

New Cars Leave East This Week

DIV. 3 HOLDS SHAKE-UP OF ALL RUNS

A general choice of runs at Division 3 was conducted Thursday night with all the old time "shake-up" thrills. The choice was of particular interest, as it was the first one that has been held since the general rebuilding of schedules was started in accordance with the state orders for reduction of power consumption. Division 3 had more extra men than the other divisions, and a chance to transfer permanently to Divisions 4 and 5 was offered to some of the men.

Although the general choice has to some extent settled the situation which resulted from having a large extra list in addition to the men who lost runs under the new schedules, the division will be affected by new schedules on lines "A" and "L" which are being rebuilt to conform with recent recommendations of the board of public utilities for rerouting the north ends of these lines. With the opening of school only a few weeks away, some increase of service will be necessary on the school lines.

A general choice at all divisions in the same week was originally planned but schedules are not ready at Divisions One, Two, Four and Five for the "shake."

Mighty Hunters Make Ready For The Wilds

Carl Gorden, publicity manager of the Division 5 mechanical division, and also foreman, is starting on his annual hunting trip August 27, with Ed. Forsythe, switchman of Division 2, and Ed. Yonkin of the instruction department. This party makes an annual hunting trip to distant and selected territory in the high Sierras.

DIVISION FOUR PITS PROGRESSING

Timbers and rails for the Division Four pits are being installed at Twelfth and Georgia streets, where car storage space is being provided. The corner formerly was occupied by the old Division Four brick car house, office building and shops.

"JUAREZELL" Trainmen Study War At Del Monte Camp By SERGEANT C. J. Knittle



CAMP DEL MONTE, Aug. 7.—The 160th Infantry is in camp. The bugle is taking the place of the Big Ben. Setting-up exercises are taking the place of five-thirty shines and pulling militant mules replaces the pulling of trolleys and bell cords.

We left Los Angeles at 9:15 P. M., Aug. 1, and arrived in Del Monte at noon the next day.

There are over eighteen hundred men in this regiment. The 159th of Frisco and many other units are stationed here. The training is in the hands of the 30th Infantry, a regiment of regulars from the Presidio of Frisco.

The principal diversion in leisure moments is sending new men for skirmish lines, pistol reports, khaki



Instructors Give Drill on Fares

The instruction department has just completed a course of detail drill on the fares and fare limits on the 116th street division of line "M." Instructors W. G. Miller and I. C. Acuff worked in the territory for four days, questioning each conductor about his knowledge of the fares and answering any questions the trainmen had to present.

In the section between Manchester and 116th street, the pay-as-you-leave system prevails. This eliminates the necessity of issuing hat checks to passengers who pay cash fares on the southbound trips. In addition to eliminating delay when passenger boards, the pay-as-you-leave system gives a more accurate check on each passenger's fare.

"Is the baby strong?"
"Well, rather. You know what a tremendous voice he has."
"Well, he lifts that five or six times an hour."



umbrellas, outposts, insoles for mule shoes and rubber chevrons for the "top kick's" slicker. These jokes are only played by privates. Evenings the air is rent with the strumming of ukuleles, banjos, harmonious and discordant gang songfests.

Our training to date (Aug. 7.) has been confined to machine gun maneuvers. Saturday we have inspection of personnel and equipment display. Hikes, sham battles, target competitions, an athletic meet and a review for the governor and adjutant general are in order for our second week here.

Conductor Harry Dalton, Motorman G. E. Kennard of Div. 4 and my brother are in this company and my motorman, O. D. Sutton is in "K" company. Conductor R. T. Willis, also a Div. 4-ite is a cook in Regimental Headquarters Company.

At this writing, painfully sunburnt faces are the chief grief. (Excuse me folks my motorman insists I shoot some craps before "lights-out.")

NOT TO BE CONTINUED—
WAR'S OVER

"Bill" Travers Wins Spanish War Pension

William T. Travers, who is well known at Division Three, where he was a motorman, and who is now flagging at Vernon and Santa Fe avenues, has received a letter from Washington, D. C., notifying him of favorable action on a Spanish-American War pension application. The matter was handled for Mr. Travers by Senator L. H. Ball, of Delaware, with whom he was personally acquainted before coming west.

Quit knocking. Perhaps opportunity then will have a chance.

FIRST GROUP OF 5 TO BE DELIVERED SHORTLY

The first five of the 100 new street cars being built for the company by the St. Louis car company will leave the east August 18. Additional shipments of five cars each are to be made as fast as the manufacturer can procure flat cars.

The shipment of the first group of these cars is of considerable importance in the 1924 program, as the purchase of the 100 cars is an outstanding feature. The engineering department has been busy for weeks preparing the equipment that will be installed at the South Park shops. The facilities are available to equip the cars with little delay and the early shipping date indicates that with ordinary luck in procuring freight equipment, delivery will be completed and the cars will be available for service during the heavy travel of December, which always puts the company to the biggest test of the year.

The cars are to be equipped for multiple-unit control and will be of four-motor type. No changes in the body design have been made in this order, so the new cars will be duplicates of the "H" and "K" types now in service.

No New Men In Employment Dept.

The employment department records show that there has not been a new man employed in train service since June 17. This is due to the fact that service reductions ordered by the state railroad commission for power conservation left the company with more men than were actually needed, and the fact that owing to general business conditions there is comparatively little "turn-over" at present.

The lull in handling applications has made it possible for the employment department to do a considerable amount of work with the records which has been held up for some time and preparations are being made for the fall and winter months when it is hoped that service can be built up on all lines.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Making The Best Of It

THE LOS ANGELES RAILWAY has been placed in a situation in regard to service for the public and working conditions for trainmen which it does not like and would not have chosen, but there has been no alternative in view of the power shortage and the orders that have been made by the state railroad commission for reduction of electrical energy consumption.

It has been necessary to rebuild schedules throughout the system and reduce service. This has meant a loss in revenue, and a considerable expense in the new schedule work, printing posters to advise the public of changes, moving signs, etc.

In reducing service to meet the power saving orders, runs had to be dropped. Many men who had regular runs have had to take places on the extra list. The company realizes that the changes of runs have reduced the pay checks for some men, but at the same time it has increased considerably the amount of guarantee money.

Practically every type of industry has been affected by the power shortage, and large numbers of men have been layed off from work. Under these conditions it is difficult for a man out of work to find new employment.

The Los Angeles Railway has never in its history released trainmen because of lax of business conditions or a situation such as the one which has resulted from the power shortage. As a result of this policy, the company has many more trainmen on the payroll at present than are actually necessary, and this is putting the company to unusual expense in paying guarantee money.

As was said in the first paragraph, the situation is one that is not of the company's choosing. It is a situation in which it must make the best of an unfortunate state of affairs.

It is believed that the older men in service as well as the newer men appreciate the policy of the company in not releasing from service any of its men as a result of the business conditions and in keeping jobs for them. In such times as these a job in which conditions prevent the payment of the most money is better than no job at all. The situation must be accepted with confidence in the future, when more power will be available and service can be increased for the betterment of the public, convenience and good will and for the benefit of the trainmen who operate runs.

Winning New Customers

THE sales manager of a big business concern is always interested in knowing how much it costs him to complete one sale. A firm selling automobiles or farm machinery, for example, can establish the amount it spends for advertising, salesmen's salaries, store rent, etc., and with the total number of sales can establish the average cost of every complete transaction. Different types of business will spend from a few cents up to hundreds of dollars for one customer.

Street railway customers walk to the car line and stand at the stopping place waiting for a car. Despite this fact, the company spends a tremendous amount of money to get the business of its customers. Cars, track and substation equipment, etc., are necessary for each five-cent transaction.

The patronage of customers keeps the street railway going just the same as the patronage of a store keeps it in business. Like any other business institution, the street railway must be always on the lookout for new customers. The motorman and conductor should be on the lookout for customers on every trip.

While the necessity of maintaining the schedules is thoroughly recognized, every trainman knows that a second can be split to hold the car for a passenger who is almost within reach. Few things are more annoying than to see a street car pull away, apparently because the motorman or conductor would not give a fraction of a second to accommodating service.

A street railway needs customers. Don't run away from them.

After reading about Conductor Van Dykes' experience regarding lady having nickel changed for pennies and depositing same in box reminds me of the following. Lady boarded car and handing me a nickel, asked for pennies giving it to her she put them in box with remark that it is not exactly fair about the fare but she is a student of human nature. I said it is fair enough with me about the fare my fair one and the business was transacted. Cap 2400, Div. One.

Money can't buy happiness, but the lack of it seems to cause a lot of misery.

Motorman G. A. Haight does not like to have the members of the weaker sex have their hair cut shorter than his. Therefore the short clip.

The average man doesn't think of saving for a rainy day, until it begins to sprinkle.

BULLETINS

Issued August 18, 1924

BULLETIN NO. 173

Notice to Trainmen
Line "E"

Mr. A. L. Shearer, 4505 Glassell Avenue, complains that trainmen are using toilet facilities in his store.

Mr. T. A. Bell, across the street from Mr. Shearer's place of business, informs us that our men may again avail themselves of toilet facilities at his place, and trainmen will therefore refrain from using such facilities in the store of Mr. Shearer.

BULLETIN NO. 174

Notice to Conductors

The following passes are reported lost: No. 1281, issued to V. H. Carrow, carpenter, Way and Structures Dept.

No. 7413, issued to W. G. Boone, motorman Division Five.

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

BULLETIN NO. 175

Notice to Conductors

The following Firemen's Pass Books are reported lost:

No. 19043, issued to Fireman T. C. McKenna.

No. 19163, issued to Fireman Norman A. Danskin.

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

BULLETIN NO. 176

Notice to Trainmen

Summer Schools will close on August 15, 1924. Until further notice honor no school tickets after that date.

BULLETIN NO. 177

Notice to Trainmen

Referring to Bulletin No. 136, in July 7th issue of "Two Bells," the term "carrying loads" will be understood to mean carrying their bag or pouch regardless of how bulky the contents of such pouch may be.

BULLETIN NO. 178

Notice to Trainmen

The Shell Oil Company at their station No. 109, on the southeast corner of 50th and Santa Fe Avenue, advise us that trainmen may avail themselves of toilet privileges at that location so long as the privilege is not abused.

Trainmen will therefore, discontinue using toilet privileges in the pool hall or rooming house on 58th street as the owners complain of such use.

BULLETIN NO. 179

Notice to Trainmen

Upon arriving at terminal at First and Vermont, passengers must in all cases be permitted to alight from the right-hand or east side of car.

Numerous complaints are being received stating that passengers are compelled to alight between the tracks.

P. B. Hill
Superintendent of Operation.

BUS BULLETINS

BULLETIN NO. 122 August 7, 1924

TO ALL BUS OPERATORS:—

A white ticket with blue letters and also the large red letters "U.S.M." across the face of the ticket, form U.S. 1-50, is sold to the Post Office Department at 5c each for their use.

Bus Operators on the Wilshire Blvd. line may accept two (2) of these tickets for a 10c fare and transfer to the Los Angeles street cars may be made, the same as if a 10c fare had been paid on the Wilshire line.

F. Van Vranken
Manager, Bus Division

Walter Brown Finds Repose at Seaside

Walter Brown, general foreman of the South Park shops has been enjoying a vacation, the first week of which was spent in Laguna Beach and the second at Santa Barbara.

Lee Lewis and Joe Melvin, mechanical foremen of Divisions 3 and 4 respectively, have been winding up enjoyable vacations.

BUS LINE FOR MELROSE ASKED

Application for a permit to operate a bus line on Melrose avenue between Larchmont boulevard and Fairfax was made to the board of public utilities by the Los Angeles Railway last Friday. It is proposed to establish the line on or about September 1st, with three single-deck busses, giving a ten-minute service during the greater part of the day and a 15-minute service during the early morning and late night.

The proposed line will serve territory that is largely without transportation at present. The Larchmont end of the line is the terminal of the Larchmont division of line "H."

Although no definite date has been set for starting the Figueroa street line, which will use double-deck busses, the five Fageol double-deckers now on hand will be fitted into the Wilshire line schedule temporarily. This will serve to test the busses and give training under actual service conditions to the men employed for this work.

The fourth and fifth Fageol double-deck busses were received last week and were sent to the South Park shops for a few necessary changes.

The Figueroa street line will require at least seven double-deckers and the company is depending on early delivery of the five Moreland six-wheel double-deckers to complete the equipment necessary for this line.

Thrassiboulos Athanasiadis Is on the Job!

This is the name of the most recent recruit in the line department. To match up such a lengthy name one might think that he was eight feet tall and a Pole. On the contrary, his hat stays within six feet of the ground, except when his feet leave the earth; and according to his employment record, he hails from an undesignated spot in Asia Minor.

Once there was another man with a name about as long, who appeared in the line department headquarters in search of work. Unfortunately he stuttered, and it took him all afternoon to give the line department his cognomen, then the whistle blew and he did not have any time left to tell them what he wanted.

About accident reports:

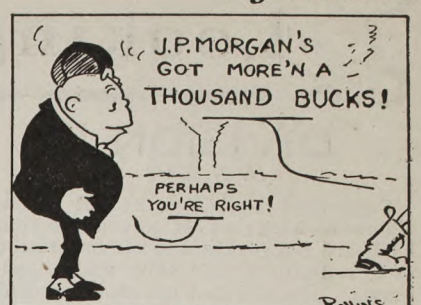
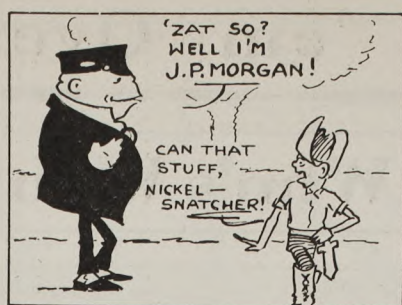
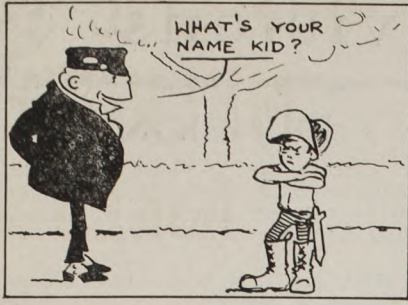
Be sure the car numbers are on your report.

Mention both cars of a two-car train.

Thrift is the chain that keeps us from skidding into debt.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

For Condr. B. F. Blazer, Div. 5
Los Angeles Railway.
Gentlemen:

Have been informed about your merit department so am taking the liberty of writing you about Conductor 3188 of the Moneta line and his kind consideration of aged people boarding his car and his manner in assisting them on and off—think it very nice and a credit to your service.

Very respectfully,
L. Schweitzer
924 W. 48th st.

For Condr. A. R. Mac Dougall, Div. 3
Los Angeles Railway.
Gentlemen:

I have four things to say about Conductor 396—

First—He called to a boy in the down town district, invited him to a free ride home—dropped a nickel in the fare box for him.

Second—He rang down his car to hold it from starting, while a lady disengaged her skirt from a bolthead on the steps.

Third—He pushed his stool over so a too solid elderly lady could sit on it in the crowd.

Fourth—Somehow the people stepped forward and did not crowd the platform. ALL on one trip out.

Trust you know of many of his kindnesses.

John Hewitt,
5228 Hub Street.

For Mtr. W. Schultz, Div. 4
For Condr. C. E. Conner, Div. 3
Los Angeles Railway.
Gentlemen:

Again I have the pleasure of commending some of your men—notably Conductor 2180 on Sunday night the 15th on "A" car about 9:15 moving west. I had just removed from Cambridge Street and was still unfamiliar with the new location. The conductor was specially careful to see me off at the right place.

Then a few days ago on the Pico car at 5 P.M.—the car crowded—the motorman 1979, seeing I was not a young woman, got up from his seat and most kindly insisted that I take it, which I did, being at the time very tired.

I did appreciate these little acts of courtesy and kindness and in this way wish to thank the men.

Yours sincerely,
Madame Stuart—Richings
1738 West 25th Street.

For Mtr. C. H. Engle, Div. 2
Los Angeles Railway.
Gentlemen:

Being a regular passenger on car No. 25 of the "H" line with Motorman No. 2259, I certainly want to say that he is very obliging and a courteous motorman. I have noticed several mornings his waiting for passengers, who have to run for the car and he answers questions pleasantly and willingly. If this spirit was carried on to a certain extent by more motormen I think it would do away with a lot of complaints and certainly would make friends among passengers.

Respectfully,
Bert Humphreys
202 East 47th Place.

For Mtr. Wm. Ebersbach, Div. 5
Los Angeles Railway.
Gentlemen:

This is going to tell you how I appreciated the kindness and good will displayed by your employe, Motorman No. 2617, name given me as William Ebersbach.

This morning at 7:45, between Regent and Grace Streets, Inglewood, he saw my apparent desire to catch the car, and he slowed down to a speed, which enabled me to catch it. As it was necessary for me to get to my destination as soon as possible this morning and he greatly helped me in doing it.

Yours truly,
Dean F. Cottam
251 W. Hawthorne St.
Inglewood.

296 Motors Worth \$1000 Each Received At Shops



Ninety-six motors of the 514-L Westinghouse type motors which are to be used in four-motor equipment on new cars and in converting some of the present two-motor cars, were received at South Park shop last Tuesday, and stored. The 96 motors made three carloads. One of the derricks was run from the Vernon yards to the shops

and was used in hoisting the motors from the flat cars.

There are now 296 motors piled in the storage space, as pictured above, and 492 are yet to be delivered. By the time they are in the cars, the motors represent an investment of approximately one thousand dollars each.

Green Whites to Be Yellow! Bus Painters to Work Miracle

SIX White busses that have been operated by the Los Angeles Motorbus Company have been turned over to the Los Angeles Railway shops for overhauling and repainting. When these busses, which were finished in the green of the joint company, go in service again they will carry the name of

the Los Angeles Railway, and the distinctive yellow color. These six busses will be replaced by new double-deckers in the Los Angeles Motorbus Company service, and the additional equipment is needed for new bus service planned by this company.

Supt. Dickey Div. 2 Makes Annual Jaunt

Supt. T. Y. Dickey has been vacationing. Condr. E. A. Moxley and he, accompanied by their families, have been spending their time campaign and touring the country somewhere in the region of Kern River. C. L. Christensen came to bat in Mr. Dickey's place.

Eastbound on 7th street a lady boarded my car, asking me, "Is this a South Park street car." I replied, "Yes, madam, this is a South Park Avenue car." "Well," says the old lady, "you know I am a stranger here and I am going to see Mrs. Smith, and she lives on South Park Street, and when you get there please let me off."

COURTESY

A little more kindness, and a little less creed,
A little more giving, a little less greed,
A little more smile, a little less frown,
A little less kicking the man when he's down,
A little more "We," and a little less "I."
A little more laugh, and a little less cry,
A little more flowers on the pathway of life,
Will prevent many complaints and end much of our strife.

Records are broken by men who are so hard pushed they have to break a record in order to win.

On The Back End (Contributed)

Quite a number of colored people had boarded the car at Jefferson and Denker, and two lingered on the rear platform. Suddenly one accosted the other and said: "Your face shore looks similar, but J just can't organize you."

Two biddies got on my car the other day. One said to the other, "Have you got ten cents in your pocket book? I want to pay my fare."—Condr. XYZ.

Silly Kid,
Car Skid
Glass lid.

Don't rest on last year's laurels—they won't pay this year's bills.

I like to see a man proud of the place in which he lives. I like to see a man who lives in it so that his place will be proud of him. Be honest, but hate no one; overturn a man's wrong doing, but do not overturn him unless it must be done in overturning the wrong. Stand with a man that stands right. Stand with him while he is right, and part with him when he goes wrong.—Abraham Lincoln.

Policeman—"You're drunk."
Gentleman—"Di'ji ever see me sober?"
Cop—"No. I never saw you before."
Gent—"Then how'sh ju know I'sh drunk?"

Mot. Pat Fitzgerald has decided to give his rheumatics a month's rest. He will be found somewhere in southern part of the state. San Diego was supposed to be his destination, but he was complaining about the drought, power shortage and various other little items, so I would not be surprised to hear of his being below the line in the vicinity of Tia Juana. Wa, hoo!

Rastus Jackson, a thoroughly married dorky, was one day approached by a life insurance agent. "Better let me write you a policy, Rastus."
"No, sah!" declared Rastus emphatically. "Ah ain't none too safe at home now."

Mot. R. B. Burnett came up the other morning to check out on tripper 315 at 3:15 a. m., losing about four hours perfectly good sleep all because he thought he had a 3:15 a. m. shine. Don't look over the car list at the foot of the stairs, Burnett, or you will be getting up and coming around at midnight.

Don't worry about what people say about you. Be thankful they are not mind readers.

Looking 'em Over at the Divisions

DIVISION 1

H. N. Cole

Supervisor Kerr says he got a considerable kick out of a conversation he heard between a Jewish proprietor of a radiator repair shop and a customer. It seems that the customer had been overcharged and was trying to convince the Jew to his way of thinking. The Jew became somewhat excited, and emphasizing his remarks with the usual gestures so common to his kind, said, "Vat do you take me for? I can't vork for noddings. Every day dere comes into mine shop peoples, and right away dey recognize me as a d— fool."

It cost Conductor C. C. Lee a day's work and five dollars for violating the parking ordinance, one day last week. He says he had been parked only three or maybe three and a half minutes and he was still in his car with the motor running, when he was tagged. Hard luck.

Motorman G. H. Hilstrom, who has been on the sick list, is well enough to be at work again.

Motorman E. O. McKinney is able to hobble around with a cane, but is still nursing a series of skinned shins and numerous bruises, received about three weeks ago when he fell in the pit. He expects to be back at work in a few days.

Foreman J. B. Lair is off on his vacation. Mr. Roy Ruggles is acting in his place.

DIVISION 2

R. C. Hoyle

Motorman J. E. Crawford has 10 day's leave to visit San Francisco.

Motorman J. E. Stratton is on a 30-day vacation to rest up.

Motorman Smmiles is on 30-day leave to spend vacation at Yale, Okla.

C. J. Clark and H. G. Hansen, stenographer spent three strenuous days making a flying trip to 'Frisco in Hansen's machine. Sixteen hours there and 15 hours returning and no sleep is pretty fast time. What say kid?

Conductor A. L. Fritzler pulled this one pay day. He came up to the window and drew his check, looked it over tore off the stub threw the check in the waste bin and went down town and tried to cash the stub at the bank. He came back with a microscope to look thru the waste bin but was to late. The janitor got there first and burnt up all the contents, and now Fritzler is patiently awaiting the time when the paymaster's office issues him a duplicate check.

Chris tried out the bathing at Lake Elsinore last Sunday and since then I notice he has been travelling around with a belt instead of suspenders.

Cold cream needed.

Motorman J. Jackson has secured a 90-day leave to visit his homestead near Barstow, California.

Ye Scribe starts his vacation tomorrow, we haven't decided where we'll take old lizzie to this time, but I guess we will get there.

Conductor R. K. Bowman likes it warm so he is spending a months vacation in the Fresno region.

Conductor G. A. Frost takes two weeks off to rest up.

Conductor E. A. Sommerville reported back for duty the other day from a 90-day leave. Sommerville was off sick

Who's Who



ANOTHER conservative has come to "this freedom," meaning, of course, bobbed hair, by which the women of the country are saving so much time that clockmakers are designing a new time piece to provide 30 minutes in addition to the 24 hours which has been man's measure of a day since Plymouth Rock was a pebble.

Name: Mrs. N. M. Kearns.

Employed as: Long as she wants to stay.

Previous employment: 1918-19-20-21-22-23.

Mrs. Kearns is stenographer and clerk of the master mechanic's office, South Park Shops and at present clerk to "Billy" Brown, general foreman of car houses. Since she came with the company in 1918, Mrs. Kearns has had charge of the emergency hospital at the shops where first aid is given to men who are injured in the shops and occasionally in the operating department or outside the company.

She has made many friends by her efficient work and cheerful disposition.

PASS YOUR SMILE AROUND

When you hit the job each morning,
Bring something that's worth while;
Besides your good intentions,
Bring a cheerful little smile;
Then you'll surely start the day right—
For it always has been found,
That we like to meet the fellow
With a smile to pass around.

If you've got a "grouch" from last night,
Forget to bring it down;
If you can't let in the sunshine,
Don't bring that awful frown
Don't simply nod your head and pass,
Speak up, you'll like the sound—
"Good morning to you, So and So,"
Then pass your smile around.

Just use your appreciation
And think how you would feel,
If the other fellow met you
With a look as cold as steel;
Keep a few smiles ever handy,
And your heart with joy will bound,
When you see each reflecting,
The smile you passed around.
—Frank A. Collins, in Forbes Magazine, (N. Y.)

for some time previous to his trip and decided to take a good rest.

Conductor M. C. Blizzard has taken a 30-day leave for the purpose of visiting relatives at Hillsboro, Illinois.

Conductor J. W. Chadwick has secured a 90-day leave of absence to visit his brother, who is sick at Hinland, Mo.

DIVISION 3

Dan Hanley

Let's all hold hands and dive in together.

Vital record:
Births—3
Marriages—2
Divorces—1
Fights—0
Deaths—5

I know a soup jockey named Harry Who made this wise crack, "I'll ne'er marry"

But with me that's old stuff
They all fall for a muff.
And who knows that her name might be Carrie.

Motorman McCarty got kissed by a Ford the other morning and when the birds stopped singing and Mac gathered what was left of himself together he discovered the Ford had beat it, thereby saving another war.

All up for air, now down again.

We call your attention to the fact that we have two future presidents, and one presidentess joining the ranks at Division Three. Condr. I. C. Acuff, Condr. T. L. Miller, and Condr. C. P. Lazar being the proud papas. Motormen please notice.

Be careful what you say to friend wife is the advice from Motorman L. O. Moore. Seems the Mrs. wanted to spend their vacation in the country amongst the calves and chickens and Moore thoughtlessly remarked: "I'd rather go to the beach."

Let's all sit in the sun now and get tanned.

Clerk Dean is now driving a Cleveland six, equipped with Spinal Cord tires. Someone put a sign on his Ford, "Hit me easy, as I am growing old." So he did not want to take any chances.

Being short of cash receivers they drafted our old friend, Nordyke, and he says he is sure glad to be with us once again.

Pass the cold cream, please.

A one track mind is the greatest handicap any human can have.

Are you proud of what you produce with your hand or brain?

If some folks had the same ambition to get ahead in their work as they have when in the auto, we would have a lot more names on the list of "greats."

DIVISION 5

F. J. Mason

If you want "off" time,
You ask Mr. Cline,
And after it's been granted,
You must not try to hasten,
'Till you've squared Freddie Mason.
Then there's Tyler and Boston,
They come through but not often,
Now don't be uncouth,
As to blame it on DeMuth,
And if you try to duck,
You meet up with Clerk Muck.
After you've read down the line
And you still want to find
Who's boss of the berg,
Just squint an eye at Pa Ferg.
O'HARA.

A Jewish boy arriving home from college started to tell the old gent all about the family tree and his forefathers. The old boy got kind of burnt up and said, "Say son, you're crazy, you have but one father and that's me. If you don't believe me go to your

DIVISION 4

A. E. Vejar

Motorman Z. P. Dempsey has taken 60 days leave of absence to make a visit to Texas.

Motorman E. W. Moore is on a 30-day vacation to rest up.

Operator H. A. Cornwell has been granted 30 days more to his 60-day leave.

Motorman W. R. Mellor has been granted a 90-day leave to make a business trip to Utah.

Register clerk W. G. Brooks decided to move to Inglewood last Wednesday and after he had all his furniture in his new house, the oil stove caught on fire and the house and furniture burnt to the ground. Brooks you are mighty lucky you had your house insured.

Speaking of hard luck, Supervisor Prately who has charge of the Pico line also has his share. One night last week Dispatcher Porter notified Prately that he could go home at twelve, so Prately got excited and boarded a Pico car for home and when his wife opened the door to let him in she asked where his Ford was, Prately scratched his head and said, "Dogone I left it at Pico and Figueroa" so he returned via "P" car to Pico and Figueroa and returned over the same route on the Ford to Pico and Vermont.

Operator W. J. Harris was telling the other day when he was touring the country, that he discovered one morning that all he had to his name was a thin dime and he did not know if he should get a shave or something to eat so he decided to toss the dime in the air and if it came heads he would get a shave and if it came tails he would eat, so he tossed the dime up, and can you believe it fellows the darn thing dropped in the sewer.

other three fathers and try to get them to pay your bills."

A school girl on an Athens car sat dozing in the rear seat when the conductor shouted "FLORENCE." She was startled, jumped up, rubbed her eyes and said, "Alright, just a minute." Evidently Florence was in the habit of being called for breakfast in anything but a whisper.

Motorman Bill Marion has taken a ninety day lay off and is motoring back to Howard, Kansas. Before leaving Bill asked that his appreciation be expressed to all the extra conductors who worked with him for their cooperation and good work.

Motorman T. A. Golish is off on a three weeks jaunt to Yosemite Valley. Don't fondle the deers too long Tommy.

Conductor W. S. Kennedy is taking a trip into the hills during the next 14 days.

Conductor Ed. Grey walked in on us and reported for work two weeks ahead of time. Said he'd had a good time back in Denver. Had plenty of dough while away and still had plenty when he got back but it just didn't feel right to him to lay around with a lot of money in his jeans.

If motorman Bill Blakely is homesick for the "E" line he ought to bid in a run over there and not try to slip an "M" car around the curve at Jefferson and Main. It ain't being done Bill.

Clerk W. E. (Baldy) DeMuth is back on the job after two weeks vacationing. Got plenty of sunburn on his neck but he must have kept his hat on.