

Fooled You! Its An Orchestra Not a Bagpipe Band Forming



UGLY rumors emanating from Division Four to the effect that the company is organizing a Scotch bagpipe band have been run to earth and proved false.

The claims that the music was of Scotch origin are as untrue as the claims of similar origin made by vendors for certain forbidden commodities.

It is a string orchestra, composed of highly strung musicians, aided and abetted by such characters as saxophone players and a trap drummer.

All Trainmen

The orchestra pictured above is to be a transportation department organization and is composed of trainmen under the leadership of Harold M. Padden, motorman of Division Three. All divisions are represented in the orchestra. Rehearsals are being conducted in the lecture room of the instruction department quarters and excellent progress is being made.

The orchestra has need of a good trombone player and one or two more violins.

In addition to the orchestra three romantic spirits have formed a company Hawaiian trio, but there will be no shredded wheat skirt dancing.

Condr. R. H. Smith Hurt When Hit by Auto

Conductor R. H. Smith of Division Two was hit by an auto at Fifty-third Street and South Park Avenue last Thursday morning as he was about to board a Line "S" car. He was not on duty at the time. The accident differed from many similar instances in that the autoist stopped, principally because a telephone pole got in the way of his machine.

Capt. O. J. Hastings' Grandmother Dies

The many friends of Capt. O. J. Hastings, veteran of the auditing department, learned with sorrow of the death of his grandmother last Tuesday. Many expressions of sympathy were expressed.

The dear old lady had a sinking spell just a year ago which called Captain Hastings away from his office at about 1:30 P. M. and he was absent the remainder of the afternoon.

Captain Hastings asked Two Bells to voice his appreciation of the consideration shown by his fellow employees as follows:

"I thoroughly appreciate, or rather I understand, the expressions of sympathy made by my co-workers and I believe I caught a faint touch of envy. Grandma was a wonderful companion and her sinking spells on the opening day of the baseball season were truly remarkable but now she has gone and Los Angeles dropped the first game to Portland but I am expecting the Vernon Tigers to do a lot better. I haven't missed an opening game in seven years and have another grandmother living."

Upholstery Shop In New Quarters

The upholstery shop at South Park, which makes and repairs curtains for the street cars, has moved to a new location. Heretofore this work has been done in a section of the paint shop finishing room, but it is now installed in light and airy quarters on the ground floor. Separate compartments have been built for different divisions of this work.

The upholstery shop is under the general supervision of Joe Spearing, mill foreman. James Holdsworth is assistant and E. E. Wing is in charge of upholstering on buses and automobiles.

"Little man," said the deacon to the small boy, "have you no better way of spending the holy Sabbath afternoon than idling away your time on the front porch?"

"I ain't idlin' away no time. There's a feller inside spoonin' with my sister an' he's payin' me fifty cents an hour to watch for pop and mom."—Ziffs.

New Double Deck Bus Leaves Factory

The first of the new Fageol double-deck buses, ordered by the company recently, is due in Los Angeles from the Oakland factory. The bus was scheduled to leave Oakland last Thursday on a leisurely drive to this city. Two Fageols and two Morelands are on order.

Here's the Lineup

The ensemble (that's right professor) is composed of the following trainmen:

H. Edison, piano; M. Taylor, drums; C. H. Engle, trombone; S. F. Goslee, cornet; J. R. Wright, cornet; E. G. Kennard, mellophone; A. H. Eidsen, sousaphone; A. L. Eastham, saxophone; W. J. Pollock, saxophone; L. L. Sweet, saxophone; L. Jurick, violin; C. J. Knittle, violin; E. E. Searl, violin; U. R. Fenton, clarinet; H. M. Padden, leader.

Members of Hawaiian trio:

N. Allinikov, Hawaiian guitar; Ed. Hahn, guitar; M. J. Mesquit, banjo ukulele.

Will Play Soon

The players will make their first appearance at the monthly meeting of the Square and Compass club, the Masonic club of the company, next Saturday, when the evening will be devoted to entertainment. In addition to the company musicians, other high class artists will sing and play on a program presented with the compliments of the management. They include Lucille Spencer-Kelly, soprano; J. Spencer-Kelly, baritone; Philip Tronitz, pianist; Ruth Vejar Overton, violinist; Harry Malone, accompanist; Berenice Frazier, accompanist.

SON'S MOTOR TOUR

"What sort of a time is Dick having on his motor tour?"

"Oh, great! I've had two letters from him—one from the police station, and the other from a hospital!"—Passing Show.

Judge: "Are you the defendant in this case?"

Darkey: "No, sah; I've got a lawyer to do my defending. I've de gentleman what stole de chickens."—Exchange.

NEW "HURRY TRUCK" FOR EMERGENCY WORK BOUGHT

A new emergency truck, for use in keeping service moving and minimizing delay caused by trucks breaking down on the tracks and similar interferences will be in service shortly. The new truck will be equipped similar to the well known "32," which is mounted on a White chassis and has been in use as the "hurry wagon" for four years.

The new emergency truck will be built on a Mack chassis. This is one unit of an order of ten Mack trucks that has been placed by the engineering department.

Seven of the trucks will be used for line department work and will be equipped with towers. These seven trucks will replace old equipment that has been doing duty for a number of years. The bodies on tower trucks now in use will be transferred to the new chassis. Two trucks will come fully equipped for heavy duty work in the engineering department, and the tenth will be made into a "hurry wagon."

The use of a second emergency truck will be of great help to the operating department as "32" is frequently tied up for considerable length of time. The work that is done by the men on "32" is fast and efficient, and prevents many lengthy delays.

Melrose Bus Line Service Increased

An additional bus has been put on the morning schedule of the Melrose Avenue line. This provides an eight-minute headway between 7:30 and 8:30 A. M., with three buses on the line. The extra service is particularly for the needs of school children.

Plan Schedules For Shrine Festivities

Schedules are being prepared for Shrine convention week in June which will provide direct service to the Coliseum from all parts of the city. Four parades will be held in the morning, one in the afternoon and two at night on different days of the convention. The line of march will be along Figueroa street, south of Washington, and past a reviewing stand in the Coliseum where all the spectacular features will be staged. The cars running to the park will be equipped with large canvass banners on the front, reading "Direct to Coliseum."

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Passengers Are Customers, Don't Make Them Enemies

AT THE mid-year meeting of the American Electric Railway Association, in Washington, Peter Witt, well known in the industry as a designer of street cars and an authority on transportation service, got up in front of a group of the leading street railway officials of the country, so that they could not slide out, and told them that after riding cars in nineteen cities until he was sore but satisfied he was convinced that the majority of transportation men seem to look upon their customers as enemies. That is pretty straight talk to shoot at general managers and operating heads of the leading street railways in the country, but if it is in any way true, it should have the serious consideration of every man in the industry. If a merchant meets his customers at the door with a frown, indicating that every prospective buyer is just making that much more work for his salesmen and jamming up his crowded store, the crowd will dwindle to nothing within a short time and the doors of that business house soon will be closed.

The reception that a customer gets, determines to a large degree his attitude toward the organization with which he intends to do business, and yet some of us have seen cases in which passengers boarding a well filled car were greeted by the conductor as unwelcome intruders instead of being regarded as the customers whose nickels make up the pay rolls and provide us with jobs.

Peter Witt told the convention visitors that he had ridden on street cars where he found transfers three weeks old, that he had seen conductors punching transfers with a nail, and had found that the man he guessed was a track oiler was in reality the conductor.

The cases cited are extreme but they point out a lesson that is immediately apparent. If this or any other street railway is to be successful it must recognize that passengers are customers and not enemies, and that the trainmen, who are the points of personal contact between the company and the public, must render such service as will make the customers friendly and willing to use the cars as much as possible.

Effort Well Rewarded

THE steady advance in the average number of witnesses per accident reported by the five divisions is a typical illustration of what can be done by a systematized and organized effort. The first figure published was 4.27 average witness cards per accident for January, 1924. Occasionally some of the divisions dropped below an average of four, and five was set as a desirable goal. It was not until October, 1924, that Division Four went over the mark of five and set the average at 5.82, and it was not until December, last year, that the average for the system was put above five.

All division superintendents exerted special efforts to put this figure at the highest possible point, and considerable help was given trainmen, showing them how to get names of witnesses.

The January score was 5.56 with all divisions above an average of five, and Division Four setting the high mark of 6.10, tells a story of accomplishment that is commendable. The campaign has not meant any more work for trainmen. On the contrary it has shown them how the same job can be handled with greater ease and efficiency than heretofore, and has, at the same time, been of great benefit to the company in just and prompt settlement of claims.

Watch The Time Points

EVERY trainman is familiar with the purpose of time points on the lines. Their principal value is keeping cars evenly spaced and making possible transfer connections without waste of time. Several time points are provided on each line so that a motorman can regulate his operation. If only one time point was provided on a line, a motorman would probably "drag" the last few blocks preceding the point, if he was ahead of time. The plan of providing several time points is intended to minimize this "dragging." It is recognized that a car can be made late by more than ordinary traffic congestion. The schedules are built to allow for ordinary traffic delays and by a series of "lucky breaks" a car may get ahead of the schedule. Under such a condition a careful watch of time points is necessary. If two or three are disregarded and the motorman trusts to luck in reaching a central time point, such as Seventh and Broadway, on schedule, he is liable to find himself with more time on his hands than he can kill without "dragging" his car.

The effect of this "dragging" is very aggravating to passengers. Street car riders naturally want to reach their destinations as soon as possible and dislike unnecessary delay. Close watch of time points will help to keep passengers in a friendly frame of mind.

BULLETINS

Issued April 13, 1925

BULLETIN NO. 58
Notice to Trainmen

Effective at once, cars on line "C" scheduled to turn at Clinton will display red lights in the letter sign, and all cars going to points beyond Clinton will display green lights.

All cars scheduled to Temple and Belmont will display green lights, and cars turning on Edgeware will display red lights.

Trainmen will govern themselves accordingly.

BULLETIN NO. 59
Notice to Conductors

Fireman's Pass Book No. 23249, issued to Fireman Robert E. List is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 60
Notice to Conductors
Pass Found

Pass No. 7043 belonging to S. S. Douglass, Safety Operator Division No. 4, and reported as lost in Bulletin No. 55, has been recovered.

BULLETIN NO. 61
Notice to Conductors
Passes Lost

Pass No. 5637, issued to G. S. Obray, Motorman Division No. 4, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 62
Notice to Trainmen

The Adolf Frese Optical Company, located at 726 South Hope Street, is an old and in every way reliable concern, and they make a charge of \$5.00 for a thorough examination, this \$5.00 being a net flat rate regardless of whether one, two, or three examinations are necessary before the best results are obtained.

They also offer a discount of twenty per cent on all prescription work, such as new glasses, broken lenses, mountings, frames, etc., this discount not applying to the examination fee, but to merchandise only.

Any employe of the Los Angeles Railway can take advantage of this discount by identifying himself by presenting his pass.

P. B. Hill

Superintendent of Operation.

HOW OLD ARE YOU?

Age is quality of mind.
If you have left your dreams behind,
If hope is cold,
If you no longer look ahead
If your ambitions' fires are dead
Then you are old.
But if from life you take the best,
And if in life you keep the jest
If love you hold,
No matter how the years go by
No matter how the birthdays fly
You are not old.

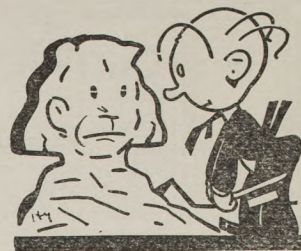
Division Heads Will Hold First Meeting April 16

The first of the meetings of division superintendents will be held next Thursday afternoon in the lecture room of the instruction department. Cases that have been handled by the men in charge of the merit system administration will be considered, and discussion conducted as to how help might have been given the trainmen involved so that their efficiency records would not have dropped to the point where they automatically dismissed themselves.

DAD ON ADAM

"Pop, why was Adam made first?"
"To give him a chance to say a little something, I suppose."—*American Legion Weekly.*

Question Box



The following question, sent to the Question Box by a trainman, is answered by L. A. Recappe, Superintendent of schedules.

"Why is it necessary to invariably schedule the runs (on Line 'M' particularly) to different terminals? Cannot it be arranged so that the majority of the runs will go to the same terminal, thereby eliminating the possibility of conductors giving wrong information or having cars signed wrong?"

Answer: In scheduling car runs to different terminals on any line having more than two common terminals, we get the maximum in service out of the minimum amount of equipment, or, in other words, it frequently occurs in compiling time tables that extremely long layovers would result from the scheduling of cars to the same terminals through an entire schedule, and as standing or layover time is not profitable, we try to keep the cars in motion as much as possible.

Schedules could be so arranged that the alteration of cars as between terminals would be entirely eliminated, but this would prove to be extremely expensive and not in keeping with good schedule making practice. No method of schedule construction, with which we are familiar, would eliminate the possibility of conductors giving wrong information, or prevent the display of wrong destination signs, and wrong signs on the front dash of the cars is one of the little things that might start a big war.

Conductors and motormen should study the schedules on all lines operating out of their respective divisions, so that the correct information could be given when requested.

In order that proper destination signs may be displayed, each member of a crew, before pulling the car from the car house, should see that the proper destination signs have been provided, and they should know what signs to display and be sure that the car is properly signed before leaving the terminal.

Appreciation

Co-operative Association,
Los Angeles Railway.

Gentlemen:

We are receiving your \$29.00 checks regularly the first of every month and are sending this little note to try to express thanks for the same.

It is impossible to tell you what a help they are. I really don't know what I would ever do without them in Mr. Moore's present condition.

He joins with me in sending our heartfelt thanks.

Very sincerely,

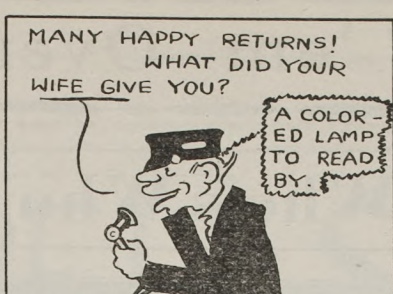
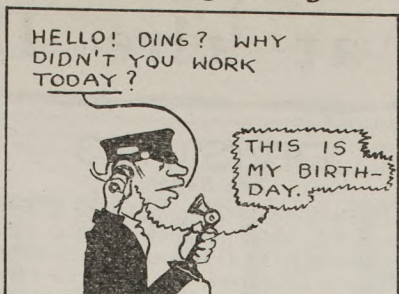
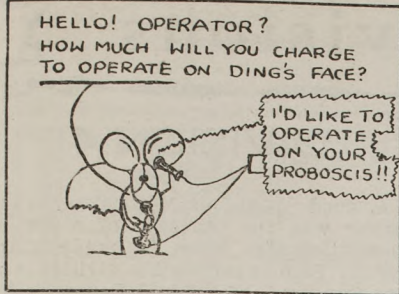
MRS. G. E. MOORE,
6722 Seventh Ave., City.

DAUGHTER BOASTS

"I understand some of those movie kisses last through 50 feet of film."
"That's nothing. I've had them that lasted for over a half mile of concrete paving."—*Fig Leaf.*

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

For Condr. L. Rogers, Div. 2
Los Angeles Railway.
Gentlemen:
It affords me pleasure to state that I regard the L.A.R.Y. as a well organized and highly effective system of transportation, which every citizen of Los Angeles should appreciate and take pride in. I desire to commend to you, Conductor No. 1994 on the "H" line. I have ridden on his car quite frequently during the past few months, and am much impressed by his courteous efficiency in handling the passengers.

Sincerely, a well wisher,
M. A. PALMER
4276 Beverly Blvd.

For Condr. R. G. Curry, Div. 5
Los Angeles Railway.
Gentlemen:
I wish to advise you that I appreciate the courtesy of your Conductor No. 3200. I am not familiar with the city and I was looking for an address. I asked a policeman and another conductor. They were unable to tell me. I finally ran across this man and he looked it up for me and explained it so that a ten year old boy could understand it, and it seemed to please him to be able to help me out. I appreciate this.

Sincerely yours,
JOHN E. GAYLORD
Highland, California

For Condr. L. B. Smiley, Div. 2
Los Angeles Railway.
Gentlemen:
In this way I wish to thank and commend Conductor 1662 of the "S" line for courtesy shown me during the evening rush hour of December 15th.

Very truly yours,
ORVILLE D. BRICK
633 East 88th

For Condr. L. Zuckoff, Div. 1
Los Angeles Railway.
Gentlemen:
I wish to commend Conductor 1258 for the courtesy shown me last Friday, March 6th when I boarded a West Ninth Street car.

Finding myself without change and having only a ten dollar bill, the conductor generously paid my fare, at the same time giving me a transfer, which I most naturally did appreciate.

The following morning I boarded the same car and paid and thanked him for his kindness. Such men are certainly an asset to any corporation and are worthy of mention.

Yours sincerely,
NATHAN LOWENSTEIN
The Stillwell, 8th and Grand

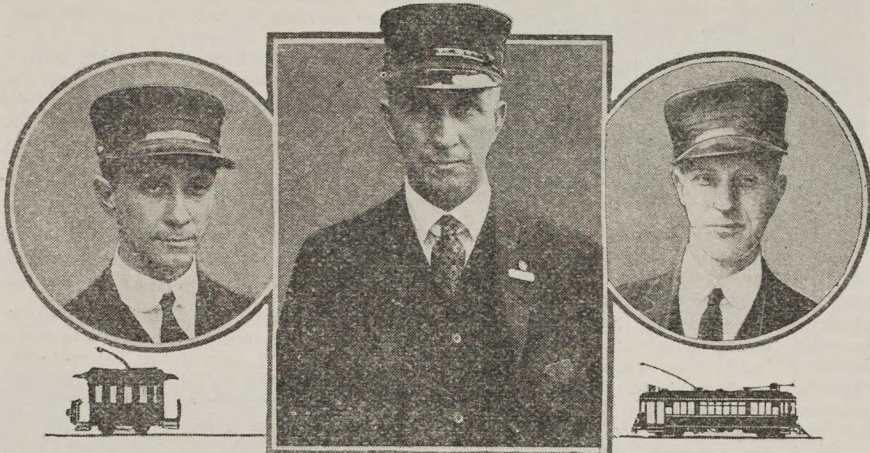
For Condr. J. E. Hoff, Div. 3
Los Angeles Railway.
Gentlemen:
I am pleased to be able to call your attention to the courtesy and honesty of Conductor 210 on the "W" line.

At two P.M. today, he entered the center closed compartment of his car to return 20 cents change to a lady, who unknowingly had deposited a quarter in mistake for a nickel.

She was so much surprised at receiving this change and his courteous explanation of her mistake that she failed to make any note of his number. I noted the occurrence, personally, and feel that No. 210 should receive such credit as you give such desirable employes in your records.

Yours very truly,
R. L. RUSSELL
C/O The Austin Co. of California

Two Sons Follow Father's Lead in Street Car Life



THE ancient Roman who felt the weight of advancing years pressing down his fiery spirit, cast his spear to his stalwart son and bade him carry it into the fray like a true Roman, courageous and unafraid, to strike fear to the hearts of the enemy.

Today in the street car business "dad" says "grab that trolley rope son and shake a leg or one of those Moneta cars will be trying to squeeze in ahead of us at Second street."

Such is the case of one of the famous father and son acts of Division Four, and consider now the "Clan Mattern."

In the picture above "Dad" occupies the center position with I. L. Mattern at the left and G. S. Mattern Jr. at the right.

The Matterns have grown up and prospered around Division Four. G.

S. Mattern, Sr. started in street car service here in 1903 and his application listed as dependents, his sons Ira L. Mattern and G. S. Mattern, Jr. Today these two sons are on the cars at Division Four. "Dad" Mattern has made money in real estate adjacent to Division Four. Before coming to Los Angeles he worked on cable cars in Chicago as far back as 1883.

G. S. Mattern, Jr. started on Los Angeles Railway cars in 1917 as a conductor. During 1919 he worked for a time as conductor and motorman on the Pacific Electric system but soon returned to the "home roost."

Ira L. Mattern started on the cars in May last year and broke in on the safety cars, but later he transferred to the back end of the two-man cars.

WITNESS AVERAGE OF 5.56 IN MARCH SETS NEW MARK

THE mark of 5.56 average witnesses per accident, established last month, is the highest made since January 1, 1924, when the monthly summaries were established. The improvement that has been made in the procuring of witnesses is indicated by the

fact that in March, 1924, the average was only 4.46, and no division reached an average of five. Last month all divisions turned in an average of better than five witnesses, and division four leads with 6.10. The monthly summary is as follows:

Division	Number of Accidents	Number of Wit. Cards	Average Witness Cards per Accident
1	259	1,382	5.33
2	347	1,850	5.33
3	361	2,085	5.77
4	260	1,587	6.10
5	243	1,276	5.25
Total	1,470	8,180	5.56

car and could not help observing the great cautiousness of the conductor in charge (who was an absolute stranger to me) with which he handled the situation. In fact, in many years of travel on cars in Chicago, I never noticed greater carefulness.

His number was 2296.

Yours truly,
C. MILLER
2638 Menlo Avenue

For Condr. George Dunphy, Div. 3
Los Angeles Railway.
Gentlemen:
I had occasion on the 27th of this month

to travel on an "E" car. And would love to speak a few well deserved words for your conductor in charge of that car. Cap No. 898. He was very obliging and courteous. Took pains in directing me to most easily reach my destination. Also, I noticed his consideration for women with small children in their care. He would assist them on and off car with an air of cordial interest in their safety and welfare that was indeed pleasing to witness. I trust these few words of recommendation will give you as much pleasure to receive as it does me to send them.

Very truly yours,
MRS. GEORGE W. BRUCE
4166 South Main

On The Back End (Contributed)

Mr. Elmer Wood, scribe of the bus division and society reporter of the company, garage, attended the recent firemen's ball at the Ambassador.

He escorted Miss Rose Fitzmaurice who went dressed like a house a'fire and dared the firemen to put her out.

"It was a very nice party, nobody got lit except the fellow who tried to get in on a last year's ticket and he lit on his ear," said Mr. Wood.

The exhibits of hose on the side lines attracted a lot of attention between dances. One fire company donated its supply of helmets and axes as an additional decorative feature, according to Mr. Wood.

"Somebody asked that riddle about, 'Why does a fireman wear red suspenders?' I didn't fall for it although I couldn't remember the right answer at the time," Mr. Wood concluded.

Anyhow, as we were saying,—the "B" car was passing a Macy Street packing house when the lady said to the conductor:

"What's that awful odor?"
"Fertilizer," he replied.
"For lands sake!" she exclaimed.
"Yes Ma'am," he replied.

Conductor Kidd, wife and the little kiddies went on a picnic last Sunday. Doctor came and tried to find out the source of the trouble and asked Kidd if they had eaten anything that had been left standing in tin. Kidd thought for a few minutes and then finally it came to him that they had left their lunch in the Ford that morning.

No, absolutely no. Ohmer keys were not invented by Ohmar the Tentmaker. He never had any locks on his tents.

For Motr. C. H. Conrad, Div. 5
Los Angeles Railway.
Gentlemen:

During the course of a year there must be many complaints from those who ride the street cars daily and so surely a well deserved word of praise will not be out of order.

On my way home today, my attention was called to the courtesy and consideration of 977 to all his patrons. The car was exceptionally over crowded and yet he was helping everyone—remaining smiling and courteous in most trying moments. His attitude was reflected by the passengers and harmony reigned.

Trusting you may find many more conductors similar to No. 977, I am,
Very truly yours,
G. STOCKIN.
5036 Cimarron St.

For Condr. D. D. Rhoads, Div. 4
Los Angeles Railway.
Gentlemen:

I wish to compliment you on having the services of Conductor No. 3069. I believe he is the best conductor and knows his business better than any conductor I ever saw.

With best regards to you and Conductor 3069.
WILLARD BOWMAN
Rd. No. 6, Box No. 3, Santa Ana

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

Motorman F. A. Smith, sometimes known as Barney Google Smith, says he is going to swear out a warrant for the crew on a "J" car that passed him up on Central Avenue without displaying the "T. N. C." sign. Smith says that while he wasn't exactly under the stop sign, he was hoofing it up the street a couple of blocks away and he claims the motorman showed negligence in not looking up and down all side streets for stray passengers at such an early hour of the morning, 4:00 o'clock in fact. Smith might call on the stenographer, as he believes he can put him wise as to identity of the crew.

Motorman E. Stuhr is going back to the "Cow-Punchers Paradise," Wyoming on visit of a few months. Stuhr says he expects to do a little round-up work himself, and will pick a pony that he can wind up to nine points without fear of blowing the over-head. Let 'er buck.

Conductor H. Van Doorne left on April 6 for New York on a boat via the Panama Canal. In New York Van Doorne will meet his future wife, who is coming over from Sweden. They will return to California and make their home among the orange groves in Belvedere Gardens.

Oh, Yes! We have a new society leader in this division in the person of one A. Light. Mr. Light, who claims he has never been lit up, was seen out at the Ambassador attending a dinner dance given by the Jewish Protective Association for the benefit of starving Armenians. Mr. Light reports a very enjoyable time, having seen several movie stars besides.

Foreman J. B. Lair motored to San Diego during the past week. He says he saw Fred Griesner, who used to be cash receiver at this division, and he said to tell all the boys hello. Foreman Lair also visited Tia Juana before returning home.

Conductor S. K. Owen is taking a week off to visit the foothills of Arizona and Conductor F. R. Holmquist is leaving on a short visit with relatives in San Francisco.

DIVISION 2

H. T. Hansen

Another promising recruit into the ranks of married life is Conductor I. M. Babcock, who secured a few days' leave of absence for the expressed purpose of getting married. He didn't leave any details as to whom the lucky lady was, or as to time or place. Anyway I managed to get the information that he would be taking a little trip in his classy new Chevvie. No cigars!

Motorman O. L. Harrison resigned the other day to engage in other work.

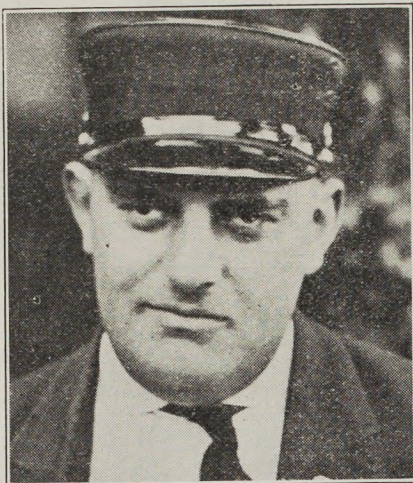
Conductor L. F. Van Zile, who has been sick for some weeks, is now waving a wicked flag at some railroad crossing.

Conductor L. H. Boyle had the misfortune to tangle with his Ford the other morning and suffered a broken wrist. He is now slowly improving in health and has secured a temporary position as nightwatchman.

Motorman L. B. McCreery was relieved from his car the other night and removed to a hospital suffering from a slight stroke of paralysis.

Motorman J. Haynes, who has been in a hospital a month with a fractured skull, has been showing a lit-

Who's Who



INTRODUCING one of the snappy and energetic boys, Harry Tupper of Division Three, who has been among "those present" since 1918. Harry was born in New York but hurried west to grow up with the country, and was employed at the Hawthorne Furniture shop before starting on the cars. He is a hound for work and his favorite pastime is looking for trippers after a regular run. His example of initiative and energy is a big source of help to the office force of Division Three as he provides a model to whom new men may be referred, and if any of you fellows at Division Three think you can handle this write-up any better, go to it. Remember that our fearless publication tells the truth.

tle improvement, but has not been able to recognize any one as yet.

Why is it that sheik switchman of Division Two—otherwise known as "Tex" Bourland looks so sad these days? The only thing we can figure out is that a good looking conductor of Division Two, by the name of Ed. Bailey took his fat girl away from him. How about it Tex?

DIVISION 5

F. J. Mason

Batter up. Now that the old ball game has started, box scores will take preference over cross-word puzzles.

Business south of Manchester on "M" line, owing to work on the storm sewer is "Just Shuttling Along."

While the heavy rains didn't help this work any, it proved just how badly this sewer was needed. Divers finally located the ditch digger.

Lots of water—dam it. Heard a lot of jokes on the water situation, but they were all wet ones. Some bordered on the muddy.

It's surprising though how many people save their money for a rainy day and then leave their umbrellas on the street car.

And equally surprising how many people save their money for the same occasion and then stay at home.

Jack York had a golf club returned to him by the Lost Article Dept. He gave it to De Muth, saying, "Here Warren, my wife and I get along alright." Warren in turn gave it to me, saying that I was the only one around here who went to "tee" parties. "That was a swell crack," said I as I dropped my cup and saucer.

Tomorrow being Easter Sunday, hope to see you all at the ball game.

DIVISION 3

Dan Hanley

Clerk Reid is contemplating a trip up north this summer in his new shove-or-lay. Be it known that he owns two, one he drives, the other he says a lot of things about in order to reach his destination. He is going to carry along the last one as a spare.

Motorman Sasse is now a regular, having taken a couple of trippers, the last one a P.M. with nine hours in it.

It's better to love 'em and leave 'em Than stick around and deceive 'em, For women are queer, And I'll tell you right here Either method is certain to peeve 'em.

Conductor Latham took out a policy with the Pacific Mutual and when he received it, he brought it over to Travis, the agent, and said he was not a Caucasian, that he was an American and wanted it changed.

Now is the golden chance to shake hands with all the guys running for office, because after election they will not know you.

Cond. Sparks built himself a super-booster for his radio and "Believe me," says Sparks, "I can bring in any station as clear as a bell and Saturday night while trying out I brought in a program that was broadcasted Friday." Radio fans, can you beat that?

The next in order will be a collection to get a scooter for Chief Switchman Curtis, as his feet are going out. Perhaps these heavy rains with so much water did not help them.

I'll see you at Easter Service, Sunday A.M. about time you are pulling out.

BUS DIVISION

Elmer Wood

CRASH BANG-DANG A LANG! The Firemen's Ball at the Ambassador Ballroom was honored by some of our most prominent operators, namely: H. C. Lenheart, F. H. Walters, John Doerr and his brother Jess Doerr, a mechanic in the garage, also ye scribe. Ex-operator A. A. Mayoue, now a member of the fire department, was on the door committee, and he wishes to be remembered to his many friends at both the Bus Division and Division Three.

There are just two things lacking at this division, one is contributions for Two Bells, and the other is an alarm clock for the operators who have acquired the habit of missing-out.

On March 25, Operator W. L. Emblem and Miss Thelma Oxmer were united in marriage at our modern Gretna Green, more commonly known as Santa Ana. Emblem kept it a secret for a whole week. Can you imagine it? Anyway, the smokes were fine, Emblem, if they were a little late!

More miss-outs since the shake-up than during any other week since the Bus Division was started. Don't take advantage of a good thing, boys. Every time you miss out through carelessness, you pay for it, so don't try to "kid" the Chief Clerk.

M. H. Jellum was trying to sing that famous old melody "Rock me to Sleep." "Gee whiz," murmured Fox, "the chance of a lifetime and not a rock in sight."

Don't forget, boys, that when the seats get dusty, dust cloths can be found in the busses.

A queer sight!—George Rosen driv-

DIVISION 4

C. J. Knittle

A good laugh on Motorman Ostermeyer was the outcome of a bit of thoughtlessness when he made a relief on Pico, wearing his civilian cap last Sunday. At 1st and Santa Fe he told his troubles to the dispatcher and on the return trip at Figueroa Street, a relief had been sent for the conductor instead of the motorman. It tickled Ostermeyer, for at Sentous Street he deserted the car long enough to run over to the division and get his proper headgear.

Dick Knudsen, "C" line motorman, says he has given up hopes of getting a straight run on that line—it is too crooked.

*Down where the belt clasps a little stronger,
Down where the pants should be a little longer,
That's where the vest begins,
Down where you wish you were a little slighter,
Where the shirt that shows is a little whiter,
Where each day the buttons grow a little tighter,
That's where the vest begins.*

Did you laugh? (Thanks!)

A plainly dressed woman boarded an "M" car, taking a seat in the center section in front of a newly married couple. The wife soon started making remarks about the woman's "unbecoming" hat and "out-of-date" clothes, which caused the ungentlemanly groom to giggle in glee.

The situation however was quickly overcome by the tactfulness of the unfortunate woman.

Turning slowly, she observed the bride was a few years older than her mate.

"Madam," she began, "will you make your son close that window?"

The silence thereafter was uncanny.

It is reported Motorman Knudsen told his wife a scientist has discovered that a moth can smell.

"Huh!" replied Mrs. Knudsen, "So can a skunk, but it didn't take a scientist to find that out."

An eminent sob sister classifies men, thus: They're either sharks, sheiks or shirks.

Good night, lads and lassies.

TO BE PERFECTLY FRANK

At a college examination a professor asked: "Does the question embarrass you?"

"Not at all, sir," replied the student; "not at all. It is quite clear. It is the answer that bothers me!"

Johnny (returning from Sunday School): "Mother, have they got any automobiles in Heaven?"

Mother: "Why?"

Johnny: "Because at Sunday School everybody sang: 'If We Love Him Here Below, He Will Take Us Home On High.'"

ing down Eighth St. to Hill, instead of turning at Olive. Someone said he was following a little red Buick. What was the attraction, George?

As we haven't any new operators this week we will introduce the watchmen in our Auto Park.

E. A. Ricketts, who according to seniority is the oldest man of Division Four, W. W. Stewart, a veteran of Division Two, and R. G. Wilson, also from Division Two.