

Five Brothers To Welcome Sixth To Street Car Life

MAY HAVE A BASEBALL TEAM YET

The five McDonald brothers have more freckles than the Smith Brothers have whiskers. From left to right they are: F. J., H. J., T. J., E. J. and G. W. McDonald. T. J. works out of Division Three and the others work out of Division Five.



BEAUTY had its seven Sutherland sisters.

Music has its six Brown brothers.

The Los Angeles Railway has the five McDonald brothers. The worst of it is that all five are conductors and to make confusion more confounded, four of them work out of the same division, namely, Division Five. When there is anything wrong with one of the McDonald's reports, a family conference is needed to straighten out the trouble. H. J. McDonald was the first of the five to enter service, starting April 12, 1920. E. J. and F. J. McDonald started together November

1, 1923; G. W. McDonald started April 29 last year; and the newest recruit is T. J. McDonald who began March 27 this year.

A sixth brother is at home with his parents waiting until he is old enough to join the quintet.

The family home was in Grand Junction, Colorado where they raise large mountains and families. Smiles are the family trademark and freckles the family failing. The brothers are making good records and J. B. Hayner, superintendent of employment, says he would like to have a few more of the same stock.

Only 28 Forfeit Courtesy Credits

During March all but 28 trainmen earned the extra credits allowed for clear courtesy records. This good showing is reflected in the monthly complaint summary for March which sets a new high mark of only 33 complaints charging incivility. During the same month, 417 men missed the extra credits allowed for clear safety records.

New Double Deckers Ready For Service

The two new Fageol double-deck buses which were delivered recently from Oakland have been thoroughly overhauled in the garage and will be put in service on the Wilshire Boulevard line April 20. The new buses have a little larger loading platform than the ones at present in use but the mechanical features are practically unchanged.

Motormen To Qualify On All Lines; Regular Examinations Planned

AT A conference of division superintendents and other executives of the transportation department last Tuesday it was decided to instruct motormen so that they will be able to operate cars on any line of the system; that all motormen break in on the multiple-unit cars; and that a periodical, oral and written examination in operating rules be given all trainmen.

Supt. E. C. Williams Proud Father of 5-pound Twin Girls

There had been considerable indication of things of more than ordinary interest in the office at the home of E. C. Williams, superintendent of Division One, for some time. Catalogues showing the price of baby buggies, clothes lines, etc., occupied a prominent place and Eddie had been busy figuring new possibilities for income tax exemptions and a revised family budget.

Happy indeed was the austere superintendent when he was notified that a brand new daughter had arrived to grace his household. He jammed the budget and the catalogues in his pocket and received congratulations but within a short time he was at work on the budget again and he was twice as happy as before.

Pausing in his mathematics of multiplying and dividing by two, Eddie exhibited the revised statistics and announced:

"Yes sir, twins, b'gosh, twins! Girls, weighing five pounds each. Mother doing fine. Everything is wonderful. Have a cigar."

Division Heads Plan Deferred Meeting

The first meeting of division superintendents for consideration of methods whereby trainmen who are falling down in their efficiency ratings of the merit system may be given constructive help, will be held next Tuesday afternoon in the lecture room of the instruction department. It was planned to have the first meeting last week but other matters in the transportation department interfered with the arrangements.

Sweet Young Thing—"Doctor, I think I ought to be vaccinated; but hate to think of the ugly scar showing. Where would you suggest as the best place in my case?"

Doctor—"With the present styles, you had better place the vaccine in a capsule and swallow it."

Need Apparent

This decision is one of the most important affecting trainmen that has been made for several months. The subject has been under consideration at various times but it was brought sharply to the attention of the transportation department when arrangements were being made for the cars to operate to the Coliseum for the Easter sunrise service at which time cars were run from various parts of the city over other than regular routes. During the Shrine convention next June, when thousands of strangers will be here, the need for a thorough knowledge of the system on the part of trainmen will be particularly apparent.

Will Cover Lines

Details of the plans have not been completed as yet but are being worked out by the instruction department and the division superintendents. It is certain that motormen will have to operate over all lines but the conductors may not be required to handle a car if they can learn the transfer rules and transfer points satisfactorily from the guide books.

The need for periodical examination of trainmen on the operating rules is shown repeatedly in the administration of the merit system where ignorance of rules is claimed by men demerited.

Details of how the general plan will be worked out will be given from time to time in Two Bells. It is a big subject with many technical points that must be arranged without interfering with the regular operation, but it is readily apparent that the plan will be a big help from the standpoint of service to the general public.

Mezzanine is Built Substation Blower

A mezzanine floor has been built in Sentous sub-station to accommodate the blower which is necessary to cool the 1500 kilowatt converter unit transformer. Construction of the Division Four administration building blocked the natural window vents to such an extent that forced ventilating becomes necessary.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Transfers Have a Value

WHEN Dan Healy, chief instructor, told a conductor that he would charge him five cents each for transfers punched in excess of those required, he reduced the waste from an average of 700 transfers per week to less than 100. Particular attention is being given at present by the instruction department to the use of transfers.

Several cases have been noted in which over-punched transfers were given to a relief man instead of being turned in according to the rules. Frequently it is necessary to depend upon the punch marks of a transfer in conducting the investigation of an accident or some other unusual occurrence, and the use of transfers punched by another conductor may get a man into trouble that he did not cause.

The percentage of passengers using transfers in Los Angeles rates above that of the average American street railway system. Approximately one in three passengers rides on a transfer. The need of transfers is recognized by the management but the value of transfers must be recognized by trainmen and ten transfers should be treated with the same consideration as ten nickels.

Use The "Question Box"

IT IS a minority of the trainmen who keep the instruction department busy on "follow up" work. The majority read and understand changes in rules and regulations, and carry them out properly. A minority intentionally or ignorantly disregards or misinterprets rules.

Ignorance is the chief excuse of men demerited for violation of rules but ignorance is not an excuse, it is an alibi. Division office men and members of the instruction department are always ready and willing to answer questions, and for those who are too timid, the "question box" of Two Bells is available. Questions addressed to the superintendent of operation will be answered authoritatively in this paper. It behooves every man to utilize the facilities that are at his disposal.

Smoker Meeting To Give Plans For Shrine Convention

Intensive plans for the service to be rendered during the national Shrine convention in June will be put before trainmen of the five divisions at a series of smoker meetings to be held next month, according to R. B. Hill, superintendent of operation. The Shrine convention will be in many respects the biggest gathering of visitors from all parts of the country that Los Angeles has experienced. The schedule department is already at work on time tables to provide direct transportation from all parts of the system to the Exposition Park Coliseum, which will be the center of attraction for the parades and outdoor demonstrations conducted by the visiting Shriners. These events will be of such magnitude as to attract a capacity crowd to the Coliseum every day

of the convention, in the opinion of those arranging for the festivities.

The street railway will be called upon to furnish transportation for tens of thousands of Los Angeles citizens as well as visitors, and it is of the utmost importance that all trainmen be thoroughly familiar with the system and with the events scheduled at Exposition Park.

It is the hope of Superintendent Hill that not a single discourtesy complaint will be received during the convention week and that visitors will find the Los Angeles Railway typical of the hospitable spirit that the city as a whole will show the visitors.

The dates for the smoker meetings at the divisions are being arranged and will be announced shortly.

Appreciation

Co-operative Association,
Los Angeles Railway.
Gentlemen:

We wish to express our appreciation to members of the LARY for their kind interest during our husband and father's recent convalescence.

Their kindness and help in a financial way will also be remembered.

We especially mention Conductor Safford of Division 5, who was relief clerk on March 7th, and who sent Conductor Madson to notify us of the accident.

Once more the generosity of a LARY employe was shown by Conductor Madson. He had come in from a very

long day's work, but very willingly went home for his car, down to Inglewood, took Mrs. Messersmith to Glendale and brought her back. He was very deferential, considerate and cheerfully helpful. This man did not have a family at all; therefore we feel his conduct should be called to your attention for special reward.

Thanking you once more for your kindness, we are,

Very truly yours,

Mrs. Robert P. Messersmith
and
Miss Ruth J. Messersmith

THANK YOU ALL—seems meager to say

For the loving kindness that came our way;

Our legion friends so thoughtful and true.

BULLETINS

Issued April 20, 1925

BULLETIN NO. 63
Notice to Conductors
Pass Found

Pass No. 6181 belonging to W. H. Vogt, Motorman Division No. 2, reported as lost in Bulletin No. 47, has been recovered.

BULLETIN NO. 64
Notice to Conductors

The following passes are reported lost: 1521 issued to F. Bernal, laborer, Line Department.

2070 issued to Mrs. Mattie Lenan, car cleaner, Mechanical Dept.

2022 issued to Mayme Shaw, car cleaner, Mechanical Dept.

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

BULLETIN NO. 65
Notice to Trainmen

Too many cases are coming to our attention where gross ignorance of rules contained in the general rule book is displayed.

Hereafter every platform man will be required to have his rule book in his possession at all times when on duty, and should he be unable to produce such rule book on request, will be liable for suspension until same is obtained.

R. B. Hill
Superintendent of Operation.

BUS BULLETINS

LOS ANGELES RAILWAY BUS
DIVISION

BULLETIN NO. 240 April 13th, 1925

A slight change has been made in Schedule B-26 on the Melrose Avenue Line, effective April 13th, which provides for an additional bus to operate two or three trips in the morning to take care of the school children going to the Fairfax School and also will result in changing the time a minute or two of other buses. Change has been placed in the hands of operators handling the run. This change is effective on school days only.

Any extra men operating on this line will secure copy of change from the clerk on duty at the Division.

F. VAN VRANKEN,
Manager.

Workmen were making repairs on the wires in a school house one Saturday when a small boy wandered in.

"What you doin'?"

"Installing an electric switch," one of the workmen said.

The boy then volunteered: "I don't care. We've moved away, and I don't go to his school any more."

For Condr. C. E. Lange, Div. 2

Los Angeles Railway,
Gentlemen,

I was on a "U" car yesterday (Sunday) and was impressed with the way Conductor 3138 handled the crowds as they got on the car in their hurry to get home from church.

He expressed so much kindness, courtesy and patience that I feel impelled to tell you of it.

Respectfully,

EMMA R. LANG,
1026 West 23rd St.

Have been eager to help when skies were blue;

You have truly proven in word and deed

That "a friend in need is a friend indeed."

To the doctors and nurses—an extra "thank you,"

Skillfully you served us and faithfully too;

You are ministering angels in the work you do,

Repairing our bodies and making them new.

From the fulness of our hearts today we say

May God's richest blessings be with you always.

In kind appreciation,

Mr. and Mrs. J. L. Stevens

2-YEAR POWER CHANGE JOB FINISHED

The program of changing motor winding and wiring in the main shops at South Park, from the two-phase system installed in 1904, to three-phase has been completed. This marks the end of a job that has continued through two years.

The old installations of the Slauson sub-station to accommodate the two-phase arrangement have been removed and the new three-phase service is being rendered from the transformer station at the shops.

The removal of the old equipment from Slauson station has enabled the electrical department to continue installation of a new 15,000-volt gallery. This gallery will include a new oil switch of special design to safeguard the building from fire in case of an explosion similar to that which occurred during a severe electrical storm two years ago. The new type switch is built so that in case of an explosion of the gases in the oil tank, the oil will be discharged through vented pipe to the outside of the station.

Division 3 Shops Shafting Changed

The line shafting at the Division Three machine shop is being overhauled to meet the program of changing power service from two-phase to three-phase, as has been done at the main shops. This is to be followed by putting into service the new power and light equipment in the Huron sub-station for the needs of Division Three.

Technical Error; It Wasn't A Cow

Dispatcher J. G. Richardson has increased his standing in his community, in his home and with the company.



In addition to owning a kennel of prize winning blood hounds, "Rich" is fond of rustivating in the highlands of Highland Park and was strolling through the pasture of a near-by dairy when a cow walked near him—at least "Rich" thought it was a cow. The animal responded to his expressions of friendliness by placing a pair of well developed horns against "Rich" on the exact spot that was so essential when in his younger days he served with honor to his country and his regiment by upholding the fine traditions that have been handed down through generations by the flower of the land as soldiers in the cavalry.

For Condr. M. B. Stewart, Div. 3

Los Angeles Railway,
Gentlemen,

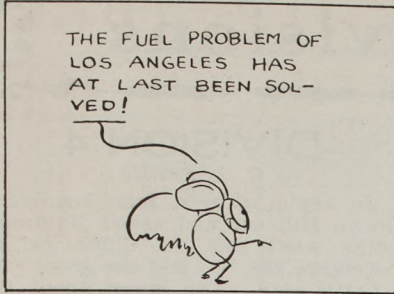
Doubtless you have many conductors equally courteous, but I have repeatedly noticed the cheerful, pleasant and patient politeness to all his passengers of Conductor 2438 on the Washington line.

Yours truly,
REV. GREGORY LINES,
1844 South Gramercy Place

"Thankful! What have I to be thankful for? I can't pay my bills." Then, man alive, be thankful you are not one of your creditors."

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

For Mtr. E. W. Lyon, Div. 2
For Condr. C. Fisher, Div. 2

Los Angeles Railway, Gentlemen,

I wish to heartily commend courtesy received yesterday from Motorman No. 125, and seconded by Conductor 1274 of the "H" car line. By this act I was enabled to board the car and avoid considerable delay.

With best wishes for the company management.

Yours very truly,
JOHN L. MAILE,
601 North Kenmore.

For Condr. M. Bixler, Div. 5

Los Angeles Railway, Gentlemen,

Just a line to tell you of the courteous treatment I received this morning on a crowded "M" car from Conductor 2242 in giving me his stool to sit upon—being an old lady I appreciated same—also helped me off the car.

MRS. ELLEN WILDE,
115 1/2 West 17th St.

For Motr. B. B. Darnell, Div. 1

Los Angeles Railway, Gentlemen,

I believe I would be justified in reporting an act of quick head and hand work on the part of Motorman 239, on a "J" car going north on Grand Avenue at about 17th Street.

A girl about 3 years old jumped away from her mother and was on the west rail in front of the moving car, when he stopped. I said, "That felt like an ice bath at zero."

J. W. SANGSTER,
3572 1/2 Griffith Avenue.

For Condr. H. B. Sonnenburg, Div. 4

Los Angeles Railway, Gentlemen,

I wish to call your attention to Conductor 1960 of the "C" line. I have frequently been a passenger on his car and I have noticed that he is always courteous as well as very attentive to business, and is especially considerate to aged people.

Very sincerely,
LOUISE GRANDSEART,
4207 Beverly Blvd.

For Condr. R. M. Knourek, Div. 4

Los Angeles Railway, Gentlemen,

In going to my work I am usually a passenger on car 19 of the West Pico line and would like to commend your conductor 2374 for an act of courtesy which I appreciated very much.

Very respectfully,
M. TRANSCHEL,
1143 South Catalina.

For Condr. W. F. Carpenter, Div. 3

Los Angeles Railway, Gentlemen,

For thirty-eight years I have used our city's street cars much of the time. I may be considered as knowing what I am talking about in what I am about to say.

I am writing this to speak words of commendation for one of your conductors, who wears cap 369. Yesterday about 4 P. M., myself and wife boarded his car, at 1st and Spring Streets and rode with him to Western and Adams. His car was overcrowded, throngs getting out and in at every stop, with many obliged to wait for next car. His management was masterfully competent, considerate and gentlemanly. You have not got a better conductor in your employ.

Sincerely yours,
C. F. BEAN,
2815 South Hobart.

Right Use Of Air To Stop Car Pictured By Charts

By John Collins, Supervisor of Safety and Dan Healy, Chief Instructor

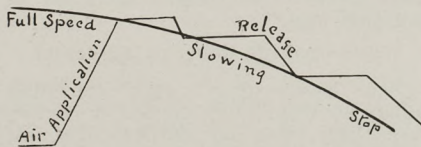
The greatest enemy to knowledge is not error, but inertness.

THE claim made by most motormen is, "I am anxious to learn, and am doing my best." What they really mean is, "I would like to know, but am not willing to go through the grind of learning." A motorman certainly gets sufficient practice to learn the few simple moves necessary to stop a car correctly.

In stopping a car, your air line should go up to meet the speed line, and then decrease with it. When you have the maximum speed, you need the maximum pressure of air to overcome the momentum. As soon as the momentum has been overcome, the air has done two thirds of its work, and air should be released according to the ratio of speed decrease, so that both points meet, or in other words, when you are out of speed, you are almost out of air, retaining only enough to hold the car until ready to start again.

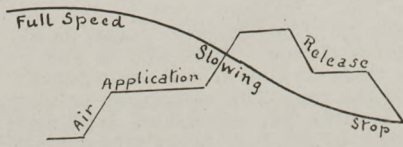
Diagrams number one and two, show the only two stops a motorman should learn, and endeavor to perfect.

CORRECT SERVICE STOP



1. Above curve shows proper application of air for quick smooth service stop, to pick up or discharge passengers. Make application heavy enough, and soon enough, so that if held on, car would stop short of mark, then by the graduated release of pressure out of the brake cylinder, guide the car to the mark so that a little air remains when the stop is made. Lines show air overcoming the speed, then released down to speed line, just ahead of the possible skidding of the wheels.

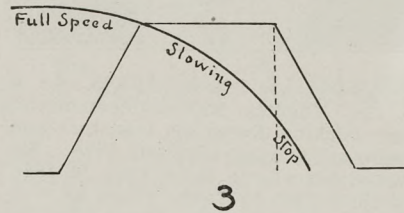
THE TEST STOP, THE APPROACH STOP, AND THE INVESTIGATION STOP



2. This is the most important stop of all, and is the proper application of air when approaching dangerous places, cross streets or objects. We call it the "approach to point of observation." Make slight air test a greater distance away. You want to be sure that the brakes are in working order, for there is danger ahead if investigation shows stop to be necessary. Apply more air for final check, and release ahead of skid. For the

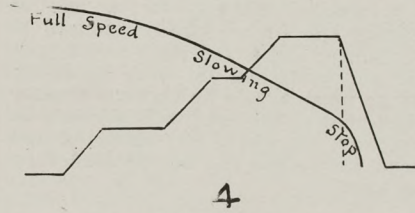
last 25 feet, speed is such that stop could be made with reverse if necessary. That is, you "sneak up" for the last 25 feet to the stopping point.

LAZY MAN'S STOP, AND A FLAT WHEEL PRODUCER



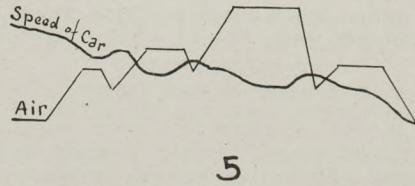
3. Applying air right, but holding it too long. High pressure air at low speed, causing the rear wheels to skid first, and then the others are liable to skid as motorman starts to release the air. The distance they skid, depends upon the distance the car traveled from time release was started, also is the cause of rough stops, and should not be practiced.

THE REVERSE OF CORRECT STOP



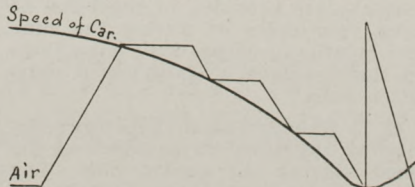
4. Graduated increase of air, while speed is decreasing, building a high air pressure against a low speed, unable to release in time to avoid skidding of wheels and rough stop. This should be avoided.

NO PURPOSE, ECCENTRIC STOP



5. Fanning the air, wasting air, wavy speed line to discomfort of passengers, poor judgment, and careless operation.

LAPSE OF ATTENTION



6. Making the correct stop, then letting air feed up to full pressure while car is standing, which causes loss of time in starting and feeding the controller before brakes

On The Back End (Contributed)

"Why is Motorman 'Blank' like a good razor?"

"He's always sharp."

Conductor McKenzie went to the dentist to get a tooth pulled, but the ambitious dentist pulled four. McKenzie would only pay for the extraction of one molar as he had designated but he reports a great saving in the matter of food as he now has to live on milk and bread instead of steaks.

One of our new motormen who hails from "deah-ole-Lun-non-dontcha-know" was caught rambling inbound on Pico Street with both trolleys up.

"Pon my word, chappie," he declared, "Hi wondered where we got all the blommin' speed."

Conductor C. O. Ashton spills this one:

Lady boarding car 'ask's conductor. "Do you go as far as the end of the line?"

Conductor—"Yes ma'am, to the end."

Lady—"Will you please tell me when you reach the end. Are you sure you don't go any further?"

Conductor—"Yes indeed, ma'am!"

Still we get them, report reads—"Old Mexican lady stepped off moving car and fell. Could not speak English but seemed in good humor. Was about 50 years old and well built."

For Condr. A. A. Bradley, Div. 4
Los Angeles Railway, Gentlemen:

I wish to commend Conductor A. A. Bradley for helping an old lady off and on the car.

Yours truly,
WALLY DICKINSON
650 S. Figueroa

It is said that one out of every twenty-two people who ride in street cars eat garlic. That's plenty.

DAD'S OLD TRICK

"Daddy, can you still do tricks?"
"What do you mean, my son, 'do tricks'?"

"Well, mamma says that you used to drink like a fish."—Toronto Goblin.

are released, unnecessary use of air, unnecessary consumption of power, unnecessary delay in starting. This is the terminal stop, but should be discouraged in ordinary operation.

It is easy to learn two stops well, and the way you do is the way you learn, for practice makes perfect.

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

Conductor O. F. Miller who resigned some time ago to go back to St. Louis is again back to Division One. Miller says he could not forget the California sunshine and the L. A. street cars so back he came.

Conductor C. F. Rogers announces the arrival of an 8½-lb baby girl at his home on April 8. Everyone doing well and Rogers is wearing a smile that just won't be erased. Congratulations. One more patron for the L. A. Railway.

E. D. Herring who resigned a few months ago to go back to Arkansas, was seen around the division last week. Like all the rest they will come back.

Someone said that Motorman C. N. Reddick was on a diet to reduce. Said diet consisting of three hours sleep per day, six hours work, 6 hours business, two hours consumed in eating three squares, and the balance of the 24 hours spent with his sweetie. Reddick guarantees this to be reducing—to your bank roll.

Conductor Del "Freddie" Scholes has returned to his old love the "R" line. Scholes says he likes this line because all the passengers are so chummy, they stick around him on the back end like flies after honey. The only way you can move them forward is for the motorman to make a quick stop and they all fall to the front, but soon as they regain their feet they hasten to the rear again. You tell 'em Del Freddie.

DIVISION 2

H. T. Hansen

Mr. and Mrs. J. L. Stevens, through the columns of Two Bells, wish to thank the many friends who came to help them with loving deeds of kindness during the recent illness of Mr. Stevens and to express their gratitude to the doctors and nurses for their medical skill and the kindly constant care which brought recovery to Mr. Stevens during his stay at the hospital.

Conductor R. Wilkins wrote us from Murrieta Hot Springs, that he was slowly improving from his rheumatism, and that he expected to be with us again next week.

Our prize fat boy, J. B. Dennis, has recently ventured into the ranks of matrimony. The lucky girl was Miss H. N. Welch. Cigars on the way!!!

Motorman L. L. Leasman was discovered frantically working his controller the other night at Slauson and Central. He made an observation to see if the trolley was off, and wound up the controller some more. Just as he was about to get down and inspect the innards of his car, when his conductor came forward and calmly told him that he could not expect any movement out of a street car unless he has his overhead on.

E. J. Eden, formerly motorman at this division and more recently watchman at Division One, has gone to San Francisco. Eden has been suffering recently from trouble of the throat, and thought the climate further north may improve his condition.

Conductor A. L. Bristol was improving his mind thinking up a three letter word for three miss-outs. He thought up several, but I'm sorry to say that they are not fit for publica-

Who's Who



SERVING his second "hitch" as a Los Angeles Railway conductor, John Perkins draws his transfers and credit slips from Division Five. He worked here for a short time in 1920 and then went to Texas where he was a ticket agent for the Texas Electric Railway in the town of Sherman. He returned to Los Angeles in 1922 and has been in continuous service here since that date. He was one of the special bonus winners last year, having gone through the year with only two demerit slips.

BUS DIVISION

Elmer Wood

NEWS!

A woman waiting for a bus at Eighth and Union Streets, stopped F. G. Hunter and asked if he would wait for her while she did some shopping. As he happened to be on time Hunter consented so the lady went blithely on her way, completed her shopping and upon her return the bus proceeded on its way.

SYNTHETIC

"Thish match won't light."
"Washa madda with it?"
"I dunno—it lit alright a minute ago."

FOR RENT

Attractive bungalow with five rooms and a bath on car line.

Ideas aren't worth anything unless they are used.

SELF-RESTRAINT

C. B. Lindsey to Sam Turner: "Is that all the work you can do in an hour?"

Sam Turner: "Well, I could do more—but I never was one for showin' off."

Operator E. A. Hager says: "It do be a funny thing—I can't see why a needle has an eye and it hasn't any head."

Hooks are provided in the buses to hang your coats on during the summer months so please don't hang them on the fire guns. "Have you a regulation shirt?"

H. L. Mahaffey breaks all records by missing out three times before he finished serving the second one. You win the wire tooth brush, Mahaffey.

Anyway, he enjoyed the three day shine.

Brilliant: "I have a new name for my girl; I call her Postscript."

Time: "Where's the connection?"

Brilliant: "Her name is Adeline."

Vellage, William F. for Councilman, Eight Ward. Give him your vote.

DIVISION 3

Dan Hanley

The prize question of the week goes to Conductor Sauer who asked Clerk Gilmore how many cars were in the barn when they were all out.

Something wrong here. I saw a headline in the paper which said a Scotch canoe tipped.

And then the Chinese cook spoke good broken china.

His hand neared her's, he whispered low,
She heaved a little sigh,
And gently put her hand in his,
"Fares please," she heard him cry.

One of the boys suggested that Carter put in a midnight lunch instead of the patented breakfasts.

The guy I love
Is Motorman Hammel,
Who stands at the window
And smokes a Camel.

Drug sign reads—"Do not give up until you have tried one of our prescriptions."

Special announcement—Prof. M. Padden and his L. A. Ry. Orchestra will now render their latest composition a "Fish Symphony, full of midnight scales." Later on they are to detour the U. S. A. and the foreign countries contiguous to Glendale, Long Beach and Anaheim.

Motorman Morgan—"My watch never tells the time."

Con. Biggers—"Of course not, you have to look at it."

I never will forget the first time I went into the Los Angeles Railway restaurant and saw Myrtle. She came over to me with a dish of green olives and said: "Dan, how long do they have to let these peas grow to get this size?"

White-washing done, in all colors.

Sad News—They were traveling about 65 when they turned a corner, but there was no corner. Inquest later.

The next suit of clothes I buy will be in the Woolworth Tower. Saw a sign says, "Climb 60 flights and save \$300.00."

So when the banana peels are bloming I'll come sliding home to you.

DIVISION 5

F. J. Mason

Motorman N. Kettle was a little tardy making a relief and was putting his "Middle-age" chariot to the test in order to avoid a missout. "You can never tell who's following you," said one old maid to the other old maid, and so said Nelson Kettle when a speed cop managed to get in ahead of him and signal him to the curb. "Why all this outburst of speed?" said the cop. "If I don't get to Jeff. and Main on time it will mean \$5.00," replied Nelson. "Yes, and if you do get there on time it will mean \$20.00," said the cop. This set Nelson to work on a little bit of mental arithmetic trying to see how many times \$20.00 would go into \$5.00. He couldn't make a go of it so decided to get a decent alarm clock.

The above contribution, by the one and only John Thomas O'Hara, was actually found in the "Two Bells" box, the first that's been found in there since the country first tried to go dry. Much obliged J. T. O.

Well, now that you've seen the picture of the McDonald brothers, I suppose you want to know who they are. Here they are: "Dooley," "Hank," Tom, "Happy" and Ed. It would be

DIVISION 4

C. J. Knittle

To begin with—A man boarded a Crown Hill car and asked Motorman Loftis what was the difference between the red "C" and the green "C." Loftis said, "I've heard about the Red Sea but the green one is a new one on me."

Did ja like that one? By the way—the only thing we are missing this base ball season is the player who used to ride around town on horseback tooting a cornet.

A prisoner was brought into a local court for striking a conductor.

"Listen judge," he pleaded, "The conductor hits me in the mouth and I spits out three teeth. Then I hit him."

"Very well," answered the judge, "I'll dismiss the assault charge and fine you two dollars for expectorating."

We thought the elevator boy stole our watch but he swore up and down he didn't.

A hobo came around to the back door a few days ago and says to Mrs. Ye Scribe:

"Lady, have you got a good square meal for a hungry man?"

"Yes," she replied, "and he'll be home at six to eat it."

When asked how he liked his new run, Conductor R. M. Knowrek replied he was well pleased.

"What time do you have to go to work," asked one of the boys.

"Any old time as long as I get there before 5:00 A.M.," he answered.

Motorman Culp was motoring to the division last Wednesday, when in turning into a side street he was halted by a laborer waving a red flag.

"Yez'll hav' ter turn back," he yelled, "this sthreet's closed."

"Why is it closed?" asked Culp.

"Bekase it's just been opened by the tillyphone company ter put down their wires," he bellered back, "that's why it's closed."

John Wright, formerly a Division Four motorman and now a police officer tells of two tramps that were brought before the police judge last Tuesday. Addressing the worst looking one, the justice said:

"Where do you live?"

"Nowhere," was the answer.

"And where do you live?" asked the justice of the other.

"I've got the room with him," he replied.

quite a cross-word puzzle to tell you which is which but this might help some. "Dooley," he's the daddy of them all—works a night run and a tripper and fills in his spare time raising a family. "Hank" works a daylight on "M" line and has a night run on the front end of a 1925 Ford Coupe with balloon tires 'n everything. He parks his car quite a lot at Vernon and Denker and 'tis said that he doesn't park very long. Tom, I don't know much about as he's working out of Div. 3. "Happy" does his stuff on a pair of trippers and a violin. When he's not playing on his trippers or violin he works his way through the traffic college in a Ford roadster. Ed, who always answers to the name of "Ick" works a night run on "M" and does his daylight stuff in a Star Coupe. The best way to tell "Ick" when he's doing his daylight stuff in said coupe is to pick out the passionate pink curtains. They're the kind of curtains that say "You're a red headed mamma but you're papa's going to knock you cold."

That's that.

Teacher—"Give me a sentence with the word 'Statuary'."

Willie—"I saw a kid across the street 'an I thought I knew 'im so I 'ollered: 'Ello dere, is statuary?'"