

Instruction On All Lines Starts

CREDITS GAIN THRU NEW COURTESY RECORD

Courtesy was the second highest source of credits during March according to a report compiled by R. A. Pierson, supervisor of the merit system. This is a further indication of the good service being given by trainmen, and which is reflected in the monthly reports of complaints and commendations. Seventy-three awards of credit were made for courtesy shown to patrons during March.

Special efficiency in reporting accidents and the procuring of witnesses continued as the leading classification in the award of credits, totaling 92 for the month.

Void Books Taken

Alertness in taking up void commutation books, which was the third highest avenue of credit, resulted in 42 awards of credit to Division Three men, 25 to Division Five men and three to Division Four men, making a total of 70.

On the demerit side, 361 slips containing bad news were dispatched to trainmen for omissions on the mileage or report card. Running ahead of time was the cause for 222 cases of demerits, and missing relief rated third with a total of 219. Giving bells too soon resulted in 160 men being demerited. This is a classification that is watched particularly at all times as the danger of step accidents is ever present.

Two Automatic Dismissals

Excessive speed brought demerits to 139.

Division One and Division Three each lost a man during March by automatic dismissal because they let their efficiency ratings drop below 75 per cent.

The number of men at the five divisions with ratings between 85 and 99 per cent, at the end of March, was as follows: Division One 39; Division Two 71; Division Three 64; Division Four 39; Division Five 48.

"Say waiter, you have made my bill out as 14 francs. It only comes to 13!"
"Well, sir, I thought you might be superstitious."

First Division Chiefs' Conference Proves Value

RE-EXAMINATION of new conductors and motormen on rules and bulletins will be made three months after they enter service as a result of a conference of division superintendents held in the lecture room of the instruction department, April 21. The meeting was the first of a series arranged by R. R. Smith, assistant superintendent of operation, for talks on subjects of common interest and a general discussion of the detailed plans put forward.

The re-examination of new men will be conducted by the division superintendent or one of his assistants and not by the instruction department. This procedure was decided upon as a part of the general plan to thoroughly familiarize new men with their duties.

Reception Committee

Superintendent E. R. Dye of Division Three spoke on the reception of new men at a division. He outlined the procedure followed at Division Three in making the new man acquainted with the men in the office with whom he will come in contact, and the method of showing him how to read schedules. Hereafter, when

new men are being made acquainted with the division offices and procedure they will be notified by the division superintendent that they will have to be examined on rules and bulletins within three months.

Helping Low Record Men

Superintendent T. Y. Dickey of Division Two talked on methods of helping trainmen whose Merit System records indicate weakness in knowledge or application of laws. He handled the subject very well and emphasized the necessity of a division superintendent maintaining a close contact with the men of his division. He said that a superintendent must recognize that no two trainmen have the same personality any more than two division superintendents and that this makes it important for a division head to study the personalities of the men in his division and to give them the particular advice and help needed to enable them to meet the difficulties of their work.

The first of the meetings was highly successful in developing helpful suggestions. The second will be held within a short time at the same place.

VARIABLE LOAD BRAKES BEING INSTALLED ON NEW MODEL CAR

Variable-load brakes, manufactured by the Westinghouse Traction Brake Company, are being installed on Car 2501, which is the new model street car now being equipped in the South Park Shops. This is the first variable-load equipment used by the Los Angeles Railway. It is one of the latest features of street car construction and, as the name implies, automatically adjusts the brakes to the weight of the

load on the car.

When the car is ready for service, it is probable that it will be given its first try-out on the Vernon and Vermont cross-town line. Other tests will be arranged on different lines, as it is planned to gather all possible information regarding the efficiency of the mechanical and service features of this model for guidance in placing future orders.

EASTERN MANUFACTURED BUS TRIES OUT AGAINST LOCALS

A single-deck motor bus, manufactured by the Yellow Coach Company of Chicago, is being given a try-out by the bus division of the Los Angeles Railway. The Morelands and Fageols which comprise the schedule on the Wilshire line are California made. The eastern product has considerably different lines and its work is being watched with interest by the mechanics.

The bus seats 29 passengers and has a six cylinder motor. The floor is slightly higher than on the other single-deck buses now in use and friction brakes are used.

She—"Time separates the best of friends."

He—"Quite true. Fourteen years ago, we were eighteen. Now you are twenty-three and I am thirty-two."

MOTORMEN ON EXTRA LIST LEARN NEW ROUTES

A prompt start on the plan to instruct trainmen of the five divisions on all lines of the system was made last Monday, when cars of the multiple-unit type were dispatched to Divisions One, Two, Three and Four and eight to ten extra motormen from each division were taken on a tour of part of the system for about five hours. A two-car train was used at Division Four because none of the motormen of that division were familiar with multiple-unit operation, but as the motormen of Divisions One, Two and Three are familiar with the "double headers" only a single car was used, but it was of the multiple-unit type.

Instructors Named

The instructors in charge of this work were: Division One, Andy Anderson; Division Two, George Miller; Division Three, John Miller; Division Four, W. E. Snell. As Division Five was unable to release its extra motormen for this instruction on Monday, arrangements had to be made to start the instruction at a later date.

Learn Routes to Park

Parts of lines "U", "D", "3", "2", "L" and "E" were covered, with particular reference to operation to the Coliseum in Exposition Park and the terminal at Vernon and Arlington, as Vernon Avenue will be used for storing two-car trains during the Shrine convention when it is planned to operate a considerable amount of extra service to the park.

This instruction work with extra motormen will be continued until all have been given the necessary help.

The divisions are arranging to have the extra men work trippers so that they will be free for the instruction periods for which they are receiving full pay.

HUBBY'S PART

"You admit you heard the quarrel between the defendant and his wife?"
"Yes, sir, I do," said the witness.
"Tell the Court what the husband seemed to be doing."
"He seemed to be doing the listening."

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Rule Book A Friendly Guide For Your Help

RECENTLY a motorman was called upon to state one of the rules covering operation at a point he passed every day on his regular run. The fact that the man was unable to give the rule or even the substance of it revealed a condition that calls for serious consideration. It is not expected that a man memorize the rules word for word but it is absolutely essential that he have a working knowledge of the regulations of the company.

It is such instances that emphasize the importance of periodical re-examination of men on rules and operating practice.

The bulletin in last week's Two Bells requiring trainmen to carry the rule book was posted because too many cases have come to the attention of the transportation department officials where ignorance of essential regulations has been shown.

The judges of the United States Supreme Court have at their elbows, copies of the Constitution of the United States. When men of such eminent mental ability recognize the importance of keeping the "national rule book" within easy reach, the justification of requiring that the rule book be carried by trainmen is easily apparent.

The rule book is as much for the protection of trainmen as it is for the company. It sets forth in definite terms the things that are required of a motorman or conductor and it outlines for him the specific things to do under certain circumstances. There are many men on the cars today who have demonstrated that they have sufficient ability to meet and master varied situations that they encounter with such good judgment and efficiency as would protect the interests of this company. They might be allowed to operate cars without any definite set of rules and the interests of the company probably would not be jeopardized.

There are some automobile drivers who possess ability, judgment and a sense of fair play for the other fellow so that they could operate an automobile in safety and without jeopardizing the rights of others even if city and state laws governing automobiles did not exist. Despite these situations the average automobile driver recognizes that the laws provide a reasonable degree of protection to him because they govern the actions of those who do not have ability, judgment and sense of fair play in the operation of a machine. In the same way the rule book is a trainman's protection.

One man who would disregard the principle of making time points so that the cars could be evenly spaced and who would put an unfair burden of the work on his follower, could soon disrupt a system. Rules are necessary to regulate operating practices. They are based upon years of experience in street railway work in this and other cities and represent the best judgment of dozens of men. For this reason the rules must be recognized as being of more value than the judgment of one man and they give individual trainmen the benefit of the judgment and experience of those who have preceded them on the cars.

The rule book is to be regarded as a trainman's friend.

Service Increased In Midday on D, J & N

Mid-day service on lines "D", "J" and "N" will be increased approximately 20 per cent by the operation of new schedules effective April 27.

The number of regular runs and cars in operation will continue unchanged and the additional service will be made up by an improved arrangement of the extra runs.

COMPANY DANCE

The monthly company dance will be held tonight—that is if you get your Two Bells on Saturday afternoon. If you receive your copy on Monday you'll have to be content with the information that the dance was a success as usual. The company dance is held the last Saturday of every month in Foresters Hall, 955 South Olive St.

THE NEXT BEST

Give me victory or give me an alibi.

HIS NOM DE GUERRE

The man who is taking statistics for the new city directory approaches a movers' home in the suburb. At the doorway stands a stout, determined-looking lady.

"Madam," he says, "my call is official. I am compiling statistics on the inhabitants in this part of our city. Might I ask what your name is?"

"Duffy—Honorina Duffy."

"And your husband's name?"

"Naturally, it's the same as me own—Duffy."

"I mean his full name."

"Well, when he's full he thinks it's Jack Dempsey, but when I lay me hands on him it's still 'Duffy.'"

"The study of the occult sciences interests me very much," remarked the new boarder. "I love to explore the dark depths of the mysterious, to delve into the regions of the unknown, to fathom the unfathomable, to —"

"May I help you to some of this hash, Professor?" interrupted the landlady.

BULLETINS

Issued April 27, 1925

BULLETIN NO. 66
Notice to Conductors

Special Police Pass, "Void after June 30, 1925" No. 7362, in favor of Firmin V. Irwin, a Police Student, has been lost.

Should this pass be presented for transportation, take up same, secure identification of the party offering the pass for transportation, and make report to this office.

BULLETIN NO. 67
Notice to Conductors

The following passes are reported lost: 1717, issued to Chas. N. Matthews, Wireman, Electrical Repair Dept.

3306, issued to Mrs. May Tuffing, wife of A. E. Tuffing, Mot. Division Three.

5604, issued to Geo. Newberry, Motorman, Division One.

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

P. B. Hill

Superintendent of Operation.

BUS BULLETINS

LOS ANGELES RAILWAY BUS DIVISION

BULLETIN NO. 241 April 16, 1925

Operators should discontinue making quick and rough emergency stops except in those cases where it is absolutely necessary to avoid an accident.

BULLETIN NO. 242 April 16, 1925

The spring fastener and the housing in the rear end of the Double Decks will not clear the traffic buttons at intersections; therefore great care must be exercised by drivers not to split these buttons with the rear wheels. To do so results in expensive damage to the equipment.

BULLETIN NO. 243 April 18, 1925

Wilshire Boulevard Buses will discontinue stopping to pick up or let off passengers at Bronson Avenue when west bound.

F. VAN VRANKEN,
Manager.

Company Orchestra To Play at Five Division Smokers

Music by the recently-organized transportation department orchestra is planned as a feature of the division smoker meetings to be held next month for discussion of service plans in connection with the Shrine convention in June.

The meetings will be held during two weeks in the latter part of May and will not be crowded into a single week as has been done before. The talks will include a summary of the service that the operating department proposes to run to the Coliseum from various parts of the system. The meetings will not last more than sixty minutes and will be arranged so that trainmen on all shifts will be able to attend one of the rallies. Cigars will be provided by the company.

Question Box

Question: Is the body of an inbound "P" line transfer good at Third and Main Streets on "F" line east-bound?

Answer: Yes.

"Dearest, am I the first man that ever held you in his arms?"

"Yes, of course. Why do you men always ask that the first thing?"

—Tennessee Mugwump.

PILOTS WIN TWO OUT OF THREE SERVICE PRIZES

The first prize for March suggestions is awarded to Mtr. R. J. Schneider, of Division Three, for suggestions regarding improvements in the transfer system.

While it may not be possible to adopt the suggestions offered by Mr. Schneider, they at least indicate a very careful study of the transfer system and an intelligent analysis of some of the weaknesses of the present plan, and this coming from a motorman instead of a conductor is all the more noticeable.

Seek Simple System

We receive numerous suggestions regarding improvements in the transfer situation from conductors, but most of these suggestions, while they might if adopted affect a slight improvement in some particular angle of the transfer plan, in general they only tend to make the transfer rules more complicated and therefore more difficult for the conductor and his passengers to keep fully informed upon, and as it is not desired to make the system any more complicated than it is at present, the suggestions are not found feasible.

Suggests Report Form

Prize number two goes to Operator T. J. Vail, of Division Four, and has to do with simplifying the present method of reporting accidents to the dispatchers' office providing for a set form, according to which these reports will be made.

This matter will be taken up with the dispatchers' office and if possible a plan permitting of the adoption of the suggestion will be worked out.

Asks Cross-over Wire

Prize number three goes to Condr. C. O. Ashton, of Division Two, who suggests that on account of the difficulties encountered in taking the cross-over at Third and Western that an overhead wire be installed.

A check will be made and if sufficient cars, to justify the expense, are found to be using this crossover, the overhead work will be installed.

Appreciation

Los Angeles Railway Cooperative Association,

Dear Sirs:

Father, Mr. H. R. Ketchum and his family wish to thank you for the beautiful wreath of flowers you sent in expression of your sympathy.

Cooperative Association I assure you helps in this hour of greatest need.

Yours very truly,

Mrs. Nellie Ketchum Mason,
4123 Shelburn Ct., City.

Los Angeles Railway Cooperative Association, Gentlemen,

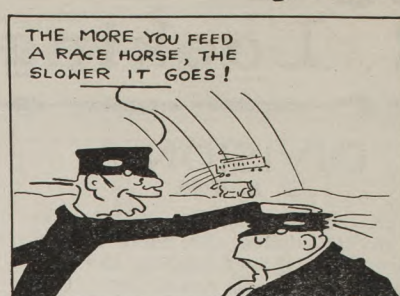
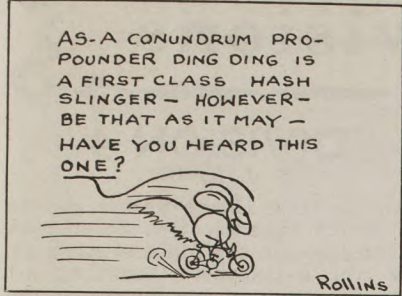
It is with much pleasure that I write this letter. It always makes one feel so good, in fact, its wonderful the good feeling one has who is down and out and receives a Benevolent check. I do not know just how to express myself.

My doctor bills and prescription bills have come high and the help I have had from the Cooperative Association of Los Angeles Railway Employees is very highly appreciated by me. Many thanks to all. I remain as ever,

A friend,
F. W. BISHOP,
376 North Third Ave.
Phoenix, Arizona

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things

(Hand Picked)

For Condr. W. Schultz, Div. 2
Los Angeles Railway,
Gentlemen,
You have at least one man with sufficient voice and energy to use it, together with knowledge of streets, to call the streets on the "H" line in such a way that the public is left in no doubt—Conductor 1462.

MARTHA MIKKELSEN,
254 North Benton Way.

For Condr. E. E. Howard, Div. 1
Los Angeles Railway,
Gentlemen,

As I rode home this afternoon my attention was called to an act of courtesy on the part of conductor 882, on the Ninth Street line, for which I believe he is entitled to commendation. An elderly woman, very lame, was alighting with some difficulty and the conductor in a very gentlemanly and courteous manner assisted her beyond the boundaries of his duty. He had previously recovered for a package she had dropped. It was done in a manner which deserves recognition.

Very truly yours,
WILLIAM J. LADD,
933 South New Hampshire

For Condr. O. Quinn, Div. 2
Los Angeles Railway,
Gentlemen,

Please extend to Conductor 2044 my thanks and best wishes for so thoughtfully assisting me with my baby and baggage to the curb at the Southern Pacific Station as I was leaving Los Angeles.

MRS. E. MARY SWART,
Goodsprings, Nevada.

For Motr. J. L. Grossnickle, Div. 5
Los Angeles Railway,
Gentlemen,

Today at 2 P. M. I was standing on the corner of Moneta Avenue and 46th and noticed the Motorman on car 1246 using good judgment in bringing his car to a full stop, when a little girl was crossing the street. The little girl was about 7 years old.

Yours truly,
CHARLES HAY,
4431 Tuttle.

For Condr. O. B. Landrum, Div 2
Los Angeles Railway,
Gentlemen,

While going out on the "U" car (39th and Western) I noticed how Conductor 2176 called his streets and I don't think he missed an alley!

I have great pleasure in saying a good word for this conductor, who is so attentive to his duties.

Very truly,
BILLY SHAW,
524 West 3rd St.

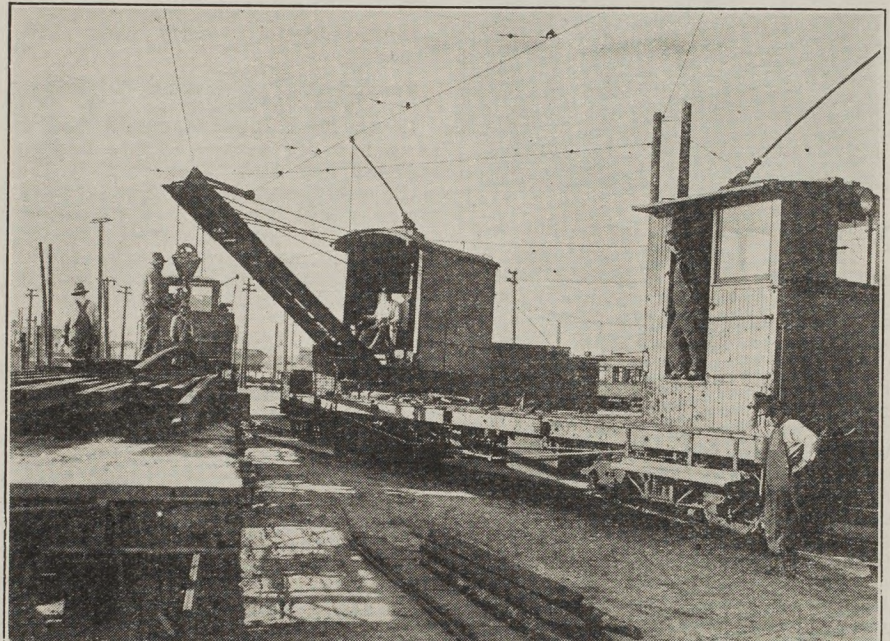
For Condr. E. F. Hedke, Div. 4
Los Angeles Railway,
Gentlemen,

I wish to speak a word of commendation for your conductor on whose car I was a passenger. This was the "P" car going west from East First Street, arriving at First and Main at 7:55 A. M. I am quite sure the number of the car was 373 and the number on the conductor's cap 1914.

I was carrying a heavy suit case which the conductor assisted me in putting on the car. He found a place to dispose of the suit case where it would not be in anyone's way, gave me his stool, as all seats in the car were taken, and when I alighted, lifted the suit case down for me.

Very truly yours,
MRS. LOUISE M. HAMILTON,
County Assessors' Office.

Five-Ton Hoist Elevates Spirit Of Vernon Yards



MAINTENANCE OF WAY car 9225 is not the biggest hoist owned by the company, but around the Vernon Yard it is quite "some pumpkins" when rail has to be moved on and off flat cars for track department work. In the Vernon Yard it is frequently necessary to put down temporary track for a special job and remove it in a comparatively short time. This makes the work of the crews on the maintenance of way cars particularly exacting.

In addition to handling track work

and freight shipments received at the yards, the smaller hoist is used at times in the South Park shops when the operation of a lift on a long job will save a lot of man-power. It is employed particularly in unloading and stacking equipment from flat cars. All in all, the five-ton hoist lifts a burden of worry from the brows of the Vernon Yard gang in many ways. In the picture above, Bill Swearingen (pronounced swearing), is operating the hoist while Charles Plume handle the controller in the cab of the car.

A PERFECT STRANGER

An interesting dialogue between a woman and a ticket collector, in which the woman got the better of it, is reported:

"I shall have to ask you for a ticket for that boy, ma'am."

"I think not."

"He's too old to travel free. He occupies a whole seat, and the train's crowded. There are people standing."

"I can't help that."

"I haven't time to argue the matter, ma'am. You'll have to pay for that boy."

"I've never paid for him yet."

"You've got to pay for him some time."

"Not this journey, anyway."

"You'll pay for that boy, ma'am, or I'll put him off."

"All right. Put him off if you think that's the way to get anything out of me."

"You ought to know what the rules of the line are, ma'am; how old is that boy?"

"I don't know—I never saw him before!" —Judge.

HEALTH HINT

"Take care of your teeth," says an advertisement. We have nothing but scorn for the careless person who leaves them smiling inanely in the bathroom.

ONE ON TAXI DRIVER

"But we were only 15 minutes getting here!" expostulated the passenger.

"I don't give a hang about that," snarled the taxi driver. "The meter says we've come 20 miles. Now you fork over!"

"All right," assented the passenger, paying. "Now get ready to come with me for driving 80 miles an hour. I'm a speed cop."—Legion Weekly.

A colored citizen who had been unwisely exploring foreign chicken coops heard that the sheriff was aiming in his direction. Hastily he sought the railroad station and asked the agent to give him a ticket to the end of the line on the fastest train.

"Our fastest train just left ten minutes ago," replied the agent.

"Well," gasped the would-be tourist, "Jes' gimme de ticket an' p'int out de track!"

TWO OF A KIND

Dan: "Where are you off to, Ben?"

Ben: "I'm goin' to see the doctor. I don't like the look of my wife."

Don: "I'll come wi'ye—I don't think much of the look o'mine."

WANTED TO KNOW

Minister—"Do you take this man for better or for worse?"

The bride—"Do I have to say which?"

On The Back End

(Contributed)

"Whatever you do, don't forget to flag 'Violet,'" says Motorman Yocum. "Well I flagged 'Florence' the other day," replied his sheik conductor, "but she didn't even give me a tumble."

Conductor Bill Huddy's student rushed into the division last Wednesday and told him that a gang of girls were coming up the street dressed in funny pants. "What!" exclaimed Bill. "Knickers?"

"No," was the reply, "they're white folks."

DON'T THINK

- that a service stop is a gas station.
- that a time point is a clock dial.
- that a relay is a foot race.
- that a crossover is a turnover.
- that a right-of-way is a speedway.
- that a despatcher is a telegram.
- that a Cholo Special is a breakfast food.
- that a mileage card is a railroad ticket.
- that a trip sheet is a bed cover.
- that a shine is a party.
- that a mistake is an accident.

J. T. O'HARA.

Mable: "How come you always ride the street car with George when he has a perfectly nice machine?"

Evelyn: "Oh that's my idea. You see if there's any walking to do why he walks with me."

OUT OF THE FINAL CONTEST

The old gentleman was a trifle bewildered at the elaborate wedding.

"Are you the groom," he asked a melancholy-looking man.

"No sir," the young man replied. "I was eliminated in the preliminary try-outs."

—Quebec (Canada) Daily Telegraph.

"Are you sure these field glasses are high power?" asked the lady potential customer.

"Madam," replied the ambitious salesman, "when you use these glasses anything less than ten miles away looks like it's behind you."

MAJOR OPERATION

"Oh, look at that scarred old hill-side," exclaimed the gushing young thing.

"Yes," said the prosaic companion, "that's where it was operated on for gravel."

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

"And the old Stork is still on the job, having visited the home of conductor S. J. Singer during the past week and left a 10 pound boy. Conductor Singer feels mighty proud. Yes, this is the first.

A man in a Ford while driving through Santa Ana was arrested for speeding. When he appeared in court the constable put in the following charge: "Judge, he was going so fast he was out of sight before I seen him." Judge: "Ten dollars or ten days."

Conductor R. A. Fairbrother took a week off to journey to Pismo Beach where they say the clams are as big as your head. Fairbrother says he expects to eat so many clams that he will feel "clammy" for weeks to come.

Latest Indoor Sports for Extra Men: Trying to figure out a good short run.

The Railway barber shop should not spend money to advertise when they can turn out such samples as Conductor Impusene or Cormier. Look 'em over boys for the latest thing in a marcel. Right off the iron.

Conductor Impusene rushed into Mack's shop and said, "Do you know where I could get my nails trimmed?" Mack replied, "Yes there is a horse-shoeing shop over in the next block."

Conductor D. B. Floyd who was injured in an accident at Violet street is at the Roosevelt Hospital and would like some of the boys to call and see him.

DIVISION 2

H. T. Hansen

Motorman C. A. Wells is the proud father of a beautiful baby girl born last week; weighing ten and one-quarter pounds. Mother and baby doing fine.

Motorman E. H. Mohler was presented with another son on last Sunday. This making three of a kind. The same day his goat gave birth to a family of three, all of the male gender. Arrivals and parents all doing fine.

Conductor C. L. Anderson was hurrying to work the other day down Figueroa Street, when a nasty speed cop nailed him on a variety of charges, including speeding, not making boulevard stop, etc. This is only one of several cases where Anderson has been suffering from a heavy instep. Say, kid, you ought to take the Packard tendency out of that flivver, or it will sure keep you broke.

Conductor S. D. Selby is back to work once more, looking just as spruce and as fat as ever; after spending a couple of months back east.

HAVE YOU A RULE BOOK?

Conductor R. H. Smith, who was hit by a machine at Fifty-third and South Park about two weeks ago, has recovered and is walking around again. Smith says the best thing about the accident was that it allowed him time from his strenuous duties to get married. The name of the lucky girl is not known at this time. More cigars!

Motormen W. McKinney, F. Houschildt, I. McBroom and Conductor J. O. Johns are temporarily transferred to Division Five, to help out there owing to a slight shortage of men at that division.

—S-M-I-L-E-S—

A smile costs nothing, but gives much. It enriches those who receive,

Who's Who



NOW to begin with, let no one say that the editorial department of our glorious weekly is getting kittenish or even catty just because we dignify this column with the famous shop cat known as "Ignatz Paussy Cat Kitten." The cat has been at the South Park Shops for seven years and catches the mice before they have a chance to grow up to be big rats. When the mouse hunting business is rather dull she turns her attention to the gophers that infest the lawn of the two transfer tables. Still another duty is chasing prowling dogs away from the premises and she certainly does it with neatness and dispatch. During the seven years, kittens have appeared with regularity and in considerable numbers.

The fame of the shop cat, who has been on the payroll for seven years, inspired the following poetic outburst by Ted Gray, draftsman of the mechanical engineer's office:

* * *

*She's not a cat of pedigree fame;
Just Ignatz Pussy Cat KITTEN by name.*

*Seven summers have come, and seven
summers have gone;
Yet our faithful old watchman ram-
bles along.*

*She's death on gophers and dogs. Oh!
say;*

*They're particularly careful where
they stray.*

*Each year that has passed brought
twelve kittens more;*

*And seven times twelve "Ye Cats"
eighty-four.*

*Her kittens are raised in "Britt's"
office with care.*

*Some say, they inherit that M. E. air.
She's petted by all, and we all im-
plore;*

*That she'll live long enough to have
eighty-four more.*

without making poorer those who give. It takes but a moment, but the memory of it sometimes lasts forever. None is so rich or mighty that he can get along without it, and none is so poor but that he can be made rich by it. A smile creates happiness in the home, fosters good will in business, and is the countersign of friendship. It brings rest to the weary, cheer to the discouraged, sunshine to the sad; and it is nature's best antidote for trouble. Yet it can not be bought, begged, borrowed, or stolen, for it is something that is of no value to any one until it is given away. Some people are too tired to give you a smile. Give them one of yours as none needs a smile so much as he who has no more to give.

Boys, now do not forget Vellage, THE PEOPLES' CANDIDATE FOR CITY COUNCIL, EIGHTH WARD—GIVE HIM YOUR VOTE—MAY 5TH 1925.

DIVISION 3

Dan Hanley

I went out auto riding the other day with Mr. and Mrs. Olexo and as we were nearing home the engine got to running hot and Mrs. Olexo says to me, "Dan will my husband have to strip the gears to cool it off."

1,000,000 miles of spaghetti 15c.

Perhaps you folks don't know why a stork stands on one foot but if you won't tell any one I'll put you wise. Because if he lifted the other foot he would fall down.

Don't forget to carry your rule books.

You needum, we needum, Witnesses.

In a recent interview with Myrtle as to how she became such a famous waitress she said "Tomorrow is the sixth anniversary of my Twenty-third birthday and I notice that the filling in the apple pies is getting thinner, so I'll tell you how to make fudge, nine thousand different ways, as you were."

Have you your red bow tie yet?

This little mound is all there is to Remind us of Conductor Howell; His wife just finished ironing a sheet And he used it for a towel.

The following week-end auto trips: Mtr. Neal—Tia Juana. Clerk Reid—San Diego. Clerk Deane—Bakersfield. Cashier Sutherland—Burbank and Glendale.

Cashier MacGregor—Eagle Rock Park.

Some one told Motorman Morgan the fish were running good so he got up a party of 14 other fish and they chartered a boat and away they went. On return home they were asked how many they caught. Morgan said, "the three of us that were able to fish found out that the guy that said they were running was right, in fact they ran so fast we could not catch them but I am going to get another party soon and by that time the fish will be tired out." Some one said anyway Morgan should worry as he came home with a couple of chickens.

And now I am going to run over a few foreign lines to get ready for the Shriners.

DIVISION 5

F. J. Mason

Said Motorman J. F. Luther as he handed around a box of cigars, "It's an 8½ pound baby girl; arrived 11:00 p. m. Wednesday, April 15, and mother and baby are doing fine." Congratulations, J. F. L., and thanks for the smokes.

Mtr. Jack Nester was telling a bunch of the boys, including Harry Travis, who pays five ways, of an incident in some small town where a fellow he knew got pinched for some minor offense and drew a sentence of six months. Some of the boys didn't believe it until Jack said, "I tell you it's right because I was in there when he got it." Then everyone felt for his watch and Harry Travis looked to see if he had all of his five ways left.

Now we know why they put guards on the money car—Jack's the motorman.

Cut out licking your thumbs when handing out transfers—lick the transfers.

And what's more, when a fellow asks you for a transfer, don't tell him you'll punch him one. He may mistake your meaning.

When punched in circle they are good until 8:00 a. m. the following

DIVISION 4

C. J. Knittle

Among other things we are glad to see Safety Operator Ben Suter back on the job. On the night of April 14, Ben did a Japanese tumbling act down the steps of his Birney at the Montecito Drive terminal, spraining his right ankle.

Conductor Dickson would like to trade his loud speaker for a goat. He will be at the cash window at two o'clock Tuesday.

It is reliably reported that Conductor L. R. Paulx of Division One boarded Car 739, "P" line at 8:19 P. M., April 7, with his sweet lady and showed his pass and dropped a quarter on the box and the conductor had to run after him to give him the twenty cents.

(No joke—just another fatal affair!)

*We'll now say a prayer
For Mary McMatts,
A Crown Hill car hit her
A lick in the slats.*

A Sunset Boulevard bus was starting in the rain last Monday evening, when the conductor put his head inside and inquired:

"Will any gentleman get outside to oblige a lady?"

"She can sit on my knee if she likes," said a passenger jocularly.

To his surprise a buxom woman bounced in and accepted his offer. After a time the man asked where she was going. On hearing her destination, he exclaimed:

"Bless my soul! That's my house!" "Yes," she said, blushing. "I'm the new cook."

The most obliging cuss in this hang-out is conductor W. W. Warren. At the east terminal a few days ago, he was killing a nice little "lay-over" when a lady got on with a 'small boy. The button had come off the child's shoe and it being a little large, refused to stay on the tiny foot. Conductor Warren took the shoe to the cobbler nearby and had another button put on.

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BUS DIVISION

Elmer Wood

No news this week! What's the matter, boys? It doesn't cost anything to contribute to this column. Thank you!

Hinze: "Did you sweep behind the door?"

Arden: "Yes. That's where I swept everything."

N. Lewis: "What's your idea of a smart girl?"

W. Morneau: "One who can make her complexion taste as good as it looks."

"Never give up," cried the man who was sitting in the street car—and the woman stood up for her rights.

T. Swischer has run on York Boulevard one year and only laid off twice. Good work, Swischer.

morning. So are some eggs bought overnight, and they've got a bigger punch too.

Heard a good story on Henry Mast and a pair of pants he has on order but the story is too big and the pants not big enough.

"That's a hot one" said Bill Stoll as he grabbed a live wire.

J. T. O'Hara says that an unusual accident happened on his car the other day. An old man carrying his false teeth in his hip pocket leaned up against the controller and accidentally bit himself. Did you get any witnesses, J. T.?