

NEW RAIL PUT ON FIFTH STREET

Track is being laid on Fifth street between Flower and Grand, for which a franchise was recently awarded by the city. Girder rail of 116-pound weight, is being used, and a cross-over is being built in this block.

Fifth street was cut through west of Grand avenue a few months ago and the city's section of the paving was done. As soon as the track is laid in this block the section between the rails can be paved.

The opening of Fifth street is expected to be a considerable help to the traffic movement, particularly in relieving Sixth street. Various proposals for the rerouting of street car lines now using Fifth and Sixth streets, have been made by official bodies working on the subject, but final disposition has not been made.

The track department is renewing the intersection at Fifty-fourth street and Vermont avenue and will follow this by renewing the intersection of South Park and Jefferson street.

BONUS CHECKS STILL OUT

Seven of the Christmas bonus checks paid to trainmen have not been cashed to date and the paymaster's office will be thankful when the affluent holders of these checks, who apparently do not need money anyway, will put them through the bank so that a final accounting of the bonus expenditure can be made.

Brake Plan Changed On 2-Deck Moreland

Moreland double-deck bus Number 801 has been returned to service after having the brake equipment redesigned in the Burbank factory of the manufacturer, and a second bus has gone to the plant for the same work. The Morelands came equipped with a combined air-hydraulic brake system. Under the new design straight air is used and it is reported to be highly satisfactory. It is planned to re-equip all the six wheel Moreland double-deckers with this system.

MOTOR CHANGE PROGRESSING

The transfer of motor equipment under which a large number of cars are being provided with four motors in place of two, is being carried on continuously during the shopping of car equipment.

Got To Be Sure of a Drug Store In These Days

THE following conversation is reported to have taken place between Conductor Deuber and the druggist around the corner:

"You are a druggist?"
 "I am."
 "Understand your work thoroughly?"
 "I do."
 "Been in business a long time?"
 "I have."
 "Is that your diploma hanging over there?"
 "It is."
 "Well, then, give me a toothbrush."

Weekly Visit To Sick Men Planned

At a meeting of the division superintendents last Thursday afternoon, arrangements were made whereby the visiting committees of the Co-operative Association at each division, will endeavor to visit every man on sick leave, once a week. The committees have tried to follow a schedule of a visit at least every two weeks heretofore; but it is believed that the suggested change will be beneficial as many men who are not away from their work a full two weeks, would appreciate a visit and the offer of any assistance that the co-operative association might give.

Chamber of Commerce Moves to 12th & Bdy.

The Chamber of Commerce will open offices in the new building at Twelfth and Broadway Monday morning, February 2. Passengers inquiring for these offices should be directed to the new location. Lines "2" and "3" pass the door on the Hill street side. On Broadway the building is reached by cars "P," "M" and "L" (Eleventh street), and on Main street by cars "F," "B," "O" "E" and "G."

New Equipment In Slauson Substation

A new gallery has been completed over number two machine of the Slauson substation and new equipment has replaced the old type of circuit breakers and controls. This is a further part of the plan to completely modernize this station; the work having started last year, after the fire resulting from the electrical storm.

Classes for Supervisors And Instructors Will Start Next Wednesday

A series of classes for instructors and supervisors will start next Wednesday. The meetings will be in charge of R. R. Smith, assistant superintendent of operation, with the help of Dan Healy, chief instructor, and W. B. Adams, director of traffic. Sessions will be held in the lecture room of the instruction department.

The course of instruction will differ somewhat from that conducted last year, as only ten or fifteen men will be called in at a time. This arrangement will avoid serious interference with the regular duties of instructors and supervisors and will greatly facilitate individual instruction and the discussions on specific points brought up by men in the classes.

The course will cover the work of supervisors and instructors generally, including schedules, service, equipment, transfers, fares and bus tickets. One of the subjects to come up for early discussion is railroad crossing safety, as particular efforts will be made to see that the measures designed to prevent accidents are thoroughly enforced.

McDonald Handling Bus Division Office

Gladstone McDonald is now presiding as chief clerk of the bus division office on Sixteenth street adjoining the company garage. Mr. McDonald is in charge of the office during the day-light shift.

Joe Rutland who has been with the company for several years as cash receiver at the car house divisions and at the bus division, resigned January 31 to enter other business. He is succeeded by Charles G. Gay.

Life's Golden Age

"At thirty," a quaint writer put it, "a man is busy carving his name on the pillar of fame; at sixty he has either finished his job or thrown away his jack-knife."

Fageol Firm Heads Visit Bus Division

Frank Fageol and William Fageol, heads of the bus-building firm bearing their name, were visitors at the company garage last Friday. They inspected the Fageol buses owned by this company and showed a considerable interest in the work being done by the garage and bus division.

FOR SALE

House at 3569 Beswick St. Four rooms and bath. Garage. Cement drive. Fenced in back yard. Bearing fruit trees. Will take automobile in part payment for my Eight Hundred Dollar equity. Balance due Los Angeles Railway Land Co., payable thirty-eight Dollars per month. Call at property.

Do You Desire or Determine?

If you want a good position or an extra paying job,
 Just desiring will not land it while you fumble with your fob;
 You will find determination plays a large part in the game.
 Find out what's required and learn it if you wish to make a name,
 Beat your active neighbor to it. Be the first one on the job,
 Know that, by the use of margins, your old Father Time may rob.
 Then invite criticism; by its use improvement make,
 Kindly censure should be dreaded by no other than a fake.
 Fret not o'er your compensation; soon or late by Fortune's turn
 Of her wheel you will be given every nickel that you earn.
 Polish off your own rough corners.
 Learn to fit with other folk,

Those who spend their time reforming all but self will soon "go broke."
 Learn to give more than requirements call for in each special case,
 Daily make your best grow better till no one can fill your place.
 Know your limitations thoroughly (raucous jay ne'er changed to lark),
 Knowing, work them to the limit; send toward heaven your last bright spark.
 Let no task in reason 'pall you. Put your shoulder to the load,
 Only those of mediocre will-power need the master's goad.
 Whether you feel brave or timid, slightest detail never shirk,
 Would you pluck the fruits of Genius, you must ever do its work.

—Onward.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

You Can't "Beat The Game"

SOME of us have encountered the type of passenger who will carry a wad of twenty-five transfers in his pockets for several days, in an effort to pass one of them on the conductor during a momentary rush. This type of man will chuckle to himself for the rest of the day over the fact that he "beat a ride." The saving of five cents was not the motive of his act, but it was just "to be smart."

The type of man who attempts to "beat the game" in any line of business in which he is engaged, or with which he comes in contact, is not held in high esteem. He automatically places himself under suspicion.

A street railway has rules for its employes and rules governing fares and transfers, which it is expected that the riding public will follow. It is not within the scope of any of us to criticise the man who occasionally "beats a ride" with a bad transfer if we are taking an undue advantage in our working conditions, to "beat the game."

There are violations of the rules which may seem insignificant, which can be quickly and easily covered up so that they are not detected, but these violations may in the total assume serious proportions, or involve a risk which may result disastrously.

Obedying the rules is the easiest way to work. It is much better to finish up a day knowing that we have the confidence of superiors, rather than in fear of demerits or an uncomfortable conference for violation of some rules.

Play the game according to the rules, and play it square.

Path of Success Is Open

TO be successful in any line of work, requires the finest and noblest qualities of manhood. From the most menial to the most responsible position the success of the individual worker is a great factor in determining how quickly that individual will rise in the ranks of promotion and increased earning power.

No matter what our work may be, we are, each one of us, interested in making ourselves more valuable. Our reasons for this may vary. Maybe we want to attain more material wealth. Maybe we desire more of the comforts of life. Maybe our desire is to rise to fame. Whatever the motive is that prompts us to do each day's work unflinching and well, our success for that day depends entirely upon "Salesmanship."

You may think it strange, Mr. Motorman and Mr. Conductor, that "Salesmanship" can in any way apply to your work. You will probably raise the objection that Salesmanship only applies to the actual selling of an article of merchandise. But here is where I am going to disagree with you. Whether you are aware of it or not, you are "selling" every day that you take your car out of the car-house on its scheduled run. You are selling the "Good Will" of the Los Angeles Railway to every man, woman, or child, that boards your car each day. In other words, Mr. Motorman and Mr. Conductor, you are selling the intangible article called "Service." You are all "Salesmen" in that sense of the word.

There have been many instances of this noted in "Two Bells;" and, as I know you all read that interesting paper, I am going to take the liberty of quoting from one of the issues. "A lady carrying many bundles boarded the street car. All the seats were occupied. The conductor, noticing a small child sitting beside its mother, asked her in a very courteous manner if she would hold the child and let the lady sit down."

This is just one of the many instances when a Conductor has made greater comfort possible for the passengers. Thoughtfulness like this is what creates a demand for the service of the street cars. The more people that are pleased by our service, the more successful the Los Angeles Railway will become. The more successful the Los Angeles Railway becomes the more successful your own position will be.

You know, friends, the men who have made good in this work are those who have studied. Those who have failed are those who have not studied. What will you do?

H. T. HANSEN.

Getting Peeved?

"Getting peeved" is one of the commonest experiences of life. In fact, many people rather enjoy resenting a supposed injury. The sensation of "getting their back up" as it is somewhat vulgarly called, is somewhat of a satisfactory experience to them. It gratifies a spirit of independence, and even resentment which is natural to mankind.

All Same Shape

Tourist, in village notion store—"Whatdya got in the shape of automobile tires?"

Saleslady—"Funeral wreaths, life preservers, invalid cushions and doughnuts."

Some folks make hay while the sun shines from the grass which grows under other folk's feet.

BULLETINS

Issued February 2, 1925

BULLETIN NO. 17 Notice To Conductors

Fireman's Pass Book No. 21688, issued to Fireman Carl H. Johnson is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 18 Notice To Conductors

Pass No. 546, issued to Elsie M. Greenamy, Register Clerk, Auditing Department, and reported as lost in Bulletin No. 5, has been recovered.

BULLETIN NO. 19 Notice To Conductors

The following passes are reported lost: 4808, issued to C. B. Gordon, Motorman Division No. Two. 4838, issued to C. E. Greenlea, Motorman Division No. Two. 6490, issued to G. C. Muse, Conductor Division No. Three.

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

BULLETIN NO. 20 Notice To Trainmen

Attention is called to 1924 Bulletin No. 62. Trainmen may continue to flag this crossing in accordance with this bulletin.

BULLETIN NO. 21 Notice To Trainmen

Trainmen may continue to flag the crossing at Butte Street and Santa Fe Avenue in accordance with Bulletin No. 237 of 1924.

P. B. Hill
Superintendent of Operation.

BUS BULLETINS

LOS ANGELES RAILWAY BUS DIVISION

BULLETIN NO. 203 Jan. 23, 1925

Stop will hereafter be made by south-bound Figueroa St. busses at 38th Street. This stop to be made directly opposite the south curb of 38th Street, which intersects from the east, but does not cross Figueroa St.

BULLETIN NO. 204 Jan. 23, 1925

We have made arrangements with the Motor Vehicle Dept. so we can secure all of the State Licenses at one time, and if you will procure an application blank from Cash Receiver's Office, fill it out, leave your money and the application at above office, we will arrange to get them.

These licenses will be ready on February 2nd, and you should therefore get your application in before this time, as it is unlawful to operate without license.

BULLETIN NO. 205 Jan. 24, 1925

The street car companies are experiencing numerous hold-ups of conductors and motormen and for your own protection would suggest that you turn in your money if possible, early in the evening, so that you will not be carrying a large amount on the late runs. You should also refrain from carrying any large amount of your own personal money or valuables.

BULLETIN NO. 206 Jan. 26, 1925

Under date of January 22nd, 1925, Los Angeles Railway lines (D), (H), (N), (R) and (S) are authorized to sell bus tickets on east bound trip and bus tickets sold on these lines will carry two punch marks in the word "MAIN" on the coupon, which will indicate that it was issued from these lines eastbound.

Bus tickets so punched will NOT be honored on busses of the WILSHIRE BLVD. LINE westbound. They will, however, be good on the Figueroa St. line in the same manner as bus tickets are honored at present.

F. VAN VRANKEN,
Manager.

West Adams Cars To Run Thru Feb. 15

The new schedule on lines "2" and "3" which will provide for all cars going through to the far terminal at Glen Airy on the West Adams line, will be put into effect February 15. The schedule has not been completed, so it is impossible to state what effect the change will have on runs and mileage.

U. S. GIVEN 1924 EARNINGS OF EMPLOYES

The auditing department is completing the big job of listing all the incomes of over a thousand dollars earned by employes during 1924, for the income tax division of the internal revenue service. The government requires all employers to furnish this information with the correct name and up-to-date address of every employe, as it is necessary for every individual to make a report on his income if it exceeds a thousand dollars for the year. The information is required of employers so that the government may check up the returns filed.

The work is carried on through the twelve months of the year but the heaviest work comes in January when the totals have to be compiled and latest addresses procured. A separate slip has to be filled out for each employe. Then all have to be arranged alphabetically and sorted according to amounts earned.

There will be approximately 6800 of these slips filled out and turned over to the federal authorities. This includes employes on the payroll December 31 and those who left the service at any time during the year, but earned a thousand dollars before leaving.

Visiting Reporter Is Impressed By Courtesy on Car

The following paragraph was printed in the Illustrated Daily News recently and refers to C. F. Fitzgerald of Division Two.

It is written by "The Visiting Reporter" who runs around town asking seven questions and getting six answers, or something of the sort:

"Can't resist the temptation of telling you about the street car conductor who was on the S car which took me to South Park yesterday morning. His name is Fitzgerald, and it is truly a pleasure to ride in his car. He is never out of humor and has a pleasant or helpful word for everyone who steps on the car."

McNAUGHTON DOING WELL

P. C. McNaughton is improving steadily at the Roosevelt Hospital from the injuries sustained when the machine in which he was riding, was struck by another automobile at Seventh and Grand. "Mac" has had a large number of his friends in all departments visit him, and he says it is almost worth being "banged up" to receive such wonderful expressions of brotherly love.

New Men

The following men have been assigned to their divisions during the week ending Jan. 24, 1925:

DIVISION ONE
Conductors—L. R. Proulx, J. W. McCurry.

DIVISION TWO
Motorman W. L. Brusstar.
Conductor G. H. Foster.

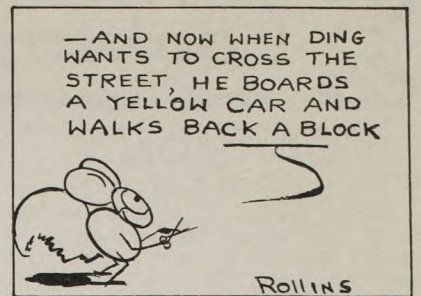
DIVISION THREE
Motormen—W. H. Donnelly, G. Searl.

DIVISION FOUR
Motorman W. D. Blades.
Conductors—M. R. Harkleroad, L. S. Crosse, J. L. Arnold.

DIVISION FIVE
Safety Operator H. E. Rollin.
Motormen—H. L. Mayberry, E. P. Bates.
Conductor A. Borman.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

For Mtr. F. F. Long, Div. 1
Los Angeles Railway.
Gentlemen:
For your information, and to give credit to an exceptionally good motorman, I want to tell you of an incident that occurred the other day. I was riding on an "R" car, going north on Alvarado, the car had just made a stop at Wilshire Boulevard, and the motorman started away, a man ran directly in front of the car and the motorman reversed the lever instantly—the man shot across, your motorman started away again and the pedestrian shot right back on the car tracks again, because an auto shot by. For the second time, the motorman reversed his lever and by inches the man's life was saved. It would have been suicide on his part, if he had been run down, and it was the wonderful presence of mind of Motorman 1277, to which said pedestrian owes his life. It is such empty headed persons which make the work of a motorman the mental strain it must be.

I am,
Very truly yours,
JOHN F. RYAN,
3527a East First St.

For Mtr. A. McClintock, Div. 5
Los Angeles Railway.
Gentlemen:
Riding on a street car along Grand Avenue this morning, going south, between 11 and 11:30, I was standing in the front end of the car and noticed that through the alertness of the motorman two accidents were averted—one at the corner of Hill and Pico, when a Ford car ran in front of the street car; the other at Eighth and Broadway, when a man ran in front of the car.

I don't know the motorman's name, but his number was 2319.

Such attention I am well aware is expected from the motorman, but in these instances he was "on the job."

I am,
Yours truly,
GEORGE J. LOCK,
4264 Lockwood Street.

For Cond. R. C. Daniel, Div. 4
For Mtr. F. W. Cunningham, Div. 4
Los Angeles Railway.
Gentlemen:
I should like to say a good word for the crew on the "P" line, leaving the end of Pico Street at 4:55 A. M.

Notwithstanding the fact that they pick up and deliver a full load between the end of the line and First and Spring Street, they are seldom late.

I have been riding the Pico line for about twenty-five years and I consider this crew the best I ever rode with. The motorman's cap number is 2759.

Respectfully yours,
GEORGE B. CLARK.

For Mtr. J. O. Carr, Div. 3
Los Angeles Railway.
Gentlemen:
I take great pleasure in reporting an act of extreme courtesy rendered by Motorman 1901, on a "W" car, to my wife last evening. We were returning home, the car was crowded, and we both had to stand. My wife was tired and near collapse, when the motorman noticed her and gave up his stool to her—which, of course, he was not obliged to do, and for which we both tender our sincere thanks.

While on this subject, I take extreme pleasure in further testifying to the invariable courtesy I have always received while patronizing the yellow cars during the past fifteen years, from both motormen and conductors, and fail to recall a single act of discourtesy during that period. I blame myself for not reporting on various occasions special acts of courtesy rendered myself and other patrons during that period, but I shall try to remedy this in the future.

Yours truly,
RONALD LESLIE,
201 South Avenue 58.

THE KIND OF STREET CARS WE USED IN 1901
Motorman George Plannett of Division Three, who started on the cars in 1900, produced this picture which shows him at the motorman's end (left). Note that the open sections were a little more open than they are today. The motorman was without any protection from the rain.



Bulletin of 1902 Advised Men To Trim Their Beards or Else Shave

(This installment completes the story of street railway conditions in the early days of the twentieth century, written by P. V. Mann of the instruction department.)

Trailers were used on Main Street, University, Boyle Heights and Central Avenue lines (the Central Avenue line was known as the Vernon line). Conductors working trailers used portable registers, such as are used now by loaders, and in case of a large crowd boarding the trailer the motorman had instructions to hold his car until the conductor could collect fares from the ground.

Shoveled Way for Cars
In wet weather, derailments were frequent on account of sand and mud washing on the car tracks and each car was provided with a long handled shovel so the crew could remove the same when necessary. Each car also carried a pair of irons (come-alongs, the boys called them), for replacing the car should it become derailed.

Conductors put their day's receipts in a numbered coin sack at the end of a day's work and deposited it at the division in a chute provided for that purpose and all trainmen were required to sign a register at the division on reporting for duty each day and were required to report at least fifteen minutes before run was due out of the barn and then to be on the car three minutes before leaving time.

Conductors on all depot lines were required to keep posted on the arrival time of all trains and to wait for them if one was pulling into the station about leaving time. They were also expected to solicit passengers at these stations by saying, "Los Angeles Railway Company," "Transfers to all parts of the city," this because we had competition in the form of the Los Angeles Traction Railway, which operated cars to these depots.

20 Cents An Hour
The wages paid in 1900 were as follows—20c per hour first three years, 21c per hour third to fifth year and 22c per hour after the fifth year.

Trainmen were not permitted to use tobacco on the cars at any time when in uniform, but passengers could smoke on either open section of the cars.

Police badges were honored up to 115.

In June, 1902, when the Long Beach Division of the Pacific Electric opened, trainmen from this company were selected to operate their first cars. F. Van Vranken, manager of the bus division, was at that time Superintendent of the Pacific Electric Company.

Our first official student instructor was A. A. Crank, appointed Feb. 11, 1901, and the first official inspector (now called supervisor) was A. B. Merrihew, appointed April 12, 1902.

Dogs Free to Fete
The principal place of amusement aside from the regular city parks was the Chutes Park, located at Washington and Main streets, with shooting the chutes the principal pastime. This company operated open single truck cars to this park daily in the afternoons and evenings. On Sundays Hare and Hound races were held at Agriculture Park (now Exposition Park) and on these occasions dogs were carried free.

In May, 1899, La Fiesta was celebrated and the following special schedule was put on for this event, which will show the lines in operation at that time and the service required.

- University line, 13 cars and 9 trailers, 8-minute headway.
- Westlake Park line, 7 cars, 6-minute headway.
- Pico Heights line, 7 cars, 15-minute headway.
- Vernon (Central Ave.), 6 cars and 5 trailers, 10-minute headway.
- Maple Ave. line, 8 cars, 12-minute headway.
- S. P. Depot line, 7 cars, 4-minute headway.
- Washington St. line, 4 cars, 13-minute headway.
- East Side Park line, 5 cars, 15-minute headway.
- Santa Fe Depot line, 2 cars, 10-minute headway.
- Grand & Downey Ave. line, 15 cars, 6 1/2-minute headway.
- Boyle Heights and 7th St., 11 cars and 11 trailers, 7-minute headway.
- West 9th St. line, 4 cars, 10-minute headway.

On The Back End (Contributed)

E. G. Benedict, our jovial Underwood demolisher of Division Four, has added a spiffy-looking cuspidor to his anteroom furniture and hung a sign over it reading, "If you're not a good shot, don't try your luck."

5c came through register when cranked by register clerk.

Jack York, who hailed from Pittsburgh to Division Five, is unable to articulate as well as he'd like to, on account of throat trouble. When he talks it sounds as though he attended a bull fight in the morning, and baseball game in the afternoon and a prize fight at night. Until recently he had the hoarsest voice of any horse around these barns until Eddie, our jovial janitor, bought himself a bunch of bronchial trouble. Eddie happened to meet Jack early one morning and in a hoarse whisper greeted Jack "Good morning, Jack." The argument then started. Jack thought that Eddie was mocking him and Eddie tried to tell him that he wasn't. They argued back and forth and now neither of them are able to talk at all.

Conductor L. R. Colvin was a scared man last Sunday when his car upset an auto, in which was a woman, with a jar of ketchup on her lap. As the auto upset, the ketchup also upset. Calvin, after getting a look at the woman's face, turned to his motorman saying, "you pick her up, I can't do it, her head must be almost off."

The other lines which are named below operated on regular schedule—whatever that was. Main St. line, San Pedro line, East 9th St. line Aliso & Brooklyn Ave. line, Cummings St. line.

In 1900 other electric companies operating cars in Los Angeles were as follows—The Pacific Electric, The L. A. Traction Co., The Los Angeles-Pacific, The Temple Street Cable R. R. Co., The Los Angeles & Pasadena Electric R. R. and in Nov., 1902, the Redondo Railway Co. came into existence.

The following bulletins, published on or about the year 1900 speak for themselves—

BULLETIN
From May, 1900 to December 31st, 1900, all trainmen will be permitted to carry revolvers while on duty and while returning to their homes at night.

BULLETIN NO. 1082
It is reported that on Sunday night a horse attached to a buggy became frightened at a car standing in the street, without any light, at Jefferson and Royal streets, any trainman knowing anything of this occurrence will promptly report to this office.

BULLETIN NO. 365
When greyhounds are carried on tickets do not enter the number of dogs on trip sheet, but punch the tickets and turn in with other tickets.

In 1902 a bulletin was published requesting all trainmen who wore beards to keep them properly trimmed and those who did not wear beards, to shave as often as necessary, so that their faces would always have a respectable appearance

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

All the sheiks of Division One entered the beauty contest held in Mack's barber shop across the street last Saturday. The result was, Cormier took first prize, Impusene a close second. Cormier got shaved three times in a day, one haircut, one facial massage, manicure, shampoo, tonic and some French lilac perfume on ze lapel. Conductor Impusene—one haircut, two shaves, one massage, mustache trim and a shine. Atta boy, Frenchy, you know your onions.

Motorman Mason is getting so near-sighted from trying to figure out his running time and cross word puzzles that he thought the barber shop across the street was a bank and took his check in to be cashed. Mac said he would be very glad to accommodate him only he had loaned out all his money to the trainmen, and would he like a few I. O. U.'s in exchange? Mason didn't hesitate but made one grand leap for the door. He says anytime he wants to speculate he will invest in oil stock.

Conductor L. Scott took a couple of weeks off to rest up after a strenuous day on the road????

The waitress over in the restaurant said that Shorty Cormier couldn't take a joke, but I don't believe it. Anyway, there is no use to ride a good horse to death, so I tell you what I am going to do, Shorty, I am not going to pull any more jokes on you for awhile just lay off you for, say, until—next week.

Rafferty was seen sneaking off with "Bill's daily collection" the other day. On the square, Rafferty, we knew that you delt in old clothes, changers, trip sheet books, shoulder straps and what-not, but we didn't know you were going in for old cans and paper bags.

DIVISION 2

J. A. Maddigan

Supt. T. Y. Dickey, H. T. Hansen, Dispatcher Tower and H. Dickey, with their better halves, motored out to Mt. Baldy last Sunday, where a very pleasant day was spent hiking through the snow. It was a little colder than usual, but every one had a good time.

Mot. J. P. Miller is now breaking in on the night shift in the office. At the end of the first night, J. P. says he jumped around so much he began to feel like a mountain goat.

The Gold Dust twins, Roberts and Muller are back on the job again, at the bottom of the list. They both left us some time ago. Roberts was top man on the board when he left.

L. L. Griffin, W. H. Payne and S. S. Douglas are also back with us again, starting at the bottom. Douglas left as conductor, but is trying out the front end this time.

Word has reached us that Mot. F. W. Bishop, who left here a few weeks ago for his home in Arizona, is still very sick, but we all hope to have better news from him next week. F. W. was a very sick man just before he left, but said he was going to come back.

BUS DIVISION

Elmer Wood

Here we are again, boys! Yes, ye scribe has been taking a vacation (on the sick list).

Red Hot Mama! Did you notice how that wild woman on Wilshire talks to W. R. Tury (or anybody)? Tury will soon have to wear asbestos

Who's Who



STARTING out from his home in Tennessee soon after leaving school, Elmer M. Gallaher made his way to the northwest and worked for a while in Colfax, Washington, as a farmer. A short time later Uncle Sam began to offer his famous thirty dollars a month jobs and Elmer entered army service. He went to France and on his return in 1919 resumed farm work in Washington. In the fall of that year he came to Los Angeles and started on the cars as a motorman at Division Three.

to keep from burning up when she talks to him.

In spite of the cold weather back in Oklahoma, A. J. Arblaster pulled away while he was able. Glad to see you back, Arden.

It's about time E. C. Fitts was getting another mysterious marcel, as no one could find out where or how he got the last one. (But we have our eye on the beauty parlor around the corner from Eighth on Hope.)

Lots for Sale (cheap). W. Wolf, H. Hinze and E. Hansen, one bright Sunday morning decided to go on a hunting trip up to Lockwood, where Wolf (also ye scribe) had purchased a lot (before seeing). After 100 miles of the ridge and ten miles of snow and ice and otherwise, they arrived on the spot. And after hiking for an hour or so, they couldn't even find a tin can to shoot at. But that wasn't anything to worry about as they wound up the trip by going 325 miles. Hunting is a great sport.

Another good man, Bill Hildebrand, has gone on the police force (to pinch jay walkers). Hildebrand worked for the Maintenance of Way Department.

H. Linker gets quite a kick out of "getting hard boiled" with the cops. But he couldn't refuse the pretty little tag one gave him.

It is said that stockings were invented in the eleventh century, but were not seen until the twentieth.

In the following issues we will give you the baseball scores of our two crack teams: "The Sluggers" and "The Hams."

Stranger—"Can I get a room for three?"

Clerk—"Have you got a reservation?"

Stranger—"What do you think I am, an Indian?"

Introducing new men: W. E. Co-wart, L. T. Potter, P. J. Murray and Wm. T. Crawford.

A. A. Mayone has changed over to the conductor's side.

DIVISION 3

Dan Hanley

NO SLIP WEEK.

February 2nd to 9th inclusive and then every week thereafter, conductor attention.

YOU SHOW CAR 849, SHOULD BE 843.

Clerk Fontain says he will be a fine orator some day as he gets so much practice, addressing envelopes.

DO NOT FOLD YOUR TICKETS; LAY THEM IN ENVELOPE FLAT.

Her lips were red,
The cows say "Moo";
If you think your an oyster
Then I'm an oyster stew.

YOU SHOW 289 TRANSFERS ON TRIP SHEET. ENVELOPE CONTAINS 285.

Conductor Mead is thinking seriously of purchasing a Henry detouring car. He was looking over one the other day, Model 1914, square wheels on roller skates, oil burning lamps, self pusher, high voltage, and only \$55.00 one payment. If he buys it, the owner promises to have it towed out to his house.

TOTAL TRANSFERS OMITTED.

Conductor Parshall was sitting in the restaurant trying to balance his trip sheet, while waiting for dinner. Not having much success he called Myrtle and asked her if they had an adding machine in the house. "No," replied Myrtle, as she scooped up some dishes, "but we have a couple of counters."

NO TICKETS RECEIVED THIS DATE FOR ABOVE CAR.

"Did you ever hear of the public getting excited when they read of another street car conductor getting held up?"

YOU SHOW 17 SCHOOL TICKETS, ONLY 15 RECEIVED.

Anyone interested in radios see Motorman Cripps and he will be delighted to have you listen in when he gets it working. You will also be advised where to purchase one.

PLEASE PUT BUS TICKETS SOLD IN PROPER PLACE.

Motorman Covington went to church last Sunday night but he said he got home early. Someone blew an auto horn outside, and all that was left was the male quartet.

REGISTER NUMBER OMITTED.

Cond. Aker—"It looks like rain."
Cond. Jones—"What looks like rain?"
Cond. Aker—"Water!"

I wish I was a doctor, I could take life so easy.

DIVISION 5

F. J. Mason

One of our newly married conductors was talking to his grocer over the phone the other day and kind of giving him a bawling out. It appears that the grocer had delivered all of the groceries but the eggs. Here's what he said: "Say, why didn't you deliver the eggs my wife ordered? We're right out, so send them over as soon as possible—we want 'em bad."

One of our line "M" motormen got stalled on Moneta the other morning and worked up quite a sweat climbing all over the car trying to locate the trouble. His follower came along and

DIVISION 4

C. J. Knittle

Lots of runs coming up for bid these days. Lots of bids coming up for runs. A strange incident is that Motorman Taylor and Conductor Taylor find themselves together on a Pico run. No relationship.

T'other day Taylor says to Taylor, "If you don't know how to run a car, watch Sherman Drive."

But as we were saying, the little kid got on looking very worried and says, "Say, conductor, you'll have to wait till I cough, I just swallowed my nickel."

Aw, come on, laugh!

I stood on the bridge at midnight
As the clock was striking 2:30
And I looked at the dirty water
And says I, "Ain't the water dirty?"
(Without a shirt.)

That reminds us,—It was a cold morning, an Irish lady and a Chinaman were sitting near each other in the center section. The Chink was wearing a long blouse of his native land. Wishing to be sociable, the Oriental chose the weather to open conversation and remarked:

"Belly cold, mem; belly cold."
"G'wan, ye dirty haythen," retorted the woman, "stick yer shirt inside yer pants and it won't be."

Conductor Duke Lowen was walking over Sentous Street, Wednesday afternoon, when a lady slipped on a banana skin and fell. Rushing to her aid, he asked as he lifted her up, "Did you slip?"

"No," she snapped, "I just sat down to hunt for four-leaf clovers."

Ex-Motorman H. A. Patterson, who is now a police officer, tells of hailing a militant drunkard into night court last Tuesday evening. The judge listened to the charge and gave him thirty days.

"I'm awfully shorry—hic—Judgsh—but I'm a travellin' man, an' I won't be in—hic—town that long," he explained dolefully.

the conductor went up and asked what the trouble was. "Oh, she's deader than h——" replied the motorman. The conductor then went up and re-set the overhead and asked the motorman to see if the car would back up. It did. He then asked him to see if it would go ahead. It did. And away they went. Ding! Ding!

That reminds me of Casey tearing down his carburetor because his gas tank was empty.

In ye goode olde days the slick sheik used to greet the village vampire with "Good morning, fair lady." If one was to pull off that "fair lady" stuff in these days, she'd say he was a street car conductor.

"Jay Walker Strikes Officer," reads headlines.

You never can tell what those jay walkers are going to do next. I saw one going across in the middle of the block. He got in the middle of the street and just because he saw no machines or street cars coming he walked back to the sidewalk.

Masher—"Hellow, cutie! Haven't I seen you somewhere, some place, sometime before?"

Cutie, haughtily—"Maybe. I was there about that time."

They claim the reason pinochle wasn't played on the ark was because Noah sat on the deck. The joker never has been wild.