

TWO BELLS

VOL. VI

DECEMBER 14, 1925

No. 29

A Herald of Good Cheer and Cooperation Published by and for Employees of the Los Angeles Railway

Edited by J. G. JEFFERY, Director of Public Relations

Record Bonus of \$110,123 To Be Paid 2208 Trainmen

2500 KIDDIES WILL RIDE TO PARTY

Approximately 2500 children will be carried from all parts of the city to the Ambassador Hotel auditorium next Wednesday evening for the annual Christmas party given by Shriners. Twenty-nine cars will be operated over practically all lines of the system, picking up the children at schools or at points on car lines nearest to the schools. They will be carried to the Ambassador auditorium over the West Ninth Street route, and the cars will be stored on West Eighth Street in the vicinity of Hobart.

Arrangements have been made whereby the children will be loaded on the cars after the festivities and returned to the points where they assembled. This will necessitate killing the track on Eight Street between Ninth and Vermont and Eighth and Hobart. Bus service will be operated to meet the requirements of the public.

The Shriners' Christmas party for children is one of the biggest charity activities of the year. Through the schools and other agencies, the Shriners ascertain the names of children whose home conditions are such that, without this party, Christmas would be little more than an ordinary day on the calendar. The hundreds of children are given a wonderful party, entertainment, and good things to eat.

It is a privilege to anyone to have a part in this Christmas celebration, and the trainmen and supervisors who transport the kiddies realize the responsibility that rests upon them. For years the Los Angeles Railway has had this privilege and responsibility, and each year it must be met with perfect satisfaction to all concerned.

Gas-Electric Bus Is Tested On Wilshire

The gasoline-electric bus has been put in operation on the Wilshire Boulevard line, where it is being tested and checked under actual service conditions. Its smooth operation makes it popular with patrons, but so far it has not the pulling power and speed of the gasoline buses on the grades.



OH, WHAT A HEADACHE THESE RECORDS WOULD MAKE: Girls of the transportation department offer an armful of Merit and Bonus records to R. A. Pierson, supervisor of the Merit System, indicating that the work of another year is done and everything is ready for payment of checks to trainmen. From left to right, the girls are: Eleanor Collins, Marie Goldstrass, Ethel Murphy, and Alice McKinley.

REWARDS FOR EFFICIENCY READY

Exactly \$110,123.70 will be paid to 2208 trainmen of the Los Angeles Railway December 15 as bonus for service during the period of December 1, 1924 to November 30, 1925. The awards will be distributed by R. B. Hill, superintendent of operation, at three meetings to be held at the Masonic Temple Auditorium, Pico and Figueroa Streets, Tuesday at 10 A.M., 1 P.M., and 8 P.M. Trainmen are asked to attend the meetings most convenient for them.

Fewer men than last year will receive bonus checks, as there were 2330 in 1924, but the total amount to be distributed is larger than last year, showing that individual checks will average larger than heretofore.

The 1926 bonus payment sets a new high record for the system, in the amount of money to be paid. The plan was established in the early part of 1920, and 1500 men received \$50,000 bonus that year. The number of men participating was exceeded only in 1924.

In addition to the bonus checks, which are paid on a basis of \$5 per month for the year, special awards will be made to the 110 top men of the service, comprising 10 highest from each division and 10 safety operators. These awards, paid separately from the regular bonus checks, will range from \$10 to \$110 to each of the 110 men.

Men receiving the bonus are classed according to occupation as conductors, motormen, safety operators, and miscellaneous, in the tabulation showing the number of men in each division to receive checks. Under miscellaneous are classed the men who have been transferred to jobs other than on the cars, such as traffic and flagging. The "special" class are those receiving the awards to the 110 with highest records.

Here Are Details Of 1925 Bonus

This table shows the distribution of the 1925 Merit System Christmas bonus according to men and checks:

Number of Men Receiving Bonus, 1925						
	Conductors	Motormen	Safety	Misc.	Spec.	Total
Division 1.....	196	185	---	---	---	381
Division 2.....	267	260	---	---	---	527
Division 3.....	272	274	---	---	---	546
Division 4.....	143	137	66	---	---	346
Division 5.....	188	178	---	---	---	366
Miscellaneous.....	---	---	---	42	---	42
Special Awards.....	---	---	---	---	110	110
TOTALS	1066	1034	66	42	110	2318

Distribution of Money, 1925						
	DIV. 1	DIV. 2	DIV. 3	DIV. 4	DIV. 5	TOTALS
Conductors.....	\$ 9,335.57	\$12,994.12	\$12,725.30	\$ 6,561.61	\$ 8,884.14	\$ 50,500.74
Motormen.....	9,505.79	13,262.51	13,470.73	6,486.53	8,766.12	51,491.68
Safety Operators.....	---	---	---	3,478.15	---	3,478.15
TOTALS	\$18,841.36	\$26,256.63	\$26,196.03	\$16,526.29	\$17,650.26	\$105,470.57

New Flooring Laid

New flooring is being installed in the machine shop of the Division One mechanical department.

North—Are you in favor of women taking part in public affairs?
South—It's all right if you really want the affairs public.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Christmas Puts Annual Traffic Test on Company

THE next two weeks will bring the heavy traffic test of the Christmas season. Every year, the thousands of car riders make a service demand upon the company that tests men and equipment to the limit. A large number of cars will be operated. Employment and instructions were suspended December 1 so that all men in service will be reasonably familiar with the requirements of Christmas street car work.

Street car riding is a barometer of business, and the fact that more people are riding street cars today than in the corresponding period a year ago, indicates that the volume of business and traffic in the next two weeks will exceed the corresponding period of last year.

The crowded streets mean danger, not only in the downtown district, but in the outlying sections. These conditions require the exercise of extreme care. The best trainmen are those who can meet the conditions which arise from crowded streets, sidewalks, and cars without letting those things get on their nerves. The extra heavy traffic requires constant vigil. A man must be alert, but he must be level-headed and not excited.

The protection of human life is a first consideration in the transportation business, but the majority of street car accidents involve only damage to material. A very small accident can result in a step being torn from a car, but if it puts the car out of use, it is serious from the standpoint of the company and the passengers. Be particularly careful, therefore, to keep out of the traffic combinations that endanger your car.

Los Angeles Railway men have been called upon to meet difficult service conditions and heavy traffic many times. The company is confident that real ability will be demonstrated anew this Christmas.

The Way Out of Trouble

DESPITE the notices that have been issued regarding the company rules on wage assignments, a number of cases have been reported recently, which indicate failure on the part of some men to protect their legal rights in regard to attachment of wages. Notice has been given that the division superintendents will give advice and assistance to any man. Obviously the time to get such advice is before signing any papers which may contain a wage assignment clause.

It must be definitely understood that the Los Angeles Railway has no quarrel with the mercantile establishments that sell clothing and other goods on an installment payment plan. Some of these stores afford a convenience to wage earners that is desirable, and their standards of business practice are above reproach. At the same time, there are other stores that follow questionable policies in making of contracts and collecting payments.

It is significant that a large number of the cases of wage assignment that come to the attention of the company involve the purchase of extravagant wearing apparel rather than necessities. A case that came in for official attention a few days ago involved a wage assignment payment for several four-dollar shirts. There are very few, if any, of the top executives of the company, who buy four-dollar shirts. However, this article is not intended to preach against extravagance, because that is a subject in itself. It is the purpose of "Two Bells" to direct attention to the help and advice that is available at the office of every division superintendent.

A little caution can prevent a lot of worry.

No Track Repairs Downtown Thru Christmas Season

Minor track repairs were made on First Street between Broadway and Spring during the past week, but with the completion of this job, no further track work will be done in the downtown district until after the Christmas holidays, so that the heavy traffic will be able to move with the least possible interruption.

Timber supports have been built under the track at Avenue 45 and Glassell. Another of the storm drains, which have been bobbing up all over the city, is to go under the track at this point. The job presented some difficulties as the drain ditch hit a curved section of the track and necessitated a diagonal cut under the rail.

BULLETINS

Issued December 14, 1925

BULLETIN NO. 202

Notice to Conductors
Amending Bulletin No. 197

Line "C" out-trip transfers will be good for walk-over privilege to lines "D" and "U" at 6th & Flower "WEST."
Lines "D" and "U" out-trip transfers will be good for walk-over to line "C" at 5th & Flower, North.

BULLETIN NO. 203

Notice to Conductors

Complaint is made that a party riding line "R" between Chicago and Alameda Streets is carrying with him a large dog to the annoyance of passengers.

This dog is too large to be considered as a lap dog and must not be transported on our cars.

BULLETIN NO. 204

Notice to Conductors

Police Reporter's Badge No. 1775 is reported as being in improper hands. If presented for transportation, take up same, if possible, and secure the name and address of party presenting it. If unable to secure the Badge, call a Police Officer if one is available.

BULLETIN NO. 205

Notice to Conductors

The following Firemen's Pass Books are reported lost:

No. 21585, issued to Fireman Arno A. Petersen.

No. 27718, issued to Fireman William R. Williams.

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

BULLETIN NO. 206

Notice to Conductors

Some conductors and safety operators do not understand the procedure to be followed where bus ticket money is deposited in the fare box by mistake.

To correct this, the following plan must be followed in every case:

Make a miscellaneous report showing the name and address of the party depositing the money in the fare box and the number of tickets so paid for, and attach this miscellaneous report to the trip sheet when turning in to the cash receiver.

Show under BUS TICKETS SOLD on trip sheet, the commencing and ending numbers of all tickets and the difference, and to the right make a note of the number for which cash was deposited in the fare box.

Show under FARES AND CASH the amount called for by the fare box statement, less the amount deposited for bus tickets.

Show under FARES AND CASH the total number of bus tickets sold and the total number of cash called for by such sales.

The total of the items shown under FARES AND CASH will be the correct amount to turn in.

Note sample of trip sheet and miscellaneous report posted at your division.

BULLETIN NO. 207

Notice to Conductors

The following passes are reported lost:

566 issued to Mrs. Bea Ringo, Comptometer Operator, Auditing Dept.

797 issued to W. Z. Cleveland, Regular Towerman.

1249 issued to J. G. Hart, Watchman, Way & Structures Dept.

1233 issued to W. H. McEwan, Foreman Way & Structures Dept.

3168 issued to Mrs. Anna M. Asbury, wife of Mot. F. M. Asbury, deceased.

3393 issued to Mrs. Bertha Campbell, wife of Conductor E. C. Campbell, Div. No. 3.

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

BUS BULLETINS

BULLETIN NO. 360 DEC. 3rd, 1925

Referring to rules and bulletins which provide for the passing up of waiting passengers.

Operators will be permitted to pass up passengers when late, but only when the following bus going to the same destination is within one block from the point where waiting passengers are located; or when the bus is carrying a capacity load as provided for by the rules in force.

BULLETIN NO. 361 DEC. 3rd, 1925

Public Schools of Los Angeles close on December the 11th and re-open on Monday, December the 28th. During this period no school extras will be run nor regular school tickets honored. Please be governed accordingly.

BULLETIN NO. 362 DEC. 3rd, 1925

Recently considerable complaint is reaching the Office concerning the matters of Double Deck Buses not seeing to it that passengers are informed when their street is reached after being informed what street they desire to get off at. This generally happens to passengers who are seated on the upper deck. This is a matter that will have to be closely observed. Rule No. 67 in the

Book of Rules should be strictly complied with.

BULLETIN NO. 363 DEC. 7th, 1925

Beginning at once Conductors on Double Deck Buses must be on the rear platform, or on the steps, where they can command a view of all passengers boarding and alighting and in a position to protect them from accidents.

Signals from Conductor to Operator to start the bus or to stop it must be given by the Conductor's bell only and in no other way. The use of the passenger's buzzer system must be discontinued at once.

BULLETIN NO. 364 DEC. 7th, 1925

At terminals Operators and Conductors must remain at the bus unless it is necessary to leave it.

If necessary to leave the bus the Conductor or the Operator, as the case may be, on the return must check the passengers carefully and see that all who have boarded the bus are required to pay their proper fare.

Appreciation

The family of the late Harry Blake desires to express their sincere appreciation to the Los Angeles Railway Cooperative Association for their beautiful floral offering.

Mrs. Jeannette M. Blake and Daughter

New Double-Decker Has More Space

Bus Number 710, a Fageol double-decker, was delivered to the bus Division a few days ago from the Oakland Factory. The latest arrival is a little longer than those formerly delivered and provides increased space between seats and a larger loading platform.

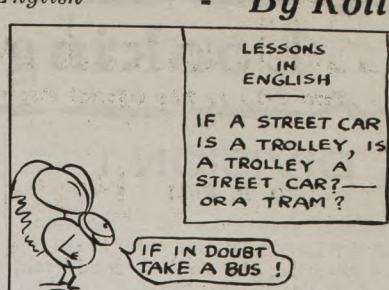
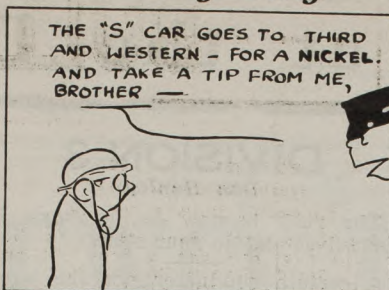
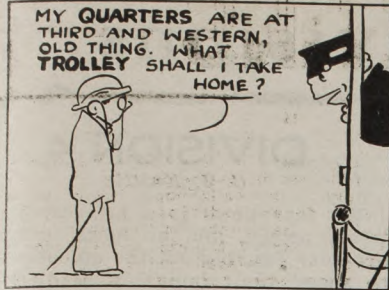
HELPS POLICE NAB THEFT SUSPECTS

Two pickpocket suspects were apprehended last Tuesday night through the quick action of Conductor A. L. Nottingham, of Division Three. Conductor Nottingham's car was on Line 3, northbound at Temple Block, at 11:10 P.M., when he saw a Mexican jump on the blind side, or closed side of the car. He gave the motorman the signal to stop, and was opening the door when he saw a policeman running toward the car. Nottingham blew the whistle to the police, and the Mexican was taken without delay. It developed that the Mexican who jumped on to the car was one of two who were escaping the police, and both were captured that night.

Conductor Ding and Motorman Ding Ding

The Boy Speaks English

By Rollins



Bouquets And Things (Hand Picked)

For Condr. E. A. Radford, Div. 1
Los Angeles Railway.
Gentlemen:

Just a word to compliment one of your conductors. He is on the "D" car and his number is 2450. I don't know his name, but I think he is one of the most polite and accommodating conductors I have ever come across.

Sincerely,
ADA MARIE BOWERS
618 South Bonnie Brae

For Condr. W. A. Rickstein, Div. 2
Los Angeles Railway.
Gentlemen:

As I boarded a University car down town one evening last week, I found myself in the embarrassing position of having only four cents in my purse. I told the conductor of my predicament and he very kindly loaned me the fare. I am writing to return the money he loaned me and to express my appreciation of a kind and considerate conductor. His number is 1656.

Yours truly,
H. L. SCOVIL
146 West 54th

For Condr. J. W. Justice, Div. 3
Los Angeles Railway.
Gentlemen:

While going home from work on the No. 3 car on Hill Street corner at 5th about 4:25, an old lady could not find a nickel in her purse to pay car fare. She asked the conductor—2042—to let her off, and he, a man whom I would call a man, kindly told the old lady to keep her seat. He took a nickel out of his own pocket and put in the box. If all of your conductors on your car lines have as good, noble hearts as Conductor 2042, then I must say your company is well blessed.

Respectfully yours,
D. R. MURRAY
411 1/2 Savoy St.

For Mtr. L. H. Stephens, Div. 4
Los Angeles Railway.
Gentlemen:

I wish to report two kindnesses shown me by Motorman 97 on the "C" line. His consideration for your patrons enabled me to report for work on time. May his Christmas bonus be a large one.

Yours truly,
R. C. EVANS
3457 Plata Street

For Condr. J. L. Crofts, Div. 5
Los Angeles Railway.
Gentlemen:

Just a word of praise for Conductor 2722. While riding on his car on Nov. 10th, he was very courteous and kind, which is very unusual, for the average are mean and sulky.

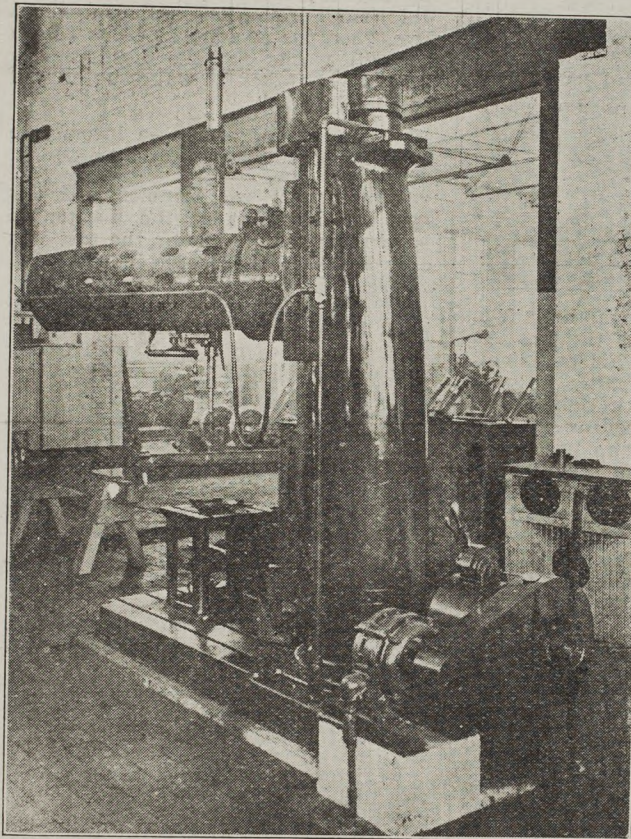
Very truly yours,
MRS. K. L. MYERS
842 West 60th St.

For Condr. E. J. Marceau, Div. 5
Los Angeles Railway.
Gentlemen:

I cannot but call your attention to one of your conductors 2426, car 1510 (E) on Saturday, November 1th, inbound. A roughneck started a contention over no seat and started to give the company a— He was joined by others. The way the situation was handled converted every one to a favorable feeling toward the company, unless it was the roughneck, and the conductor even got a smile from him. Wish I could express my regard for such loyalty of fener.

Yours truly,
F. FLOYD BROWN, M.D.
806 Pantages Theater Building

Individual Drive On Machinery Gives Shops Neat Appearance



This husky piece of machinery illustrates the improvement that has been made in the main shops at South Park under the program of the engineering department for converting the equipment from belt drive to individual direct drive, by which each machine has its own motor and the power is applied as needed by push button control similar to that which switches lights on and off in the rooms of your

home. The machine looks somewhat like the equipment of a modern dentist's studio. It is a Fosdick radial drill. The vertical and horizontal arms at the upper left of the machine are movable, so that cutting point can be placed anywhere in a circle with a four-foot radius, and holes ranging from one-fourth to three inches in diameter can be cut in metal.

Shuttle on Hooper Lines Discontinued

Shuttle service was discontinued on the Hooper Avenue Line last Thursday, and through car operation was established by the use of a temporary cross-over. The interruption to service was caused by a part of the street caving in during a heavy rain storm December 1. The main line cars were turned back north of Twentieth Street, and shuttle service provided on the south end.

The second cave-in of storm drain work at Forty-second Street and Hoover continues to cause some delay and inconvenience. Single track is being used past the excavation point and regular crossovers have been installed.

For Mtr. F. J. Cimmino, Div. 3
Los Angeles Railway,
Gentlemen,

It has happened several times recently that I have ridden on your car driven by Motorman 363.

I have been attracted by his pleasant and courteous manner, and his diligence in looking for the safety of his passengers.

Yours very truly,
A. H. BROUSE,
Bank of Italy,
International Branch

This Big Drill Starts and Stops as Easily as a light is Switched on or off in your Home.

On The Back End (Contributed)

Ever Heard This?

McGrory: "Why did they paint the L. A. street cars yellow?"
Speed: "Because they come in bunches, like bananas."

Surely You Haven't Heard This!

Burgard: "Why is a Temple Street car like a lemon?"
Ellis: "Dunno, why?"
Burgard: "Because it is yellow on the outside with jewce on the inside."

Then there's that story about Pat and Mike.

We've all heard of husbands being locked out but at Division 5, Conductor M. G. Law, a recent addition to the "Where-have-you-been Club" furnishes a new one by being locked IN. He's now looking for a place on the ground floor where he will be able to get out without having to climb down a drain pipe.

Only a Nickel

I am a nickel.
I am not on speaking terms with the candy man.
I am too small to get into the movies.
I am not large enough to buy a necktie.
I am of small consideration in the purchase of gasoline.
I am not fit to be a tip. But—believe me—
When I get on a street car
I AM SOME MONEY! —(Exchange)

CHILDREN

I believe that children's voices make the sweetest music known,
And the heart of me rejoices in each silver lining tone
Coming to me through the window from the little ones at play,
Till I feel that God and heaven can't be very far away.

THE EXPLOSION

Girl in a flivver
Going like blazes,
Tickled all over at the dust she raises,
Lets go wheel
To fumble in purse
To take out her powder rag:
Good night, Nurse!

HALT!

Why hurry so; why flurry so;
Why lead a life of stress?
Can any gains deserve our pains
If we miss happiness.

Let's stop and smile; and play awhile;
And to ourselves confess
That naught in earth is any worth
If we miss happiness!

TO BE CHEERFUL

A little boy went to church with his father, also with a quarter and a penny.

"Did you contribute to the collection plate, Frederick?" the father asked after the service.

"Yes, papa."

"And put the quarter, not the penny, in the collection plate, of course?"

Frederick hesitated... "Daddy," he said at last, "the minister said the Lord loves a cheerful giver."

"That's right," agreed the father, encouragingly.

"Well, I wanted the Lord to love me, and the penny was all I could give and be cheerful about it."

Smith—Do you think the dead can communicate with us?

Jones—I know they can't. Once I managed to borrow a dollar from a Scotchman. A week later he died, and I haven't heard a word from him since.

HIS LUCKY NIGHT

Rastus was sporting proudly a new shirt, when a friend asked: "How many yards does it take for a shirt like that?"

Rastus replied: "I got three shirts like this out of one yard last night."—The Pathfinder.

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

Division One has a Charleston dancer in Harry Tupper, who is thinking of entering the contest conducted by the West Coast Theater for the best Charleston dancer in the State. Someone absent minded started whistling, "She's My Baby" and Harry showed us the Charleston with all of the extras thrown in. The floor shook and the windows rattled and the boys all made a rush for the door thinking that an earthquake was paying us a visit.

The railway lunch depot across the street has again changed management. The new proprietress says she has mopped the floor, dusted off the pies and made up a new batch of hot cake batter, and is now ready for your patronage.

One of the boys came in the other day with his clothes torn off, bruised and bleeding, and all in all, looking the worse for wear. The clerk asked him what happened and he said, "Well it happened like this, I was coming to work in my flivver when a fellow in a Packard passed me up and he was going so gosh darned fast that I thought my flivver had stopped, so I got out to crank it."

Ralph Brigham, trapper, hunter and fisher, also a conductor at Division One, went on a hunting trip to Landfair last week. That is, he started for Landfair but the old flivver caught a cold and developed a cough so he had to turn back before reaching his destination. He reports bagging a quail and two rabbits, and also tells an exciting experience with a prairie wolf, more commonly known as a coyote. One morning he left his gun in camp and went for a walk thru the brush. Suddenly he came across the coyote taking a nap in the sun. Without hesitating he sprang on the wolf and succeeded in strangling it into unconsciousness, then went back to get his gun to finish the job. But alas! when he returned the coyote had departed for parts unknown.

DIVISION 2

H. T. Hansen

Switchman Ed Forsythe spent two days up in the hills hunting during the past week and returned with a small catch of cottontails.

Motorman G. Y. Barlow, T. A. Brewer and Conductor A. G. Richards also spent a few days hunting, but we have had no reports as to how much success they had.

Conductor W. T. Haynes has returned to duty after spending 60 days resting up.

Motorman Wm. Patterson, bumped his shin-bone catching a street car the other day, and fractured it. He will be laid up for about six weeks before being able to return to work.

Supervisor Ballard was standing on the corner of 39th and Vermont. As a street car passed a small child noticed him standing there and inquired of her dad as to what he was. The father did not seem to know but quieted the youngster for a few minutes. After going about two blocks further, the child said, "Daddy, do you suppose that man on the corner was a policeman? He was fat enough to be one."

Motorman C. Z. Picker resigned to try his luck raising chickens in the State of Washington.

Who's Who



Howard C. Lehnhart, who hails from Mansfield, Ohio, offered the Los Angeles Railway in 1922 his experience as a school teacher, having followed that profession in South Dakota, and three years of homesteading in Montana. Howard was employed as a conductor out of Division Five in that year, which was his first in Los Angeles. In 1923 he transferred to the Bus Division, and was made a supervisor November 16, 1925. His comrades recommend him and in addition to being a capable fellow, he is not married.

BUS DIVISION

Elmer Wood

Hooray! The lockers are here and installed at last. Now everybody's happy, and there won't be any more changers, cushions, caps, overcoats, etc., lost. (Locker keys? Yes.)

The most mysterious incident of last week was when Bob Arnold discovered he had lost the headlight from the bus, and didn't know where nor when.

"Step right up and call me Speedy."

P. F. Murray brought his little boy down to the division the other day, and while he was walking past the cash receiver's office, the boy saw C. G. Day's head even with the counter, as Day was looking for something in the cupboard. He asked his father, "What do they feed those animals in that cage, Papa?"

R. E. Pruter and E. Lareau are on a fifteen-day leave of absence, which they will spend in San Francisco visiting friends and relatives.

Introducing new men: J. E. Worthan, a conductor transferring over from Division Five; W. P. Eunson, M. C. Simms, Irving Pizer, and H. L. Matthews.

SHOPS

Jack Bailey

There is a noisy calamity around the Truck Shop this week, Arthur Leisure takes a few days off to go meet a sister. Only this sister turns out to be Mrs. Leisure rather than Miss. We also have smokes coming in from Joe Harlow from the same department. Everybody is happy but Knowles, he doesn't like his new job.

If you know your eggs you won't be giving away your Christmas Nuts. Anyhow, ask Maurice Wassell, who had a sack of Brazil nuts palmed off on him for a dozen of eggs. I'm not saying Maurice gently carried them all the way home, but he brought them

DIVISION 3

Dan Hanley

The rush is now on, so boys, be yourselves and do your stuff.

A certain conductor got the habit of missing out quite often so the next time he missed out Superintendent Dye sent over a message to his house to have him report at the office at once. Messenger returned and said he found him all right but he was still asleep and not wanting to wake him up left the message. "I'm glad you did that," remarked Superintendent Dye, "because as long as he is asleep he still works for the Los Angeles Railway but when he wakes up he will be out of a job."

Remember, Motormen—a locomotive has the right of way and can prove it.

A motorman was troubled with his eyes, so he went to the doctor to have them tested. After the test was over he asked the doctor if he needed glasses.

"They might help you some," replied the doctor, "but what you really need is a piece of string with a dog tied on the end of it."

Three cheers for the U.S.A. and a whole lotta more for the bonus.

"This is certainly going too far with me," exclaimed the lady as the conductor carried her to 30th St. when she wanted off at 23d.

Last words—"I'm gonna be off Christmas if I have to go sick."

In answer to the letter I received, I wish to state that both parties are wrong. If all the street car rails from Los Angeles to San Diego were laid end to end, one end would be in Los Angeles the other in San Diego.

Register Clerk Miller came across two little boys the other morning crying in the street. When he asked them what was the matter they said, "We have lost a penny." "That's too bad," says Miller, "but here's a match in case you don't find it before dark."

Order your copies for next week early.

back the next day and demanded a recount.

Shop's Sensational Drama, "Hume-ns" Starring Frank Hume, Wireman

Scene 1—Fifty-first and Moneta Ave.:

(a) Frank Hume and party speeding along at six miles per hour.

(b) A near collision with two obvious pedestrians jaywalking.

(c) Argument, (But Hume keeps on moving).

Scene 2—Fifty-third and Moneta Ave.:

(a) Hume and friend stop at store. (Exit friend.)

(b) Pedestrians arrive. Display badges and demand driver's license. Hume has none. They then give his car a sniffing once-over.

(c) (Enter friend.) Action, due to friend's innocence of badges.

Scene 3—Branch Police Station:

(a) Arrive at station fifty miles per hour.

(b) Kept waiting forty-five minutes.

(c) (Not guilty.) Kicked out of jail.

Scene 4—(Finale.) Hume's Home:

(a) Hume is welcomed with open arms by family and our hero tells of his experiences.

(b) Resolves to buy a new and better car. (Expressions of joy.) Curtain.

I'd like to tell you who broke our new rule (two minutes before) but I'm afraid Gus Sundeen would get mad, because he came in five minutes after, the first day.

Famous Last Words: "How's your knock-knee, Al Dellinger?"

DIVISION 4

C. J. Knittle

We fear news is a bit scarce this week, people, and as most trainmen are busy figuring out the quickest way to spend their bonus, we'll diversify our entertainment this week by having Motorman "Fat" Smith sing, "Brown Eyes, Why Are You Blue."

Among the serious events of the past week we find that a son, weighing six pounds and fourteen ounces, was born to Motorman and Mrs. E. C. Appleby last Saturday. Good luck to you and yours, E. C.

Janitor Colley says the only disagreeable part of his work is cleaning the doors. "There's eight of 'em," says Colley, "the front doah, the back doah and six cuspi-doahs."

A timid young woman approached Conductor Osting on the street last Wednesday and asked if he would please help the "Working Girl's Home." "Sure," said Osting, "where are they?"

'Twas a summer night in winter
And the rain went howling, squealing,

A barefoot boy with shoes on
Stood sitting on the ceiling.

Safety Operator Brown, who received a fractured knee eight weeks ago in attempting to board an Adams car at Georgia Street, has left the Roosevelt Hospital and is convalescing at his home, 1435 Wright Street.

One of our new conductors was formerly a fountain pen salesman, and is often heard requesting passengers to not *corrode* the entrance.

Conductor Ketchum is not an optimist altho he wears suspenders and a belt. The suspenders hold up his weighty money and the belt holds up his pants.

A certain new motorman was greatly puzzled last Tuesday when he found himself marked up to run "200" on the "P-M" line. Not for long, though. A good trainman informed him it was a two o'clock shine.

Instructor—"Everytime I look at you I think of Flower Street."

Conductor—"Why?"

Instructor—"Because you're one block beyond Hope."

Good-bye, bunch—see you at the bonus meetings.

So's your Aunt Jane.

DIVISION 5

F. J. Mason

The candidate for the "dangling noose" is the motorman who wishes that Christmas came every week. Ask "Red" Wicker, he'll tell you all about it. He says he's running so far behind schedule now that it will take him until Michaelmas to get back on time.

Motorman W. J. Cox is back on the job after being off since October 21. and is now weaving his way through the Christmas sloppers on Broadway.

Glad to see Motorman J. A. Parcells back with us again. Jimmy, like many others, couldn't stay away and says he's here to stay this time.

If Heine don't quit singing "Brown Eyes Why are You Blue" he'll be changing his tune to "Brown Eyes You Made Mine Black."

Conductor J. E. Worthan has gone over to the bus division for 90 days. Good luck to you J. E.

See you all next Tuesday, December 15, 1925.