

TWO BELLS

VOL. VI

NOVEMBER 30, 1925

No. 27

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

2100 To Receive Bonus Checks

TO START NEW UNIT OF VERMONT

The second unit of the Vermont Avenue track improvement job will be started within a few days. It will extend from Florence Avenue to Manchester station. Work on the first half from Sixty-first street to Florence has been completed.

In the second half, four pieces of special work will be moved. They are the curves at Florence and Vermont, the crossover immediately south of Florence, the three-track arrangement at the Manchester station, and the crossover north of that point. The shelter stations will have to be lowered, and new platforms built. The second unit extends a full mile, whereas the first half was only 300 feet.

The track will be lowered and centered in the private right of way, and cement curbs will be built.

Service on Line "M" Relieves "E" Cars

Service on the Dalton and Vernon branch and Third Avenue branch of line "M" was increased last Sunday by the addition of four street cars. The additional service will relieve congestion on the Inglewood and Hawthorne cars of Line "E", which have been crowded by local riders on Santa Barbara avenue. These "M" cars cover the same route as the interurban "E" cars southbound, and will take the local traffic on Santa Barbara avenue.

Melrose Bus Line Extension Proposed

The company filed an application with the board of public utilities and transportation last Wednesday for permission to extend the Melrose Avenue bus line from the present terminal at Fairfax Avenue to La Cienega Boulevard, which is approximately one mile west of Fairfax. The application proposes that an additional five cent fare be charged west of Fairfax, and that all buses be run through to the new terminal with a possible exception of extras operated for school purposes.

Car Window Shades Made And Repaired At Shops



SEWING MACHINES HELP THE STREET CARS RUN: These men are tailors of street car fittings. From left to right they are: William Wilson, Tom McGuire, Fred Thornton, Ed. E. Wing, George Morton, Sam Messina, Jim Holdsworth.

YOU may be surprised to notice that it takes a sewing machine to run a street railway system, but such is the case, and the upholstery shop at South Park is a busy and important section that has a share in rendering satisfactory street car service. This

shop makes and repairs curtains for the windows, the seats, and fittings of motor buses and automobiles. The foreman of this shop is E. E. Wing, who is an expert of many years experience in this particular line.

History Repeats Itself Company Will Shoe Own Steeds

HISTORY repeats itself. The company has gone back to the practice of shoeing its own steeds. In horse car days, the shoes were a big item of expense. Today the garage has found that some of the expense connected with placing brake lining on the buses can be saved by having this work done at Sixteenth Street instead of having a part done on the outside. For this reason, machinery which automatically rivets the brake lining in place is being tried.

Another time-saving device being tested is a portable air compressor. The use of this machine makes it possible for garage mechanics to take the air to the tires instead of leading the buses to the air hose. This is quite a consideration at night when the buses stand in long rows.

MEN SELECTED FOR SPECIAL AWARDS

Approximately \$106,000 will be distributed on December 15 to 2100 motormen, conductors and safety car operators in the sixth annual Christmas bonus paid under the Merit and Bonus System of the Los Angeles Railway.

The checks have been made out for the regular bonus, showing the amounts earned by months from December 1, 1924 to November 1, of this year. Beginning Tuesday morning, clerks in the transportation department office will compile the amount of money earned by each man in train service and make the necessary final entries on the bonus checks.

Fewer Men Receive Checks

The number of men who will receive bonus checks this year will be less than last year. This is due to the fact that more men have been employed in the latter part of 1925 than in the corresponding period of 1924, and as six months' service is necessary before a man can participate in the Bonus System, these new trainmen will not receive bonus checks this year.

Meetings at Masonic Temple

The meetings for the payment of bonus will be held this year in the auditorium of the Masonic Temple, at Pico and Figueroa Streets. This hall offers the best facilities of any available for the bonus payment meetings. It is expected that the usual procedure of making these gatherings brief and to the point, will be followed out this year.

110 Top Men Selected

At a meeting of division superintendents and other heads of the transportation department held last Tuesday, the 110 top men who will receive extra awards ranging from 10 to 100 dollars and totalling \$3800, were selected. These awards are given to the ten top conductors and the ten top motormen of each division, and the ten top safety operators.

The bonus checks show that the full \$5 per month has been earned by a large number of trainmen. On November 1, only 100 men out of the entire list of trainmen had records below 100 per cent.

"Are you an actress, auntie?"

"No, darling, why do you ask?"

"Because daddy said when you came we'd have a scene."—Kabaret (Lwow).

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

New Bonus Year Starts

WITH the close of the present Merit System year, November 30, thousands of records are put in the discard and we start anew. At every bonus payment meeting, numerous pledges are made by trainmen to officials of the transportation department that they will be in the top bonus money next year. The coming December 15 will mark the sixth annual payment of bonus. Unquestionably, interest in the system has increased each year, and as corrections have been made from time to time, the system itself has been made more and more efficient as a true indicator of the efficiency of trainmen.

When one considers that all that is necessary to earn the top bonus is conformity to the rules of the company, it looks like an easy matter for any man to earn full bonus and one of the extra awards. At the same time, we all know how easy it is to violate a rule, and how easily those demerits creep up on us unless we are everlastingly watchful.

On December 1, we start a new bonus year, and that is the time to start work on a perfect 1925-26 record.

Make Your Work Neat

ONE of the first things our school teachers taught us, back in the primary grades, was our duty to our neighbors in keeping the floor space around our own little desks clean and free from bits of paper, erasers, and pencils. It frequently happened that it was easier to kick a bit of paper over into a neighbor's domain rather than pick it up and put it into the waste basket. Unfortunately, it is true that the habits acquired in the school room follow us into later years. The small boys who conscientiously kept their own desk space clean, but at the expense of their neighbors, have grown up into the unnecessary citizens who throw their tin cans into the vacant lot next door, or even someone's back yard. We must conclude also that from such a beginning were started the habits of trainmen who throw the pasteboard backs of transfer pads and similar waste into the public streets, instead of disposing of them in the manner prescribed. One bit of pasteboard may not litter the street noticeably, but when many conductors repeat the practice of thus disposing of the waste, our neighbors have a right to object, and do object, to this disregard for the rights of others.

Oct. Report Shows Cause of Demerits

The report of the Merit System for October, which will be the last one published this year, indicates that a high percentage of trainmen will receive the full amount of the bonus at Christmas time. No trainman rates below 81 percent in the efficiency records of the Merit and Bonus System for the month of October. This is the first time in several months that the lowest rating has been so high, although the number of men falling below 100 percent increased from 89 in September to 100 at the end of October. Fifty-six of these were between 94 and 99 percent. There were five automatic dismissals during the month.

Marking the seasonal increase in traffic coming in October, there was a decided increase in the number of demerits given. There were 2068 given in October as against 1729 in September. The greatest single increases were in the number given for giving bells to soon. There were 94 more for the former and 86 more for the latter. Other notable increases were in the number for speeding, missing out and missing relief, violating road space, and smoking while on car.

Big Maps Revised

The drafting department is at work on corrections to two of the biggest maps used by the company. One is drawn on a scale of 1600 feet to the inch, and the second is on a scale of 300 feet to the inch. The latter shows such detail that chuck-holes in the streets are nearly visible.

Heavy Thinkers Enjoy Theater

Following the meeting of transportation department officials last Tuesday at which the top bonus men for the year were selected and plans made for administration of the Merit and Bonus System next year, the party adjourned to a nearby eating house to practice soup drinking and table manners. Later in the evening, these officials were entertained by the company at the Orpheum.

Gas-Electric Bus Is Given Further Tests

Further tests are being made on the gasoline-electric double-deck bus at the Sixteenth Street garage, and no effort has been made to place it in service on the Wilshire Boulevard line until all the mechanical features have been put through varied examinations. The vehicle is attracting considerable interest and has been inspected by many men interested in the industry.

Another Double-Deck Fageol Due In Week

Another Fageol double-deck bus is scheduled to be delivered from Oakland during the week. Two of these buses remain to be delivered. Delivery of four double-deckers to be manufactured by the Yellow Coach company in the east is not expected before the first of the new year.

BULLETINS

Issued November 30, 1925

BULLETIN NO. 195 Notice to Trainmen

Effective Wednesday, Nov. 25th, a bus line will be put into operation on Alvarado Street between Sunset Boulevard on the north and Washington Street on the south.

This line will operate approximately from 6 A.M. until midnight and on a 15 minute headway. The fare will be 5c with transfers to Los Angeles Railway cars, but the line will be operated as a main line and not as a shuttle line, therefore local transfers issued by cars of the Los Angeles Railway when presented to the bus line at a direct transfer point will have the coupon removed by the bus operator, and Los Angeles Railway conductors will issue no further transfers when the body is presented.

The body of a Los Angeles Railway transfer presented to the bus operator will be good for transportation, but the bus operator will issue no further transfer on same.

Until a distinctive transfer can be provided for this bus line, the line will use local bus transfers, punching same as issued by bus line No. 14; and conductors on lines of the Los Angeles Railway receiving local bus transfers punched No. 14 will issue the body only of a transfer punched "Stop."

As soon as the distinctive transfer is supplied, the transfers received from this line will be handled the same as the transfers from any other street car line; namely, the coupon will be removed by the first conductor and the body of the transfer will be honored by the second conductor to whom it is presented, but no further transfer will be issued on same unless to put the passenger on a shuttle car or bus line as provided for by existing rules.

Los Angeles Railway bus tickets—Form S-Bu-3—will be honored on the Alvarado Street bus, and bus tickets—Form S-Bu-3—will be sold by the Alvarado Street bus line and will be good on cars of the Los Angeles Railway or on the Wilshire Bus line.

BULLETIN NO. 196 Notice to Trainmen

The following will be the procedure for trainmen desiring to obtain new uniform or equipment.

For Uniforms—Apply to Division Superintendent and obtain an order before going to the Uniform Department.

For Caps—Apply at Room No. 905, Los Angeles Railway Bldg. and obtain order, and then present same at the Uniform Department.

For Pouches, Cap Numbers, Guide Books, Rule Books and Coat Emblems—Apply to the Instruction Department in the Administration Building at Girard and Sentous, Division No. 4.

In case of lost pass—after same has been reported and bulletined, you will obtain an order from your Division Superintendent, which you will then present to the Chief Instructor who will issue another pass. This applies to trainmen's passes only.

BULLETIN NO. 197 Notice to Conductors

The rule providing for walk-over privilege on Grand Avenue between line "C" on 5th Street and lines on 6th and 7th streets is changed as follows:

Effective Nov. 1st, the walk-over privilege between line "C" and lines "D" and "U" will be accorded at Flower Street; and the walk-over between lines "C" and lines "H", "S", "R", and "J" will be permitted at Olive Street.

Conductors on all lines will govern themselves accordingly.

BULLETIN NO. 198 Notice to Conductors

Pass No. 7196 issued to R. W. Patterson, conductor Division No. 4 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. 348 November 17th, 1925

No bus must be pulled out of service without instructions from the Dispatcher or the Division Supervisor. In case that a Bus is pulled out of service by a Supervisor, he must have an understanding with the Dispatcher of the move that is made.

Bulletin No. 350 November 18th, 1925

Beginning at once Bus Tickets which are to be sold to passengers for cash will be issued and charged to the Conductor or Operator drawing them from the Office. They will be required to account for every one of these tickets drawn, and in case of loss they will be required to pay in cash the value of the number of tickets lost.

It therefore behooves the men handling these tickets to be particularly careful not to lose any of them.

Bulletin No. 351 November 17th, 1925

Bulletin No. 327, issued September 20th which refers to Conductors not being required to get the name of passenger who places money in the fare box in payment for 10c Bus Ticket is hereby cancelled for the reason that immediately after the said Bulletin was issued the number of cases of Miscellaneous Reports being sent in to cover such transaction increased nearly 200% which indicates that the proper precautions were not being taken to avoid such procedure on the part of the passenger. Therefore beginning at once Conductors or Operators on all lines, excepting those lines on which a straight 5c fare is collected without transfer privilege and the Figueroa Street Line and Wilshire Boulevard Line which are 10c lines, will exercise their best efforts to have the passenger who desires to purchase a 10c Bus Ticket pay the cash into the hands of the Conductor instead of dropping it into the Fare Box and in cases where it is accidentally done, it will be necessary for the Conductor or Operator to make out a report and secure the

name and address of the passenger who places the money in the Fare Box.

Bulletin No. 352 November 18th, 1925

In compliance with a number of requests, service strips or stars will be permitted to be used by such employes as may desire them and who have been in the service long enough to be entitled to wear them. The stars or the strips may be secured at Desmonds Clothing House and the cost is very nominal, only a few cents for either emblem, which will be paid by the men themselves.

The strip is two inches long and is to be attached to the lower part of the left coat sleeve, three inches from the bottom.

One strip signifies one year.
Two strips signify two years.
Three strips signify three years.
Four strips signify four years.
One star signifies five years.

One star and one strip signifies six years, and on until ten years at which time two stars will be worn. In other words, a star for each five years of service.

BULLETIN NO. 353 NOV. 20th, 1925

The new type of Acme Traffic Signals being installed at various intersections along the route of the Wilshire Boulevard Bus Line are low enough to come in contact with Double Deck Buses and operators must be especially careful when stopping at these points so that damage will not be done to these signals.

BULLETIN NO. 354 NOV. 21st, 1925

On Thursday, November the 26th, Sunday schedule will be operated on all bus lines with the exception of the Eagle Rock City and the York Boulevard Line.

J. Van Vranken

Special Work At 1st & Spring Repaired

The special work at First and Spring streets has been repaired and re-ballasted by the track department during the past week.

The department has completed installation of a new piece of special work at Forty-eighth Street and Vermont Avenue.

New Delivery Car

The garage has been supplied with a new Dodge delivery wagon which is being kept busy running around town carrying equipment that has to be bought for buses, trucks, and automobiles.

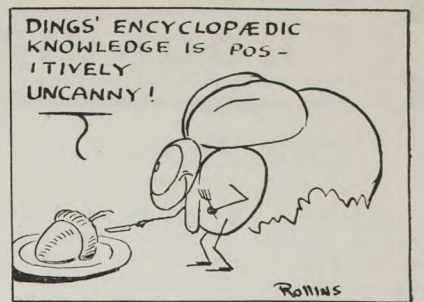
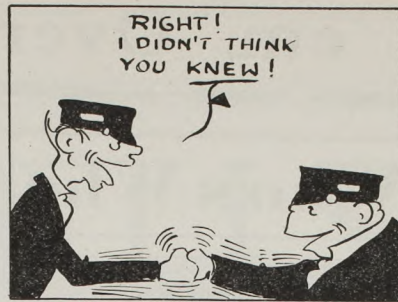
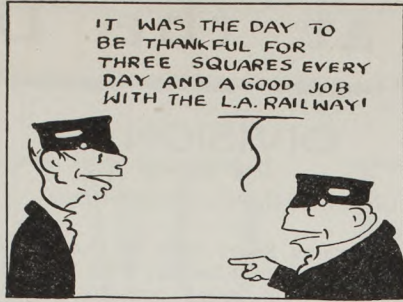
The Real Thing

Colleges may turn out professors of philosophy, but it's the school of life that turns out philosophers.—Boston Transcript.

Conductor Ding and Motorman Ding Ding

Let Us Give Thanks

By Rollins



Bouquets And Things
(Hand Picked)

For Condr. F. Clavin, Div. 5
Los Angeles Railway.

Gentlemen:
I am a daily passenger on your "E" line and on other lines. I wrote this letter to let you know that Conductor 2738 is one of the most courteous and accommodating conductors I have ever seen.

I will say that all of them are all right, but this 2738 is liked and apparently loved by men, women and children. He has a kind and friendly word for everyone. It is actually a pleasure to observe this. He helped school children just as though he were their father. About a month ago I observed a little deaf mute girl on his car, he had to take the fare from her little handkerchief. On the following day I again observed this little girl and saw Conductor 2738 present her with a little purse (I do not know whether there was any money in it or not, but it was a treat to notice the joy on the little girl's face). If one wanted to he could witness a kind act on his part every day.

I have seen an invitation to report such cases in your literature, hence this letter, I am

Very respectfully yours,
R. S. OPPENHEIM, Ph.D.
2111 Norwalk Ave., Eagle Rock City

For Motr. J. J. West, Div. 3
Los Angeles Railway.

Gentlemen:
As you are aware certain street excavations are being made at 5th and Hill.

These congest car and auto traffic. Per mit me to report commending West Adams line Motorman No. 1827—car 911, for most courteously but positively advising a woman autoist to give our street car clearance way.

Said woman had plenty of room to do so, and was simply grossly careless, or hoggish, her actions in no way befitting even herself.

Time of occurrence about 2 P.M. yesterday, car going north.

I personally complimented the motorman.

Cordially yours,
HARRY E. INSLEY
Board of Police Commissioners

For Codnr. C. L. Walinder, Div. 2
Los Angeles Railway.

Gentlemen:
When courtesy and assistance on the part of a conductor is appreciated as much as that rendered by 146 of the "H" line, I want you to know that he is a valued person in your employ.

Having occasion to return home from the doctor's office at 7th and Francisco Streets, my aged mother and myself have on several occasions boarded his car and he very kindly assists in helping her on and off the platform.

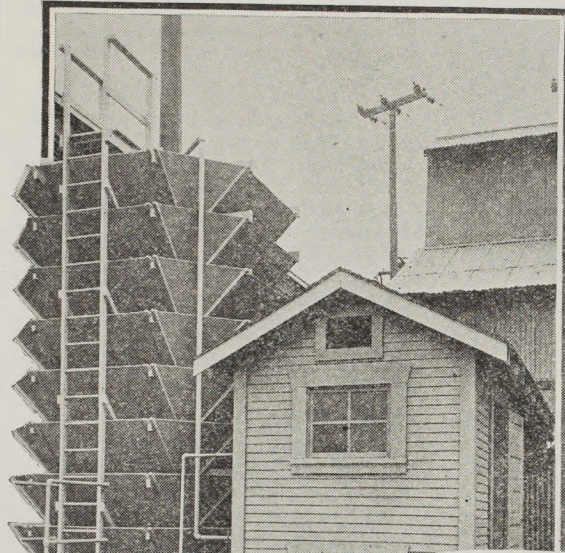
Yours truly,
MRS. L. K. STEINER
119 South Dillon St.

For Condr. H. Heebing, Div. 3
Los Angeles Railway.

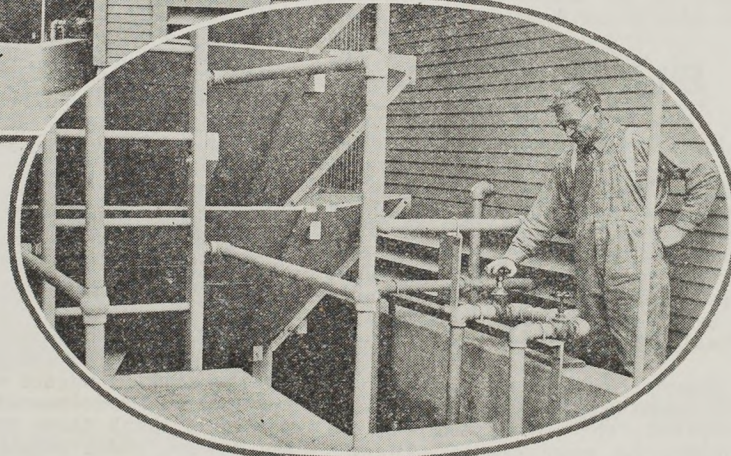
Gentlemen:
I wish to speak of a very great kindness shown my aged father and mother this evening and other times by one of the conductors on the L.A.R.Y. I tried to get his number as we left the car but failed—he was on line "A", No. 885—left Union Square between 8 and 9 this evening. The men on the cars are all very kind to my father and mother, but he is just a little more so than most of them and we thank the company for employing such men.

MISS LACOCK
1830 West 35th Street

"Keep Cool" is Motto of New University "Sub" Water Tower



Water Softener Is Part of New Equipment of Electrical Station Serving University District



"KEEP COOL" is more than ever the motto of university substation as a result of a new water-cooling tower having been put in use recently. The water that cools the transformers of the substation is pumped to the top of the tower and it falls from one ledge to another and ends in a 5000 gallon tank in the ground.

The pictures above show the tower and the shed in which the pumps are placed. G. F. Block, day operator of the station, is shown checking up on

the workings of the new equipment.

A water-softener has been installed in the pump shed, and all water drawn from the city mains is softened before it is pumped into the water jackets that keep the transformers cool. This is the first station at which the water-softening equipment has been installed, but the value of such equipment was shown when pipes that had been in use were removed with a coating of alkali so thick that it restricted the flow of water.

3791 Employees Give \$7,373 In Community Chest Drive

THE final days of the Community Chest campaign brought the total of money pledged by employees of the Los Angeles Railway and the Los Angeles Motor Bus Company to \$7373.48, of which \$4798.03 was paid in cash.

Of the 4450 employees, 3791 subscribed. The following table shows the number of employees listed in each department of the company, the number of subscribers, and the amount of pledges and cash:

Division	Employees	Subscribers	Pledges	Cash
Division 1	420	423	\$716.13	\$341.88
Division 2	565	453	715.55	401.05
Division 3	594	427	920.75	661.25
Division 4	386	397	960.35	408.10
Division 5	387	391	501.75	341.50
Mechanical	800	691	929.00	921.25
Engineering	700	380	656.35	622.25
L.A. Bus Division	103	91	181.25	51.50
L.A. Motor Bus Co.	147	149	412.35	122.25
General Offices	348	389	1380.00	927.00
	4450	3791	\$7373.48	\$4798.03

On The Back End
(Contributed)

Business is still Russian on the East First Street line, and on Temple Street the sons of Abraham are still getting lost in Angeleno Heights.

"Where does this car go?" asked a frenzied Hebrew of Conductor Dakin last Tuesday, "All day we ride around and get no place."

"Driver cut in front of car and tore off steps and fender," reads an accident report from a motorman and then under "Remarks," he writes, "Which do you want, what the driver said, or what I said?"

One of our new conductors is an Englishman and with all due respect to our Anglo-Saxon friends this lad is a numbskull.

The other day working Pico line, he received a bundle of papers to throw off at Central Ave. It was later reported he had taken them to the east terminal and dropped them off on the return trip. Supt. Wimberly called him in and asked why he had not put them off going east.

"Because the bloomin' street isn't a stop going that way," announced the Britisher.

There was a bumper Nut crop this year, the Department of Agriculture reports:—You will find most of them out driving autos on Los Angeles streets.

It's terribly extravagant for an Inglewood commuter to die early in the month. Think of all the perfectly good tickets he wastes.

Bughouse Fables:
"Foreman: "I tell you, I am going to let every man off that wants off, on Thanksgiving, if I have to hold part of the runs in order to do it."

Another daffodil epitaph reads:—
"John Smith lies here without his shoes;
He drove his car while filled with booze."

Alvarado Bus Line Opens With Parade

The Alvarado Street bus line was put in service last Wednesday with a band and a dignified delegation of city councilmen forming a parade over the route of the line. The south terminal has been changed from Twentieth Street to Washington Boulevard as the location of car stops will make this arrangement more convenient for passengers transferring to or from a street car. The South terminal loop will be made around Hoover Street, Eighteenth, Bonnie Brae and Washington. A headway of 15 minutes is provided.

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

Conductor L. E. Adkins was busy making change, issuing transfers, watching the fare box, giving information, and a few other things too numerous to mention, all of which make up the daily events in the life of a conductor, when an elderly lady boarded his car and deposited a dime in the fare box. Adkins, who is usually on the alert, noticed that no one accompanied the old lady, and so after all were aboard, he went up to her. She was standing in the doorway, and he told her that she had deposited a dime in the fare box, and that if she would give him her name and address he would be glad to make a refund of 5c to her. The old lady hesitated, and then whispered to him, "No I don't want that nickle back, that's conscience money." Adkins was a little puzzled to know what she meant by "conscience money" but went back to his station. In a little while the old lady came back and told him that some twenty years ago she beat the Los Angeles Railway out of a 5 cent fare, and she wanted to pay it back.

Motorman R. E. Burrow returns to work after a ninety-day lay off spent in loafing, eating and growing fat.

Motorman H. C. Orange returns from a 45-day visit with his folks in Gordonville, Tennessee.

Conductor Horne is leaving this week, having traded seniority with Conductor C. L. Adams, of Division Three. Conductor Adams formerly worked out of this division.

Division One subscribed to the Community Chest 100 per cent. That's the way we do things at Div. No. 1.

Motorman F. E. Hart went through the entire week without having a single accident.

The high men in securing witnesses this week were Conductor G. J. Thronson and Motorman J. W. Tuberdick, who secured 28 witnesses to an accident.

Motorman H. Tupper buys a new uniform this week, having outgrown his old one. He sold his old uniform to Janitor Rafferty who thinks he can have it made up into two pretty good uniforms.

DIVISION 2

H. T. Hansen

C. J. Clark, you are all wrong about the first radio fan. Paul Revere was the first radio fan. He broadcasted with one plug.

Biltmore Waiter: "Want soup?"

Jim Madigan: "Is it good soup?"

Waiter: "Sure; fourteen carrot."

Motorman F. I. Cockrell has left the service to accept a position with a large hardware company.

A woman stopped Conductor F. S. Holland's car the other day and asked, "Can you change a ten dollar bill?" "I think so," he replied. "Thank you, I'll wait for the next car."

Motorman J. Haynes who has been on the sick list for the past eight months, was around paying the boys a visit last week. Haynes looks fairly well, and said he would like to be back in the harness again.

Conductor W. A. Rickstein has just returned to duty after visiting his mother at Elk Point, South Dakota.

Conductor W. D. Gordon is back on the job after spending sixty days visiting his old home at Ann, Texas, and a little side trip to Kansas City.

DON'T FORGET

You have only one more day after you read this, to have your WATCH INSPECTED for November.

Who's Who



READY to do a good day's work so long as no black cats cross his path, Emil W. Watson, who has been a motorman at Division Five since he entered the employ of the Los Angeles Railway in June, 1917, is reputed a fine fellow and a good motorman, aside from his Missouri superstitions. Watson spent nine years in the service of his country in the O.D. uniform, and after that was a farmer for three years in his native state, Missouri. He came to Los Angeles early in 1915.

BUS DIVISION

Elmer Wood

Sorry I missed out on you last week, but will try and not let it happen again. Now, laying all jokes aside, how about you donating? Send in a bit of news or a personal once in a while. Surely there's something that strikes you funny during one whole week. Just write it down, and drop it in the pretty little box on the wall. Thank you.

Cigar? No, 'twasn't the stork. A Matrimony. Yep, Bob Arnold by name. Surprised, eh? Well, too bad we couldn't get more details. Anyway, congratulations, and thanks for the cigars.

Floyd Nolf and Hugo Hinze, mechanics in the garage, took a little spin down to San Diego and Tia Juana recently. Of course they came back sober, but all they remembered about the trip was that they had a good time.

E. J. Minazzi tells us that he is debating whether it will be a Chrysler or a Hudson coach. It shouldn't be hard.

This ought to go over big. Of course it's just hearsay, so here goes: J. B. Jacobson seems to have told his passengers that he is the best operator the company has, at least on the San Pedro-Main line. There's nothing like making a name for yourself.

A man is but a worm of the dust. He comes along, wriggles about a while, and finally some chicken gets him.

Introducing new men: R. J. Clark, and C. D. Hodge, formerly with the Motor Transit Company; M. F. Osting, R. L. Melburn, C. R. Crandell, G. A. Stannard, and H. A. Grohe.

Love is like a cafeteria—you grab the first thing that looks good, and pay for it afterward.

We now have a direct telephone line from the garage to the Bus Division. This will save a great deal of time and trouble for the dispatcher. All

DIVISION 3

Dan Hanley

Of course, there's a Santa Claus.

Motorman Searl came in the trainmen's room the other day with a swell bouquet. "Oh, what beautiful flowers," exclaimed Conductor Jones. "What are they?" "Chrysanthemums," replied Searl. "Spell it," asked Jones. "Aw, they're roses," replied Searl.

And the next day it rained.

Is the book open for Christmas yet?

Put me down for an extra New Year's.

Clerk Reid took his wife and kiddie down to San Pedro last Saturday to see the fleet. "The big ships are called 'men-of-war,'" explained Robert. "What is that little boat out there?" asked the Missus. "That's a tug," replied Robert. "Oh, yes," said Mrs. Reid. "A tug of war. I've heard of them before."

Famous last words: "Mr. Owens, I want off from the 21st to the 26th of December, inclusive."

DIVISION 5

F. J. Mason

"At last I can make use of the rattles in the flivver," said Motorman A. P. Williams as he burst into the office with a box of cigars and an "It's a boy," smile. Yes sir, an eight-pound baby boy, and mother and baby doing fine. Congratulations Mr. and Mrs. Williams and thanks for the cigars. You can now throw away your alarm clock.

Tex. Hiller's latest song hit, "I used to shower my girl with presents, but it ain't a'going to rain no more."

That's the Christmas spirit, "Tex."

Geo. E. Ferguson wishes to express his thanks to the boys of this division for the good attendance at the three meetings held here recently. He also wishes to thank those who supplied the flowers, which helped materially in making the meetings such a success.

If there are any of you old timers who haven't made application for dependent's pass, now is the time to do your stuff.

We regret to announce the death of Motorman J. L. Grossnickle, who passed away Saturday, November 21. Funeral services were held at the parlors of W. A. Brown, 1335 South Flower Street, on Tuesday, November 24.

The boys of Division 5 take this opportunity of expressing their sympathy to Mrs. Grossnickle and family in their bereavement.

we have to do now is press a button to call each other to the private phone. Before, we had to either call through the outside phone, or the dispatcher, which resulted in loss of time, and inconvenience.

Word has been received from Joe McCormick, a mechanic in the garage, that he will be back soon. He has been snowed in on his father's ranch in Canada, and was granted an extended leave of absence.

THEY FADED TOO!

Man in search of his wife: "Bridget, do you know anything of my wife's whereabouts?"

Bridget: "Yes, sir, I put them in the wash."

DIVISION 4

C. J. Knittle

HAPPY NEW YEAR!

What's it all about? Just a reminder that next Tuesday we start the new bonus year and it's a good time to get a 15-day start on the trainman who does not make up his mind to go after a special bonus award until he sees the 1925 winners get their's on December 15.

"Benny," our stenographer, was overheard last Tuesday asking Clerk Vejar what the difference is between an ice-cream soda and a steam roller.

"I pass," said Vejar.

"One is fattening and the other is flattening," answered Benny.

"That's an 'L' of a difference," opined Vejar.

Officer C. R. Long, formerly a Division Four conductor tells us he arrested a rooster the other day for using fowl language.

Now that winter is here you will get your overcoat out of the moth balls and we'll get ours from the three balls.

Donald Sublette, formerly a conductor, says he likes working in a bank because there's money in it.

A scissor-grinder stopped out front last Wednesday. "How's business, Tony?" asked Motorman R. A. Knudson.

"Fine!" says he, "I never saw things so dull in all my life."

Good day!

SHOPS

Jack Bailey

Our old friend, Ray Dunivant, seems to have put our native song into action, "California Here I Come," and returns to the truck shop after five months absence. Ray hails from Texas, where they boast of a woman governor, but he admits it's a good state, to be from.

I didn't say anything when a fellow in the M. E. office came to work with his hair artificially coiled into ringlets, nor when another of the truck shop donned a Lloyd's masquerade, nor when the boys in the store department parted their hair in the middle and came to work in a new Ford, but when one of the carpenters brings a canary bird to work: "Applesauciness."

Mrs. J. M. Spearing (at telephone): "Tell Joseph to come home at once, I've mixed the plugs in some way, the radio is all covered with frost and the electric icebox is singing, 'Way Out West in Oklahoma.'"

Miss Rohlf to applicant: "What's your line?"

Applicant: "I'se an exporter."

Miss Rohlf: "An exporter?"

Applicant: "Yep, the Pullman company just fired me."

Sidney Armstrong of the electrical department and "one" of his girl friends had just completed a dance, and Sid, feeling squanderishly happy led the way to a small stand with the intentions of buying some flavor of gum:

"What kind do you want, Dearie?"

Sweet Little Thing (habitually): "Chesterfields."

Harold Shelford: "So you had a fight with your wife. What was the trouble?"

Bob Millan: "Oh, the same old thing."

H.S.: "Liquor?"

B.M.: "No, she's too big for that."

H.S.: "How long have you been married?"

B.M.: "Well, I've had this suit four years."

H.S.: "Does your wife choose your clothes?"

B.M.: "No, she only picks the pockets."