

# WORK STARTS ON TUNNEL LINE FOR BROADWAY

The construction of a street car track through the North Broadway tunnel was started last Tuesday night when a crew of men opened the special work at Temple Street and North Broadway preparatory to installation of new steel. The job is one of the most important that has been ordered in the downtown district for several years, and is made necessary by the construction of the city hall and civic center in the North Spring Street district, which will affect the present routing of cars to the north side of the city.

### WILL COST \$70,000

The Broadway tunnel job was authorized recently by the city, and will cost approximately \$70,000, according to P. B. Harris, chief engineer. The job will take approximately 60 days, depending on the difficulties that are encountered in the way of water, sewer, and gas pipes. Special work will be installed to connect the new rail with the existing track at Sunset and North Broadway.

### OTHER JOBS UNDER WAY

Work has been started by the track department on Belmont between First and Temple, where the tracks will be reconstructed and paved. The remainder of the street is being improved by the city.

On Main Street from Ninth to Broadway Place, the track is to be reconstructed.

The engineering department is awaiting word to take out the track at Tenth and Bronson on the West Eleventh Street line, to accommodate storm drain construction at that point. Schedules have been prepared to hold six cars on the west end of the line for shuttle service between Bronson and the Los Angeles High School.

## Wholesale Bouquets Offered By Friend

Los Angeles Railway,  
Los Angeles, California.  
Gentlemen:

I am sorry to learn from Azuride that in any month of 1925 letters commending trainmen should have been less than those reporting the contrary. Had I known it I would have written enough to make up.

You and they are to be congratulated on the service, and the retention of a five-cent fare.

Thankfully,  
W. H. CORNES, Jr.  
500 A. G. Bartlett Bldg.

*Mtr. Joe P. Miller  
Who Has Received  
Delayed War Honor*



CONGRATULATIONS are being extended to Motorman Joseph P. Miller, of Division Two, following announcement a few weeks ago of the award of the army Distinguished Service Cross for heroic action in France when he was a sergeant of the A. E. F.

Miller was born on a farm in Louisiana. Upon being discharged from the army he came to California in 1920 and couldn't resist the call of ranch life, so tried ranching for a few years. In 1923 he joined the ranks of the Los Angeles Railway.

Following is the official citation printed in an army document:

"The Distinguished Service Cross was awarded to Joseph Miller, sergeant, for extraordinary heroism in action near Cunel, France, October 12, 1918. After making a reconnaissance of the enemy positions with two other soldiers, and finding the enemy forming for a counterattack, Sergeant Miller, upon his own initiative, extended his positions and filled a gap of 400 meters in the line, his platoon commander having been wounded, and successfully repelled the hostile counterattack. Following up the enemy's withdrawal, he placed his guns in an advanced position in a railroad cut and remained there for four days without communication with the rear except at night. During this period he repelled three enemy counterattacks and half his command became casualties, his courage under these trying conditions being an inspiration to his men."

## Traffic Men Placed on Two Busy Corners

Traffic men will be stationed permanently at Jefferson Street and Grand Avenue, and Santa Barbara Avenue and Figueroa Street, following a test of several days. At the former intersection the electric switch is cut out and operated by the traffic men.

# Twelve Million Dollars To Be Spent By Company In 1926 Service Program

THE Los Angeles Railway will spend approximately \$12,125,000 in 1926 to maintain service for the rider who boards a street car and casually drops a nickel in the fare box, according to the budget prepared for the new year.

The principal expenditure will be for wages, and will total about \$7,250,000, more than half of the total running cost for the year.

Two million dollars will be spent for new equipment, including rolling stock, rail, motors, and electrical distributing facilities. The first new job of the year is already under way on North Broadway.

Paving will cost in the neighborhood of \$100,000. This item is always prominent in the yearly budgets, although much has been said about the unfairness of making street car riders pay through their fares, for paving which is worn out by buses and trucks, when the same expenditure for street car equipment would be a distinct benefit to the street car riders.

Taxes of all kinds will require approximately \$700,000.

Every article purchased and every expenditure, such as paving and taxes, shows an increasing unit cost year by year. The retention of the five-cent fare under such conditions has been a distinct benefit to Los Angeles. The street railway has aided materially in the development of new districts by maintaining economical transportation. To meet the heavy running cost at the same old fare calls for the full cooperation of every employe in minimizing waste of time and materials and effecting economies consistent with efficiency.

## WORK PROGRESSING ON ADAMS STREET

Work on the West Adams Street storm drain, which has been under way since August 18 last year, has progressed to the point where wooden pilings are being driven into the ground to form a base for the 83-inch concrete pipe that is to be laid. The ground is so soft that this step is necessary to prevent the pipe settling down toward Australia. The cars serving the West Adams territory are being single-tracked for the last five blocks of the line, but double track operation is being carried on over the remainder of the line despite the numerous delays of trucks and general vehicular traffic.

### SYMPATHY EXTENDED

Our deepest sympathy is extended to Mrs. J. T. Whelan and family upon the death of Mr. Whelan which occurred January 20. Mr. Whelan, employed as watchman, had been ill for several months, but the news of his death was unexpected.

The man sat on the street car roof  
And on the ground he rested his hoof.  
—Longfellow.

## LINE "L" TO BE CUT FOR DRAIN DITCH

A schedule has been prepared for use on Line "L" during the digging of a big storm drain ditch across the line at Tenth and Bronson Avenue. The date on which the cut will be made has not been decided upon as yet. Cars from the downtown district will turn back at Bronson, and six cars will be held west of the cut until the ditch is completed and through service resumed. Four cars will shuttle between Bronson and Los Angeles High School, the west end of the line, and two will be held in reserve in case of mechanical trouble. The shuttle cars will have to sleep out on the street beyond the ditch with a night watchman.

### NO WONDER HE CROWS

It is reported Ben Suter, formerly a Division 4 trainman, is doing lots of crowing these days. He became a daddy December 9, which would be a suitable reason for the cackle, but unkind critics say that during Mrs. Suter's stay in the hospital Ben batched and the only thing he could cook successfully was eggs and two weeks of hen fruit might account for the fowl language, too.



## Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

### As Abe Says - - - "Get The Business"

STREET cars are operated for the convenience of the public—the public does not order its habits for the convenience of the street car operators.

The question was asked at one of the recent division meetings: "How long should you wait for a passenger?"

The question was answered in this way:

"If the prospective passenger is making an effort to reach the car, wait for him as long as you reasonably can."

Street cars are primarily operated for the purpose of meeting the public need of transportation. Definite schedules must be maintained in order to keep the service uniform at all times. These schedules, however, are secondary in consideration to the principle that the street car is out to carry passengers. Schedules can be, and are, changed to meet the varying needs of the public; the street car company cannot order the habits of its patrons.

It remains for the trainman, then, to consider these points:

Are we already late, and keeping other passengers waiting further up the line? If so, is there another car following us closely so that this passenger will not have to wait long for another car?

Is this patron visibly making an effort to reach the car?

It is obviously the duty of every motorman and conductor to serve the public in a way that will best meet the needs of the greatest number, and to bear in mind the fact that your patrons may excuse you for being late, but they will not forgive you for unnecessarily denying them the service for which they are waiting.

## Obligations of Service

A SITUATION that has been encountered frequently by many trainmen gave rise to some discussion recently when the claim department placed before the men the details involved in protection against accident cases. The question was, if somebody puts a man on your car who is so drunk that he is helpless, are you responsible for his safety?

You are within your legal rights if you refuse to allow him to board your car. However, if you do not refuse, you are then responsible for his safety while on your car.

Likewise, we are not under legal obligation to carry crippled and infirm passengers who are unable to look out for themselves. The entire organization, however, prides itself on the high standards of courtesy prevailing among the trainmen in whose care our patrons ride, and whenever it is possible to extend courteous service and kind assistance to those who are dependent upon such assistance, the average trainman will do so. A trainman could refuse to take as a passenger the aged woman who can neither board nor alight from a car without assistance, but it is to his credit who accepts the responsibility for her safety and exerts the little effort necessary to make the way a little easier for an unfortunate.

## Ready for Promotion

EDGAR A. GUEST

There's going to be a vacancy above you later on.  
Some day you'll find the foreman or the superintendent gone.  
And are you growing big enough, when this shall be the case,  
To quit the post you're holding now and step into his place?

You do the work you have to do with ease from day to day.  
But are you getting ready to deserve the larger pay?  
If there should come a vacancy with bigger tasks to do,  
Could you step in and fill the place if it were offered you?

Tomorrow's not so far away, nor is the goal you seek,  
Today you should be training for the work you'll do next week.  
The bigger job is just ahead, each day a new change brings—  
Suppose that post were vacant now, could you take charge of things?

It's not enough to know enough to hold your place today,  
It's not enough to do enough to earn your weekly pay.  
Some day there'll be a vacancy with greater tasks to do—  
Will you be ready for the place when it shall fall to you?

## BULLETINS

Issued February 1, 1926

BULLETIN NO. 14

Notice to Conductors  
Fireman's Pass Book No. 28084, issued to Fireman Jack C. Howley, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 15

Notice to Conductors  
The following passes are reported lost: 3150 issued to Mrs. Anna Glover, wife of J. M. Glover, Motorman, Maintenance of Way Department. 6436 issued to H. Brady, Flagman. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 16

Notice to Trainmen  
Effective Monday, February 1, 1926, a new bus line of the Los Angeles Motor Bus Company will be put into operation on Riverside Drive between Dayton Avenue & San Fernando Boulevard and Alessandro Street & Whitmore Avenue, known as the Riverside Drive Bus Line. The service will cover from 6 a. m. to 10 p. m., operating on a 15 minute headway daily. The fare on this line will be 10c, and conductors on lines "E" and "W" will honor Los Angeles Motor Bus Company Riverside Drive bus tickets No. T-12 under the same rules as provided for the honoring of other forms of Los Angeles Motor Bus Company tickets. Los Angeles Railway bus tickets, Form S-BU-8, will be honored on this bus line.

*P. B. Hill*

## BUS BULLETINS

BULLETIN NO. 385

January 20, 1926  
Bulletin No. 374 issued December 23, 1925, is hereby cancelled and the following will be complied with:

The fare on the Eagle Rock City Bus Line is five (5) cents and includes transfer to the Los Angeles Railway "E" car line at Yosemite and Eagle Rock Boulevard and Addison Way and Eagle Rock Boulevard, good only to points north of Avenue 45 on "E" cars only. There will be no transfer privileges to the "W" street car line at Buena Vista Terrace and Annandale Boulevard.

Bus Operators when westbound will issue regular form of bus transfer to the "E" street car line as above described. When eastbound will honor the "Green" transfer issued on outbound trip (body only) with two punch marks through the word "Stop." Will also honor "Yellow" transfer issued on inbound trips (body only) with two punch marks through the word "Stop."

The change in this bulletin is made necessary on account of instructions given to Conductors on the "E" street car line to issue outbound "Green" transfers when northbound on the "E" line and to issue "Yellow" transfers when southbound on the "E" line.

BULLETIN NO. 386

January 22, 1926  
The third paragraph of Rule 15, Page 6, Book of Rules, refers to signals on Double Deck Buses and reads as follows: "When buses are stopped by traffic, conductors should give 'go ahead' signal when opening is made." This rule must be complied with strictly.

BULLETIN NO. 390

January 25, 1926  
Double Deck Bus No. 709 has been equipped with an Electric Fare Box. Operators will be governed by the following instructions:

The Fare Box will receive a dime only. Passengers are required to place the dime in the Fare Box.

When money is given the Conductor of any other denomination than a dime, Conductor will make change and require the passenger to place the dime in the Fare Box. Registrations are electrically operated by a wire connected with the battery.

Should a dime placed in the box not result in the registration and the bell ringing, additional dimes may be placed in the box until the last dime in projects above the top of the slot and conductors will gently press the top dime which will result no doubt in all of the dimes going through and registering and ringing the bell for every registration.

Conductors should report promptly to the Dispatcher any defects that possibly may occur. This box will require the conductor to remain at the box when passengers are boarding the bus and will also require him to keep a check on the passengers of the Upper Deck to see that no more passengers ride the Upper Deck than seats will accommodate.

BULLETIN NO. 388

January 25, 1926  
Bulletin No. 384, issued January 9, is hereby cancelled and beginning at once be guided by the following instructions: When for any reason one of the dual tires on the rear of a double deck bus becomes flat, bus must be stopped imme-

## CONDUCTORS GIVEN TEST ON BUS TRANSFERS

The instruction department has completed the rather extensive job of interviewing every conductor and safety operator on the system relative to the rules governing the transfer from yellow cars to the Sunset Boulevard buses of the Los Angeles Motor Bus Company. The rule specifies that such transfer must be made at Sixth and Rampart or points west of that intersection, and that it cannot be made at the downtown district. Every conductor and operator was asked to sign a statement following the interview, to the effect that he thoroughly understood the rule.

While making the rounds, the instructors utilized the opportunity to check up on transfer rules affecting bus lines that intersect or connect with the various street car lines.

Immediately and conductor arrange for replacement at the point where the flat tire is discovered providing there are more than 20 passengers on the bus. In cases where there are 20 passengers or less bus may proceed to terminal and tire change or bus change be arranged for at that point.

In the event of following bus of the same line, bound for the same terminal, overtaking the bus with a flat tire before report to the dispatcher has been made showing the point where the disabled bus can be found by the mechanical department, the passengers may be placed on the said following bus, either all or a part of them as long as the number picked up does not result in an overload according to the rules in force. For example, should a disabled bus have 25 passengers at the time flat tire occurs, then following bus could pick up 5 or 6 passengers. It would reduce the load on the disabled bus to 20 and would therefore permit of such bus proceeding to the terminal and at the same time accommodate the passengers and save delays.

*Wauvanken*

## Appreciation

We wish to express our appreciation for the many expressions of kindness, the floral remembrances and the financial help rendered by the association at the time of the death of Herman H. Hennings. The friendship and sympathy lightened the load of sorrow greatly.

MRS. C. M. HENNINGS, Mother.  
C. F. HENNINGS, Brother.  
MRS. C. M. LAMPTON, Sister.  
MISS H. A. HENNINGS, Sister.

E. L. Terry who has been in company service for 23 years, now employed as a flagman, has written a letter of appreciation to the management for courtesies received, and expressing his good wishes to fellow employees. Terry was formerly on the work trains.

Los Angeles Railway,  
Gentlemen:

I wish to thank the Co-operative Association and the boys of Division One, for the beautiful flowers sent as a token of their sympathy on the death of my wife.

Yours truly,  
MTR. G. B. NEWBERRY,  
Division Two.

We wish to thank our friends for the beautiful floral offerings and the kind expressions of sympathy for our bereavement received on the occasion of my brother's death.

OTTO ANDERSON AND FAMILY.

We wish to express our thanks to our many friends for the delightful wedding gifts, and may all your pleasant wishes be returned.

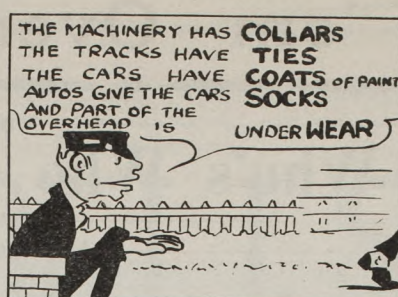
(Signed)  
Mr. and Mrs. R. L. Guignard



# Conductor Ding and Motorman Ding Ding

Well, we're not savages

By Rollins



## Bouquets And Things (Hand Picked)

For Condr. A. A. Lithgow—Div. 1  
Los Angeles Railway.  
Gentlemen:  
I was on a "D" car today and was impressed by the courtesy shown by Conductor 154. There was an elderly lame man, who was unable to find a seat, so the conductor asked if someone would kindly give him a seat. Several remarked how kind it was in him, and I would appreciate the recognition he deserves.  
Yours very truly,  
MISS E. DE ZOUICHE,  
221 North Belmont Avenue.

For Condr. W. L. Greenwood—Div. 4  
Los Angeles Railway.  
Gentlemen:  
I am writing to commend the courtesy shown by the operator of a safety car which runs from the P. O. Building at Spring and Temple to Angeleno Heights. The operator's cap number is 3019, and the number of his car was 1005. He was very accommodating and kind to me as well as being genial and of a cheerful spirit. I hope he may receive merits in acknowledgment of my commendation.  
Yours truly,  
MABEL A. SUTTON,  
938 White Knoll Drive.

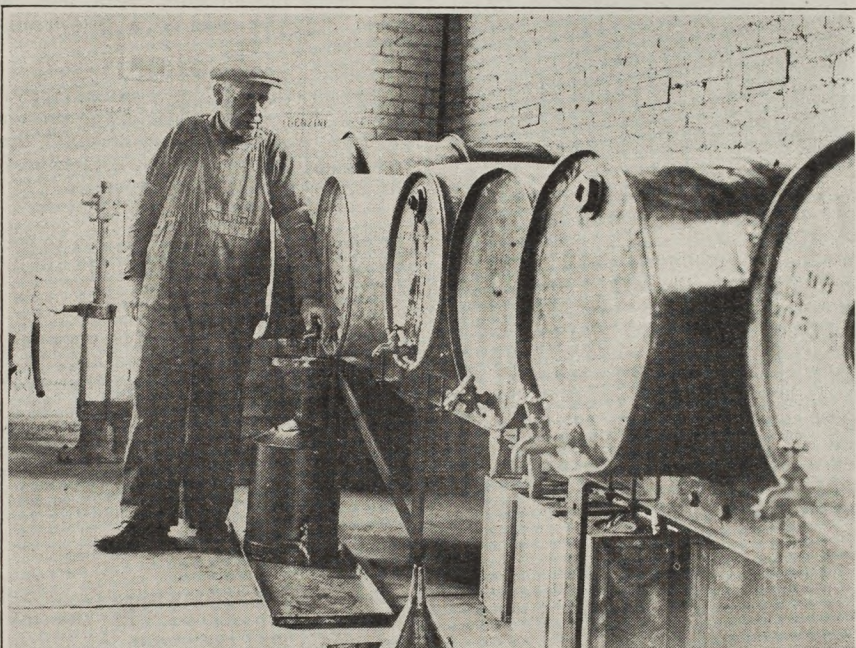
For Motor. E. J. Zumault—Div. 5  
Los Angeles Railway.  
Gentlemen:  
I believe it to be my duty to say a few words of commendation of Motorman 2017, whose fine presence of mind and skillful handling of the car in his charge averted what might have easily been a bad accident.  
"M" car arriving at the intersection of Hoover and Santa Barbara Avenue, around 6:15 Saturday evening, December 19th, 1925, made the usual stop before being headed south on Hoover Street. Ample warning was given at the intersection to make this turn, apparently without effect on an unknown motorist, who sat at the wheel of his car, which was traveling east on Santa Barbara. The motorman had every reason to expect the man driving the automobile to come to a stop and allow the street car the right of way that was clearly his, but instead, the driver of the automobile kept on towards and ran directly in front of the street car, inches only being the margin of safety.  
Very truly yours,  
WALTER A. LYSTER,  
4707 Seventh Avenue

For Operator E. C. Appleby—Div. 4  
Los Angeles Railway.  
Gentlemen:  
I was riding on car 1032, safety car, on Spring Street, one day last week, when I noticed a kind act performed by Operator 3016. There was an old lady on the car, who was very feeble and when she was about to get off the motorman got off first and helped the old lady off. This kindness appealed to me, so I take this opportunity of passing it on to you.  
Yours truly,  
H. WATSON,  
647 Bonnie Beach Place.

For Motor. O. Klager—Div. 3  
Los Angeles Railway.  
Gentlemen:  
No doubt you have received many letters both commending and upbraiding the conduct of your motormen and conductors in their discharge of duty toward the public.  
I unfortunately had the misfortune to fall and sprain my ankle and it necessitated me to use crutches.  
I boarded car 488 at the intersection of Spring and 7th Streets, the "W" line. The car being fairly well crowded I was not able to compete with the ladies in procuring a seat when one was vacated, and after a few blocks, the car was fairly jammed and my chance of procuring a seat was nil. In the crush one of the passengers accidentally kicked my swollen joint and caused me much pain and led to a hurt exclamation on my part. Motorman 2339 upon hearing my cry promptly moved the congestion from about me and gave me his stool to sit on and on arriving at my destination, left his position and assisted me to alight.  
Very truly,  
H. R. RHINE,  
2623 Huron Street.

## The Full Barrels Gurgle But They Hold Only Paint

Tom Gray fills prescriptions for the paint shop out of these suspicious looking spigots to keep the cars bright.



THE picture may look like a cheerful corner of a well-stocked cellar, but we regret to say that it is only a corner of the paint and oil store house at the South Park shops, in charge of Thomas H. Gray, who has been eight years with the Los Angeles Railway and three years in charge of paint supplies.  
In addition to paint and varnishes, the building stores chemicals, acids, brushes, oxygen and acetylene tanks.

The heaviest demand upon the shop is for benzine, and the second heaviest demand is for gasoline used in paints and cleaning. Prior to the establishment of the garage at Sixteenth Street on its present extensive basis, the company trucks were filled with gasoline at the present paint storage house.  
The building is of brick construction, thoroughly fire-proof, and the utmost precautions are taken against fire hazard.

## Dispatchers Put In Glass Case

The dispatchers who preside over a switchboard at Eleventh and Broadway and tell train crews at Rimpau, Huntington Park, or Garvanza, where to look for lost lunch boxes and how to adjust other troubles of street car operation, are so used to being regarded, and perhaps admired, from a distance, that hereafter they may be admired only through a glass case.  
The section of Room 701 of the main offices which contains the dispatching switchboard is to be separated from the rest of the room by a glass and wood partition, so that work can be done without interruption of friends who drop in to borrow a cigaret or give advice in the conduct of a street railway. The dispatchers do not wish to appear too exclusive, so they have arranged for an annual "open house" beginning at 10 a. m. next February 31.

## Riverside Drive To Have Bus Line

The Los Angeles River may not run all the time, but Los Angeles Motor Bus Company buses will make up for the deficiencies and run on a 15-minute headway beside the river bed, or more specifically, on Riverside Drive, beginning February 1. The line will extend from Dayton Avenue and San Fernando Boulevard along Riverside Drive to Whitmore Avenue, and Alessandro Street. A connection will be made with Los Angeles Railway "E" and "W" cars at the first mentioned terminal, and with Pacific Electric cars of the Edendale line at the latter terminal. The line will skirt the bottom of the Elysian Park hill. The fare will be ten cents with transfer privilege to and from Pacific Electric and Los Angeles Railway cars. Service will be maintained from 6 a. m. to 10 p. m.

### JUST AS NOISY

Mrs. Johnsing: "Ah thought you-all said you was gwine to name your new baby 'Victrola,' but Ah hears you all done make a change."  
Mrs. Moses: "Yes. Ah expected it would be a girl and Ah had decided to name her Victrola, but she turned out to be a boy, so Ah done name him 'Radio.'"—The Christian Advocate.

### CHRISTMASLIKE

"Yes, Rupert, the baby was a Christmas present from the angels."  
"Well, mama, if we lay him away carefully and don't use him, can't we give him to somebody else next Christmas?"—Good Hardware.

## On The Back End (Contributed)

Be that as it may, Dr. Pain has a dentist's office at Thirty-third and Main. Under him a Mr. Shovel has a bakery. We presume Pain pulls 'em, Painless drops 'em through the floor, and the other guy Shovels 'em out.  
\* \* \*

Carpenter C. E. Frymute gave us a primitive but characteristic prologue at the shops every morning last week. You may drop in on Department 12 some of these frosty mornings and see him perform. We should call it "The dance of the seven veils." But six of them are missing, until he finds his second shirt.  
\* \* \*

Riddle No. 1: "Who is the headiest conductor out of Division One?"  
Answer: "Conductor J. W. Head."  
\* \* \*

Conductor Mowrey and Conductor Olexo attended the football game at the coliseum the other Saturday between Grange and Wilson, and said Conductor Mowrey, who is some fan, to Olexo, who is not quite so enthusiastic: "You will see more excitement for a couple of dollars than you ever saw in your life." "Perhaps so," thoughtfully replied Olexo, "but that is all my marriage license cost."  
\* \* \*

Conductor Haylock took his check to the bank the other day to have it cashed and when he was asked what denominations, he replied, "Seventh Day Adventist."

The Watchman says: "I can always tell a gentleman before I see him, buy the way he pushes the elevator button. A street car motorman will tell you the same thing."  
—I. D. Wilson.  
\* \* \*

First Con.: "Have you seen the Student Prince?"  
Second Con.: "What, do they have to break in Princes now?"  
\* \* \*

A man and boy of Jewish descent boarded George Moore's car, and the man deposited a nickel in the box, saying, "Give to me a transfer, please." George took a look at the boy and said, "Say, Mister, is that your boy?" The gent with the large beak replied, "Yes, but he is only four years old." "Aw, go on," says George, "that kid looks like he is eight." "Vell," says the Jew, "could I help it if the boy worries?"

### ADMIRABLE

"Norman admires everything about me—my voice, my eyes, my figure, my hair."  
"And what do you admire most about him?"  
"His good taste."—London Mail.



# Looking 'em Over at the Divisions

## DIVISION 1

D. B. Kohl

The boys of this division expressed their sorrow on hearing of the sudden death of Motorman J. W. Ulm. Motorman Ulm contracted diphtheria and was ill only a short time before passing away. The body was to be sent to his home in Nebraska.

Conductor Johnny Cardenas has a new Essex coach, of which he is mighty proud. When not out riding in the new car, Johnny spends the rest of his time hanging around the office window trying to talk the clerks into letting him off for the afternoon.

Motorman Rath isn't used to living where there is smudge in the air, so when he arose bright and early on a morning of this week, he noticed how black the sky looked and feeling sure that at last California was going to get a little rain, brought his rain coat along to work. That night he was seen carrying his coat home over his arm and whistling the song about "Ain't goin' to rain no mo'."

Conductor J. W. Courtwright, who has been on the sick list suffering from inflammatory rheumatism for the last six weeks, is again back on the job and is much improved in health.

"—and then they were married." Motorman Nicholas Millea called at the superintendent's office and asked for a leave of absence, stating that he was going to get married. Best wishes from the office force for a long and happy married life.

Clerk R. C. Ruggles is off sick at the present time suffering from neuralgia. His place is being filled by Extra Clerk L. I. Kiser.

A very thoughtful and considerate conductor turned in a miscellaneous report which read as follows: "We arrived at the terminal just in time to leave, but had the time wrong so we left two minutes late. Please do not give the motorman demerits."

## DIVISION 2

H. T. Hansen

To enter society one must know how to entertain. That's the reason Foreman J. A. Madigan is taking piano lessons.

Conductor A. L. Eastham (saxophone player in the band) has taken sixty days off to visit his relatives in Texas.

Motorman J. O. Masonheimer reports the arrival of an eight-pound baby girl. Mother and babe doing fine. Thanks for the cigars.

Book Agent (entering governor's office): "Pardon me, sir."

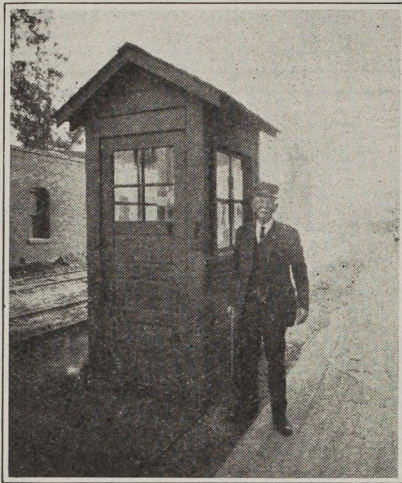
Clement Governor (reaching for pardon slip): "Certainly. What did you do?"

## SHOPS

Jack Bailey

The call of the wild gets them, and it is not from Hollywood either. Frank Lawler, brigadier general of the hardware section in the store department, is spending many week-ends at Selig Zoo studying the complex of the animal kingdom. This knowledge with the special mail order course on "How to live on cactus and stewed hippopotamus" will qualify him as an A-1 Roosevelt jungle expert. Why not?

## Who's Who



JANUARY 15 marked the end of 20 years of service for W. O. Bailey, who was a conductor at Division Three until 1923, when he took a job as flagman. He is well-known among the old-timers who pioneered in the early days of transportation with him. Before coming to Los Angeles, he was a foreman for one of the large textile concerns in Lowell, Massachusetts. He did not enjoy the best of health during the last few years that he was on the cars, but he is fit as a fiddle now, and he is thoroughly enjoying his open-air work.

Painter J. Oliveria swings a wicked brush these days. Why? Because he is the proud father of a big baby girl. Congratulations, Joseph.

*The farmer may talk of the bluebird,  
Of zephyrs the poets may sing,  
But a tack upright,  
On the floor at night,  
Is a sign of an early spring.*

You may talk of the absent-minded professor or say Columbus took a chance, but we have with us the one and only Paul Long. This M. E. man is a wonder. Yes, it's a wonder his last name is not his first. Anyhow, Paul drove his own boat to the shop the other day. Strangely, night came and he habitually climbed in with our friend T. Gray and they started on their usual route home. After they had passed some score of miles Paul awoke to the fact that his own machine was back at the shop. Boys, did you ever meet the milk man on your way home?

Charlie Smith, Jr., got his father in a corner one day and asked:

Dad, why don't you grow some hair on your head?"

"Well, son, why don't grass grow on a busy street?"

"Oh, I see. It can't get through the concrete."

## DIVISION 5

Fred Mason

Motorman Jack York came to Los Angeles clean from Pittsburgh, a mighty hard thing to believe. Anyway, he got here but didn't bring any voice along with him and even though he shouted at the top of his voice one would think he was telling a secret. A lady passenger stepped up behind Jack and said, "Motorman, will you please holler over to that newsboy, I want to get a paper." Jack, in his old hoarse voice, said "Give me the money, lady, and I'll go and get it for you and save time." But this she didn't hear.

## DIVISION 3

Dan Hamley

Event No. 1: Conductor J. E. Bohler is now the daddy of a 7½ pound baby girl.

Motorman McPherson returned after a 10 days' leave looking fine and all rested up and wearing a new overcoat. So when I asked him if it was a Foreman-Clark, he said, "No, it is a Boos Bros." Now that Mac is back it is expected that his hard working pal Conductor Beatty will take a much needed rest.

Event No. 2: Conductor McConnell after hearing of Conductor Bohler's feat, came in and said, "Huh, look me over. I'm the papa of a 10½ pound baby boy."

Cashier Sutherland has started to reduce and when asked what method he was using, he remarked, "I am taking my morning walk sometime in the latter part of the afternoon."

Event No. 3: Congratulation to both babies and mothers, even if we did not smoke.

Traffic boss Sweeney is having a hard time with his men on account of a shortage due to the fact that there is a new epidemic among them called "Traffetis." Symptoms are strained eyes. Primary cause: short skirts. Fashion decrees they are to be shorter. I can see where some of us will have a sign on our hat and be selling lead pencils and shoe strongs soon.

If we were getting witnesses as well as we are trip sheet errors, this division would lead the world.

This week's best fable: The company's orchestra playing at a company dance.

Motorman L. W. Plummer rushed in at the last moment and said, "What's this about babies? Me too! I just got the glad news. An eight-pound baby girl."

We're gonna have some rain again.

All those who attended the afternoon and evening meetings last Thursday now know what it is that has eight legs and sings.

One of the boys said that the quartet sounded good from where he was sitting. When asked where he was sitting he replied, "Down at Jefferson and Main."

Putting all jokes, and the quartet, on one side, we had three good meetings and our division superintendent, Geo. E. Ferguson, wishes to thank all the trainmen for the good attendance.

Motorman "Sy" Sybert arrived back from Texas O. K., as did his other half, Conductor Jack Carlin, from Stockton. So that takes care of Work Run 498.

Motorman Charlie Spurlock is another one back on the job after 60 days' lay off.

Conductor M. A. Watson got back from Hawthorne. He makes this trip every day and is used to traveling.

Motorman Earl Downing missed out on his run one day last week on account of running out of gas. He was surprised that this should happen as he said that there were five gallons in the tank when he bought the car a year ago.

## DIVISION 4

C. J. Knittle

Heigh ho, lads and lassies of radioland! Conductor T. E. Davis, formerly of Division 5, is with us and to convince us of his whole-hearted support, he has sent in several very interesting articles for "Two Bells." Here is one of his jingles:

We haul 'em from Italy,  
We haul 'em from Spain,  
We haul 'em from Mexico,  
All going down Main.  
We haul 'em from Russia,  
And dear old I-o-way,  
We haul 'em from Missouri,  
They've come here to stay.  
We haul 'em from Alaska,  
And even sunny France,  
Their nickles trickle in the box  
And then, "GIMME A TRANS—"

Motorman Knudson tells us his wife went into a furrier's shop the other day to get a neck piece.

"What fur?" asked the clerk, and Mrs. Knudson said, "To keep my neck warm, of course."

Who called the piccolo player a big fat slob?

Conductor Duke Lowen is back from a fifteen day visit to his home in Independence, Missouri, where he was called by the serious illness of his mother.

## BUS DIVISION

Elmer Wood

The final episode of "The Living Dumb-bell" was staged on a bus the other day, when "de gent wid a cane" got on, dropped his cigaret in the fare box, and threw the nickel out the window.

Bus Number 701 has been repainted a standard color which will be used on all double-deckers from now on.

Pretty soft for the conductors now! The new electric fare box on the double-decks will make it necessary for them to stay on the back platform instead of running all over the bus with the little Rooke register. The first electric box is being tried out on Number 709.

The new book on "Bus Service" is out, and may be had from the clerk in the office. The book contains details of route, headway, fares, street car connections, and the first and last bus on all of the present lines.

The boys of the bus division express their deepest and most heartfelt sympathy to Mr. and Mrs. L. L. Kidder, whose baby passed away January 21.

C. O. Morse: "Did you say you were sick?"

E. J. Minazzi: "Man, I was so sick that every night I looked in the casualty list for my name."

Frank Ralphs, mechanic in the garage department, is the proud father of a brand new eight-pound boy.

Introducing new men: S. T. Harmon, formerly a truck driver; in the garage, Harry Webb, Wellington Wheeler, and Norman Lane, son of Bill Lane, foreman of the electrical construction gang.

Elmer Wood, bus instructor and division scribe for Two Bells, has made the strictly confidential announcement to everybody that Miss Lorene Mauser has promised to be his bride. The date is set for June 1, or thereabouts.