

Improvement Plans Bring Prizes

NEW SAND CAR TESTED FOR WINTER WORK

The new sand car number 9412, which has recently been built in the main shops, was put through a test run last Wednesday, with John Collins, supervisor of safety, W. B. Adams, director of traffic and Dan Healy, chief instructor, as official observers.

The car is equipped to carry 12 tons of sand, and is expected to be of considerable value during the rainy season when tracks are skiddy and on warm days when grease and oil make trouble on the track. The car will replace the old sander, which has not got the modern equipment of 9412.

The car is to have some further work done in the shops, the principal feature of which will be the installation of four-motor equipment in place of the present two motors. The car will have four compressors and four air tanks to blow sand onto the rail in addition to the compressor for the air-brake equipment.

The sand will be blown to the rails from a chute in front of the rear trucks and operated by the motorman.

Popular Auditing Dept. Girl To Wed

Rose Livesay, one of the popular members of the auditing department at the main offices, and daughter of Mr. and Mrs. H. W. Livesay, is to be married next Wednesday night at the Cypress Park Presbyterian church, to Ernest J. Maloney. Mr. Maloney is a first class fireman on the U. S. S. Oklahoma, which brings up the question, "do firemen on a warship wear red suspenders like the firemen around Second and Hill streets?"

Miss Livesay's father is a veteran motorman of Division 3.

Johnnie: "Say, paw, I can't get these 'rithmetic examples. Teacher said somethin' about finding the common divisor."

Paw (in disgust): "Great Scott, haven't they found that thing yet? Why they were hunting for it when I was a boy."

One Fourth of Men Have Over 5 Years Car Experience

Of the 2476 trainmen now in service, better than one-fourth of them have had five years experience, according to a revised list compiled by J. B. Hayner, superintendent of employment, showing the date on which trainmen entered the service.

Thirty-one of the men who started service prior to the year 1900 have permanent appointments in some work of the transportation department, aside from the actual operation of cars.

Twenty-six of the men who started prior to 1900 are still in active duty, four of them having started in 1889.

HALF OF 1924 CAR ORDER DELIVERED

Half of the cars ordered from the St. Louis car company have been received. The 50 coaches have cleared through the Vernon Yards and have been moved to the South Park shops where the electrical and air-brake equipment is being installed. Five more cars were reported on the road last Thursday, indicating that delivery of the second half of the order will be completed in time so that the full 100 cars will be available by Christmas.

L. A. Man is Chaplain Of Sons of Veterans

F. C. Hawthorne, conductor at Division 5, who was division commander of the California and Nevada division of the Sons of Veterans, was appointed national chaplain at the last convention. News of this honor being given to Mr. Hawthorne has been given to some of his friends who extend hearty congratulations.

FOUR MORE "M" CARS

Four extra cars were fitted into the "M" line schedule last Monday, three running to Manchester and one to Mesa Drive.

Practical Youngster:—"Mother, this is the fifth time I've asked God for a new first-baseman's mitt—an' I haven't got it yet! D'ya s'pose my waveleng'h's wrong?"—*Life.*

Trainmen Must Present Card For Watch Inspection

A trainman must have his watch inspection card when he goes to one of the official watch inspectors to have his timepiece examined and to sign the comparison sheet. The watch inspectors have been instructed not to allow a trainman to sign the comparison sheet unless he has his inspection card.

In cases where the card has been lost, an order for a new card will be issued by the Division superintendent, the trainman specifying which watch inspector he intends to see. The name of this inspector will be written in the authorization so that a new card will be given to the trainman by the inspector, who will at the same time take up the notice from the division superintendent and forward it to the instruction department for a record.

HALLOWE'EN DANCE SET FOR OCT. 25

Following a lapse of one month, due to the large number of employes away on vacations, the monthly company dances will be resumed October 25, at Forester's Hall. The entertainment features will carry out the Hallowe'en spirit, and those who wish may wear Hallowe'en costumes without masks. The entertainment program will start promptly at 8 P. M. and will be followed by dancing. The hall is at Tenth and Olive streets.

Masonic Club Meeting

If you get your copy of "Two Bells" Saturday, this announcement may be of importance to you:

The second meeting of the Los Angeles Railway Masonic club will be held October 18, at 7:30 P. M., in the green room of the Masonic Temple, Pico and Figueroa streets. One of the principal matters scheduled for the evening is the report of the committee on by-laws, which is headed by C. C. Netz, of the engineering department.

Wife:—"Henry, dear, we must have a couple of chickens for dinner."

Hubby:—"All right; I'll take a spin in the car."—*London Opinion.*

USEFUL IDEAS SUBMITTED TO HELP SERVICE

For the month of September, Motorman W. H. Smith of Division No. 3, received the first prize for service suggestions by recommending that the relief point on line "A" be changed from the Plaza to Bridge Junction. As this would undoubtedly be a great convenience to the trainmen in making relief, the suggestion was awarded first prize although the question of actually making the change will depend upon whether the Schedule Department will be able to cut the runs to good advantage and at the same time move the relief point.

Rainy Day Idea

Prize No. 2 was awarded to H. F. Henney and his suggestion provides for the sending of a man to Fifty-fourth and Hoover on rainy days to operate the switch at that point. This is due to the switch being covered and will eliminate the necessity of conductors wading in the water when not properly equipped to do so. The light weight superintendent of Division No. 5 has been charged with the responsibility of furnishing a man to do this work, and it was also suggested by one of the members of the suggestion committee that the same superintendent furnish the switch tender with a pair of his own rubber boots to wear on such occasions, as it was certain that the boots would be large enough for any trainman selected.

Don't Fight, Boys

Prize No. 3 went to J. E. Lewellen, of Division No. 2, and we are quoting his suggestion in full: "I suggest that a bulletin be issued providing that in case of a collision with an automobile, motorman be required to stay on the car and secure the names of witnesses and let the conductor obtain the name and address of the driver together with such other information as may be necessary. This for the reason that when the motorman goes to the driver, either he or the driver are apt to lose their temper and start an argument, which only aggravates the case, causes more delay and at times prevents the conductor from being able to secure proper witnesses. I think an order

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Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Safety For Yourself

THEORETICALLY, street railway trainmen should be leaders in personal safety because they are members of an organization that is everlastingly preaching safety to the public and making every effort to provide the public with safe transportation. Nevertheless there appears to be a considerable disregard for personal safety, with the result that accidents to trainmen have increased this year over last.

From January 1 to September 1, 303 accidents to trainmen were reported on the company records. This is an increase of 83 or nearly one-third over the corresponding period of 1923.

Falling in pits and slipping from car steps and fenders are among the leading causes of accidents. A number of trainmen have been hit by an autoist while flagging a car across a railroad intersection or pulling a switch. There have been some cases of gross carelessness on the part of automobile drivers in the latter classification, and they emphasize the importance of a trainman looking behind him before leaving his car and stepping into the street.

Accident prevention in all its phases is something requiring personal and individual attention. All the automatic safeguards and all the safety gospel is of little or no use unless every man will make a personal effort to follow the safety first practices. There is an old saying, "a careful man is the best safety device."

Let us take the safety doctrine to ourselves and exercise a little more effort to keep out of accidents that will injure us and perhaps involve risk to others.

Willingness Appreciated

The calling of streets and transfer points is a feature of service which is appreciated by passengers whether they are in need of the information or not. A conductor who will promptly and clearly call streets and transfer points, impresses his passengers as being thoroughly on the job. He is the kind of a man to whom passengers will give their assistance if he needs help in any way, such as giving their names as witnesses in case of accidents or other incidents requiring a report.

Do not give a passenger a chance to say that you did not call a stop. The only way to avoid this possibility is to call every street and call it in a satisfactory manner.

Watch The Track Ahead

ON THE desk of R. R. Smith, assistant superintendent of operation, sits an overgrown pebble nine inches long and five inches thick. If it were laying in the street it might easily be overlooked by a man in an airplane 5000 feet above the ground.

The rock is a reminder of a recent derailing incident. It was resting peacefully against the track, when a motorman ran over it throwing the front trucks from the rail and resulting in a tie-up of traffic.

The incident indicates the importance of watching the track. Perhaps every motorman of the system would consider it impossible for a large obstacle to be on the track and escape his notice. Probably the motorman who derailed his car would have expressed the same opinion before the accident.

This incident belongs with yesterday, but it has value in emphasizing the need of safety practices today and tomorrow. No mechanical device can be substituted for the eyes of a motorman. It is up to him to watch the track carefully and remove dangerous obstructions that might derail his car.

For Condr. H. E. Ketchum, Div 4

Los Angeles Railway.
Gentlemen,

Conductor 698, Crown Hill line, is courteous attentive and patient. The other morning three separate and distinct old ladies boarded his car, each with a different destination about which they were not quite sure.

Conductor 698 straightened them all out finally and as they heaved sighs of content and settled in their seats, one remarked to another, "That conductor is such a nice man."

I told the conductor and he said, "Well it's all in a day's work. It doesn't cost me any more to be attentive and polite and helpful, and people do appreciate that kind of service."

Yours,

C. V. Barton,
412 California Bldg.

Among Irvin Cobb's numerous stories is one that has an especial appeal to the electrical fraternity.

Cobb relates that one day in a Southern town he overheard two darkies disputing as to their respective ability as runners. Said the first:

"You claim you is fast! You says you's so fast folks calls you speedy! Jest how fast is you nigger?"

"I'll tel you how fast I is," said the other. "De room whar I sleep nights is got jes one 'lectric light in it which 'lectric light is forty feet from the baid. W'en I git's undressed I kin walk over to dat 'lectric light and turn it out and get back into baid and be all covered up befo' the room gits dark."

BULLETINS

Issued October 20, 1924

BULLETIN NO. 224 Notice to Trainmen

On all multiple unit cars, the mechanics have orders to place the drawbars on the right-hand side, or in a position under the corner of the car on which the destination dash signs are displayed.

Trainmen under no circumstances are to move these draw-bars over to the other side of the car

BULLETIN NO. 225 Notice to Conductors

The following passes are reported lost or in improper hands:

484 issued to C. W. Burke, Clerk, South Park Storeroom.

2128 issued to E. C. Rieger, Repairman, Mechanical Dept.

4344 issued to S. Burkoff, Motorman Division No. 1.

6468 issued to C. D. Fisher, Conductor Division No. 5.

6790 issued to L. G. Goodger, Conductor Division No. 5.

7296 issued to F. L. Metiver, formerly Motorman Division No. 3.

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

BULLETIN NO. 226 Notice to Conductors

Pass No. 1284 issued to E. W. Sleeper, Chairman, Engineering Department, reported as lost in Bulletin No. 203, has been recovered.

BULLETIN NO. 227 Notice to Conductors

Effective this date, honor Huntington Park Police Badges for transportation within the City Limits of Huntington Park as follows

One—Chief of Police.

Eight—Patrolmen, number 2 to 8, inclusive, and No. 13.

One—Motorcycle Officer No. 2.

BULLETIN NO. 228 Notice to Conductors

L. A. Police Woman's Badge No. 10 is reported as lost. If offered for transportation, take up same and send to this office with report, or call to the attention of Police Officer if one is available.

BULLETIN NO. 229 Notice to Conductors

Laxity in regard to calling streets makes it necessary to call attention of conductors and operators to Rule No. 8 of the Operating Rules.

All streets at which passenger stops are made, and all transfer points must be called on trips when outbound, and the principal stops and all transfer points called when inbound.

In addition to calling all streets at which stops are made in Zone One, also announce "LAST STOP FOR STREET," if group movement is warranted.

P. B. Hill

Supt. of Operation.

BUS BULLETINS

LOS ANGELES RAILWAY BUS
DIVISION

BULLETIN NO. 155 October 8th, 1924.

Bulletin No. 146 issued October 4, which provides for a slight change in running time on the Figueroa Street bus line, should read "Daily, except Sunday."

Please be governed accordingly.

F. Van Vranken

Offices Quit While Airship Passes L. A.

Practically the entire office force quit work for 15 minutes last Thursday when the big navy dirigible Shenandoah sailed over Los Angeles en route to Seattle. The roof of the main office building was crowded with department heads, stenographers and clerks, who admired the big ship and the daring work of the aeroplanes accompanying the craft.

POLICE WAR ON HALLOWE'EN DAMAGE

Every available man will be on duty Halloween night, October 31, to guard against service interruptions by mischief makers.

Full cooperation of the police department has been promised, and it is expected that the policy to be followed at all police stations will be to put trouble makers in the "Hooze go" over night, and do the talking in the morning.

Trainmen are warned to be particularly careful not only on Halloween night, but on the two or three nights previous, as in past years there has been considerable trouble caused by roughnecks getting into training for the annual night devoted to lawlessness.

PRIZES GIVEN FOR SERVICE IDEAS

(Continued from Page 1, Col. 4)

of this kind would be of great benefit in minor automobile collisions."

While the order for the motorman to remain on his car and give his attention to the securing of witnesses will not be made arbitrary, still in looking back over a large number of cases where altercations and even personal encounters have followed collisions with automobiles when the motorman attempted to deal with the driver of the auto himself, it is manifest that there is considerable merit in the suggestion.

Cause for Dismissal

In the past ten days, it has been necessary to discharge one motorman and to give three others 50 demerits each for leaving their cars and engaging in fights with automobile drivers who had either been in collision, or had driven their machines in such manner as to delay the car, and as such action on the part of the motorman is very undesirable, it is hoped that motormen will take advantage of the principles indicated in this suggestion and refrain from using any unbecoming language or taking ill-advised action regardless of the provocation offered.

Nephew Is Visiting With P. C. McNaughton

P. C. McNaughton, of the public relations department is enjoying a visit from his nephew, John E. Bruce, of Montreal, Canada. Mr. Bruce is a locomotive engineer on the Grand Trunk transcontinental system.

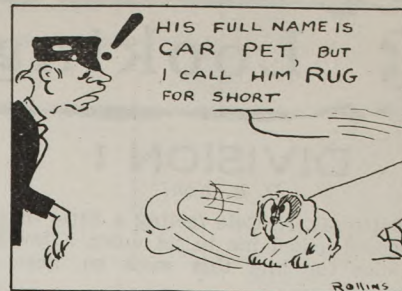
At the age of 18 Mr. Bruce was one of the first Canadians to go to France at the outbreak of the war. He was a machine gunner, and went through the entire war, spending five birthdays in France and being in the principal offensive and defensive campaigns, without receiving a single wound.

In one encounter he was the only survivor of his company, and stayed with the machine gun post, cleaning out a nest of Germans single handed. He has received all the war medals of the Canadian government with the exception of the Victoria cross. He was recommended for the latter honor, but somewhere in the red tape of army procedure the necessary papers were side-tracked.

Mr. Bruce will be in Los Angeles until November 10, and is thoroughly enjoying seeing Southern California points of interest, which have included the divisions and shops of the Los Angeles Railway.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

For Condr. G. Laird, Div. 5
Los Angeles Railway.
Gentlemen,
Saturday July 26th, I boarded an "E" car about 1:30 P. M. at 11th and Main Streets. I had not been feeling very well all afternoon, and leaving Washington I began to feel very badly, and approaching Jefferson I completely collapsed; would have fallen head-foremost on the street had it not been for your conductor and a gentleman standing on the rear steps. I do not remember anything about making the turn at Jefferson and Main, but rallied just before reaching Grand Avenue, and your conductor assisted me from the car, and to the drug store corner on Grand and Jefferson and got me a drink of water, and as I had already delivered him a ticket, he refunded me the fare to Lennox. Such action on the part of your conductor is certainly highly appreciated. I have no other means of identifying him, except the enclosed check slip from which I know you can locate him, and I wish you would express to him my appreciation and thanks for his assistance. He secured my name and residence, and no doubt has made a report at your office.

Thanking you in advance, I remain
Yours very truly,
J. L. Spigle,
5043 Lennox St.
RFD 4 Box 441,
Inglewood, Calif.

For Motr. C. H. Engle, Div 2
Los Angeles Railway.
Gentlemen,
In accordance with your request to report acts of courtesy by your employes, I wish to call your attention to an act of courtesy by motorman 2259. The courtesy consisted of him stopping for me when he saw me running to the car stop. Such an act although trivial helps create the good feeling between the public and the company and also shows the motorman is not sleeping on the job.

Yours truly,
James J. Webb,
1029 Florida Street.

For Condr. D. McTaggart, Div. 3
Los Angeles Railway.
Gentlemen,
I wish to commend Conductor D. McTaggart on train No. 19 on the University car for his honesty and courtesy to me on July 22nd.

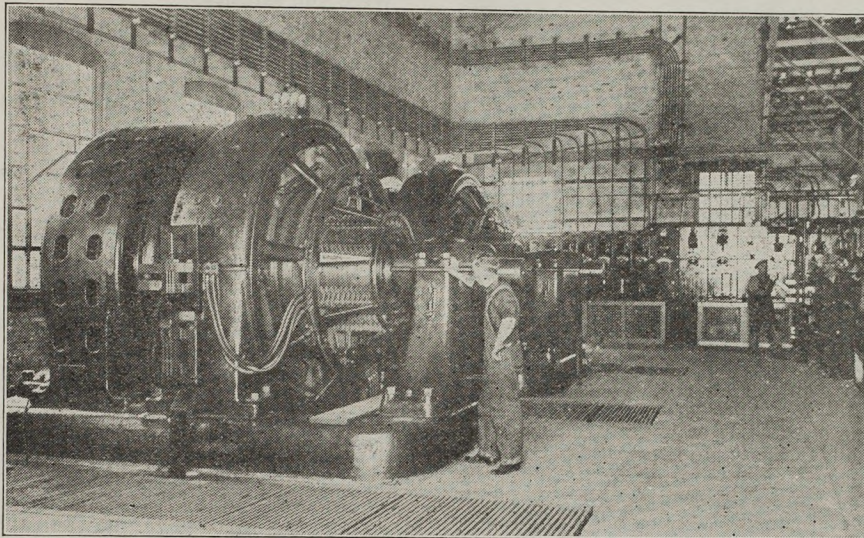
Yours,
Mrs. E. H. Batch
1221 West 67th St.

For Motr. R. A. Horne, Div. 1
Los Angeles Railway.
Gentlemen,
Re. Motorman No. 1413.
On August 21, 1924 I had occasion to be riding on one of your cars on the "R" line that was turned back at Larchmont Blvd. and 3rd St. about 5:40 P. M. due to congestion further down the line. This turnback seemed rather out of order in view of the fact that the car turned back was the first one that had come thru in about thirty minutes and was jammed full of passengers at the time the change was made.

However, the matter I desired to bring to your attention was the courtesy shown by Motorman No. 1413 on the car to which we transferred. Among the passengers making the transfer was an old lady scarcely able to walk alone and assisted by a companion. She tried to get on the front of the car but there was no room until the Motorman very courteously moved everyone back and helped her to a seat on his stool with her back against the door (no other man in the car was thoughtful enough to give up his seat). The old lady rode nearly to the end of the line seated on the motorman's stool at considerable inconvenience to him. Thruout the entire procedure he was extremely courteous and polite and I trust this may in some way benefit him by calling the matter to your attention.

Yours truly,
J. H. Mead,
647 N. Larchmont Blvd.

New Machinery To Increase Power At Sentous Station



THE picture above is an interior view of the Sentous substation on the Division 4 property, showing the two big 1,000 kilowatt motor generator sets, which are now being augmented by the installation of a 1,500 kilowatt rotary converter. Although the new piece of equipment is fifty percent more powerful than those shown. It

occupies less than half the space of one of the motor generator sets. The transformer for the new machinery is being dried out by a continuous draft of hot air so that every trace of moisture will be eliminated before the transformer is put in use. A part of the enlarged switchboard necessary for the new rotary converter is shown in the rear of the room.

Cripple Praises Trainmen Patron, 83, Finds Courtesy 36 Years

Miss Minnie Wilcott, the little cripple woman who used to give commendations for the "Temple Street boys," came into the main offices recently to express her appreciation and thanks for the many acts of thoughtfulness and kindness shown her by the "West First Street boys."

She has recently moved back on the "C" line, her old line, where she feels she is among friends and where she has evidently been given a warm welcome by trainmen who remembered her.

She said while she mentions these two lines in particular, she would like to speak a word of praise in general for the men of the Los Angeles Railway. In years past she has been in various cities, but states the trainmen on the Los Angeles Railway surpass all. She would also like to include traffic men as well.

Mrs. Williams: "When I looked out of the window I was glad to see you playing marbles with Tommy Smith."
Williams, Jr.: "We wasn't playing marbles, ma. We just had a fight and I was helping him pick up his teeth."
—Tiger.

Los Angeles Railway,
Gentlemen:
I want to say just a few words about our conductors and motormen. I don't think there is in the world a better, more kind and gentlemanly set of men than we have on our Los Angeles cars. I have been on the Grand Avenue and Forty-eighth street cars. There is one funny man, a motorman, and when I say, "Please stop at Budlong avenue," he looks up and smiles and nods his head. And that is not all. He leaves his post, takes my arm and helps me down the steps.
I am 83 years old and I do appreciate his kindness more than I can tell. The conductors are kind and help me when they can. I have lived in Los Angeles for the last 36 years and have always found the company doing the best they can for the public.
Respectfully,
"83".

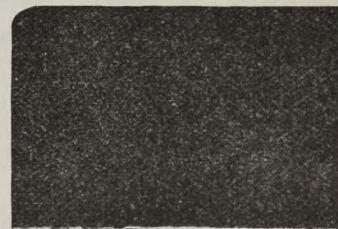
"How is your son getting on at college?"
"He must be doing pretty well in languages. I have just paid for three courses—\$10 for Latin, \$10 for Greek and \$100 for Scotch."—The Yellow Strand.

On The Back End (Contributed)

Conductor Ketchum got quite a laugh on the "C" car at Third and Figueroa eastbound, Saturday night, when a passenger mistook another passenger's overcoat belt for the fare box, and placed a penny in it for his fare.

Something to worry about:
Single men: How to spend that Christmas Bonus.
Married men: How to hide it from friend wife.
Something to be thankful for: "That world series games are only played once a year."

To prove our taste for the finer things in life, this space is contributed to the cause of art. The picture below, which so vividly portrays the beauty in the ugliness of things, is of a colored man unloading a car of coal at midnight.



An anonymous note to "ye scribe" of Division Four, reads as follows: "A man boarded my "F" car at Santa Barbara and Hoover, received a transfer and asked, 'Will you tell me when to get off at Seventh Street?' "Yes, sir," I answered, 'when the car stops.' Wooden Jew?"

The torture committee will now sing, "It hainta gonna rain no more," to the trainmen who lost their runs through the power shortage.

UP AND AT 'EM!
Never mind how much you could do, and how bright your prospects would be, if only you had not made this mistake or had that bad luck.
Your problem is never "what you might do, if," but "what you can do." You have fallen in the fight, your knees are skinned, one eye is swollen shut, your shoulder bleeds, your back aches, you have made a wrong investment, trusted a false friend, been betrayed in love, acted the fool, and been asleep at the switch—What now? Why, up and at them! The man who wins is the man who won't quit. —Frank Crane.

What's become of all the straw ballots that's been taken around here recently, "hey?"

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

Editor H. N. Cole feeling a little indisposed asked me to jot down a few articles for him this week so, here goes,—

Motorman Wm. Herrmann has been called East on account of illness of his Mother. He expects to be gone from sixty to ninety days.

One of our most nifty conductors, E. H. Coltzan by name, came in the other day to get six months off to try out the Police Force. He says if he can't get Captain Holmes' place in that length of time he will be back on the cars.

Conductor (Frenchy) Delone has left us cold, didn't say whether he was going back to France or not but said he was leaving L. A. for good.

Motorman H. S. Fanning also was on the exit list this week, said he was going back to his old trade—that of pressing trousers, etc.

Received a letter from conductor H. F. Green from way back in Baltimore, Md. It read like this, "Having such a wonderful time would like an extension of thirty days." He got it.

Motorman Frank LaBarre who is mining out near Prescott, Arizona, writes he expects to strike it rich in a short time and will give all the boys a gold nugget worth about fifty buck as a remembrance—we wish him luck.

Conductor and Extra Office Clerk Caldwell has asked me to announce to his many friends and foes through this column that he is contemplating going to South America to accept a position as secretary of the Amalgamated Brotherhood of Rail Hangers. He says he expects to take his "Bill" Knight along from which he expects to lasso Llamas, Anacondas and other South American animals.

Conductor Cormier says: There is no place like home—but oh you West-lake.

Conductor R. A. James, on returning from hunting trip—Gee, we had a fine time shooting—if we only could have hit at least one duck.

DIVISION 2

H. T. Hansen

October 12, another motor caravan wended its way to Motorman J. G. Adair's apple orchard in Yucaipa. The travelers were superintendent T. Y. Dickey and wife, and his brother Herbert Dickey and wife, C. L. Christensen and family, Ed Moxley and wife, and yours truly H. T. Hansen. After a very enjoyable day which included both the making and consuming of quantities of apple cider, the travelers came "straight home" laden with the fine apples that have made Yucaipa famous.

Any trainmen desirous of doing their Christmas shopping—NOW IS THE TIME—Only a few at a time allowed a lay off, so please do not crowd around foreman's office asking to get off.

A Sunday School principal was trying to make clear to his class the fundamental doctrines of the Declaration of Independence.

"Now boys," he said, "I will give each of you three ordinary buttons. Here they are. You must think of the first one representing life, of the second as representing liberty, and the third one as representing the pursuit of happiness. Next Sunday I will ask you to produce the three buttons and tell me what they represent."

The following Sunday the teacher

Who's Who



ALL efforts to have Motorman L. M. Covington of Division 3, pose for his "Who's Who" picture without his cap on, have proved unsuccessful, so we offer this picture and let you judge for yourself whether he is bald headed. Mr. Covington established his fame at Division 3 as a friend of humanity by exploiting a brand of hair tonic, warranted to raise a growth like the Smith Brothers whiskers on a metal car run number plate. The success that the tonic has had can best be testified by some of his more or less bald headed followers and friends, such as H. A. Russell, of the transfer bureau.

Motorman Covington started work in Los Angeles in May, 1919, after 26 continuous years of service with the United Railways of St. Louis. Plenty content work that, and it shows in a good efficiency record.

BUS DIVISION

Elmer Wood

Another Moreland six-wheel double-decker arrived Tuesday afternoon and was put in service on Wilshire Wednesday morning. The boys surely like these sweet running cars.

I am told a woman boarded a double-deck bus on Figueroa while conductor J. Dore was breaking in a student. The lady had a grip so John took it and set it inside the bus. While the student collected the fare, the lady surprised at the courtesy shown her, turned to Operator Campbell and said, "I have been in many cities, but this is the first time I have ever seen a porter on a bus."

POEME

Here is to our mascot Pat,
With glossy hair so black,
For those who don't know—it's only
a cat.

I am asked to announce to the operators, that when their feet get tired, they should not rest them on the clutch pedal, but on the floor. Thank you.

said to the youngest member: "Now, Johnnie, produce your three buttons and tell me what they stand for."

"I ain't got 'em all," he sobbed, holding out two of them. "Here's life and here's liberty, but mommer sewed the pursuit o' happiness on my pants."

Here's one on Conductor C. L. Walinder: The other day he asked for the afternoon off as he was unable to hear a thing. Clerk C. F. Paine was all sympathy; and in a natural tone of voice said, "Alright, you may go." Walinder immediately responded, "Thank you."—Deep stuff.

DIVISION 3

Dan Hanley

Have you had an accident lately?

Having Sunday off, I went out to Lincoln Park and spent a very delightful day watching the TURTLES whiz by, reports Conductor Aen.

How many witnesses did you get?

"I'm a little stiff from getting wet," says Motorman Wells.
"Where did you say you were from?" asked Conductor Blish.

Were you satisfied?

She broke her wafer in the stew.
'Twas no wafer her to do. (Conductor Horstman.)
All contributions printed. This proves it.

Could you have secured more if you tried?

"Hey there's a fly in the soup," hollered Conductor Fort.
"Poor thing," remarked MYRTLE.

Are you supplied with witness cards?

"I spent eight hours over my rule book last night," said a student to Instructor Elrod as he was examining him the other day.

"That's strange," mused Elrod, "you don't seem to get things very good."
"It was under the bed," remarked the student as Elrod gave him the gate.

Do you pass them out with a smile and the word "please"?

"These wooden weddings are great," says Motorman Scrapneck as he attended the wedding of a couple of "POLES."

Do you take them back with "I thank you"?

Conductor Errickson wants it known that he has a nearly new Ford coupe for sale and has had the upholstery re-covered with a pretty shade of baby blue cretonne.

Div. 3 leads in everything.

Conductor Pewitt got a bill from the Electric Light Co. the other day, and at the top of it was printed this slogan "HONOR THE LIGHT BRIGADE." Pewitt looked at the bill a few moments and just before he keeled over he was heard to murmur, "WHAT A HELLUVA CHARGE THEY MADE."

Let's get in the lead.

"Are you concealing something from me," asked Conductor Ester of his girl the other day. "Certainly, I am," she replied, "I'm no Salome."

LET'S ALL HUSTLE NOW

DIVISION 5

F. J. Mason

Received a card from A. E. (Doc.) Hilty from Truckee, Cal. Says that he drove through snow for two hours and it was worse than taking a car up Broadway. Doc's on his way to Pennsylvania, Library to be exact, and I'll bet a set of balloon tires against the Shenandoah that he'll strike plenty of places worse than Broadway before he gets there.

If you want any information regarding our Bowling Team, get in touch with Con. A. J. Monterverde of this Division or Motorman Hoffman of Division Two. They played the Ladies Team last Tuesday night and as no reports have been submitted we'll put

DIVISION 4

C. J. Knittle

Motorman M. J. Boland and Conductor E. L. Hudson decided to add their weight and dignity to the police force and have been granted six month leaves to try it out.

Conductor G. T. Smith is spending thirty days at his home in Texas.

The laugh is on Conductor Frank Deuber for showing up at 5:05 last Monday morning instead of 6:05.

Don't mind saying the new switchman's shanty is a clever get-up. It is a two-room affair. Office in front and breakfast nook in the rear. Two large windows on each side with a little wood in between.

A near riot was staged in the trainmen's room last Tuesday. Two extra men started it with an argument over whether a zebra was a black horse with yellow stripes or a yellow horse with black stripes.

Conductor D. J. Van Derlinden is taking a sixty day leave to build a home.

Motorman M. F. Gillis is on a twenty-two day leave to assist his brother in building a home.

Impatient Patron—"Will there be a "B" car along soon?"

Conductor—"There ought to be a "B" bus by here before long."

Conductor S. J. Despars is taking a two months' vacation.

Conductor A. L. Layton is on a sixty day leave on account of the illness of Mrs. Layton.

Conductor J. E. Dyer is taking a thirty-one day rest.

A company of movie people dropped in on us last Saturday to take pictures in the yards. Wallace Beery was the most important of the group. Next came Motorman J. M. Klein and Conductor A. C. Warren who operated the car for them. Afterwards the trainmen were taken to the Goldwyn Studio and given a wonderful feed.

two and two together and try not to make it eight.

The busy housewife had answered the door bell for the ninety-ninth time and each time was confronted with somebody trying to sell her something. Had just got busy with her work again when along came ring one hundred.

"Good morning, madam, I see you have a piano, have you had it tuned recently?"

"Yes, thanks, it was tuned yesterday."

"You have a Victrola too, have you—"

"Yes thanks, it was tuned yesterday, too."

"Prince of Wales rides a bucking broncho and was cheered 'on' by cowboys," reads a headline.

That's a prince of a way of keeping him on.

Now's the time to get your rubber boots and raincoats out boys 'cause it sure am agoing to rain some more.

A guy came in the other day and said he wasn't going to play second fiddle to his wife any longer because he couldn't keep in tune.

Just two this week:

Cond. O. Williams, 50 days to rest up.

Cond. A. E. Crabtree, 7 days to rest up.

If there's anything in this column goes over your head just imagine you're having a shower bath.