fifth and Hill Streets. When the car arrived at this point, Conductor 698 helped her to the door of the car, then jumped off and taking the old lady in his arms, set her on the curb.

Very truly yours,
MRS. MATTIE M. CONVERSE
217 North Carondelet

□ □ □

For Condr. J. C. Phillips, Div. 3
Los Angeles Railway.
Gentlemen:

On this date a "W" car No. 491 was stalled at the Santa Fe railroad, crew not knowing the trouble. An "E" car No. 1540, TR50, conductor came up. After looking the car over, discovered the trouble and fixed it in a few minutes. I think this conductor should have a liberal amount of credits for knowing what to do and saving a lot of delay.

Yours very truly,
WILLIAM P. BOYER
5508 1/2 No. Pacific Blvd

□ □ □

For Condr. E. A. Radford, Div. 1
Los Angeles Railway.
Gentlemen:

Just a line to let you know that I would like to commend Conductor No. 2450, car No. 38, line "D".

Having traveled on this line now for some time, I feel that this conductor should be encouraged for he has a smile for everybody, and is unflinching in his courtesy to the passengers on his car.

Yours sincerely,
ARTHUR W. STREET
1825 1/2 Ocean View Ave.

See The Point? Pin Map Points Accident Warning

JOHN COLLINS CAN SMILE:—The genial safety director is shown explaining the details of the accident prevention maps to Esther Ebermayer, stenographer of his office.



SOME folks can't always see the point when they sit on a pin, but it always makes an impression. Acting on this theory, J. C. Collins, supervisor of safety, is keeping up a set of maps marked with different colored pins to show the locations of different types of accidents. One frame is devoted to all accidents of the system outside of Zone 1. Five additional maps are devoted to the five divisions, and show the points of greatest danger. A glance at the map enables officials or trainmen to visualize the

safety situation. Eight colors are used. A pin with a white head indicates that a passenger was injured boarding a moving car at the point on the map at which the pin is inserted. A green pin indicates an accident in boarding a standing car. The other colors and the meanings are: red, auto and street car collision; yellow, truck collision; blue, collision of cars; brown pedestrian hit by car; maroon, alighting from standing car; chocolate, alighting from a moving car.

Policy on Company Houses Set Forth

To set forth the position of the company regarding houses bought by employes from the company, E. L. Lewis, vice-president of the Los Angeles Railway Land Company, states that the present policy of the company is to permit the employes of the Los Angeles Railway to dispose of the places they are purchasing on contract from the company at any time they find it to their interest to do so, providing they pay the company the full balance due on their contracts.

Company Thanked For Bonus Checks

A number of the winners of special bonus have written letters to the company expressing their gratitude for and appreciation of the awards which they received for superior service. The company desires to thank these trainmen for the letters and to say that the effort and loyalty embodied in the quality of service rendered throughout the past year earned the special bonus, to which they were entitled with the thanks of the company for their service. Following are the men

On The Back End (Contributed)

WHO'S WHO?



Dear readers, it pleases us to introduce our distinguished friend, "SEHVEN YEARICH," who cleans the windows of the L. A. Railway Building.

Last Monday his boss sent him a note reading, "I want to see you tomorrow morning."

Sehven wrote back asking what time he should appear.

The office boy brought the answer, "Sehven,—Come Eleven," to which he replied, "Baby needs a pair of shoes."

The result was, a few minutes later the boss rushed down and gave him a forceful kick in the corridor.

C. J. Knittle.

The foreman looked him up and down. "Are you a mechanic?" he asked. "No, sor" was the answer. "Oi'm a McCarthy."

Mr. Hayner, Supt. of Employment, tells us that one out of every three applicants for platform service falls down on the arithmetic test. The other day two not-very-bright-looking lads were going thru the process of being hired when Mr. Hayner's assistant handed them their problem sheets.

"Say Charlie," whispered one to the other, "is there any difference between addition and subtraction?" "Sum," mumbled his buddy.

Two negroes were discussing family trees.

"Yes," said Ambrose, "I can trace my relatives back to a family tree." "Chase 'em back to a family tree," said Mose.

"No—trace 'em, trace 'em." "Well, there ain't but two kinds of things dat lives in trees—birds and monkeys—and you shu' ain't got no feathers on you."

from whom letters have been received: L. E. Adkins, E. C. Secrist, F. J. Canning, Henry Hazen, W. J. Templeton, R. A. Eisenhart, and J. E. Fagin.

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

I wish to thank all of the men of this division, for the loyal co-operation you have shown during the past year, and I feel assured that we may expect even greater accomplishments during the coming year. I wish all of you and your families, a Merry Christmas and a happy and prosperous New Year.

(Signed) E. C. Williams,
Supt. Div. No. 1.

We regret to announce the death of Conductor H. H. Hennings, who passed away on December 17, after a brief illness. Conductor Hennings was well known around the division, having been with the company since 1920. His kind and cheerful disposition made many friends for him among the boys of Division One, and his efficiency was well recognized as he was awarded a special bonus prize during the year of 1924. His many friends of Division One extend their heartfelt sympathy to his family in their bereavement.

Conductor J. A. Hagest who has been in the hospital for the last six months on account of a broken ankle, came down to the division this week to pay us a visit. He is able to walk on crutches and is improving rapidly.

"Eddie" Miller the genial store-keeper in the mechanical department has embarked on the sea of matrimony with Clare E. Davies. The news came out Tuesday, December 15 as a complete surprise to all of "Eddie's" friends, who join in wishing the new couple continued happiness.

"Thank you, Men of Div. One."

I take this means of thanking the fellows who have helped to keep this little column going during the past year by contributing news items and jokes. It is not always an easy matter to find news that will interest the men to put into this column, so if you hear of any news from time to time bring it in, I assure you it will be appreciated.

D. B. KOHL,
Scribe for Div. 1

Mack the Barber says—

I wish to thank the men of Division One for their patronage during the past year, and hope that during the coming year I will have an opportunity of making the acquaintance of more of you. A shave and a hair-cut go a long ways toward neatness.

Old Dan the Shoe Shine says—

"If you want to look neat, begin at the feet." My stand has three seats, therefore I can kill three birds with one stone. No waiting. Come over and see me do it.

"Pete" the Hot Dog peddler says,—

"During these "Dry days" when the genuine is out of the question, come over and try my root beer, "it satisfies." And my dogs are unexcelled, I I get a fresh supply from the pound each morning.

Janitor Rafferty says—

To you boys who have so generously patronized my second hand market, I thank you. I will continue under the same heartless policy during the coming year as I have in the past.

HIS BRAND

Grocer: "This is the best brand of peaches on the market—your husband will like them."

Woman: "The peaches my husband likes are not in cans!"

Grocer: "What are they in?"

Woman: "In bathing suits!"—The Progressive Grocer.

Who's Who



Robert H. Rogers came to Los Angeles from McLain, Oklahoma, and was employed with a house-moving company for a year and a half before he entered the service of the Los Angeles Railway in May, 1913. Rogers was a farmer in Oklahoma, but the blizzards turned him to seek a more peaceful region. He has been a conductor out of Division One for the twelve years he has been with the company.

SHOPS

Jack Bailey

Uncle Herold. Late news reveals the fact that Will Shelford of the schedule department is a proud father. It was Grandpa Shelford's intention to give his son a pin cushion doll baby for Christmas. We believe he changed his mind about the gift as being an appropriate one. However, Charlie Clegg will dispose of his doll with the intended meaning, providing he can find a good place to hide it from the boys around the shop.

Sign on the back of a Ford:
"You can't pass this one."
Sign on the front of same Ford:
"Darned, if you didn't."

We can't let a good thing go by with a misunderstanding so I'll go over this thoroughly: Joe Harlow won the box of cigars from George McMillan for being married on a certain trip. Joe then opened the box and distributed them among the boys at the shop. I would get red in the face too if I were George.

There is a rat in the wood pile and I don't mean maybe. Someone made me the victim of the donkey column last week, but I really do believe traveling bags are good hints for future trips from the east or anywhere else. Thanks for the encouragement, Mr. Steenrod.

If your department has a "left out" feeling, remember the little box by the check board.

"Perfect Service" Is Found In Test

The highest standards of efficiency, from the point of view of the casual onlooker and from that of the trained observer in the employ of the company, are often widely different. When it happens, as in this case, that such a trained observer reports perfect operation of the cars, it is an item of note. The following report was made recently by an observer:

"I made observations at Avenue 20 and Pasadena Avenue between 7 and 8 A.M., and despite the large number of cars passing through that point, there was not a single infraction of any rule."

BUS DIVISION

Elmer Wood

Here's another marriage—done on the sly, too. It's quite the stuff, these days, to get married and go back to work the same day as if nothing had happened. Such was the course followed by L. C. Clark, operator on the Wilshire bus. The newlyweds will spend their honeymoon in San Francisco. They carry with them the congratulations of the Bus Division.

A woman boarded the Wilshire Bus, and asked the conductor, "Does this bus go to Halifax?"

The conductor replied, "I don't know, madam, but we do go to Fairfax Avenue, if that will do you any good."

Consider the fish. He never gets hooked as long as he keeps his mouth shut.

M. M. Lander wins the hand-engraved, all day sucker, this week. While working his run on Inglewood, a boy asked him if he could change a ten-dollar gold piece, as that was all he had. Lander said he could, and did so. Later in the day he was showing it to the boys, when he discovered it was only a five-dollar piece. Then the fun began.

To employes of the garage and Bus Division:

We wish to take this opportunity to express our appreciation and gratitude to all garage and Bus Division employes for their hearty cooperation during the past year, and wish each one of you a Happy and Prosperous New Year.

C. B. Lindsey, Supt. of Garage
C. O. Morris, Foreman of Bus Division

Introducing New Men: J. L. Reidinger, and H. M. Porterfield, both former truck drivers.

The Office Boy's Letter of OFFICE NEWS

DERE MAW:

we hav sum veri distingwished people in the LARY bilding, i ges yoo no Admural Perry, wel thee uther day as i wus riding on the elevateor sum one sez "hello thair Ivery olde kid" and i turned around and saw Admural Perry hisself all dressed up in his admurals yooniform running the elevateor, well me and him had a big tawk about olde times, and he sez that i wuz such a distingwished looking gie that at first he wuz afrade to speek to me bekuz he thot i wuz the genrul manager, so you see maw i am sum gie, eh maw!

Thee boss of the transportashum department is sum feller and he looks like Theodore Roberts that skreen aktor, this fellers name is Mister Andrsun and i ges he cum frum Ireland but that is alrite with me. This feller and an uther feller hoos name is Meens (hoo is also sum gie) choo tha fat a lot with the boss of the oditing department hoo haz a big noze and another feller hoos name is Hastings brushes tha flies away and then they all have a big time, you see maw I no all theze gies.

Wel maw yoo can see that I am gradjooly brakeing intoo sosiatee and feelin fine so wil konklood until nekst week wen i wil tel yoo how much muny i am makeing for tha cumpny.

Yer loving sun
ivery bean

DIVISION 5

Ed. Tyler

Well boys, it's all over for another year, and now's the time to do your Christmas swapping. Henry Mast got a couple of nice ties that were a little short for the size of him but by tying them both together and using them as

DIVISION 4

C. J. Knittle

And here is our wish that the New Year will be a happy, healthy and prosperous one for our many friends.

Santa Claus is the only man who pays any attention to silk stockings when there is nothing in them.

Foreman B. B. Boyd, Conductor Saunders and Motorman Keifer went duck hunting last Monday in Mexicali, HA!

A certain Division Four boy's credit is so bad he can't borrow trouble.

WE DON'T MIND SAYING THAT MOTORMAN W. T. ELLERY AND CONDUCTOR E. E. WILKE HAD A STEP BROKEN OFF THEIR PICO CAR AT EIGHTH AND BROADWAY AT 5:58 LAST MONDAY AFTERNOON BY AN AUTO AND THEY GOT FIFTY WITNESSES OUT OF FIFTY-SIX PASSENGERS.

"I understand you played football when you were a student in Pittsburg High," remarked Conductor Foote to Conductor Deuber.

"Yes," answered Deuber, "I was drawback on the team and halfback in my studies."

Conductor A. W. Horton made his first mistake of the new fiscal year last Tuesday when he forgot to see if his instruction run was marked up to someone else. Next morning he showed up at 4:00 A. M. to take out a 5:18 run.

Two extra men were sitting in the trainmen's room last Wednesday noon. One was reading a paper.

"I see," says he, "that in certain parts of India a wife can be bought for two dollars. Isn't that awful?"

"Well, I don't know," replied his friend, "a good wife would be worth that."

Its bad enough when it's "Raining Pitchforks" but we'll say it's pretty rough weather when it comes to "Hailing Street Cars."

A kid asked Conductor Knourek what the buffalo stands for on the nickels.

Knourek replied its because there isn't room for him to sit down.

Go on home!

a bow tie he got around that little difficulty.

Frank Adams said he got enough handkerchiefs to take care of him if he has a cold in the head all next year. I notice he's still using the red one though.

If you want a few pointers on how to play tiddlywinks with manhole covers, see Heine, the switching switchman. Just recently, when the tide was a little higher than it usually gets around the division, Heine thought that he could relieve the situation by lifting up a manhole cover outside the switchmen's shack and remove some of the debris. He did remove some of the debris alright, but not the way he wanted to. He dropped the manhole cover none too gently and if you want to see what kind of a mess Heine got into just stick around next time it rains and we'll get the kid to demonstrate. What made Heine sore though was the fact that he wasn't able to eat his lunch because when he dropped the lid he had his mouth open, and as I said before, he did remove some of the debris.

Just received a card from Eddie, our jovial janitor, who is now in Olive View Sanitarium. Says that he is getting along fairly well and wishes all the boys a Merry Christmas and a Happy New Year.