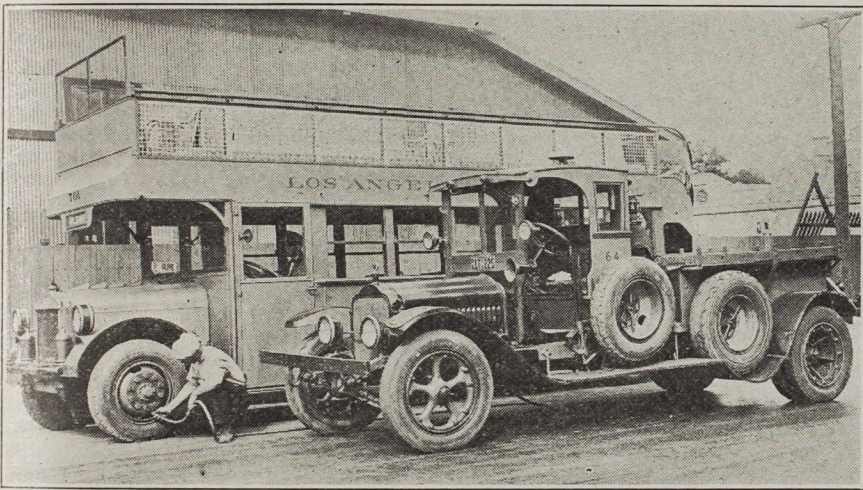


New Division Smokers Announced

Air For Flat Tires Rushed To Buses By "Hurry Wagon"



"Give 'em air!"

This is the new cry of the bus division as the "ambulance" dashes away to render first aid to a tire that has developed an air pocket, an air brake in which respiration is at a low ebb or a pneumatic shock absorber that has absorbed about all the shocks it can absorb without some more "breath."

Compressed air tanks on the emerg-

ency truck are used almost daily for quick work on the street which enables a bus that has developed air trouble in tires, shock absorbers or brakes to reach a terminal where more extensive repairs can be made.

The picture above shows C. C. Simmons, driver of the bus "hurry wagon" putting some air from the tank into a tire on a bus driven by O. O. Obenchain.

DISCOURTESY COMPLAINTS AVERAGE ONLY ONE A DAY

THIRTY-TWO complaints for discourtesy, the lowest number this year, came to the complaint desk last month. This is an average of about one a day for the month. The nearest approach to this record was made in March, when a total of 33 complaints were registered. Trainmen might well be holding up their chins in pride over the record, only that the number of complaints for carrying passengers past stop, dangerous operation, and short change, brought the total number of "brickbats" up to 148,

an increase of 21 over last month. Trainmen are urged to exercise greater care in getting the stop signals of passengers, and thus bring down the number of complaints on this score.

It is interesting to note that the number of discourtesy complaints for August, 1924, was 53, while the total number of complaints for that month was 148, equalling the total for August of this year.

The detailed record for the month is as follows:

Classification	July	August	Loss or Gain
Discourtesy	36	32	-4
Fare and Transfer Trouble	48	49	+1
Starting too soon	6	6	-0
Passing up Passengers	8	6	-2
Carrying Passengers Past Stop	3	14	+11
Dangerous Operation	2	8	+6
Short Change	7	13	+6
Miscellaneous	17	20	+3
	127	148	+21
Commendations	40	40	0

Artistic Design of Substations Praised

Warm praise of the artistic type of noiseless, automatic substations, built by the Los Angeles Railway in residential districts is given in a letter received by L. J. Turley, electrical engineer, from Mrs. Gertrude W. Page, representative of a Pacific Coast architectural magazine.

The statement has been made frequently that the Melrose, West Adams and Garvanza stations look more like libraries than electrical buildings of a street railway.

The letter from Mrs. Page follows:

Mr. L. J. Turley,
Los Angeles Railway,
Los Angeles, Calif.

Dear Sir:

I wish to thank you for your courteous reply to my inquiry about the Melrose substation. I have seen the one at 2622 So. Hobart also, and have been greatly pleased with that as well.

The Engineering Department of the Los Angeles Railway is to be congratulated upon its perspicacity in securing the services of a genuine artist for such work; and Los Angeles itself is to be congratulated that it has a public service corporation able to give it such products of taste, intelligence and enlightened public spirit.

Thanking you again for your kind answer, I am,

Very truly yours,
Gertrude W. Page
1806 So. Hobart Blvd.

VERMONT TRACK TO BE IMPROVED

One of the biggest track department jobs of the year will start within a week on Vermont Avenue on the private right-of-way between Sixty-third Street and Florence Avenue. The track will be moved west to the center of the right-of-way strip and lowered to practically the same grade as the street. Four-inch curbing will be built around the outside of the rail and landing platforms constructed.

The first part of the work will be the construction of a new south-bound track. This rail will be put on a cribbing of ties, then the present south-bound track will be taken up and the ballast put under the new rail.

The new north-bound track will occupy approximately the same position as the present south-bound track. seventy-pound steel will be used.

The job is expected to improve the appearance of the Vermont Avenue private right-of-way greatly, making it look similar to the Santa Barbara Avenue track west of Figueroa Street.

INSTRUCTION CHANGES TO BE TOPIC

A new series of Division smokers will be held during the next two weeks to explain to trainmen the revised system of instruction that has been adopted following several conferences of transportation department officials.

The meetings will be conducted along the same lines as those preceding the Shrine convention when the company's plans for service were presented to all motormen and conductors. Three meetings will be held at each division, the hours being 10 A. M. to 2 P. M. and 8 P. M.

The company orchestra and Hawaiian quartet will furnish entertainment for all meetings, and cigars will be provided.

Dan Healy, chief instructor, will be the principal speaker at the meetings, as the new instruction plan will be carried out under the supervision of his department.

The schedule for the meetings is as follows:

- Division Three..... September 9
- Division Five..... September 10
- Division Four..... September 11
- Division Two..... September 15
- Division One..... September 16

The new plan, which will be explained in detail, calls for the cooperation of the trainmen whose abilities have made them line instructors. The importance of training students properly effects every trainman directly, because the lack of proper understanding of the rules on the part of any man can disrupt the entire service.

Trainmen are asked to attend one of three meetings, and as usual, attendance records will be kept.

Main Office Bowlers To Organize Team

A bowling team is being organized at the main offices for possible membership in a league sponsored by the Electric Club.

Carvel Gurholt of the auditing department, is acting as captain of the team. Any of the fellows in the main office who can bowl an average of 200, or at least present a good alibi, are asked to get in touch with Mr. Gurholt and start practicing. The first work-out was held last Thursday night at the Jensen alley.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Do You Know How to Call Dispatcher If In Trouble?

DO YOU KNOW how to call the dispatcher in case of an emergency?

If you are at a terminal or at a junction point where there is a company telephone connected directly with the dispatcher's office, it is easy enough to reach the dispatching board and explain the purpose of your call.

Between the hours of 7:45 A.M. and 5:00 P.M. daily and from 7:45 to 1:00 P.M. on Saturday the main office switch-board of MAIn 4174 is open and the operators will make a direct connection with one of the dispatchers if you call that number and say "Dispatcher." When the switchboard of MAIn 4174 is closed and you are not near a company telephone, TUcker 6472 should be used. The Tucker number is available for calls at all hours and will provide a quicker connection than MAIn 4174 because it is used for incoming emergency reports exclusively.

The number 10806 appears in the second line of the rule book under the heading "Telephones of Los Angeles Railway", but as this number has been discontinued it has been cancelled by bulletin and trainmen may mark it out of their rule books.

Every effort is made to provide quick telephone connection with the dispatching board, and yet not a week passes without reports being received indicating that some trainmen do not know how to perform this simple but important part of their work.

Only last week a blockade tied up service at Seventh and Figueroa for nearly 20 minutes because the trainman who attempted to make the report called one of the divisions. The message was relayed to a dispatcher but it was confused so that additional and unnecessary delay resulted in getting the emergency equipment to the point of trouble.

On Santa Fe Avenue a blockade developed a few days ago involving a work train. The work train crews are responsible to the dispatcher just the same as regular street car crews when they leave their headquarters at the Vernon yard. The conductor of this work train has had more than 15 years experience with the Los Angeles Railway, and yet instead of calling a dispatcher he telephoned to the Vernon yard. When questioned this conductor admitted that he did not know how to call a dispatcher.

Ignorance of such a fundamental rule as calling a dispatcher in an emergency can no longer be excused, and any such cases as those cited above will result in stiff discipline in the future.

It seems foolish that such a simple rule can be misunderstood. An immediate call is essential, because a blockade disrupts the schedule of several lines within a few minutes.

Before you put down this issue of Two Bells, check up with yourselves to see that you know how to call a dispatcher from any point on the lines you run, and that any time day or night.

Safety At The Schools

Thousands of school children resume classes September 8. Thousands of them will be riding the street cars daily, and they put a responsibility for their safety upon every conductor and motorman.

Pedestrian crossings are marked on the street near the schools, and the utmost care must be exercised in operation at these points. The rule covering these pedestrian lanes is mentioned on page 37 of the rule book.

School boys and girls are entitled to the same degree of courtesy that is given the adult passengers. They are quick to appreciate service, and their cooperation and friendship should be cultivated.

New Book of Operating Rules Is Well Received

Distribution of the new rule book to trainmen has been completed at all divisions, with the exception of the men who are away on vacations or sick-leave. The general appearance of the book seems to be popular with trainmen, particularly the fact that it is light and well-bound.

A few minor typographical errors have been uncovered, and corrections have been bulletined.

Particular attention is directed to

the list of telephone numbers in the rule book.

It is suggested that every trainman underline the words "Call Dispatcher, TUCKER 6472, for emergency calls only." This phone is for use particularly in receiving emergency reports when the regular switch-board of MAIn 4174 is closed, but it may be used for reports at all times. Consistent use of TUCKER 6472 is recommended because it is not utilized for any calls other than operating emergencies.

BULLETINS

Issued September 7th, 1925

BULLETIN NO. 140 Notice To Trainmen

On page 33 of the new rule books, Section No. 11 of rule No. 67 has the second line omitted. This Section should read, "At all spur tracks, cars must be brought to a full stop not less than 10 feet before reaching the tracks, etc."

Trainmen will be governed accordingly.

BULLETIN NO. 141 Notice To Trainmen

Effective September 8th, a bus line known as the Eagle Rock City Bus Line No. 11, will be put into operation on approximately a 15 minute headway between the hours of 6:30 A.M. and 6:30 P.M. daily except Sunday.

The route of this line will be from Oak Grove Drive via Vincent Street, Yosemite Street, Townsend Avenue, and Colorado Boulevard, to El Modena Street, returning over the same route and connecting with line "E" at Colorado and Townsend.

The fare on the bus will be 5 cents, and Shuttle Bus transfers punched No. 11 will be good on line "E" as far as the 5 cent Eagle Rock limit only. Upon payment of a 10c cash fare at any point north of 54th Street, or a 5c cash fare paid at or beyond the north fare limit, conductors on line "E" may issue the body of an out trip transfer with two punch marks through the word "Stop," which will be honored on the bus.

Do not issue transfers to the bus on any form of transportation, except cash fares.

BULLETIN NO. 142 Notice To Conductors

Public Schools will re-open on Tuesday, September 8, will be closed for one day, September 9, and will again open on September 10.

Local school tickets—yellow tickets in yellow cover—may be honored on September 8th and 10th, and on school days thereafter until further notice.

See sample of tickets in case at your Division.

BULLETIN NO. 143 Notice To Conductors

The following passes are reported lost: 1872 issued to Geo. S. King, Division 1. 3314 issued to Mrs. I. H. Roffee, mother of E. E. Roffee, Clerk, Division 4. 3526 issued to Mrs. P. B. Harris, wife of P. B. Harris, Chief Engineer.

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

BULLETIN NO. 144 Notice To Conductors

Pass No. 6305 issued to J. Wilson, Motorman Division 1, and reported as lost in Bulletin No. 127, has been recovered.

BULLETIN NO. 145 Notice To Conductors

The following passes reported lost during the months of January, February, March, April, May, June, July, and August, 1925, have not been recovered:

Notice To Trainmen

341	2070	3528	5024
864	2256	3614	5286
1227	2621	3616	5604
1262	2627	4136	5637
1454	3103	4180	5813
1490	3190	4283	6300
1512	3279	4641	6445
1521	3296	4694	6490
1525	3306	4685	6503
1644	3313	4780	7089
1717	3314	4808	7626
1872	3392	4838	Track Badge
1930	3526	4841	M-131

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

BULLETIN NO. 146 Notice To Trainmen

Please note on page 32 of the new rule book, section 5 of rule 67 states that the Air Line Crossing at 29th and San Pedro will be flagged from a position 3 feet north of the Air Line Crossing.

This is an error and this crossing will continue to be flagged from the south side of the Air Line Crossing in both directions.

BULLETIN NO. 149 Notice To Trainmen

Telephone No. 108-06, shown on first page of 1925 rule book as being connected with the Exchange Board, has been discontinued.

Do not try to use this number in the future.

P. B. Hill

SCHOOL SERVICE TO BE RESUMED THIS WEEK

Public schools open for the renewed grind of reading, 'riting and 'rithmetic for thousands of Los Angeles youngsters September 8, as mentioned in the bulletins.

Street car service will be provided to meet the transportation needs of the students and consists of extra school runs on many lines. The school-day schedule will be resumed on Line "V", which served a large number of high school and university students. On the East Jefferson line, two-man cars will augment the safety cars in the morning rush period.

Bus Service Extended

Bus service for the accommodation of school pupils will be extended beyond the scope of previous years.

The Foshay high school, near Exposition Boulevard and Hobart, will be served by a morning bus running along Normandie Avenue between Forty-eighth St. and Exposition Boulevard. Two trips will be made in the morning, and two trips in the afternoon will carry the students back to their homes.

A second new school bus service is provided for Lincoln high school. A bus will be diverted from the Lincoln Park Avenue line to make two trips in the morning between Lincoln Park Avenue and Huntington Drive over North Broadway and Mission Road. Two trips will be made over the same route in the afternoon.

For Fremont School

The service provided Fremont high school, located on San Pedro Street at 77th Street, will be resumed under the same arrangement as last year. One trip will be made to Manchester and Western and the second to Manchester and Vermont. The trip from Western Avenue will be made east on Manchester and the trip from Vermont will be made east on Florence to San Pedro Street.

Extra school service will be given on the Melrose bus line.

The school bus service will be effective Sept. 8.

BUS BULLETINS

LOS ANGELES RAILWAY BUS DIVISION

BULLETIN NO. 304 August 27, 1925.

Effective September 1, C. O. Morse is appointed "Bus Division Foreman" of the Los Angeles Railway Bus Division.

Gladstone MacDonald resigned and transferred to the Los Angeles Railway Auditing Department.

BULLETIN NO. 305 August 27, 1925.

On September the 8th a new bus line will be inaugurated in Eagle Rock City, service approximately from 6:30 A.M. to 6:30 P.M. It will be operated over the following described route:

Operating between the corner of Oak Grove Drive and Vincent Street.

- North on Vincent Street
- East on Yosemite Street
- North on Townsend Avenue
- East on Colorado Boulevard to El Modena Street
- Thence southwest on Holbrook Street
- Thence northwest on Lauristinnis Street to Colorado Blvd.

- Returning
- West on Colorado Boulevard
- South on Townsend Avenue
- West on Oak Grove Drive to the point of beginning.

The fare on this line is five (5) cents and entitles passengers to transfer to the street car at Colorado Boulevard and Townsend Avenue and is good to any point north of Avenue 45. Street car conductors on the "E" line will issue transfer to the bus line on a five (5) cent fare. Commutation or school tickets will not be honored.

F. VAN VRANKEN, Manager.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things

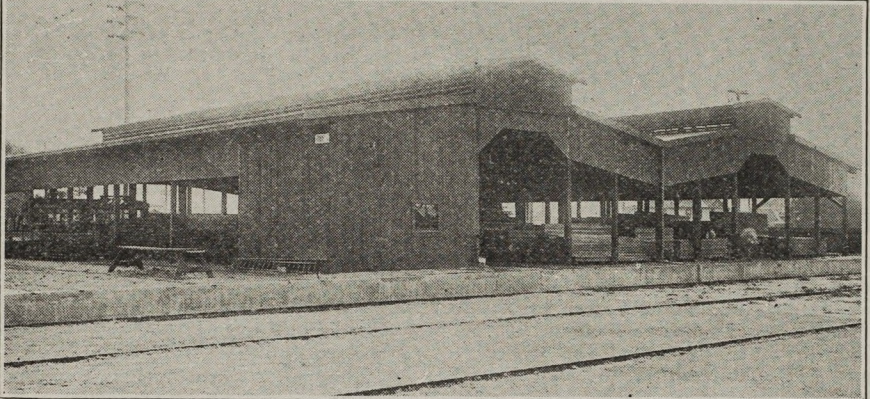
(Hand Picked)

Seven Kinds of Wood Used In Building a Street Car

On The Back End

(Contributed)

For Condr. A. J. Hathwell, Div. 1
Los Angeles Railway,
Gentlemen,
It has been more than ten times that I have heard the remark that the easiest job in the world is that of a street car conductor or motorman. In the past six years the only car I have had is the street car, and in all my experience in riding on them, I find that often I meet the same conductor. I use practically every line in the city as my work causes much traveling about. In all my experience I have yet to see any conductor on any car, in any city as courteous, polite and efficient, and congenial as the conductor on line "R". His run is 24 and his number is 2302.



Personal. Some one has kidnapped my Ford Lizzie, come home to Papa all will be forgiven—Motorman Fowler, Division 3.

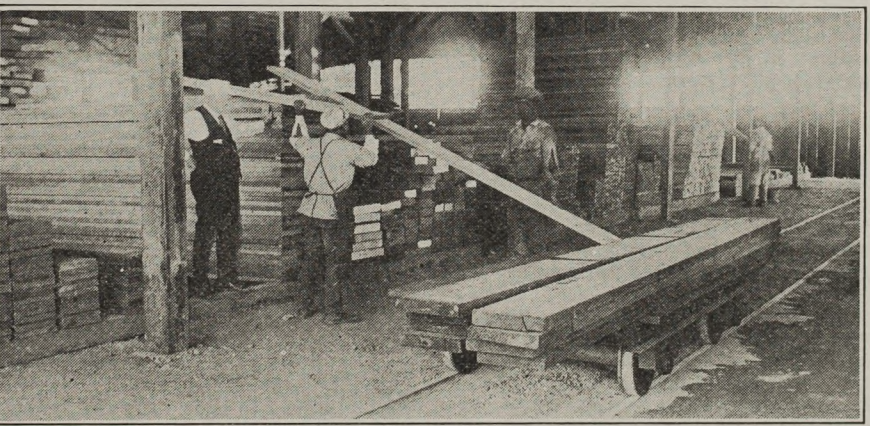


Yours truly,
PATRICIA LUCILLE STEVENS,
615 South Berendo

Above is a view of the new South Park timber sheds and picture below shows how the lumber is handled

The bus division has another name to add to the mustache club; Operator T. Boles. Although the charter members had a week's start on him, he has caught up already. Operator M. H. Jellum has resigned from the club by shaving off his mustache.

For Condr. R. G. Wilson, Div. 2
Los Angeles Railway,
Gentlemen,
I take this opportunity—as I have been absent from the city—to thank Conductor 2034, on the 39th and Western car, for courtesy shown me one night the latter part of July. As I had been hurt he secured me a seat and made it his business to see that I was safely on the sidewalk at my car stop.



Conductor P. Casserly meandered into the Superintendent's office at Division Two the other day and demanded some new cap numbers. When asked what had become of his old ones, he replied, that he had given them to a lady on his car. Casserly has been indulging in a good study of the new rule book, and to Rule No. 3 too literally. Study is good for you, Casserly, but don't give your fare-box or the street car away, the company will probably need it.

Very truly yours,
JOSEPH A. MIZRAHI,
Atchison, Topeka & Santa Fe Ry. Co.
Office of Asst. Gen'l. Baggage Agt.

Our old friend J. "Timothy" O'Hara blew in to Division 5 the other day from Pittsburg all dressed up in rompers and a big smile. He told the same old story, "glad to be back."

For Condr. J. E. Tolbert, Div. 3
Los Angeles Railway,
Gentlemen,
I wish to recommend your conductor No. 184 on the "L" line this morning. He was very courteous in explaining the route and streets to me.

A NEW lumber shed with a capacity of more than 500,000 board feet is in use at the South Park shops for storing the various kinds of wood used in street car construction. The building is in the southwest corner of the property and was built largely out of lumber salvaged from the old Division Four building. The roof is made of planking cut out of 8 by 12 inch material used in the construction of bridges and other heavy work. The shed is 112 feet long and 107 feet wide.

of the lumber shed so that flat cars can be run in for loading or unloading. The lower picture shows one of the small flat cars which can be pushed by hand, being loaded with lumber for the carpenter shop. In the shed is stored the seven different kinds of lumber used in the construction of a street car, ranging from Oregon pine, which is used chiefly in the body frame and flooring, to Philippine mahogany, used for inside finishing. Other kinds of wood that go into a street car include Oregon spruce, maple, ash, red-wood and oak.

"IF"

Yours truly,
ALBERT BACON,
406 West Pico

For Motr. S. N. Cupp, Div. 5
Los Angeles Railway,
Gentlemen,
I have been riding the Moneta-Manchester cars now for four years to and from my office downtown, and this morning on my trip in town about nine o'clock, I witnessed what I call the quickest motorman action on record. At about 45th Street we were coming right along when suddenly an empty truck darted out from the side street, going at a good speed and cut right in front of us continuing westward. Our car missed him by, I believe, about an eighth of an inch, all because that 1017 Motorman stopped that Moneta car the quickest I have ever felt a car stopped.

Macy St. Approach Is Again Shifted

Another change in the track construction near Macy street bridge is being made. The track between the Santa Fe crossing and Howard street is being moved north of the former street limit, into the 20-foot strip that has been condemned to provide a wider approach to the viaduct that is being built.

Vacations at Laguna

George Campbell, foreman of the drafting room at the main office is spending his vacation at Laguna beach, the artist colony. George has quite an eye for beauty, and while others who have a similar eye, hie to Venice or Catalina, he chooses Laguna with regularity and paints pictures of sunsets, cypress trees and rocks.

For Conductor R. H. Chisholm, Div. No. 2
Los Angeles Railway,
Gentlemen:
I wish to take this means of commending Conductor 1808 on the Maple Avenue line for his kindness to an old lady and the courtesy to all passengers, also the way he called all stops from the center of the city all the way to 53rd street.

Respectfully,
MRS. H. T. SCOTT,
297 East 43rd Street

Distance lends enchantment. That is why Ted Gray, poet of the mechanical engineering drafting department, says that the following is "after" Kipling. He concedes that it may be quite a long way after him, but nevertheless he has turned out a good piece of verse.—Editor.

If you can't smile when life seems blue,
Or laugh when trouble is troubling you,
If you can't see the beauty in life,
Though always finding its little stripes,
If the job you've got isn't good enough,
And you are always knocking when the work is rough,
If you can't meet defeat and grin,
Yet grumble at another's win,
If on the road to success you never strive,
Then you're better off dead than you are alive.

At Honolulu
G. A. Pringle, former clerk of the garage, writes from Honolulu that he has arrived safe and sound and is enjoying himself visiting with relatives.

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

This was handed to me by one who knows, and is entitled "How to finish a stew."

"Take one regular natural born idiot. Add two or three drinks of bootleg liquor and mix the two in a high power motor car. After the idiot is thoroughly soaked, place his feet on the gas and release the brakes. Remove the idiot from the wreckage place in black satin lined box and garnish with flowers."

We regret to announce the death of Motorman F. M. Asbury on August 17. Motorman Asbury was an old timer, having been with the company since 1906. He was well liked by everyone in the division, and the men working with him often remarked on his cheerful manner under all conditions. Before coming to California, Motorman Asbury farmed on a little ranch in the San Pedro Valley in Arizona.

Some familiar faces were noticed around the division this week including Conductor I. J. Kramer, Motorman Rutherford, and Harvey who transferred temporarily from Division 3. These boys hearing that they had a chance to work out of Division One again for awhile, could not pass up the chance of coming over to their old stamping grounds.

Division One is honored by the presence of Cash Receiver George Rutland who is taking Cash Receiver C. E. Kelly's place while Kelly goes on the old vacation. Kelly is hitting for the Northern part of the State where he expects to catch a few fish etc.

And still they go:—Conductor C. E. Stevens, thirty days off to visit old home town Boise, Idaho. Motorman C. F. Raymon 15 days off to visit Big Bear and other mountain resorts. Switchman C. A. Hill, overland trip through California, Arizona, New Mexico and Texas, and Motorman E. P. Allard, sixty days to go on visit to Brooklyn, New York.

Extra clerk Charles Corson is off resting up for a few days before taking the place of the Stenographer, while said Stenog goes on his vacation. Mr. Corson has consented to write for the "Two Bells" column while ye scribe is enjoying the mountain scenery.

DIVISION 2

H. T. Hansen

Conductor J. O. Johns was relieved from his run the other day upon learning of the death of his mother. Division 2 extends its deepest sympathy to the bereaved family.

Conductor L. R. Donaldson is back with us once more after a three months' visit back to his home near Denver, Colo. Donaldson reports having a dandy vacation, but seems glad to be back in L. A.

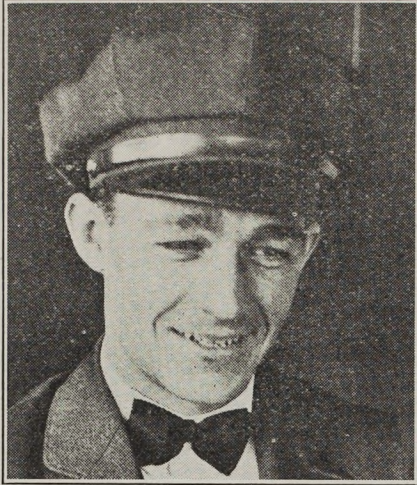
Conductor W. W. Reutter, has just returned from an extended vacation spent driving all thru the Eastern part of the country. He visited most of the East coast States, and reports having a very enjoyable vacation.

Conductor L. F. Vernoy with his wife and sister spent a very enjoyable three days at Catalina.

Motorman R. A. Drake, has returned from a three months' leave of absence spent back in his old home town in Ohio. Drake says that there is no place like Southern California.

W. M. Boone, has tendered his resignation to try out another line of endeavor; that of selling automobiles.

Who's Who



From Texas, where the Texas cabs come from, that great land where men are men and women are governors (that's not original) comes F. G. Hunter, a conductor of the bus division. He started on the street cars as a conductor of Division Three in January of last year but transferred to the bus division in August. He has finished one year on the buses and considers it great stuff.

He carries a pleasant smile for he is trying to live down his past. You can't blame the boy for not telling the world about it, but just as a secret among us five thousand, he was once a motorcycle speed cop.

BUS DIVISION

Doyle Rishel steering for Elmer Wood

Operator J. A. Born was hit by a taxi while on his way home last week. The taxi driver, after hitting Born, ran away, abandoning the cab.

W. E. Cowart sure needs glasses, or at least he thinks so, for after searching two of the boys for his trip sheets, he found them on the table where he left them.

It was a funny incident when W. W. Morneau and W. A. Ellis came dashing through the garage with two passengers on the top deck. They say they carried two others half way to the garage before the passengers realized where they were going. These ladies, however, had never ridden the bus before and probably thought it was a sight-seeing trip. Morneau had the pleasure of escorting the two ladies back to the Biltmore in his machine.

Y. Lewis was called to his home in Arkansas where his mother is very ill. He has a 30-day leave.

Society News: Conductor J. H. Doerr and his brother Jessie Doerr, a mechanic, were at the Ambassador Hotel with the rest of the movie stars, "strutting their stuff," and believe me, boy, they sure know how.

George Borngrebe, night foreman, is on a two weeks' vacation, which he will spend sleeping nights. Wilson Turner is taking his place.

Elmer Wood, bus student instructor, and George Oliver, electrician, have gone to Catalina for a much needed rest. They expect to spend a week there.

Yes, we'd a' had more, but Elmer forgot to leave us the key to the gossip box in the Bus division.

DIVISION 3

Dan Hanley

Read your new rule book and carry it with you.

Vacations are now nearly over and even the calendar looks fresher with a month off.

Motorman Sasse (Speed in the reverse) gives us some good advice. "Buy a reconditioned car, some oil stocks, and you will have a home for life "The County Poor Farm."

I'll be back in a minute I am going up stairs in the basement.

I Wonder; "Have a saxophone, will trade for a shotgun."—Conductor L. L. Sweet.

Those of you who might buy a Christmas present for wife or sweetheart remember that the difference between Casserole and Camisole is, one is for a dead chicken.

Motorman Harkness "Spec" has resigned and is now selling Baby Lincolns.

Speed Cop to one of our conductors: "Wots your name."

Conductor: "Kabromtlxz Popmdrlakns Mazurkwitz."

Cop, (putting book away), "Don't let it happen again."

We will now step downstairs to the attic.

Dick Hies to the Hills

R. R. Smith, assistant superintendent of operation, starts on his vacation September 7 and intends to spend two weeks camping in the San Bernardino mountains.

Veteran to Tour

Jimmy Maggs, general authority on public affairs at the Vernon Yards, who supervises some of the cement construction work, is leaving September 10 on a trip to Rochester, N. Y. He intends to away a month and a half. Maggs is widely known in the organization as he has been in it the greater part of his life and takes an active part in the Cooperative Association social events.

For Condr. H. N. Mullendore, Div. 1

Los Angeles Railway.

Gentlemen:

It gives me great pleasure to report some experiences as a daily passenger on the "W" and "E" cars for a year now and for a year and six months of the "J" cars from 7th and Mateo to Huntington Park. I have found the conductors very pleasant and capable men.

A few weeks ago I was on a crowded car and not very reliable on my feet. I held onto the door and the conductor seeing my position asked me if I would like a seat, and I said "Yes." He said that he would get me one and asked a man to move a little to make room for me, so I had a seat all the way to Huntington Park. When I got off I thanked him for his courtesy. He said, "That is all right, that is my duty." I thought you would like to know this. His number is 1406.

I suppose my actions in getting on and off the car reveal my weakness, but your conductors are very kind and courteous.

Sincerely yours,

H. KUSKE

206 Platt Avenue, Lynwood, California

ANY BUG IN A STORM

"Do you hear that?" asked the fair maid, as there came to their ears the sound of a heavy step. "It is father. Fly, sweetheart, fly!"

"You mean flee," corrected the lover.

"Just as you please—but this is no time for entomological distinctions."—Country Gentleman.

DIVISION 4

E. G. Benedict

Recently a new conductor on his second trip out alone said to his motorman at the end of the line, "Well, we'll have to go back to the car-house this time." The motorman asked him what the big idea was and he said his fare box had run up to 999.99 and that was as far as it would go.

Conductor McKeeman and Motorman Kunz are back from a week at Catalina and report a great time among the mermaids.

Operator Vejar has left us for thirty days to go way back East so don't expect this column to be so funny now without his wise cracks. Bring us back a new Ford for Christmas, Vejar.

Operator Caper informs us that his wife was operated on Wednesday, September 2, at the Westlake hospital. We sincerely hope for a safe and speedy recovery for Mrs. Caper.

Clerk Ellis left this week for his vacation.

"My dear, these cakes are hard as stone."

"Didn't you hear her say, 'Take your pick,' when she handed them around."

"What would you do," at last he asked,

"If I should steal a kiss?"

"Make you return it promptly, sir."

Replied the ready miss.

(Smiles and Giggles)

The office force feel that they now have a better grasp on the new rule book since answering the sixty questions given as examinations for new motormen and conductors.

DIVISION 5

E. C. Tyler, batting for F. J. Mason

Motorman R. O. Farmer, of pinochle fame, is the proud possessor of a Cadillac. No not a new one, but still it's a good old boat. The other day he was explaining all its good points to a group of interested trainmen. One of them asked: "What model is it, Farmer?" "1819," replied Farmer and went right on telling the tale of twenty miles to the gallon.

Motr. C. M. Detrick left on a sixty day leave of absence last week. Informs us that he has enough work around home to keep him busy for awhile and then will take a trip up north.

Condr. F. Baglieri tied his 1922 model Chevrolet touring in lot of Division Five one day last week, but forgot to put the nose bag on. Consequently the Cheve went A.W.O.L. and to this date has not been picked up.

Motr. H. M. Bush is taking a fifteen day leave of absence to rest up.

If you notice a serious or absent-minded look on the clerk's face at Division Five or if he hands you a dollar when all you have asked for is your run, don't be alarmed, for it is not a form of insanity, but is caused by the deep thought and concentration necessary to pass the examination on operating rules which he is now taking.

Did you get your new rule book? If not, why not?

"Freddie" Mason the real editor and division stenographer got away to a flying start last Sunday and the last seen of him he was heading for a train to San Diego. Said he "was looking for copy for Two Bells," but we have our doubts.