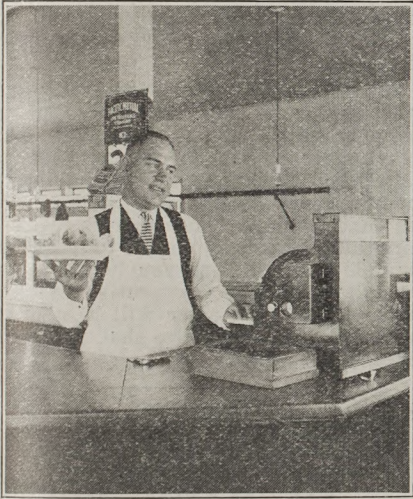


Calif. Railway Men To Meet Here

**Harry T. Tuttle
Made Manager of
Div. 3 Restaurant**



"The coffee's going to taste like more, and the pies—they'll satisfy" says Harry T. Tuttle, who last Wednesday assumed the management of the company restaurant at Division Three. Tuttle has had several years' experience in the restaurant business, and knows it from the dish-pan to the cash-register.

Harry knows the boys and the kind of meals they like, as he has been with the Los Angeles Railway since February, 1910, when he started as a conductor at Division One. In December, 1910, he became a dispatcher, which position he held until he was transferred to the schedule department in June, 1920, where he remained until he was appointed on Wednesday manager of the restaurant.

The place looks popular, what with the neighborhood children and all the boys of Division Three. Harry hopes to develop an increasing patronage in the vicinity and is enthusiastic over the prospects. He has the personality and the business knowledge to make a real success of his new undertaking.

The picture above shows Harry on the job in his new capacity, dealing dishes off his arm—and keeping an eye on the cash register.

WIT AND HUMOR

Lady (to new housemaid engaged by letter)—Why didn't you tell me, when you wrote answering my questions so fully, that you were Scotch, Mary?"

Mary—I didna like to be boasting, mem.—Punch.

Sambo (at the explosion of a shell)—Lawdy, hell done laid a egg!—Brown Jug.

GENERAL CHOICE OF RUNS OCT. 12

A general choice of runs at all divisions will be conducted October 12 and will be effective October 18. The work of preparing schedules is nearly completed and the blue prints will be posted at the divisions in adequate time to give trainmen a chance to study them.

The choice of runs is made in connection with the establishment of a new system whereby one line instructor will train a new man on all lines of his division, instead of having a different instructor for each line.

Certain runs will be designated for instruction purposes, and men choosing these runs will have to relinquish them when they are needed for instruction purposes, assuming that the man who selects the run is not a line instructor. The number of times that these instruction runs will be used will depend entirely upon the number of new men entering the service. This year the "turnover" of men has been very light, and under similar conditions an instruction run would not have been used for several months.

Three To Attend A. E. R. A. Meet

Three officials of the Los Angeles Railway will attend the fall convention of the American Electric Railway Association in Atlantic City next month. George Baker Anderson, manager of transportation, and R. B. Hill, superintendent of operation, will leave on Tuesday. P. B. Harris, chief engineer, left a few days ago, as he intends to visit some eastern plants on company business before the convention sessions open. Mr. Anderson is chairman of a committee on traffic congestion relief, and is associated with officials of several eastern street railways in the study of the traffic problem.

Monthly Dance

If you get your *Two Bells* on Saturday, this will remind you of the monthly "blow-out" for employes and their families, which is all set for Saturday night, 8:00 o'clock, at Forester's Hall, 955 South Olive Street. C. V. Means, chairman of the entertainment committee, says to come early and bring the family, but leave the dog at home. A good vaudeville program is scheduled for the first part of the evening, and there will be dancing afterward.

"Is Jack a loud dresser?"
"Is he! You should hear him hunting for his collar button."

Healy's Son Wins In Newspaper Radio Contest



CHILDREN of three Los Angeles Railway employes were winners in a baby contest recently conducted by the Illustrated Daily News, and received three beautiful radio sets. The winners are:

Daniel Robert Healy, 15-months-old son of Dan Healey, chief instructor.

George A. Yale Jr., 4-year-old son of George Yale, carpenter in the South Park shops.

Alphonse Giandoert, 5-year-old nephew of Conductor E. B. Sonnenberg of Division Four.

The picture above shows Daniel Healy the younger with a vote-getting smile. We hope to have pictures of the other winners in the L. A. Railway family in the near future. As a large measure of the success in the contest is due to the cooperation of friends in this company, the sponsors of the three winners extend their hearty thanks to those who helped.

Meets Dawes After Lapse of 47 Years

The recent visit of Vice-president Charles G. Dawes in Los Angeles, enabled J. A. Reckard, cashier of the company, to renew an acquaintance after a lapse of 47 years. Mr. Reckard and Mr. Dawes attended school together in Murietta, Ohio. By a coincidence, Mrs. John Adams, who was school teacher of the two, is living in Highland Park. Despite her advanced age, she attended the reception given in honor of the noted visitor, and was delighted to know that at least two of her former pupils have work enough to do so that they do not have time to carve their initials in desks.

L. A. OFFICIALS ON SEVERAL PROGRAMS

Los Angeles will entertain officials of four important departments of California electric railways November 12 and 13, and Los Angeles Railway men will take an active part in the sessions. The various groups that will convene are committees of the California Electric Railway Association, and are designated as: Superintendents, Public Relations, Engineering and Master Mechanics, Purchasing Agents and Storekeepers.

Joint sessions of the four committees will be held November 12 at the Alexandria Hotel and separate committee meetings will be held on November 13. Three Los Angeles men will speak on the joint sessions program. They are: F. C. Patton, assistant manager, Los Angeles Motor Bus Company, "Urban Buses, Types Cost of Operation"; F. L. Annable, general superintendent, Pacific Railway; "Interurban Buses"; and J. G. Jeffery, director of public relations, Los Angeles Railway, "Essential Points of Cooperation between the Public Relations and all other Departments."

P. B. Harris, chief engineer of the Los Angeles Railway, is chairman of the Engineering committee, and two men of this company are on the program of that section. They are: E. L. Stephens, master mechanic, "Car Painting"; and L. J. Turley, electrical engineer, "Automatic Substations and Power Conversion."

On the night of November 12 a dinner meeting will be held at which George Baker Anderson, manager of transportation of the Los Angeles Railway will be toastmaster. Music will be furnished by the Los Angeles Railway orchestra and Hawaiian quartet.

On November 13 a noon luncheon at the Alexandria Hotel will be followed by a trip through the new Pacific Electric tunnel. At First Street and Glendale Boulevard, double-deck buses will be waiting to take the visitors to the Los Angeles Motor Bus Building at Santa Monica Boulevard and Virgil Avenue.

They will inspect the automatic substation of the Los Angeles Railway at Kingsley Drive and Melrose Avenue and then go through the South Park Shops.

J. P. Potter, superintendent of transportation of the Key System Transit Company, Oakland, is chairman of the

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

After I'm An Instructor

"Well, if I am made a line instructor, what is the next promotion?"

This is one of the numerous questions that have been asked by trainmen in connection with establishment of the policy of promoting men in the operating department from the ranks of trainmen line instructors. There are many positions with varying responsibilities and requiring varying qualities in a man. These positions include division clerk, supervisor, dispatcher, schedule builder, etc.

Obviously it would not be fair to the men who start up the line of promotion to insist that they go from one job to another in the operating department. One reason is that it is impossible to rate the work of one department as more important than that of another, and a second reason is that a new man in a department frequently has to work a night shift, and if he were required to step from one to another, he might not have daylight hours for several years.

The selections of men for positions above that of line instructor will be made according to the qualifications of the men available for promotion. As was explained at the division meetings, the new system is intended to put promotion on a basis of ability, and the first requirement for a trainman is that he show ability as a line instructor.

More Answers To Questions About New Promotion Plan

Here are a few more answers to questions that have been asked in connection with the new method of instruction by which promotion in the operating department will be through the ranks of the line instructors:

Q.—Will the practice car for motor-men and safety operators and the conductor's school be continued?

A.—Yes, because a vote of the present line instructors shows that this is worth continuing.

Q.—Will students be sent out to the line instructors from the Instruction Department?

A.—Yes, to the first line only, after which the line instructor will make the necessary arrangements with his division, and in sufficient time to allow them to make the change of runs or to other lines, as the case may be.

Q.—Will this mean that men working runs and also line instructors have to watch the board daily in order to find out what run they will have the following day?

A.—Yes.

Q.—At present there is a certain number of trainmen who are working as extras in the various departments. Will such men be considered as next up for promotion?

A.—No, because under the new plan promotions are to come from competent line instructors only, and from no other source.

Q.—Will the students while breaking in and under the care of the line instructor be followed during the breaking in period as at present by traveling instructors from the Main Office?

A.—Yes, until such time as the line instructors can demonstrate their ability along this line.

Q.—Can a man make application for the position of line instructor at any time?

A.—Yes, but no applications for this first class of men will be considered after September 22.

Q.—Will a man have to make a second application if he is not accepted for the first class.

A.—No. Applications will be kept in a file and other applications added to them from time to time, and from the best of such applications further appointments will be made.

Q.—Will one man receive more stu-

dents than another under this plan?

A.—No, because a rotating list will be kept and students will be assigned in rotation. Under this plan each man will receive his proportionate share of students.

Q.—If a motorman line instructor qualifies on the conductor work, will he be used for temporary work as a conductor, and would the same apply if a regular conductor qualified on the motorman's work?

A.—No such men will be used for temporary work on the opposite end of a car unless they go through a complete course of regular breaking in, which is a matter of record, and for which they carry a card O. K.ing them.

Q.—Will line instructors have authority over other trainmen?

A.—No, over students only, but they will be expected to assist their less fortunate fellow workers if they should find that they are in trouble or that the line is blocked.

Q.—How will line instructors be selected?

A.—From all available records and past experiences with students if possible. Where two men have the like qualifications, the senior man will be given the preference.

South Main St. Bus To Start October 1

The time table for the South Main Street bus service, which will be provided by an extension of the present San Pedro line, has been completed by the schedule department. The buses will run on Main Street from the Line "O" terminal at Slauson avenue, south to Eighty-fifth street, then to San Pedro and north to Sixty-first street, where connection is made with Line "S" cars. The return trip will be made over the same route.

Ten minute service on Main street and five minute service on San Pedro street will be provided by seven buses in the rush hours. In the midday, four buses will provide 12-minute service on both streets. Fifteen-minute service will be given at night.

BULLETINS

Issued September 28th, 1925

BULLETIN NO 164
Notice to Trainmen

On and after Oct. 1st, the qualification of conductors for one day on the front end will be discontinued, and on and after that date conductors will not be permitted to operate a car as motormen under any circumstances, unless they have been fully qualified as motormen by the Instruction Department. This applies to the moving of cars in car houses and at terminals as well as to general operation on the road.

At points where toilets are located some distance from the terminal, should it be necessary for the motorman to leave the car at such points, the car will be stopped on the near side of the nearest cross street and will remain standing until the motorman returns to the car.

Under such circumstances, the conductor may signal autos to disregard the rule requiring them to stop while the car is standing. The making use of toilets under such circumstances must be done in such a manner as to attract as little attention as possible.

BULLETIN NO. 165
Notice to Motormen

Cars using the crossover at 4th & Anderson Streets must pull far enough east as not to block the entrance to Anderson Street, which is now open to the north.

This must be done in all cases, regardless of the amount of lay-over which the car may have.

BULLETIN NO. 166
Notice to Conductors

Fireman's Pass Book No. 25616 issued to Fireman John W. Hawley is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 167
Notice to Conductors

The following passes are reported lost: 4457 issued to F. D. Croff, Conductor Division No. 5.

5419 issued to T. V. Maitland, Conductor Division No. 5.

5661 issued to H. J. Osborne, Conductor Division No. 5.

8310 issued to Bus Operator Frank Millage.

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

P. B. Hill

BUS BULLETINS

LOS ANGELES RAILWAY BUS DIVISION

BULLETIN NO. 317 September 17, 1925

Beginning at once Operators will make out a Miscellaneous Report showing where they found it necessary to pass up any waiting passengers because of a full load of passengers being on the bus. This Report must show the time you passed them up, the location and the direction the bus was moving. Turn this Report in to the Division Foreman who will send them to the Manager's Office.

BULLETIN NO. 318 September 16, 1925

On August the 20th, Bulletin No. 301 was issued calling attention to Rule No. 42 on the bottom of Page 15, Book of Rules. There has been some violation of both rule and bulletin recently and this is to again advise you that Operators and Conductors of buses positively must not give out any information concerning accidents to any persons other than the proper Officers of the Los Angeles Railway Corporation who are entitled to the knowledge. Information must not be given to the Police Department, instead they must be referred to the Claim Department of the Los Angeles Railway who will give them such information as should be given out.

BULLETIN NO. 319 September 17, 1925

Pass No. 8310 issued to Frank Millage is reported lost. If presented for transportation, take up, collect fare, and send to the Office with report.

BULLETIN NO. 320 September 18, 1925

Beginning at once, no more passengers than the seating capacity of double deck buses must be carried at any one time.

On single deck buses with a 25-passenger seating capacity, no more than 40 passengers must be carried. On single deck buses with a seating capacity of 29 passengers no more than 44 passengers must be carried at any one time.

With single deck buses an exception to this rule may be made in case of the load consisting of school students, in which case an additional 10 passengers may be carried.

On the Melrose Avenue line no more than 44 students must be permitted on

PAYS \$30.75 TO SETTLE \$11 BILL

Three times the amount of his bill was the amount paid by an employe recently for the mistake of giving a credit house an opportunity to garnishee his wages. The bill was \$11.75, which already included a good interest for the privilege of extended payment, and for his failure to keep his contract he paid in addition \$15.00 attorney's fee and \$7.00 court costs, making a total of \$33.75 or \$22.00 more than his original bill.

In making a purchase from most of the houses that sell on the plan of a small down payment and so much a week, the purchaser first signs a contract which gives the credit firm the right to assignment of his wages in case he fails to make the payments. When this happens, the credit firm turns the case over to its attorney, and the case is handled through court. The attorney's fee amounts to from \$15 to \$50, varying with the size of the bill; and court costs vary accordingly from \$5 to \$40. These costs will invariably more than double the original bill.

These cases come up frequently and the paymaster has no choice but to comply with the law's demand. The paymaster says it comes as near as anything he knows of to making a man's check look small. His advice is that employes refrain from signing anything that they do not fully understand. Look before you leap and remember that the Cooperative Association or the paymaster will be glad to give confidential advice that may save money and worry.

WASHINGTON ST. TO HAVE BUSES

The twelfth Los Angeles Railway bus line will start operations on October 5 on Washington street from the end of the "W" car line at Rimpau, to Clyde Avenue, which is within approximately one-fourth of a mile of the city limits of Culver City. Fifteen minute service will be operated from 6:00 A. M. to 11:00 P. M. A straight five-cent fare will be charged and no transfers will be issued.

The starting of the Washington Street bus line is the result of a petition circulated by residents of that territory, and presented to the Los Angeles Railway last March. Since that time various experiments have been tried in the form of community motor vehicle service but the territory has been without any transportation for several weeks, and the Los Angeles Railway line will fill a long-felt want for regular and dependable service.

Calif. Railway Men to Convene

(Continued from Page 1, Col. 4)

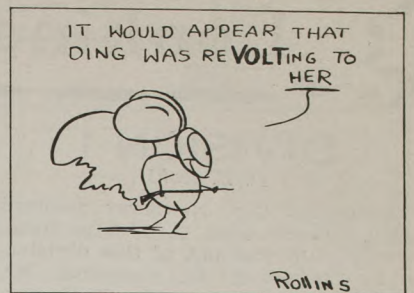
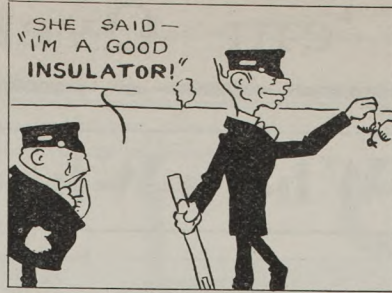
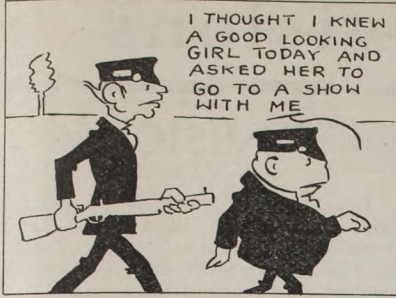
superintendents' committee, and R. B. Hill, superintendent of operation of the Los Angeles Railway is chairman of the program committee of that section. The joint session of the four committees November 12 will be presided over by W. V. Hill, manager of the California Electric Railway Association.

the bus leaving Fairfax and Melrose, in order that 8 or 10 additional passengers may be picked up enroute.

Conductor Ding and Motorman Ding Ding

An Undercurrent of Humor

By Rollins



Bouquets And Things (Hand Picked)

For Condr. F. J. Canning, Div. 1
Los Angeles Railway.
Gentlemen:
I was very glad to find on the "J" line, a few days ago, a conductor who called out every street loudly and clearly, and also paid attention to his passengers. I congratulated him on his efficiency and he said "that was what he was paid for", which I consider is the right attitude. This Conductor's number is 1760.

Very truly yours,
BILLY SHAW
256 South Bunker Hill

For Condr. E. V. Saylor, Div. 2
Los Angeles Railway.
Gentlemen:
I consider it a privilege to compliment you upon having such a splendid, agreeable and capable young man as conductor on the "H" car 807.

There were about five women and a man or two, who had evidently gotten on the wrong car and he kindly and graciously showed them when and where to transfer, etc., and in a gentlemanly way.
Yours very truly,
JEAN STRAUSS STEADMAN
4733 Oakland Ave.

For Condr. B Dixon, Div. 3
For Motr. M. L. Hersom, Div. 3
Los Angeles Railway.
Gentlemen:

I desire to commend to your consideration the courtesy and kindness shown me by car crew No. 851 and 2588 at Inglewood, Sept. 2. In riding cars in many cities this service will be a pleasant memory and will travel far.
Sincerely,
J. L. CROSBY
141 North Highland Ave.
Indianapolis, Indiana.

For Condr. G. R. Perdue, Div. 3
Los Angeles Railway.
Gentlemen:

While riding on a "3" car recently, I observed the conduct of Conductor 2434, which I want to commend. Under the most trying circumstances he showed such patience, courtesy and kindness that a very irate passenger calmed down with the remark, "If all car conductors were as nice as you, we'd all love the Los Angeles Railway."
Very truly yours,
MRS. KATE P. McNAUGHTON
118 Coulter Building

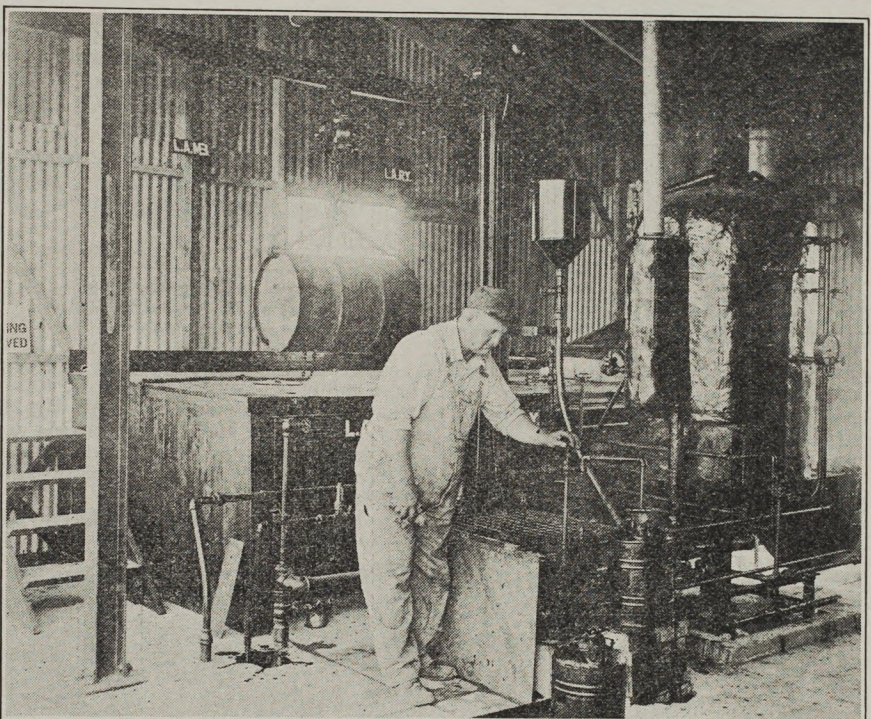
For Condr. M. H. Grant, Div. 4
Los Angeles Railway.
Gentlemen:

While traveling on your Angeleno-Crown Hill line a few days ago, I particularly noticed Conductor 3182. It seemed to me that he deserved special mention.
He was exceptionally alert and agreeable. He quickly took by the arm an old man who stumbled on arising, and helped an elderly woman to alight. He answered questions pleasantly and explained to a laboring man how he could save time daily by using that route.
Yours truly
MRS. E. BRADY
529 South Stafford Ave.
Huntington Park

For Condr. R. P. Messersmith, Div. 5
Los Angeles Railway.
Gentlemen:

I wish to say a word of commendation for Conductor 2874 on the M line. It is especially refreshing to a person getting along in years to find a conductor who calls the names of streets in a clear distinct tone that can be heard all over the car.
Sincerely,
Mrs. A. K. Beltzhoover,
341 West 69th Street

--- Add Two Cakes of Yeast and Let Cool



Machine Reclaims 68 Pct. Of The Oil Used By Buses

THE machine above may look like a piece of equipment used by a moonshiner, but it is only the oil-refining equipment in its new home at the Vernon Yards. The machine was set up in the garage yard at Sixteenth Street several months ago, but the shortage of space necessitated removal. Some new parts have been placed on the refining machine and tanks have been constructed for holding oil.
The oil that is used in buses and trucks is put through the machine in 80-gallon batches of which approximately 55 gallons is reclaimed. The

tank is heated to a temperature of 212 degrees, which causes the water in the oil to evaporate. Next the distillate is drawn off, when the temperature is raised to 550 degrees. The higher temperature draws off the acids and other ingredients, leaving an oil that is considered by the engineering department as the equal of the commodity originally purchased.
Approximately 5½ hours are required to put 80 gallons through the machine. The work is done under the watchful eye of Dick Weston, who is shown in the picture.

The Fun of Being Poor

It sure is awful funny,
The things some folks will do;
To make a little money, even
Steal it off'n you.

They come around and shake your hand,
And ask you to take a ride;
Just kinda 'sination, to
Show you the country side.

Then all at once they start to talk,
About their real estate,
And what an interest they've got in you
And the money you could make;

If you'd invest in the country home
A little of your "jack,"
And that country home is nothing more,
Than a weather beaten shack.

I'm not what you call a pessimist,
For I know there's good in all,
But it sure is hard to find in some,
'Cause it's so doggone small.

That's why I say it's funny,
And I'd a dern sight rather be,
A poor man with my conscience clear,
Than rich, with no honesty.

"TED GRAY,"
Our Shop Poet.

On The Back End (Contributed)

Chief Instructor Dan Healey, whose enviable position has not affected his genial attitude, was swapping jokes with a group of the boys at Pico and Georgia last Monday and was telling of an occurrence in the days when he was a dispatcher.
In registering to vote, Dan had abbreviated his occupation. Instead of writing out, "Dispatcher", he put down "Disp'r."
Election day came. Dan went to his voting place, glanced at the poll list before entering and found himself listed, "Dishwasher."

Here's a candidate for the "Was a Motorman" club:

The Car House motorman who won't wait to make connections at a transfer point when a car is approaching and then kills time to the next time point.

AT THE BUS DIVISION
J. F. Graham. "Gimme a half dozen carbon sheets."
C. O. Morse: "What for?"
Graham: "Oh I wanta write to my girls."

My hair keeps falling out. I'll be bald if it keeps on.
No; you'll be bald if it doesn't keep on.
That's all!

Cash receiver Kelly thinks that Conductor Ed. Urban would be eligible to take a course in the new "Skull Test" conducted by the employment department. Subtracting his register reading on his trip sheet he put 8 from 8 leaves 6. Ed. was probably thinking he was counting up the fish that he caught on his trip this summer.

A salesman tried to sell an Oregon sawmill superintendent a bicycle. "They are cheap now and I can let you have a good one for forty-five dollars," he said.

"I would rather put the money in another cow," said the sawmill superintendent, who had his own little home place.
"You would look mighty foolish riding to work on a cow, now wouldn't you?" asked the salesman.
"No more foolish than I would milking a bicycle," said the superintendent.

Lady Visitor—Wonderful roads you have here; but who's benefited by them besides the motorists?
Host—I might mention the undertaker, I think.

"Don't go away, folks!"

For Motr. W. B. Wisdom, Div. 4
Los Angeles Railway.
Gentlemen:
We wish to commend Motorman 1191 for a service rendered us and wish there more like him.
Yours truly,
R. C. EVANS
3457 Plata Street

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

Motorman Geo. Newberry received word recently from L. G. Lane formerly a motorman out of this division, whom a lot of boys will remember. Mr. Lane is now farming in Rochester, Minn. and wishes to be remembered to all his old friends at the division.

Motorman S. F. Dunn who has been off for some time on account of a bad attack of rheumatism is now up and around again and hopes to go to work flagging in the near future.

Someone suggested that we change the name of Conductor Charlie Groth to "Funny Paper" Groth. This would be most appropriate as he is always hot on the trail of a funny paper. Might suggest that you fellows get together and give him a funny paper book for Christmas.

Mrs. G. H. Hilstrom, wife of Motorman Hilstrom left recently with her two children for Boston, Mass. to visit her parents. Motorman Hilstrom says he will have to practice up on the art of making biscuits, etc. for awhile now.

Drop a tear for Conductor Strand. Ate 10 hot dogs at Pete's dog stand.

Among those taking leaves this week were Conductor L. Zukoff, thirty days in which to regain his health. Motorman C. W. Houseman, thirty days to go to San Jacinto, California on a visit with friends.

DIVISION 2

H. T. Hansen

Mot. J. H. Simpson has just returned from a 3000 mile auto trip through the north land.

Extra Clerk B. I. Derry is on vacation in and around L. A. and the beaches.

Mot. F. M. Thorrington has resigned to try other work in the East.

A letter was just received from Motorman L. B. McCreery who is recuperating from a set-back a few months ago, and states that he is getting along fine in Colorado.

Mot. S. T. Millard has secured a sick-leave to go into a sanitarium near Newhall. Millard has been sick for a considerable time, and thinks that a complete rest will improve his health. We hope so too.

After seeing the article in last week's *Two Bells*, in which Cash Receivers Winchell and McAdams heard for the first time that it was past straw hat time, McAdams had to go from bad to worse and appear on the scene in a derby hat. If he keeps up that pace we will soon see him come to work in a Tuxedo and Opera hat.

I've only heard him make one good after-dinner speech. Really?

Yes. We dined together, and he said, "Waiter, give me the bill for both."

When do you consider a man to be of real importance?

When he is equal to his own opinion of himself.

I offered my seat the other day to a woman who stood in front of me in the street car.

"Sit down, won't you?" I said to her. She looked at me and said: "No, thank you. I'm in a hurry."

Would you advise me to marry a beautiful girl or a sensible girl?

I'm afraid you'll never be able to marry either.

Why not?

Well, a beautiful girl would do better, and a sensible girl would know better.

Who's Who



OUR prize cosmopolitan is Hugh O'Neil, who has been with the Los Angeles Railway since October, 1919, and is now a Conductor on the "I" Hi-Line, Division Four.

O'Neil was born in Ireland and since then has lived in England, Cape Town, South Africa; Chicago, Detroit and Arizona. At New-Castle-on-Tyne in England, O'Neil spent three and a half years as conductor on the double-deck cars that they specialize in over there; in South Africa he was conductor on the street cars for a year and a half; in Detroit he worked for Ford a year; in Chicago this wandering Irishman was conductor on the Chicago Surface Lines for eight years, and then he took a little vacation of two and a half years in Miami, Ariz., as surveyor in the mining engineering firm called the Inspiration Company, where he felt quite at home among the rattlers, reminding him as they did of the days he spent with Ford. Farming was also one of O'Neil's diversions in Arizona, but complaining of too much work and not enough water, he came to Los Angeles where he finds everything in the right proportions.

BUS DIVISION

Elmer Wood

Can you imagine the embarrassment and humiliation E. J. Minazzi suffered when he stepped out of his girl's Chrysler roadster, right in front of the whole gang at Eighth and Hope, and found that his neck tie was cocked to one side?

Doyle Rishel, day foreman of the Garage, is on a ten-day leave which he will spend at the sea-side, resting up.

Supervisor Dave Schantz is among those present again after two weeks of rest, etc., (mostly rest) spent at Tia Juana and San Diego.

Operator J. T. Fulbright is on a thirty-day leave which he will spend up in Fresno.

Earland Hansen, mechanic at the garage, is taking two weeks off to tour the northern part of California.

"Dad" Shirk, the janitor, is back from his two weeks' vacation. Operator C. W. Davis took last week off.

W. A. Ellis says he wants to go out on Melrose and cut the weeds. Wonder what he lost out there. Is there any one else that wants an airing? Just send in your requests.

Introducing: John B. Lockhart, formerly a mechanic, and M. F. Wilson, who formerly worked at the drug store at La Brea and Country Club Drive.

DIVISION 3

Dan Hanley

Give a look, it's Conductor Cox Works a Brooklyn; wears red Sox.

Clerk Gilmore started on his vacation Monday and said he was going to Tia Juana and have a hot time. According to all reports I guess he did. Just kind of burnt things up.

Under this mound rests Conductor Hoff, Caught a cold; developed a cough.

Shake hands with Conductor Lazar. It's a nine-pound baby boy, he announced, and everybody all O.K. Cheroots will follow.

Express it in flowers for Conductor Beals Touring car; rain—rubber heels.

A Happy New Year.

DIVISION 5

F. J. Mason

The laugh of the week is supplied by Conductor Tommy Carey. Tommy was standing at Seventh and Broadway during the rush hour waiting for the signal to flop "Go," and with a load that would make a wild man from Borneo wilder.

A stout lady desiring to board his car walked first to the front end and then to the back end but failed to see any place that even looked like a toe-hold.

Tommy, after seeing what had transpired, and making light of the situation, good naturedly said to the lady, "Which end would you like to get on, lady?"

The lady, equally good naturedly, replied, "Well, if it's all the same to you, I'd like to get both ends on."

Conductor Floyd Smith went fishing last Sunday. We didn't hear anything from Floyd as to what the sea gave up but we did hear from somebody else as to what Floyd gave up.

Commodore Conklin came into the drug store on the hill the other day while I was feeding the inner man. He said, "What's the matter boy, you're awfully quiet?"

I replied: "That's funny, I'm eating soup."

He then wise-cracked: "Well it must be gold-durn hot."

All the boys of this division take this opportunity of expressing their deepest sympathy to Conductor J. E. Laws. All who came into contact with him (up until about three weeks ago) accepted him as a very quiet, unassuming young fellow who was trying to get along, and those who worked with him experienced nothing but pleasure. However, all good things come to an end and now that he is married we can't help feeling sorry for the poor fellow and the least we can do is wish him a calm voyage on the tranquil seas of matrimony.

SHOPS

Jack Bailey

Introducing these columns for the South Park Shops, I wish to say that we are just regular fellows and are in for a humorous and cheerful benefit as well as for harmonious co-operation. The pessimistic side of our yarns will be our jokes, and the spirit of fellowship will rule our conduct. The idea is to get something on our brother employes and make them like it. Let's go!

You all know, or you soon will know, that the only real social event of this week was staged by a flock of ambitious chaps who tried to do the Charleston all the way up Mt. Wilson early Sunday morning. Mr. Bert Timbs taking the lead set a good pace

DIVISION 4

C. J. Knittle

Last Friday was payday and why Mr. Colley, our industrious janitor, took his check to a little branch bank in the outskirts of the city to have it cashed, we cannot understand. But he did, no less, and had to stand in line a long time. Just as he got to the window an inspector announced, "The bank is busted."

"What you all mean, sir, the bank's busted?" asked Mr. Colley.

"Well, it is," answered the official, "Didn't you ever hear of a bank being busted before?"

"Yes, sir," replied our hero, "but I nevah had one bust right in mah face befo'."

Apology is offered Conductor Schroeder for an erroneous item in last issue stating he had moved to the Dunraven Apartments and followed by a remark which appeared to have been added in the spirit of fun. We are sorry.

Our bureau of Trollylogical research states that if all our cars were coupled together in a straight line, the first car couldn't pull 'em.

Motorman H. L. Keever is taking a sixty-day vacation.

Wodda you care?

Neither do I.

Conductor Moore asked to be off last Sunday. Foreman Boyd assigned the run to an extra man. Then Moore forgot he had asked for the day off and trudged in at 4:00 A.M. WOW!

The danger line—Where Broadway Meets Pico.

End of the week—we take off our hats to Dusty Rhoades. He's the lad who counted the four billion people who rode the cars these last twenty years.

Without a fatality.

for the boys and I am sure a few records would have been broken had not Dan L. Sullivan, one of our draftsmen, become so intoxicated by the mountain air that he playfully threw his canteen over a cliff. After a short delay said article was secured and our goal was reached. A hearty luncheon was spread, also devoured. Later we gave our stamp of approval on all the astronomical instruments, called the roll and began the long tiresome decline. Those who pity the Scotchmen are: Dan L. Sullivan, Paul Long, B. E. Timbs, Jack Coxon, Jack Coron, Jr., Sam Messina, Elwin Meyers, and J. H. Bailey.

(Note)—We offer no apology for Ted Gray's absence on this trip and also a reward for his boots.

"We will furnish the boots Red."

Painter at dance: May I have this dance?

Girl: What is your line?

Painter: Painter.

Girl: Mother doesn't allow me to dance with painters.

Painter: Why is that?

Girl: Well, I don't know, unless it's because she married one. Collected.

J. Rayburn, the grand old man of the Blacksmith Shop, went gunning for the first deer of his life. It seems he got a 135 pound buck the first shot. "By Crackie" the event was very exciting and really caused an argument between Julius and his trusty steed, but eventually horse sense won out and the old boy got back to camp. Oh yes! he's going to mount the head, and tan the hide. "He had dark spots under his eyes."

A machinist's last words: (to L. J. Hathaway) "How's our percentage this month?"