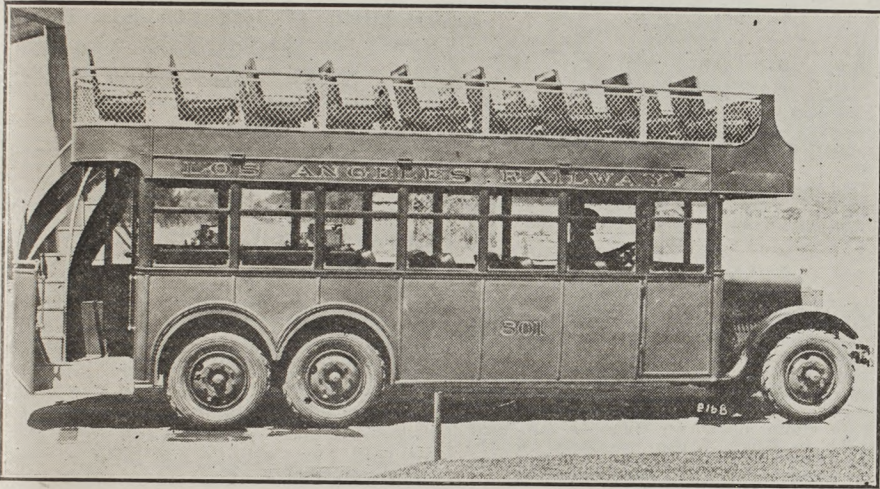


LATEST TYPE OF MOTOR COACH

This bus is a Southern California product and brings a new type into the motor bus field. It has six wheels, all equipped with air-hydraulic brakes and pneumatic tires.



**First 6-Wheel Double Decker
In U. S. Delivered to L. A. Ry.**

THE first six-wheel double-deck bus in America was delivered to the Los Angeles Railway Saturday, the first of the five ordered as a part of the 1924 program. The bus was made by the Moreland Company at its factory in Burbank.

With this equipment Los Angeles has for the second time set a mark in double-deck bus operation for the rest of the country. The Fageol buses, also a California product, were the first double-deckers designed for successful use of pneumatic tires. This feature made a great difference in riding comfort in comparison with the

solid rubber tire double-deck busses used in the East.

Although six-wheel single-deck busses have been developed in the East, the Moreland organization was the first to apply this principle to double-deckers. The new bus uses pneumatic tires on all wheels.

The mechanical features of the six-wheel bus are highly interesting. The four rear wheels are drivers and a combined air-hydraulic brake system applies on each of the six wheels, which practically eliminates the possibility of skidding.

The new bus is intended for use on the Figueroa street line.

**Five More Cars In,
Making Total of 29**

Another five cars were received from St. Louis last Tuesday, bringing the total delivered to 29.

Other big deliveries made at the Vernon yards include a carload of electrical equipment for the automatic substation at Sixth street and Central avenue, which is now under construction. A carload of motors and another carload of multiple unit car equipment helped to keep the shops and storekeepers out of mischief during the week.

Rebuked

Saucy Conductor—Say, Madam, take those bundles off that seat, so people can sit down. What do you think this is—your private car?

Meek Old Lady—No; but if it was my private car, you wouldn't be on it.

**Auditing Dept. Girl
And C. A. Bollete Wed**

C. A. Bollete, South Park storekeeper, and Miss Cora Hasenfang, stenographer of the auditing department, were married last Wednesday, and left for San Francisco and points north on their honeymoon trip. A beautiful silver service was presented to Mr. Bollete by friends at South Park and the division storerooms, who learned of the arrangements for a quiet wedding.

Might Annoy Him

Wife (in back seat): "Henry, dear! You mustn't drive so fast!"

Husband: "Why not?"

Wife: "The motor policeman who has been following us won't like it."

—Judge

**Company
Mourns Death
of
Mrs. Huntington**

WITH the death in New York last Tuesday of Mrs. Henry E. Huntington, wife of the president of the Los Angeles Railway, sympathetic sorrow was expressed throughout the company. As an outward indication of respect for her memory, every street car and bus of the Los Angeles Railway stopped for one minute at exactly 12 o'clock noon, Thursday, September 18, this being the corresponding time of the funeral service, which was held at the family home in New York. The main offices of the company were closed at noon. On all company property flags were set at half mast.

Mrs. Huntington was widely known throughout the country for her generosity to charitable organizations.

Also she was interested with Mr. Huntington in the collection of rare pieces of art and classics of literature.

In her death the country has lost a woman who for many years had been a loyal supporter of institutions and activities working for the finest ideals of American social fabric.

**STORAGE FOR
MORE CARS
PROVIDED**

Work was started last Wednesday on additional storage track at Division Three. Two lines of rail will be laid on the east side of the car house, which will provide space for 38 more cars. It is planned to send some of the new cars, which are being equipped at the South Park shops, to Divisions Three and Five.

The providing of increased storage space at Division Three is a part of the program made necessary by the extensive increase in equipment.

At the same time that the Division Three work was started, track work was completed at the new Division Four pits, extending from Girard to Twelfth street and fronting on Georgia. The brick wall along the Georgia street side has been finished.

Arrangements have been made at Division Five to store many of the new cars. This space is particularly used as it is in convenient contact via 54th street with the main shops.

**New Equipment For
Substation Arrives**

The 1500 K.W. rotary converter, for use in the Slauson substation, arrived last Wednesday and was taken to the building where a cement base has been constructed. Installation of this new equipment will be completed as soon as possible to give the additional power facilities for the fall travel.

With the electrical equipment, came a carload of trucks for the type "K" cars.

**Market St. Ry. Claims
Man Inspects System**

A. L. Palmer, chief clerk of the claim department of the Market Street Railway, was a visitor at the company offices last week. He was shown around the offices and particularly the claim department by C. M. McRoberts, general claim agent.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Power Saving To Continue

THE renewed efforts to keep down the consumption of power to effect the full economy asked by the State Railroad Commission, has brought to light a practice which may have resulted in unnecessary consumption of energy.

Some motormen have been observed running considerable distance on five points, with the motors in series. While the fifth point on the controller is a running point, no power saving is being made by prolonged use of the intermediate finger. Economy comes through feeding up to ten points, without sweeping the controller, and then throwing off and coasting.

There has been an increase in consumption of power, for which there has been no corresponding increase in mileage. Through the schedule department, and with as good co-operation as can be expected from riders, mileage has been reduced to meet the requirements of the state board, and it is up to trainmen to see that these efforts are not wasted by careless use of power while cars are in service.

Keeping Out Of Accidents

STREET car accidents are generally divided in two classes, responsibility and nonresponsibility accidents. In the majority of accidents primary responsibility rests with the second party and not the trainman. The percentage of partial responsibility is a little heavier against the trainman.

There are some motormen whose records show four or five accidents per month, but in none of them is the responsibility, primary or secondary. While conductors have an important job in preventing step accidents, collisions, which are the most serious accidents, are the prime concern of the motorman.

A motorman's record may show four or five collision accidents in a month, but investigation indicates that he was not responsible for any of the accidents. The usual cause is the chances taken by an auto driver.

Another trainman's card will show that during the month he has kept out of accidents entirely. This second type of record may be found at any division among men working approximately the same number of miles each day and over the same line. There is a reason for this condition, and the difference in the two records is not due to luck. There is no luck in safety. It is a matter of right observation, right judgment and right operation. The difference in the records in 99 cases out of 100 is that while two motormen observe the rules of traffic and of the company to an equal degree, one exercises his observation and judgment more than the other by *anticipating* the possible careless moves of autoists and pedestrians and holds back from doing what is reasonably sure to produce an accident.

When an automobile and street car have been running side by side for several blocks, it is soon apparent to any observer, the motorman or his passengers, whether the autoist is the type that will take a chance to get ahead of the car in dangerous territory, or whether he will hold back in safety. Every motorman knows that without a word being spoken, a challenge can be expressed between an auto driver and a street car pilot. Under such conditions the autoist may try to pass the car and miss his calculation by a fraction of a foot or a second, and rip a step off the car. In such an accident primary responsibility is placed on the autoists, but with another type of motorman the accident would not have occurred. He will have held back and let the chance-taking auto driver have the advantage that he sought, and kept the car steps intact.

The man who keeps out of accidents is the man who makes the most desirable record.

BULLETINS

Issued September 22, 1924

BULLETIN NO. 202
Notice to Conductors

Pass No. 7446 issued to C. H. Owens, conductor Division No. 5 and reported as lost in Bulletin No. 197, has been found.

BULLETIN NO. 203
Notice to Conductors

The Following passes are reported lost: 567 issued to L. F. De Mara, Distribution Clerk, Auditing Dept.

1284 issued to E. W. Sleeper, Chairman, Engineering Dept.

1736 issued to Diego Cardosa, Electrical Repair Department.

3139 issued to Mrs. Anna Adkins, wife of L. E. Adkins, Conductor Div. 1.

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

BULLETIN NO. 204
Notice to Trainmen

At 3rd Avenue & Santa Barbara, Dalton & Santa Barbara, and Hoover & Santa Barbara when cars coming toward the center of the city arrive at these points at the same time as do cars of line "E," the line "E" cars will be given the preference as to right-of-way.

BULLETIN NO. 205
Notice to Trainmen

Complaint is made that extra dash signs placed on cars by switchmen are being removed and left in car house by trainmen.

This must be stopped at once, as these signs are needed on account of extra trips or change of terminals later in the day.

BULLETIN NO. 206
Notice to Trainmen

Effective Sept. 22nd, a new bus line known as the Figueroa Street Bus Line will be put in operation.

The route of this line will start from 58th and Figueroa Streets, north on Figueroa to Washington, east on Washington to Hope, north on Hope to 7th, east on 7th to Olive, south on Olive to 8th, west on 8th to Hope, thence returning to 58th Street over the same route.

Buses will be operated from 6 A.M. to 7 A.M. on a 15-minute headway, 7 A.M. to 6:30 P.M. on a 10-minute headway, and from 6:30 P.M. until 12 o'clock midnight on a 15-minute headway.

The fare on this bus will be 10c. and a plainly designated bus ticket will be sold by the bus operators, which will be good on any connecting car of the Los Angeles Railway, except as shown on the reverse of the ticket. On request, issue full transfer on this ticket.

Los Angeles Railway Bus tickets—Form S-BU-3—sold by conductors on Los Angeles Railway cars, will be honored on Figueroa Street bus when presented with coupon attached, and if the body of this ticket is presented to cars at points where our lines connect with the Figueroa Street bus, accept same and give full transfer on request.

BULLETIN NO. 207
Notice to Conductors

Pass No. 1313 issued in favor of J. Thomas, Trolley Tender, Way & Structures Department is reported in IMPROPER HANDS, as this party is no longer in the employ of the Los Angeles Railway.

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

BULLETIN NO. 208
Notice to Trainmen

When westbound at Santa Barbara and Hoover, the front platform of car must be stopped so passengers can alight on the concrete platform.

P. B. Hill
Supt. of Operation.

New "S" Schedule Is Effective Sunday

A new line "S" schedule, effective Sunday, September 21, changes the number of runs from 54 with four extras to 56 regular runs. The maximum number of cars remains at 47. The slight increase in mileage is made in the daily schedule, but a saving of 120 miles is made on Sunday time.

SUBSTATION POWER LINE WORK TO START

Work is expected to start within ten days on a dozen or more feeders, which will carry power from the Sixth and Central substation, now under construction, to car lines in that part of the city.

Installation of new feeder cable for the West Ninth street line, running out of the Sentous substation was completed last week and additional feeder has been run from the Ardmore substation to Vermont avenue. Out of the main substation at 16th and San Pedro streets the heaviest feeder wire used on the system is being run to San Pedro and Main streets.

'At 'E Old Spirit!

Editor "Two Bells."

Dear Sir:—

I wish to thank all the boys from my division, (No. 5) and other employees of the Los Angeles Railway through your paper for the interest they have taken in me since I've been out, in asking about me and coming to see me, etc. You can tell them for me that I am still in the hospital but in a roll chair after seven weeks in bed nursing a leg that was broken in three places. **Am getting along nicely and expect to be home within a week.**

Very truly,

L. B. FOWLER.

Veteran Motorman G. F. Cubberly, Dead

Motorman G. F. Cubberly, who started in service in 1907, passed away last Sunday. Funeral services were held Wednesday afternoon at the chapel of French and Son. A beautiful floral piece expressed the love and respect of Mr. Cubberly's fellow workers of Division One and of the Co-operative Association, of which he was a member.

Appreciation

Los Angeles Railway Corp.

Dear friends of Burt:—

My children and I wish you to know how much we appreciated your kind thoughts for us in sending the lovely flowers for Burt. Words cannot express what we feel towards all the dear friends in the company, and trust that you can feel the depth of that appreciation which it is impossible to express.

Very sincerely,

EDNA S. REES,

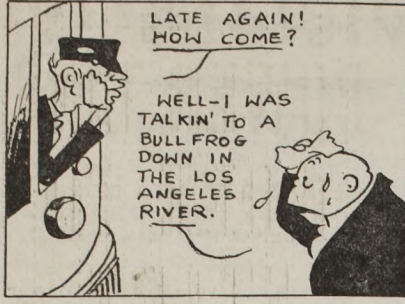
2417 West 23rd St.

A lady boarded the car of Conductor C. L. Walinder, at 7th and Spring Street, and asked him if this was a Maple Ave. care. Conductor replied: Yes, is that what you want? Lady: Yes, why certainly that's what I want. Do you think I am crazy or something?

Conductor: "Madam, we are not allowed to express our thoughts."

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

For Mtr. H. Lozier, Div. 1
For Condr. J. M. Elliot, Div. 1
Los Angeles Railway.
Gentlemen:
I want to express my honest opinion of a certain car crew, and I am voicing the sentiments of at least four other of my fellow passengers.
This crew on the West 9th Street line, and for real courteous, gentlemanly and kindly disposed men, these fellows are certainly one hundred per cent. They are always ready with a smile and a pleasant "Good Morning," and disposed to give information courteously and cheerfully.
The motorman—careful, considerate and ever watchful for your interests, and you are to be congratulated upon having such men in your service. These men make the day seem brighter and street car riding more desirable. I have spoken to other passengers and their views are identical.
West Ninth Street is blessed by having such men on its street cars as Motorman 2167 and Conductor 930.
Very truly yours,
WALT MASON
Goodyear Tire & Rubber Co. of Calif.

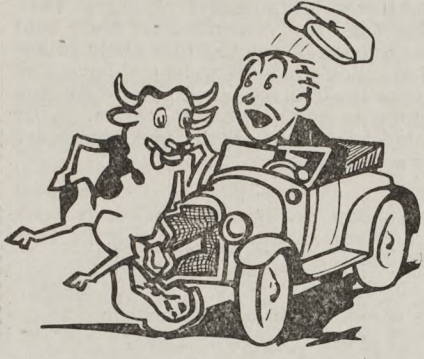
For Condr. J. Federbush, Div. 4
Los Angeles Railway.
Gentlemen:
I wish to turn in Conductor 2274 on the Crown Hill line for extended courtesy at all times. He has been especially cheerful and "cheerfulness" should have its own reward.
I thank you.
Sincerely,
MISS CHARLEINE SPENCER
2711 Brighton Avenue

For Condr. W. F. Hurst, Div. 1
Los Angeles Railway.
Gentlemen:
I wish to commend one of your conductors whom I came in contact with yesterday, and from my judgment feel that he is one of the most obliging and courteous of any on your system. He knows his business, is well posted, knows how to direct people, and it seems to be a pleasure for him to do it, when his day's work is over he has accomplished something worth while for the Railway Co. and that is serving the public properly.
I took the liberty to ask his name, as I felt the company should know who some of their good men are. Conductor W. F. Hurst No. 478 on the J line.
I trust this little information will be of some value in helping men of this calibre.
Respectfully yours,
MRS. T. THOMSON,
325 So. Flower St.

For Condr. G. A. Jahn, Div. 4
Los Angeles Railway.
Gentlemen:
I am writing this to commend the kindly efficient attention given my mother and me by your conductor No. 2732 on last Saturday evening.
He seemed to be courteous through habit and disposition.
Sincerely,
C. B. KNICKERBOCKER,
141 West 27th St.

For Condr. C. O. Ashton, Div. 2
For Condr. R. D. Barlow, Div. 2
For Condr. P. G. Everts, Div. 2
Los Angeles Railway.
Gentlemen:
Within the last month I have come across three of your men who I think need honorable mention.
The first conductor was 626 on June 21st on the "S" line.
Second was motorman 2083 on July 1st same line.
Third was conductor 3112 on July 7th on same line. Now these men did not do any big thing but just kind courtesies, which is not shown by all employees.
Yours very truly,
ORVILLE D. BRICK
633 East 88th St.

Sheridan Cowed When Bum Steer Throws The Bull



FOLLOWING the guiding star of Mary Ann McCarthy who, according to the little song, "went out to dig a clam," Jack Sheridan of the employment department substituted a Hupmobile for the Star (advertising, C.O.D.) and made his way to Pismo beach when he should have been in church.

Somewhere between hither and yon, a herd of cows and their escorts appeared on the highway. Jack was nosing his way through when the husband of one of the cows climbed up the steep bank at the side of the road and then slid down. The pilot was not quick enough with the steering wheel and the critter landed on a fender of the machine.

To cover his embarrassment the offending bovine turned to the cows on the road and asked: "Everybody contented?"

Makes Photo Copy Of Reward Letter

When Motorman L. Eastman of Division One found a good-looking pocketbook on his line "D" car, he immediately forwarded it to the lost and found department, which located the owner, Mrs. P. H. Stone of 667 E. Colorado street, Pasadena.
Mr. Eastman received a letter of appreciation with two dollars enclosed. He had a picture of the letter and the two dollar bills taken, which gives him a perpetual reminder that passengers appreciate an extra effort along any line of service.

Hunters To Confer Before Reporting

E. R. Dye, superintendent of Division Three, Carl Gordon, foreman of Division Five mechanical department, Ed. Yonkin, instructor, and Ed. Forsythe, switchman of Division Two, returned Wednesday from a successful hunting trip in Tulare county. Until the hunters get together and agree on the same story, it will be impossible to announce how many deer they claim to have brought down.

Courtesy--Safety Honors Reach New High Point

Fewer men lost the extra credits given for clear courtesy record during August than in any other month of the present year. Only 27 men in the train service missed the extra credits last month. Thirty-five missed them in July.
The records of men failing to receive the extra credits for clear safety record show a new low mark for August with a figure of 324, the nearest being March, with 330. In July 387 men did not receive the awards for clear courtesy record.

FIGUEROA LINE STARTS MONDAY

The Figueroa street bus line starts Monday, September 22, with a 10-minute service between 7 A. M. and 6:30 P.M. and a 15-minute headway the rest of the time. Busses will run from 6:30 A. M. to midnight.
Beginning at a downtown loop of Hope, Seventh, Olive and Eighth Sts., the busses will run south on Hope to Washington, then to Figueroa and south on Figueroa to 58th street.
It is intended to make this an exclusively double-deck line, but some single-deckers will be used temporarily, pending completion of the order for six-wheel Moreland double-deckers. The Fageol busses recently received, will start on this line.

New Quarters At Garage Occupied

The new battery ship at the garage was put in use last week, and the office equipment was moved to the new space provided in the east end of the electrical equipment storage building. The battery shop arrangement was designed by Oscar Fralin, who has charge of the electrical work, and C. B. Lindsey, garage foreman. The new arrangement is a considerable improvement and will facilitate the increase of work on company cars, busses and trucks.

For Condr. R. T. Soule, Div. 3
Los Angeles Railway.
Gentlemen:
I would like to bring to your attention the fact that myself and wife were accorded very courteous treatment on the part of Conductor 1494 on car "L" No. 912, west bound last night. We were on our way home by a strange route and did not exactly know when we would reach Vermont, where we were to transfer. The conductor was extremely polite and assured that he would let us know when to get off, thus relieving us of the necessity of neck-straining, so to speak, in order to know when our stop came.
Yours truly,
C. W. DREHER,
1177 W. 39th

On The Back End (Contributed)

"Verne," L. J. Hathaway, foreman of the machine shop at South Park, has been vacationing at Catalina, and sent Walter Brown, general foreman, a postcard picture of a 5-ton albacore catch made by 22 fishermen and liars, for which Verne claims exclusive credit, and explains that he invited the other 21 into the picture for atmosphere. Ordinarily five-ton of dead albacore has an atmosphere all its own. Verne does not even show in the picture.

Statistics show that 4,359 men were killed by gas last year. Sixteen inhaled it, 45 lighted matches in it and 4,298 stepped on it.

Motorman Padden of Division Three was asked the other day if he knew the "Lord's Prayer." "You bet I do," he said, "it starts like this 'Now I lay me down to sleep'."

We would like to ask Chief Clerk C. J. Clark of Division Two if he is setting a new style in men's attire. The other day we noticed that one of his tan oxfords had suddenly become white. Upon questioning we learned that Clark had accidentally stepped into a bucket of white paint that was being used to brighten up the office. Gosh ding it.—!*-..??.

THE HEARTLESS BRUTE

"When you found you didn't have any carfare in your pocket, did the conductor make you get off and walk?" asked the inquisitive chap.
"Only get off," was the sad reply. "The conductor didn't seem to care whether I walked or sat down on the curb."

Conductor F. W. Miller d claims, after a very close observation, that the only people who find fault with the street car service are those who get on the wrong car.

A certain motorman of Division One, who is pretty well fixed, was listening in on the conversation of two women occupying the front seat. They were boastfully complaining about their apartment and expressed their intention of moving into a better locality. Eventually their conversation drifted to another subject, namely, the "poorly" paid street car men, their hard lot and everything. The motorman recognized one of the ladies as one of his tenants, and as they passed out, he said to them: "You are occupying one of my apartments now, and if you desire one more expensive I have one on West Adams street that may suit you." The women were so dumbfounded they failed to make a reply.

Looking 'em Over at the Divisions

DIVISION 1

H. N. Cole

Motorman J. E. Neilson and Conductor W. E. Labor spent the day at Redondo, last Thursday, and this is the fish story they brought back: Neilson landed six yellow-tail, weighing 100 pounds altogether, and Labor captured four of the same kind, weighing 50 pounds. Neilson says he sold one to a Division 3 motorman who had no luck, so it is supposed he went home with a fish story too.

Conductor W. A. Lear has returned from an extended trip to his old home in Louisiana, and is pulling the bell cord for motorman Berry as of old.

"From the sublime to the ridiculous" said a conductor, as one passenger dropped five pennies in the fare box, and the next handed him a five dollar bill.

Where, oh, where is that uniform inspector? Those of us who have new uniforms are very anxious to meet him before it is too late, as that dust on Santa Fe ave. does its dirty work quickly and thoroughly

Motorman Bob Frazier, who has been on the sick list for about two months, dropped in last Monday to say hello to the boys, and to see how the Matec shuttle was getting along without him.

Clerk B. R. Caldwell has a new Willys-Knight touring car. How do they do it? Well, he is a single man.

DIVISION 2

H. T. Hansen

Now that the "General Choice of Runs" is over we hope that everyone is satisfied with his new run. The office force is glad to settle down to the regular routine again after the excitement and hulla-balloo of the "Shake-up."

Cash receiver V. B. McAdams, and Motorman J. I. Webb, have an apartment together, so one day last week while McAdams was out in the back yard hanging up his weekly wash, some one walked into their apartment and carried away most of their personal belongings including a few musical instruments valued at about \$300. Please report to McAdams, if you see anyone wearing a checkered suit and carrying a ukulele.

We wish to offer sincere condolence to Motorman A. L. Swasey, whose mother died August 27, in Norwich, Vermont. Mr. Swasey was unable to attend the funeral as the news was not received in time.

Motorman J. G. Adair, has been granted 90 days leave of Absence to enable him to visit his ranch at South Yucaipa, to harvest his apple crop. "Oh, yes we all like apples."

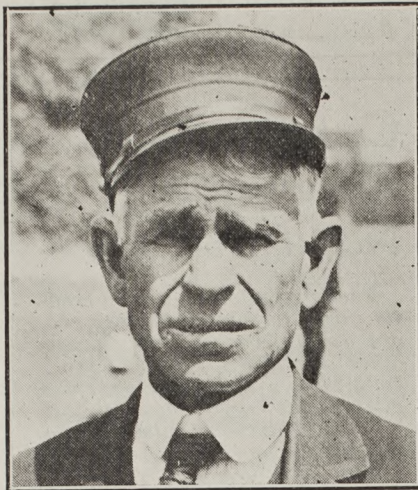
Motorman R. Van Soest, has secured a two weeks lay-off. One week to be spent building a garage for his new Dodge. The remainder of the time will be spent at his cabin in Bear Canyon near Mt. Baldy.

Dont forget to register for the coming election. See stenographer for registering.

Motorman H. Dinning, who has been spending his vacation with his parents back in Iowa, returned to duty. Dinning says that he is glad to be back in good old California once more.

Conductor F. R. Howard, who has been off the last three months building himself a house on his little ranch at Runni-mede on the Ventura Blvd., can now be found working his run on line "O".

Who's Who



HE IS a Kentuckian and he's been here since "way back." More formally, he is Conductor M. S. Fury of Division Three, who hiked many a mile through Los Angeles Railway street cars before the "pay-as-you-enter" system and fare boxes replaced the "go get 'em" system. The exact date is June 14, 1906.

For years he teamed with Motorman "Mike" Pierson, the famous mountainer and hiker of the north side division.

Conductor Fury has been in street car service as long as he has been in Los Angeles. He took in his first nickels as a grocer, selling chewing tobacco to the farmers of a small community in Kentucky. In his long record of service at Division Three he has made countless friends among his fellow workers and his passengers.

DIVISION 5

F. J. Mason

Conductor F. C. Hawthorne who recently attended G.A.R. Encampment in Boston, Mass., is back on the job again and reports having a very nice trip. While back east he visited quite a number of the large cities and in paying particular attention to the transportation facilities of these cities noted that none could compare with the Los Angeles Railway Co.

The last shake-up resulted in the same stick togethers still sticking together:—F. P. McMurphy, Harry Dean; "Pop" Fisher, J. L. Steele; W. C. Sanders, W. C. Burnett; P. N. Bailly, W. C. Calloway; Mike Phelps, Jack Nester; Ray Boatman, H. W. Archibald; M. Casey, T. L. Stephens; L. P. Johnson, E. U. Butcher; F. E. Rainey, E. J. Zumault; R. L. Meyer, L. L. Culp; H. W. Hunt, J. E. Croff.

Conductor L. R. Chamberlain who has been on leave since June last blew in last week saying that he'd had a wonderful time and that he was now ready for work. Among the various little souvenirs which he brought back with him was a wife. Was he correct when he said that he was ready for work or should he have said that he HAD to go to work? Watch your step boys, it's open season.

My next number will be another wedding. Motorman E. E. Johnson was around last Thursday night hand-

DIVISION 3

Dan Hanley

"Umbrellas \$2.00 up." (How much down?)

Steno. Fountain rushed into Supt. Dye's office the other day and said: "This typewriter is on the blink, it can't spell as good as I can."

Inside information (I'm hungry).

A human dynamo is Motorman Hall (has everything charged).

After a few weeks' training at Division One, twelve conductors were sent to Division Three to finish their education. You are sure welcome, boys, and make yourselves at home. Division One's extra list ought to be easily taken care of as all the jazz names are now removed.

Sudden death: "Shake hands with an Irishman and ask him if he is a left-hander."

A con stood on a burning car

As far as I could learn,
He stood in perfect safety,
He was too green to burn.

Motorman Mason purchased himself an automobile, paying \$5 down. Did you say automobile?

"Well, they were very nice about it, I am glad that they didn't hit me on the head with a gas pipe and they left me in the alley with two doughnuts still sticking in the air," so quoted Conductor Ridell of the Brooklyn-Hooper Ave. line last night, after having been relieved of all his available cash by two hold-up men, assisted by some young artillery.

Supervisor Polchaw is back on the job after a two weeks' vacation spent at Mexicali and Tia Juana. Charles says California is all right, but it is awful dry.

Clerk Hart presented the boys in the office with an offering of Clown and Chesterfield cigarettes. Frank said he bought them at a bargain and wanted to share his good fortune with the boys.

Hereafter all jokes in this column will be printed on tissue paper, so you can see through them.

ing out smokes and blushing just like a June bride should do in September. Good luck to you Johnson and don't forget to put out the milk bottles.

And if there's anyone else wants to take a little leave whether it's to get married or get a divorce, just step right up and we'll fix you up. That is, with the leave of course.

They're off:—

F. W. Buxton	7 days
H. J. Holler	10 days
A. G. A. Trager	60 days
G. W. Whittaker	60 days
E. S. Swift	15 days

Conductor J. T. O'Hara, as Irish as the name, was forced to take a little vacation last week on account of tangling up with an iron door or something.

DIVISION 4

A. E. Vejar

Motorman C. J. Jackson is back to work once more after taking a two weeks' vacation at Big Bear Lake.

The switchmen are all excited over their new building that is under construction. Don't forget to clean your feet before entering.

It has been reported that Conductors J. B. Dunn and H. E. Rollin have become benedicts. Well, boys, we sure wish you all the luck in the world and a happy married life.

Stenographer E. G. Benedict is taking treatment to make hair grow and he reports that his hair is coming back, but we can see the moon shine through silver lining.

(Mother to her little girl): Don't you know if you are naughty when you grow up your children will be naughty too). (Little girl smilingly): "Oh," Ma, now you told on yourself.

Operator F. L. Ervin has sold his "Uncovered Ford" and has purchased a nice Chevrolet. Be careful, Ervin, the motor cops are wideawake, ask Johnny Hobson, the switchman, he knows.

When you're lost in the Wild, and you're scared as a child,
And Death looks you bang in the eye,
And you're sore as a boil, it's according to Hoyle
To cock your revolver and . . . die.

But the code of a Man says: "Fight' all you can."
And self-dissolution is barred,
In hunger and woe, oh, it's easy to blow,
It's the hell-served-for-breakfast that's hard.

"You're sick of the game!" Well, now, that's a shame.
You're young and you're brave and your's bright.
"You's had a raw deal!" I know, but don't squeal;
Buck up, do your damndest, and fight.

Its the plugging away that will win you the day,
So don't be a piker, old pard!
Just draw on your grit; it's easy to quit:
It's the keeping-your-chin up that's hard.

It's easy to cry that you're beaten—and die;
It's easy to crawfish and crawl;
But to fight, and to fight when hope's out of sight!
Why, that's the best game of them all!

And though you come out of each grueling bout,
All broken and beaten and scarred,
Just have one more try—it's dead easy to die,
It's the keeping-on-living that's hard.

—Anon.