



A Herald of Good Cheer and Cooperation Published by and for Employees of the Los Angeles Railway

Edited by J. G. JEFFERY, Director of Public Relations

2475 MEN TO GET BONUS CHECKS

Approximately 2475 trainmen will receive bonus checks ranging from a few cents up to \$160 next Monday, December 15.

The meetings at which the bonus checks will be distributed will be held in the hall of the Disabled Veterans of the World War, 246 South Hill Street, at 10 A. M., 1 P. M. and 8 P. M. The number of men who will receive checks far exceeds that of any previous year. This is largely due to the fact that there was very little "turn-over" of men during the greater part of 1924. Through the months of power shortage no new men were employed, due to the necessary reduction of service, and general business conditions were reflected in the few resignations. Men stuck to their jobs consistently.

The number of men receiving bonus since the establishment of the system is as follows:

1920	1532
1921	1977
1922	1830
1923	1916

Division superintendents and other members of the executive staff of the transportation department met last Friday at the main offices to decide upon some of the details of the merit system bulletin which will be in force December 1, 1924, to November 30, 1925. A number of the suggestions made by trainmen during the year were considered.

The records of Divisions One and Two were sent to the auditing department Thursday, and work was started on preparing checks. All records were scheduled to be completed Saturday, so that the auditing department would have the week of December 8 to 13 to complete the preparation of the checks.

All But 38 Receive Courtesy Credits

All but 38 trainmen received the extra credits allowed for clear courtesy record during November. This marks an improvement over September and October. A total of 462 men did not have clear accident records for the month.

Boston Street Track Rebuilt

Track on Boston Street between Bunker Hill and Figueroa streets in the Angeleno Heights territory is being reconstructed with new girder rail.

COMPLAINTS AT LOWEST MARK SINCE FEBRUARY '21

Bottle on Hip Recalls Bygone Days, Sure Enough

After pulling in last Friday night, Motorman Deenean secretly informed Clerk Roffee that his conductor's hip pocket contained a fluid that would bring back many pleasant memories. So Roffee called the "con" into the office and an exchange of whis-pers took place.

"You know what 'mum' means," reminded the con. "Bet I do," affirmed the clerk. "Then it's all yours," replied the tempter, bringing forth a half-filled baby bottle he had found on the car.

KNITTLE.

TALK ON SERVICE GIVEN TO BUS MEN

Two successful meetings of bus operators and conductors of the Los Angeles Railway bus division were held at the Sixteenth Street quarters last Monday at 10 A. M. and 8 P. M. Principles of safe driving and courteous service were discussed by F. Van Vrankan, manager of the bus division. The men showed a keen interest in the points presented, and expressed a desire to carry them out to the best of their abilities.

The meetings last Monday followed two similar discussions held at the headquarters of the Los Angeles Motor Bus Company, Santa Monica Boulevard and Virgil, when Mr. Van Vrankan covered some of the same topics.

New Lights Planned For Division 4 Track

Plans are being made for a new lighting system at the Division Four pits. Single lights will be used instead of the clusters used elsewhere. This work will be followed by pit lighting. It is also proposed to place ornamental lights along the brick wall on the Twelfth Street side of the property.

Local lights are to be placed soon in the new carpenter shop and mill at South Park.

TRAINMEN set new records for courteous and efficient service in November, when complaints were held down to the low figure 118, which is not only the lowest of any month this year, but it is the lowest since the short month of February, 1921, when 94 complaints were recorded. Only 53 discourtesy complaints were made, and this figure has been lowered only once during the year, last June, with the mark of 47 and was tied last August.

The comparison of October and November complaints shows a reduction in every classification except "dangerous operation" and "miscellaneous." In the former class three complaints were made in November as against two in October, and in the latter classification there was a gain of five during the month.

It is particularly gratifying to note, that marked improvement was made in two of the classifications which re-

sult in the most aggravation to passengers, namely, "discourtesy" and "fare and transfer trouble." In keeping the discourtesy complaints at 53, a reduction of 12 was made, and the fare and transfer trouble complaints were reduced 25.

The score is highly encouraging, and indicates that trainmen are entering the month of December, which brings the heaviest travel, in good spirit to provide courteous and efficient service during the strenuous month.

The records for the month are as follows:

Classification	Oct.	Nov.	Loss or Gain
Discourtesy	65	53	-12
Fare and Transfer Trouble	45	20	-25
Starting too Soon	8	4	-4
Passing up Passengers	9	8	-1
Carrying Passengers Past Stop	11	7	-4
Dangerous Operation	2	3	+1
Short Change	10	4	-6
Miscellaneous	14	19	+5
Commendations	35	47	+12

Civilian Use of Uniform Extended

The new style uniform which is intended to give double duty, as a civilian suit and as a uniform, has caused much favorable comment at the divisions. The new coats are made without the visible leather support for the pockets, although they are made of very strong material and sewn to give just as sturdy service as the leather trimmed coats. The new suit is a good compromise between the business and working suit. Trainmen are invited to inspect it at the uniform department.

Cement Poured for Floor of Div. 4 Pits

Pouring of the cement walls in the last unit of pit space being reconstructed at Division Four has been completed, and concrete was poured in the first floor section last Friday. The floor space is divided in five sections, which will be poured in five consecutive days. As soon as the cement is ready, the timber gang, under D. M. Cavanaugh, foreman, will start work on the supports for the storage track.

New Substation Switchboard In

The switchboard for the new automatic substation at Sixth Street and Central Avenue is being installed, and the wiring and setting up of the machinery is being carried on at a good pace.

At the Ardmore substation a new oil switch has been placed on the number one motor generator set, and the number two machine, which has been in service for several months has been rewound, completely overhauled and put in service.

In the machine shop at South Park most of the line shafts have been removed with a complete rearrangement of machinery incorporating individual motor drive.

IT'S A GIRL

W. B. Mott, of the schedule department, reports the arrival of a baby girl, and has been busy receiving congratulations.

Small Boy—"Say, Pop, what is an echo?"

Pop (looking at Mrs. Pop)—"An echo, my son, is the only thing that keeps a woman from having the last word."—Virginia Reel.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

A Good Mark of Service

BY DELIVERING courteous and efficient service, trainmen were able to establish a new low record mark in complaints during November. The mark was made during a month when travel showed an increase, due to the general pick-up of business following the election, and the increase of service made possible by the lifting of the power conservation rules. The complaints last month were less than half as numerous as the corresponding month of 1923.

Any trainman will tell you that he did not have to put forth any heart-breaking effort to accomplish this result. Delivering satisfactory service consists principally of doing the thing that you want to see done. A man has to go out of his way to scowl at a passenger or start an argument, whereas a smile comes naturally.

Just think that over; you want to see good service delivered, and all that is necessary to make a satisfactory mark is for you to deliver the service which you want to see delivered.

It is an encouraging indication to find such a mark set up during the up trend of traffic, because it indicates that we are in a good frame of mind to tackle the heavy travel of the Christmas season with courteous and efficient service.

Record Breaking Merit

A REPORT was received the other day that a motorman had refused a police officer his name when accused of running against the traffic signals. A bulletin published this week directs attention of trainmen to the fact that they must give a police officer any information he asks while he is on duty.

Friendly conditions prevail between the police traffic officers and the company, but it is not to be presumed that a motorman can take any liberties with the law. Occasionally a traffic officer's signal may be misunderstood, and occasionally the officer may make a mistake. Good relations between the police traffic department and the company will continue as long as trainmen show a willingness to cooperate for the benefit of traffic movement in general, and if in his official work a police officer finds it necessary to take the name of a trainman, the trainman must not refuse the information, but should give it promptly and turn in a miscellaneous report to his division.

The Basis of Cooperation

NOVEMBER proved a fine month for breaking records. A record low number of complaints was recorded, and the claim department records show that during November the best work of the year was done in procuring the names of accident witnesses.

It is certain that there is no trainman on the system who feels that his work was made harder in November than during any other month, because of the establishment of these new records. Certainly work is easier when friendly conditions with passengers prevail, and the arguments, which produce complaints, are avoided.

It is easier to do work right and have everything running smoothly, than it is to do it wrong and have passengers discontented and registering complaints.

All But Div. 1 Average Five Accident Witnesses

ALL divisions but one averaged more than five witnesses per accident during November, and placed the mark for the system at 4.92 cards with each report.

Division One was the only division that did not pass the five mark, and strangely enough, the men of Sixth and Central turned in the lowest average number they have on record this year, namely, 3.29. Division One has

been as high as 4.47, so the claim department feels that with an extra effort in December, all divisions will score five or better.

Superintendent Wimberly's men continued to lead during November, with an average of 5.63 witnesses per accident, with Divisions Three and Five close behind. The figures for the month are as follows:

Division	Number of Accidents	Number of Wit. Cards	Average Witness Cards per Accident
1	332	1094	3.29
2	389	1968	5.05
3	392	2146	5.47
4	240	1352	5.63
5	254	1324	5.21
Total	1,607	7,914	4.92

BULLETINS

Issued December 8, 1924

BULLETIN NO. 259 Notice to Trainmen

Effective Wednesday, Dec. 3, the West Adams & Lincoln Park lines will no longer be designated as line "A," but a line will be operated between West Adams & 2nd Avenue and the Selig Zoo, routed in both directions via North Main Street, the designation of which in place of the letter "A" will be line "2," and a line will be operated between Glen Airy & West Adams and Lincoln Park routed via North Broadway in both directions, which will be designated as line "3."

Trainmen will note that their cars are equipped with the proper numbers in the brackets on the roof of car.

Effective the same date, line "L" will be terminated on North Spring Street, a part of the service operating from North Spring to Victoria Avenue will display red letter "L," and cars going through will display green letter sign.

As it will be some time before numbers can be substituted for the letter "A" on the transfers, letter "A" transfers will be used on both lines "2" and "3," and in-trip transfer issued from either North Broadway or North Main Street cars will not be good northbound on cars of the other line at the Plaza, or any point south or west of the Plaza. Out-trip line "L" transfers may be received at the Plaza on cars of either lines "2" or "3," northbound.

Conductors on lines "2" and "3" will issue in-trip transfers to all passengers who board the car at Bridge Junction and North Main Street, or at North Main and the Los Angeles River or beyond. Conductors on line "2" will place a punch mark to the LEFT of the word "from" on all transfers issued after passing the River Bridge, and on the return trip until after passing Lincoln Park Avenue southbound, and transfers so punched will be accepted on line "3" at Lincoln Park.

Conductors on line "3" will place a punch mark to the RIGHT of the word "from" after passing Bridge Junction, and transfers so punched will be accepted on line "2" at Lincoln Park. These extra punch marks required to prevent passengers from doubling back on same line.

Out-trip transfers issued by either lines "2" or "3" will be accepted on the other line northbound at the Plaza, but will

NOT be good on the connecting line at Lincoln Park.

Motormen on line "L" cars making the curve at Sunset & North Spring must use care in noting that switch is properly set, and in operating their cars in a safe manner when making turn to North Spring, and when taking the crossover for the return trip.

BULLETIN NO. 260 Notice to Trainmen

Trainmen who have subscribed to the Community Chest, but who have not paid up in full will please pay balances as they become due to the Foreman at their division, who will issue receipt for same.

These subscriptions are not deducted from pay roll, but should be paid promptly by the subscriber.

BULLETIN NO. 261 Notice to Conductors

Pass Book No. 20667, issued to Fireman Charles L. Green is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 262 Notice to Conductors

The following passes are reported lost: 1541, issued to Norman L. Peters, Apprentice Lineman, Line Dept. 1560, issued to P. R. Lawson, Lineman, Line Dept.

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

BULLETIN NO. 263 Notice to Trainmen

Some trainmen when asked to give their names by Police Officers fail to do so, but refer the officer to their cap numbers or the number of their car or train.

In all cases where the name of a trainman is requested by a Police Officer, the trainman must give the desired information without question.

P. B. Hill
Supt. of Operation.

BUS BULLETINS

LOS ANGELES RAILWAY BUS DIVISION

BULLETIN NO. 177 Nov. 25, 1924

To All Bus Operators:

Figueroa St. bus tickets do not carry any provisions relative to the use of the P. M. coupon attached to the ticket.

For your information they are to be handled exactly the same as all other Los Angeles Railway bus tickets, that is P.M. coupon is to be attached to all bus tickets issued after 12 o'clock noon, and bus tickets presented without the P.M. coupon attached will not be honored after 2:00 P.M.

This for your information, as there has

been some misunderstanding relative to these tickets.

BULLETIN NO. 178 Nov. 26th, 1924

To All Bus Operators:

Beginning at once, bus operators must bring their busses to a full stop at the gateway before leaving the yard at 16th street, and must also reduce speed when entering the yard from the street to five (5) miles per hour.

This is necessary to safe operation at this point.

F. VAN VRANKEN
Manager

MOTORMAN FOILS ALLEGED BANDITS

Through the quick wit and courage of Motorman F. S. Ellermeier, of Division Three, three men have been arrested for alleged participation in the hold up of a line "B" car at Fifty-first Street and Ascot Avenue. One of the hold up men took \$18.30 from J M. Scantlen when he was some distance from the car. Scantlen shouted a warning, and Motorman Ellermeier seized the man who was the driver of the auto used in the hold up.

A quick telephone call over the emergency board brought police officers from the University station, who arrested the man held by Motorman Ellermeier. The other two men who were arrested were traced by clothing found in the auto.

35 FOOTBALL EXTRAS

Thirty-five extras were scheduled for the football game December 6, at the Coliseum, in which the University of Syracuse and the University of Southern California met. The extras were distributed over lines "V," "U," and "M."

For Mtr. Doerflinger, Div. 2

Los Angeles Railway.
Gentlemen:

While coming into the city today, as the street car was turning on the corner of Alvarado and Sixth street, a young boy attempting to pass the car was precipitated directly under the street car between the two trucks because of his bicycle skidding in some dirt that had been thrown up during the construction of a ditch. A passenger on the car shouted for the motorman to stop the car. The motorman's instant application of the full force of the air brakes stopped the car within two or three feet and saved the boy's life.

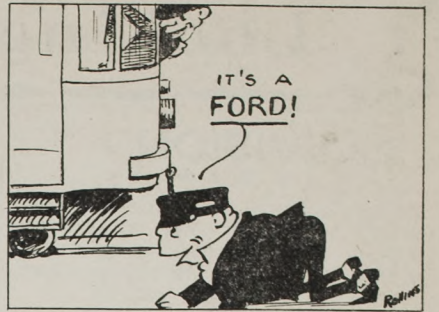
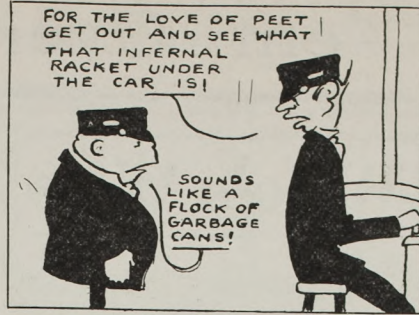
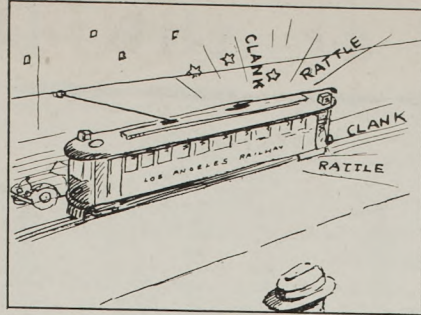
Being engaged in the public utility business, I have good reason to know of the many complaints made by the public, most of which are entirely unwarranted. I also know of the scarcity of a little word of commendation from the general public for meritorious acts on the part of public service corporations. I am therefore prompted in a spirit of fairness and with the desire that you should know of the fact that the cool-headedness and unusual efficiency of your motorman No. 1079 was responsible for saving the life of this young boy.

May I add that as a constant passenger on the street cars, I have many times noted with very great pleasure the efficiency and courtesy of your street car men and believe that this little word of appreciation on my part is echoed in the hearts of your thousands of patrons who, while they may not express themselves in writing, are nevertheless fully appreciative.

Very sincerely yours,
W. L. FROST
Manager Consumers Department

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

For Mtr. H. D. Gordon, Div. 5
Los Angeles Railway.
Gentlemen:

A five block ride on your "M" car with Motorman 1649 yesterday afternoon, certainly proved a pleasing experience. His general courtesy to all passengers was so unusual as to not only be conspicuous, but furnish a topic for conversation among several riders, strangers remarking to one another of the geniality of this gentlemen.

Your employes are courteous as a general rule but at least five kind, thoughtful acts in as many blocks, is surely going some. As I am engaged in selling service for The Evening Herald and as the bulk of my business comes from trying to carry into my work at all times the customers' welfare as well as the interests of my employers, this particular employe's endeavors to be both pleasant and courteous had the double effect of not only making me appreciate his particular thoughtfulness but to make me feel that my own personal efforts along this line were not in vain.

With best wishes, I am,
Very truly yours,
WILLIAM ROSEN
812 Boylston St.
Pasadena, Calif.

For Condr. H. F. Harris, Div. 4
Los Angeles Railway.
Gentlemen:

I desire to commend Conductor 1596 for considerate treatment of his passengers, which I noticed on the "P" car last evening. He was polite, considerate and efficient in taking care of the interests of his passengers.

Yours very truly,
C. W. WILEY
3500 Floral Drive

Conductors of Line "O"
Los Angeles Railway.
Gentlemen:

Just a few lines to let you know that I am proud of all the men you have on the "O" line, for their courtesy and kindness to all, especially to women and children. I have been riding on this line for almost a year.

Yours truly,
JOHN CHASE
5758 Inskip Ave.

For Mtr. E. P. Davis, Div. 2
Los Angeles Railway.
Gentlemen:

Have had several occasions to ride on the street car with Motorman 1401, and have been impressed with the efficient manner with which he operates the car, and the courtesy and care he shows in handling passengers and particularly old people in getting on and off the car.

I believe this man deserving of commendation.
Yours truly,
MRS. A. MILLS
436 East 55th St.

For Condr. H. H. Hennings, Div. 1
Los Angeles Railway.
Gentlemen:

I am very glad of the opportunity to praise the very courteous and helpful treatment I received from Conductor 2506 on an "N" car. Quite some time ago, when I was lumbered with a very large pack on my back and four bags in my hand, he helped me very courteously both in boarding and leaving his car.

Sincerely,
THEODORE G. JAKEMAN,
1307 West 10th St.

For Condr. J. C. Phillips, Div. 3
Los Angeles Railway.
Gentlemen:

I wish to call your attention to Conductor 426, Washington line, to the courtesy he shows to old people and displays the part of a gentleman and a credit to the LARY system. Yesterday, 3.25 my attention was attracted to the way he treated his passengers. It is with pleasure that I mention this.

Truly yours,
EDWARD EMBRITT
1927 Bonsello Ave.

Line "A" Signs Dropped; Replaced By Numerals



The change in service made on North Main Street, North Broadway and West Adams, by discarding use of the letter "A" as a roof sign marker, and the introduction of the numerals "2" and "3" as indicators was made Wednesday with very little confusion.

In the picture shown herewith, J. McAndrews is shown lifting out one of the "A" plates to drop it in rubbish pile.

New transfers with the numerals have been ordered.

Bus Supervisor Gives Safe Driving Rules

BY DAVID P. SHANTZ
Supervisor of the Bus Division

Too much cannot be said to impress the operator of a bus with the necessity of care in driving. There are but few rules to be observed in order that a driver may operate year after year without serious accidents. These rules are:

FIRST—Consider that the driver of every auto you meet is going to do something foolish and unexpected.

SECOND—Imagine that a car is coming toward your right, out of every cross street.

THIRD—Expect that an auto is coming toward you from around every curb, therefore never attempt to pass an auto ahead of you at either of these points, and always hug your own side of the road.

FOURTH—The law does not hold minors responsible, and says the motor car owner or operator should anticipate unexpected movements from them, therefore on approaching a child or a group of children, be alert to checkmate any sudden change of position.

FIFTH—Make your speed in the open in accordance with the law, and exercise proper caution at the hazardous points.

Proper observance of these few rules would keep many car owners and

operators out of trouble and save automobile owners hundreds of thousands of dollars, for the carelessness of one is always paid for by many.

Operators who race their engines stopped in traffic or when loading or unloading passengers, trying to hurry the conductor are a nuisance to the passengers and to the public and are doing damage to their engines as well.

"Oh, what a cute little dolly; Does she say 'mamma' when you squeeze her."

"Naw! My dolly's a modern doll! When you squeeze her, she says, 'oh boy!'"

Auto Salesman—What type of car do you like?

"None of 'em—I just came in here to enjoy being among a few that I don't hafta jump from."—Judge.

Little Janie: "Mother, if baby was to swallow the goldfish, would he be able to swim like one?"

Mother: "Oh, my heavens, no, child. They'd kill him."

"But they didn't."—Phoenix.

On The Back End (Contributed)

Famous first words: "Gimmie a transfer."

The hours I spend with thee, dear heart,
Are fraught with joy and bliss, altho'
At times I'd like to kick apart
My Radio, my Radio.

Each word a shriek, each song a blare,
But still I tune and tune in vain;
I listen into the end, and there
You screech again.

"B" batteries and ampliphone.
Oh, tuning coil that makes me cross,
I wish that I could cure your static groan,
But you're a loss, sweetheart, a total loss.

—The Stub End.

Conductor R. T. Soule says he carries quite a few people on his car going out to see the Eagle Rock.

"You're very careful about your expenditures, aren't you, Uncle Henry?" said the village schoolmaster one day.

"Yes, perfesser, I reckon I'm right smairt thataway. Fact, I don't recollect that I ever spent but one quarter fer jest dern foolishness. That was when I let a storekeeper talk me into buyin' a pair o' socks."—Everybody's.

Latest song from the switchmen's shack—"Throw Me a Switch for Copenhagen and I'll Promise You I Won't Split It." Words and music by Ed. Kasal.

"I Got a Nash and Want To Go Some Place." Cranked by Carl Gordon, driven by Heine. This is a late dance number and has certainly won the heart of at least one Overland—Mystery driver.

Patron—"How much are your good tickets to Hawthorne?"

"All out tickets are good and they're 30 cents return.

Patron—"Very well, you can wrap one up for me."

Thanksgiving Day afternoon, a motorist whizzed across Santa Barbara on Figueroa when the signal said, "STOP." A shrill police whistle sounded. The auto halted with an eighty-foot slide.

The arm of the law dug up his tags and started his little chat.

"In a bit of a hurry, are you not?"

"Yes. Sorta rarin' to go, officer."

"Got time to show me your driver's license?"

"Sorry, boss, but I have none."

"You didn't happen to notice the signal over there said 'Stop' did you?"

"No, I didn't, sir. I was telling the wife here how thankful we should be we are not pedestrians."

(Cop does a Freddy Fulton. Autoist speeds away.)

She (just introduced)—"You seem familiar to me."
He—"G'wan. I haven't even started yet!"

Famous last words: "Gimmie a transfer."

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

Motorman J. M. Lawson is back on the job again after being off 90 days. He says it was harder work to do nothing than it was to run a street car so he comes back to rest up.

Conductor F. R. Holmquist took a few days off last week to have his tonsils extracted.

Motorman S. Scheinert was working the "R" line the other day and on taking the Boyle Avenue curve, a lady standing in the aisle fell over into a man's lap. She promptly blamed the motorman for her spill.

Now Motorman Scheinert would like to know through this column just who was to blame for her fall. All answers must not contain more than five hundred or less than six words and be plainly written.

A trainman was overheard to remark the other day that this is one month in which he is going to eat every day. Three pay days this month, Oh Boy!

News in this column this week, reminds me of the way my Bonus check is going to look—conspicuous by its absence.

I thank you,

DIVISION 2

H. T. Hansen

Ed. Forsythe, chief yardmaster, was awakened the other night by someone trying to break into his home. Forsythe succeeded in capturing the burglar and turned him over to the police.

Motorman J. G. Adair has returned from a ninety-day leave of absence spent harvesting his crop of apples at Yucaipa, Calif.

Motorman J. Jackson is also back from a 90-day leave spent working on his homestead at Barstow, Calif.

WELL TURNED OUT

"Did your last employer give you a reference?"

"Yes, but it doesn't seem to be any good."

"What did he say?"

"He said I was one of the best men his railway had ever turned out."

Conductor C. E. Hill is back on the job once more after being on the sick report for over thirty days.

Forget It

If you see a tall fellow ahead of a crowd,
A leader of men, marching fearless and proud,
And you know of a tale whose mere telling aloud
Would cause his proud head to in anguish be bowed,
It's a pretty good plan to forget it.

If you know of a skeleton hidden away
In a closet, and guarded and kept from the day
In the dark, and whose showing—
whose sudden display
Would cause grief and sorrow and life-long dismay,
It's a pretty good plan to forget it.

If you know of a thing that will darken the joy
Of a man or a woman, a girl or a boy,
That will wipe out a smile, or the least way annoy
A fellow, or cause any gladness to cloy,
It's a pretty good plan to forget it.
—Laboratories' Data.

Who's Who



WITH a name like Flaherty, he shouldn't be running on Temple Street, so we find Motorman Harold James Flaherty working the front end of a Division Two car, where he has been for the past nineteen months. Flaherty served in the United States Navy during the war years, and was released from service at the end of his enlistment period in 1919. Central City, Colorado, was his home town. In 1922 he came to Los Angeles, and liking the town well enough he started work as a brakeman on the Southern Pacific. He left for work in Idaho, but came back to California the following year and enlisted on the cars.

"Did you hear about Mrs. Fastleigh's motor accident?"

"No. What happened?"

"She ran down her own husband."

"But she's been doing that ever since she was married."

BUS DIVISION

Elmer Wood

A woman boarded the bus on a windy day last week, and told conductor C. W. Lewis men were lucky they didn't have skirts to hold down all the time.

Conductor Lewis sighed and said, "Yes, but men have lots of accidents and sometimes are killed on windy days!"

When a man loses confidence in himself he makes the vote unanimous.

Cranks are out of date, and self starters are in demand.

"I always hate to split hairs," remarked the highway man as he hit the traveller over the head with an axe.

Introducing new men: Victor G. Smith and C. W. Bredger have been transferred from Division Three.

"No, this is not a Wilshire bus!"

Professor: "I am going to speak on liars today. How many of you have had the twenty-fifth chapter of the text?"

Nearly every student raised his hand.

Professor: "Good! You are the very group to whom I wish to speak. There is no twenty-fifth chapter."—Contributed.

He: "I just passed by the ex-Kaiser's home and heard him singing."

She: "What was he singing?"

He: "Ain't gonna reign no mo'!"—Texas Ranger.

DIVISION 3

Dan Hanley

"For mercy sake," remarked Myrtle, "coffee is 75c a pound and we give you two cups."

Shake up on Adams and West 11th was voted a huge success by the crews on W & G, E, R & H, and B & H.

Conductor Antista and Miss Rose Franco were married Sunday Nov. 30. We rolled our own smokes.

In order to simplify the job of having the conductors request passengers to move forward in the car, the company is going to try out a couple of cars with escalators on them.

We are very sorry to announce the death of the baby son of Conductor C. E. Harris.

After cranking up the family flivver and driving about 50 miles, aint it a glorious feeling to have the wife turn to you and ask you sweetly if you turned out the gas under the heater.

A bit of hair will often bring
Sweet memories like a flash;
But it brings up more than memories
If we find it in the hash.

One of the boys working on a crossword puzzle asked Conductor Coburn to make a sentence with the word "pencil" in it.

After a few moments of deep study Coburn says, "If I lose this button, my pencil come down."

BUONE FESTA BI NATALE—BUONE CAPI DANNO.

DIVISION 5

F. J. Mason

If you want any points on high finance, get in touch with Ed. Link. Ed's a firm believer of the old adage of taking care of the pennies and the pennies taking care of you. One day last week he was riding an "M" car and picked a copy of the "Daily News." After reading same from cover to cover and upon alighting from the car, he sold it to a bystander for one penny. He then walked over to a chewing gum machine and with this penny procured the odd ball of chewing gum. And that's not all—he still has this same piece of chewing gum. Of course the flavor is not the same but it's all right with Ed.

Motorman Nelson Kettle finds that giving a Chinaman music lessons is very expensive and keeps one broke.

Motorman T. O. Gray, who has been on leave of absence since September last, dropped in and tendered his resignation, giving his reason for resigning as "other work." This "other work" consists of collecting royalties from a couple of oil wells on some of his property. Sorry to see you go T. O., but good luck to you.

We regret to announce the death of the wife of Motorman I. D. Brown, who passed away at 2:30 P.M. Saturday, November 29, 1924. Interment took place at Salem, Oregon. All the boys of Division 5 join me in expressing heartfelt sympathies to Mr. Brown and family in their bereavement.

We also take this opportunity of expressing our sincerest sympathy to Conductor H. H. Kirk, whose father passed away last Friday, November 28, in Oklahoma.

Before buying your Christmas tree, drop across the street and see Johnnie the crippled news agent. Johnnie has some genuine Oregon Fir trees, nature's best, which can be seen at 2317 West 54th street, from 9 A.M. to 12 Noon.

DIVISION 4

C. J. Knittle

One of our conductors was handed a complimentary ticket to a lecture on "Fools," by Elsie Lincoln Benedict, but he did not go because the card said, "Admit One."

Yes, yes—go on—

Motorman Jack Mesquit asked Motorman Ed. Smith if he had heard about "Dutch" getting canned. "No," said Ed., "Dutch who?" "Dutch Cleanser," replied Jack.

Once upon a time this colyumist promised to put through every joke, jibe and jingle submitted. The following headache proves that the old agreement is still working:

Old Mother Hubbard,
She went to the graveyard
To borrow four bucks and a half;
But when she got there,
The still was burned down
And so she rode home in a Buick.

Lady (with nickel)—"Shall I put it in myself?"

Birney Man—"No. Put it in the fare box."

(A policeman cleaned up the broken glass and a supervisor took the car to the barn.)

Here's a revolution we never noticed:

Rags make paper,
Paper makes money,
Money makes banks,
Banks make loans,
Loans make poverty,
Poverty makes rags.

Famous Last Words—"Oh yes, the parachute always works, Just watch."

One of our motormen is so homely, his job "back home" was standing in front of the drug store making people sick.

If you don't know where you want to go, ask Conductor H. E. Ketchum. A lady passenger thought she wanted Saloma Drive. Ketchum put her off at Loma Drive. A man asked him if he went to Montrose Street.

"No," said H. E., "but stay on. You want Rosemont."

Said the pretty Miss Jones with a sigh,
"The street car has injured my thigh!"

But the confounded jury
Were all from Missouri,
And now they are blind in one eye.

O'Neill—"Say, old kid, you're a born colyumist."

Ye Scribe—"Thanks, Hughie. Has my Two Bells' work caused you to say this?"

O'Neill—"No, no. It's your massive ears. They carry a pen so nicely."

It was in the evening rush. A certain conductor was deftly slipping out change for dimes, quarters, halves and dollars—handing out transfers, yanking the bell cord and yelling the streets. Along came another four bit piece and the whirlwind slipped the lady a quarter and six jits. She counted the change, dropped in one of the buffaloes and with a sly smile started up in the aisle.

"Say conductor," whispered a back-end loiterer, "you cheated yourself, you cheated yourself, dintcha?"

"No," whispers the con in reply, "she won't think so when she tries to spend that quarter."

Pat—That was a foine sintiment Casey got off at the banquet last night.

Mike—What was it?

Pat—He said that the sweetest memories in loife are the ricollections of things forgotten.