

TWO BELLS

Vol. V

FEBRUARY 23, 1925

No. 39

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

SUPERVISORS' FORM REPORT OF LINES ADOPTED

Another instruction meeting for supervisors will be held in two sections this week. The particular subject to be discussed will be the new standard form which supervisors will use for making a general report of conditions on their lines during a working day. At present the supervisors make out a written report covering this information, but the new form to be introduced will systematize this work so that records can be quickly compiled from this data.

The mechanical instruction of two-car train equipment that has been given the supervisors in classes of seven men each during the past week has been highly beneficial. Members of the instruction department have given the supervisors this training.

The instruction department lectures for instructors, covering fares and transfers, have been completed.

Div. 1 Substation Tackles New Job

The Division One automatic substation, which was put in service a few weeks ago, is now supplying current for Seventh Street between San Pedro and Alameda streets. This trolley wire is jointly used by the Los Angeles Railway and the Pacific Electric and the current was formerly supplied by the latter company.

Wilshire Bus West Terminal Changed

The west terminal loop of the Wilshire bus line has been changed recently so that the buses turn at Wilshire Boulevard and La Brea Avenue to Ninth Street, to Detroit Street, to Wilshire Boulevard.

The change has been made necessary by extensive street work being carried on in connection with the equipping of the new Telephone Company building near Wilshire Boulevard and La Brea Avenue.

Take care—not chances.

"Remember When" Accidents Were Only "Incidents"!

Baseball players thought the guy who protected his fingers with a glove was a mollycoddle?

Parents cautioned their children to be careful not to get hit by bicycles?

Tobacco juice was the favorite first aid for cuts? People thought flies were harmless?

More than one bath a week was considered dangerous to health?

Night air was considered injurious and people were afraid to sleep with windows open?

Accidents were regarded as incidents?

Missing fingers were regarded as the badge of an experienced worker?

—Surface Service Magazine.

Work Started on Power and Light Plan for Div. 4

Work has started on modern light and power equipment in the Huron substation for the benefit of the Division Three car house and administration building. Revision of the lighting facilities for these two buildings will follow soon. This work is similar to that which has been done at Divisions Four and Five.

The electrical department is installing the third section of a 15,000-volt gallery of the Slauson substation. This is a part of the program for adding modern equipment in the substation since the fire of 1923.

H. J. Burke at Home Regaining Health

H. J. Burke informs us that his twin brother traffic man, D. P. Burke is home from the Roosevelt hospital after being confined to bed for 15 weeks with severe burns he received while on duty at Fourth and Santa Fe ave., and he wishes to thank all the Los Angeles Railway boys for their kindness during his stay in the hospital and to assure them that their visits and favors were greatly appreciated. He is at home at 1634 South New Hampshire and as he will be unable to get around for some time he hopes the boys will not forget his address.

Don't be cordial like an iceberg—Smile!

75 Multiple-Unit Cars Changed from 2-Motor to 3-Motor Equipment

CHANGES in motor equipment in several of the types of street cars which are of considerable interest to trainmen as well as to the engineering department are progressing rapidly at the main shops and improvements are being favorably noted as the cars are returned to the various divisions. The installation of four motors in place of the original two motors on the first 75 of the multiple-unit type cars is practically completed. These cars will then be interchangeable for train service with the other cars of types H and K, of which the company now has 326.

Track Work Cars Are Overhauled

Work has been completed on a general overhaul on seven of the maintenance-of-way power cars. The old controllers and overhead breakers have been removed and replaced with a more modern control. The circuit breaker has been put under the cars to assure greater safety as there has been danger from a fire in the motor-man's cab at times.

The carpenters are now working on the car bodies at the same time the rearrangement of the air operating levers are being made.

The 16 type F multiple-unit cars are now going through the shops for changes in brake equipment. They are being changed from outside to inside hung-type brakes and are having the motor armatures dipped and baked. Although these cars have four motors they usually are operated independent of the other four motor cars due to a different motor capacity.

On line "J" all type B cars which used the old 38B motors are being replaced with cars using the 306L motors. This should reduce the number of pull-in failures which were due to the older type of motors.

Line "U" will be equipped with standard P.A.Y.E. cars with 306L motors in place of the 101X type motors which have been in use for several years and are showing a high maintenance cost, due to being a reconstructed type motor.

The first of the type B cars to be changed from two-motor to four-motor equipment is No. 527 which is now in use on line "W". Eighty-one more cars of this type are to follow through the shops for the same change.

Traveling Crane is Traveling Better

The traveling crane in the machine shop at South Park has been completely overhauled. A new cab has been built and a new arrangement of electrical control installed. The equipment has been changed from two-phase to three-phase. The motors have been rewound to accommodate this change.

"Papa, the preacher was here to lunch today."

"You don't mean it?"

"Yes, and he swore about mother's cooking the same as you do, only he put his hand over his eyes."—Burr.

Safety First

A bull may be dumb, but he understood the red flag long before the rest of the world.

We Always Do This For Missourians

Lost and Found Dept., Los Angeles Railway,

On account of illness in my family I was called here on short notice—stopping in Los Angeles only between trains—on my way from San Diego. I fully expected to go to your office to thank you personally for recovering my lost fur scarf which you very kindly gave to my cousin, Miss Brown. You were very good to keep it for me and I wanted to let you know how much I appreciated your great kindness. I hope I may return sometime to your wonderful country of California for I expected to remain longer. Thank you a great many times,

Most Sincerely,

Margaret Campbell
Bunceton, Mo.

Hawthorne Crossings Grade To Be Lowered

The track department has started the lowering of grade at 11 intersections on the Hawthorne line between Arbor Vitae station and the end of the line. Both sides of the boulevard adjacent to the private right of way have been paved recently and the lowering of the tracks is being done for the convenience of general traffic.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Finding Their Umbrellas

THE Lost and Found Department makes hundreds of friends for the Los Angeles Railway every month. Articles ranging from tins of talcum to teeter-totters are found on the cars and turned in to the Lost and Found Bureau. There they are carefully classified so that when an inquiry is made for an article it can be quickly identified if it is on the shelves. In the rainy season when hundreds of umbrellas are left on the cars every day, this system of classification proves its value.

The work that is completed at the main offices starts on the cars when articles are found by the trainmen and later turned in at the divisions.

Naturally, a person who has misplaced some article is very happy to recover it, and in many instances the bureau has located the owner when he did not know that the lost article had been near a street car line. Many of the objects that are cleared through the bureau are found near the car tracks or terminals, probably having been lost from automobiles.

It is important that trainmen give the fullest cooperation in looking carefully through the cars for small or large lost articles.

'Phone Report Up To Crew

FREQUENTLY a supervisor is dispatched to the scene of an accident and he takes charge of the situation principally from the standpoint of traffic movement. He works to clear up the delay as soon as possible and restore normal operation. In case of an injury, the supervisor will sometimes tell the crew that he will call an ambulance, but it is not to be assumed by crews that this means that the supervisor will make the detailed telephone report to the dispatchers' office.

The telephone report is essentially a duty of the crew. It calls for information regarding the train run, name of the crew and other information which is required for the dispatcher's reports. It must be borne in mind by all crews that the responsibility for the telephone report is on them.

In connection with these reports it is necessary to remind trainmen that the dispatchers' office must have a report of any delay in service at the earliest possible moment. One member of the crew should use the nearest available telephone and not wait until a company telephone is reached.

Recently an accident was reported at Twenty-eighth and Grand, and the conductor set out on foot to Jefferson and Grand to use the company telephone. This happened at six o'clock in the evening, when such a waste of time was serious. When it is necessary to use a pay telephone, the trainman is reimbursed the nickel when he makes a miscellaneous report of the expenditure.

Two Men Appointed Regular Supervisors

A. A. Blaublach, a former conductor of Division 5, and Floyd Monnier, formerly a conductor of Division 2, have been appointed regular supervisors. They have been on the staff for several months as temporary supervisors.

Buses Washed By Night Laundry Crew

A lighting system has been installed at the washracks in the company garage at Sixteenth and San Pedro streets so that the buses can be washed at night without any loss from service. The buses are cleaned carefully on a regular schedule and washed as often as weather conditions make necessary. During the rainy season the night cleaning crew have been kept particularly busy.

A man is relieved and gay when he has put his heart into his work and done his best; what he has said or done otherwise shall give him no peace.—Emerson.

Question Box

Answered by R. R. Smith, Asst. Supt. of Operation

Question—In case you should run out of bus tickets and passengers wish to buy them, what should you do?

Answer—A conductor should not permit himself to run out of bus tickets, but if he does, he should buy sufficient tickets to cover the situation from another conductor, preferably on the same line, as the conductor selling these tickets will report them on his trip sheet and turn in the cash for same, and if the tickets are bought from a conductor on the same line, the sale of bus tickets will then be credited to the proper line. The conductor so purchasing tickets from another and re-selling them of course will make no report of this sale, as the tickets are properly reported by the conductor to whom they are charged.

In all cases when a conductor finds himself running short of tickets, he should notify the dispatcher and a supply will be furnished him if possible.

BULLETINS

Issued February 23, 1925

BULLETIN NO. 28
Notice to Conductors

The following passes are reported lost: 1681 issued to A. M. Canales, Helper, Electrical Repair Dept.

5469 issued to W. R. Mellor, Motorman Division No. 4.

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

R. B. Hill

Superintendent of Operation.

BUS BULLETINS

LOS ANGELES RAILWAY BUS DIVISION

BULLETIN NO. 214 February 17, 1925

Certain employees of the Mechanical Department have secured state licenses also city licenses, which make them eligible to operate a bus with passengers aboard.

Their names and license numbers appear below:

Name	City License No.	State License No.	Chauffeur License No.
Arden Arblaster	1930		55976
Claude Simmons	1927		55978
George Oliver	1926		55979
Wilson Turner	1928		55977

These mechanical department employees are not expected to operate a bus when passengers are aboard unless it becomes necessary in the discharge of their duties to do so.

Operators will be governed accordingly.

BULLETIN NO. 369 February 17, 1925

There seems to be some misunderstanding relative to Rule No. 50, of the Book of Rules.

Bulletin No. 185, issued December 11th, 1924, changes the first two paragraphs of the said rule appearing on the top of page No. 20.

Instructions have been issued to all concerned that the provisions of the rule above mentioned, must be carried out to the letter.

F. VAN VRANKEN,
Manager.

K. B. X. Broadcasting



HEE HAW. HEE HAW.

A few brays from the burros of the Transfer Bureau.

"Hulloa lads and lassies of Radio-land. This is K.B.X. in the cellar—the White Spot of Los Angeles. Uncle Russ announcing. Our first number will be Chief Clerk Emerson explaining how, after trying in vain to get China over his radio, put his head out the window and got Chili (chilly).

"Second number Ed Smith demonstrating speed in bunching transfers for the benefit of our Eppy.

"Third Number, E. O. Baker composing an 'ad' for a home for a bald-headed sheik where the working of cross-word puzzles is not barred.

"Fourth number, C. J. Hickey our barrel-toned soprano singing: 'It's easier sitting down than standing up.'

"Fifth number, Jackie Epstein will give a demonstration of speed burning in a futile effort to overtake Speed Smith.

"Sixth number, H.A.R. will prepare the cafeteria and take up the collection. This is K.B.X. Loce Hongesele, California. Come and see us lads and lassies. We have other stuff in our cellar besides transfers. H.A.R.

65 COMPLETE COURSE IN CROSSING SAFETY

Two groups of men, one of eight and the second of twenty, went through the instruction department last week for necessary drill on the proper observation at steam railroad crossings, in conformity with the plan of the company to maintain the maximum of safety at these intersections. This makes a total of 65 trainmen and 2 flagmen who have devoted a full day to this instruction within the past three weeks.

A general recognition of the importance of this safety principle is being noted among trainmen of all divisions and the general response to the appeal for maximum safety is encouraging. The instructors are devoting a large part of their time to helping trainmen in this particular.

Of the 65 who have been required to take the special instruction because they violated some essential part of the rules, none has been charged with a second violation.

It is emphasized by the instruction department that the fullest cooperation between motormen and conductors is necessary when the conductor has to flag the car over a crossing, as both should be anxious to keep on schedule time and to avoid any unnecessary delay. The motorman is instructed not to accept an improper signal from a conductor and it is certainly to the interest of the conductor to take the proper position, giving a car signal without delay.

A Good Reason

"Jimmy," said the teacher, "why is it that lightning never strikes twice in the same place?"

"Because," said Jimmy confidently, "after it hits once the same place ain't there any more."

Appreciation

The Los Angeles Railway Cooperative Association,
Los Angeles.

Gentlemen:

The family of Mrs. Ella Mary Powers acknowledge and deeply appreciate the expressions of sympathy and beautiful floral piece tendered by the Association at the time of her sickness and death.

Yours sincerely,
PRICE H. POWERS.

Co-Operative Association of Los Angeles Railway Employees,
Los Angeles, California.
Dear Mr. Henderson:

Your letter of recent date, also the check for \$22.00. It's beyond words to express my happiness to know I am remembered in such a kind way. Too, I am thankful that I am a member of a great Association of Employees as Los Angeles Railway Employees are, and I very much hope to be back with you in the near future.

My health is improving very much at this date.

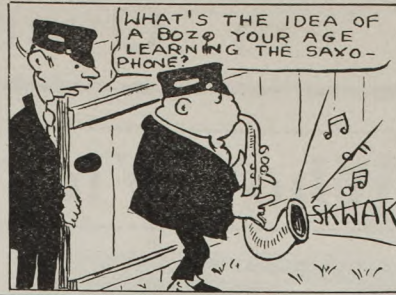
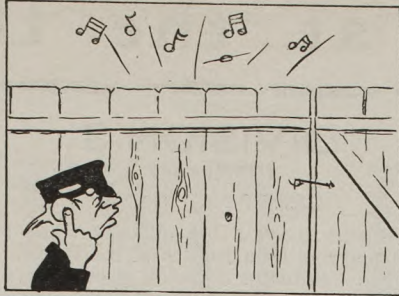
Thanking one and all for past favors. Will send my best wishes and regards both to Company and Employees of Los Angeles Railway. I still remain as ever a Friend and booster for Los Angeles Railway and its Employees.

Yours truly,
F. W. BISHOP,
376 North 3rd Ave.
Phoenix, Ariz.

Conductor Ding and Motorman Ding Ding

By Rollins

'TIS SAID THAT "MUSIC HATH CHARMS TO SOOTHE THE SAVAGE BREAST"— I SAID **MUSIC!**



Bouquets And Things (Hand Picked)

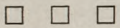
For Condr. O. G. Nelson, Div. 3 Los Angeles Railway. Gentlemen:

Busy as I am—I cannot let the week pass without at least a hasty mention of one of your conductors.

Think it was Thursday evening last, last night in fact, when making a call out on the "L" line, noticed your conductor No. 2396: though the car was very crowded, one or two would-have-been irritable passengers were tactfully reassured and sent on their way rejoicing, by a few persistent words of kindly suggestion regarding the easiest way to their destination by said conductor.

I do think that one way of improving service—public or private—is to audibly express appreciation when faithfully served.

Faithfully yours, GEORGE HENRY LITTLE Room 1053 Bible Institute 504 South Hope

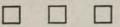


For Motr. J. F. McCormick, Div. 1 Los Angeles Railway. Gentlemen:

I wish to give a few words of praise in behalf of Motorman 731, who operates the first car on the "R" line every morning.

My position with the Shell Oil Company makes it necessary for me to open the station at 6 o'clock, and for the past three months I have caught the first "R" car at 6th and Western every morning and not once during this time has this man been one minute off schedule, which in these days of reckless automobile driving, especially at that early hour, is a record that one might be proud of. He is always very neatly dressed, courteous and careful.

Sincerely yours, W. C. BASKETT, JR. 551 South Gramercy Place

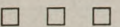


For Condr. C. S. Murphy, Div. 1 Los Angeles Railway. Gentlemen:

I wish to bring to your attention one of the most courteous and gentlemanly conductors I have ever seen on your line. I saw him handle a rather trying situation in a manner which showed him capable of meeting any emergency which might (very often does) come up, in his line of duty. His number is 3134 and he is on the car at 7th and Figueroa going east.

Being manager of the Rex Arms Apts., I demand courtesy of all employes, so that I am quick to notice and appreciate courtesy in those who serve me outside.

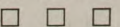
I am very truly, M. S. FOSS, Manager Rex Arms Apartments 945 Orange Street



For Mtr. H. D. Hathaway, Div. 2 Los Angeles Railway. Gentlemen:

I wish to say a few words of praise for one of your motormen. He avoided a collision, which seemed to be unavoidable. A car ran in front of him and but for his quick action would have been hit. His number was 2855—and he was on a "U" car.

Thanking you for taking up your time. Sincerely, MRS. H. E. LARSON 5839 1/2 South Wall



For Mot. H. R. Chubbs, Div. 2 Los Angeles Railway. Gentlemen:

I am enclosing herewith a check for a small amount, which I will ask you to please be kind enough to insert on the proper line the name of Motorman No.

Horse Car Stands its Ground Against Autos at Garage



A RELIC of bygone days of local transportation in Los Angeles reposes peacefully in front of a garage at 2854 West Pico street and stands its ground staunchly against the automobiles that are driven there for repairs. In the days when automobiles could be counted on one hand by a man who had his fingers cut off, the old car rocked along Main street between the Plaza and what was then Chutes Park, and is now known as Washington Park—the home of the Pacific Coast League ball games.

A. D. Lynde, who owns the garage, fell heir to the horse car when he purchased a lot on which it had stood for a number of years. The former owner of the lot, who is now dead, owned the car for many years, it having been given to her brother-in-law, who has also passed away, by one of the street railways that flourished

through the eighties and nineties of the last century.

While the exact history of this particular horse car is rather vague, it attracts considerable attention today. Mr. Lynde has had several offers from motion picture outfits who are anxious to buy the car, and the local organization of Native Sons of the Golden West have sought to display it in the museum at Exposition Park.

J. W. McElroy, who started in street car service here in 1894 when horse cars, cable cars and trolley cars were competing for favor, and who drove a horse car in Toronto, Canada, prior to that date, looked the old car over a few days ago and explained to Miss Eloise Slocomb of the claim department, how transportation was conducted in the early days, when fare was five cents.

1651, who took charge of his car at Vernon and Vermont Avenues, yesterday, about 1:00 P. M.

My wife, while changing cars in that neighborhood, lost her handbag. She was in doubt as to where it was lost, but of the impression she had left it on the car. She was several blocks from home and without funds. She stated her case to Motorman No. 1651, while she was waiting for his car, he very kindly advised where she could locate, on its return trip, the car she had left, gave her sufficient car fare to continue her trip and to return home. She asked him for his name in order that the loan might be returned, he declined to state his name but could not conceal his number.

His kindness is much appreciated and I will be greatly obliged if you will see that he receives this check with thanks of my wife and myself for his kindness and to credit him with as many merits as a case of this kind warrants.

Thanking you for your trouble, I am Very truly yours, O. F. SKILES, 1061 West 53rd St.

For Mtr. W. G. Boone, Div. 5 Los Angeles Railway. Gentlemen:

As a confirmed addict of the street car riding habit, I rather make it a habit to compare the "methods" of various crews.

Permit me, then, to speak a word of hearty commendation in behalf of your motorman No. 1789, of the 54th, Mesa Drive route. The manner in which he runs a street car is superb. It is a source of wonder that a man can put so much real heart and soul into a motorman's job as he does. By golly, he's a virtuoso of the control lever, if there ever was one; the epitome of safety first and pre-eminently courteous, always. One can easily see that he has STUDIED his job and he sure knows his giblets.

Yours very truly, J. F. WALSH, 6023 First Avenue.

Personals

(Back stage note)—I am sure we don't look like the pictures we had taken.

On The Back End (Contributed)

First Con. "You should have seen the swell little chicken that got on my car singing 'Sally'." Second Con. "I bet she didn't have nothing on the fat old dame that got on my car singing 'Waddle I do'."

It was quite appropriate to use the heart symbol on the transfers Valentine Day.

INSPIRATION

A maiden passed with silken hose, Well suited for display, A spinster puckered up her nose And turned her head away, The maiden went her way content, The men all stopped to stare, And then the spinster up and went And bought herself a pair.

Conductor Schroeder was eating over at the Greasy Spoon last Tuesday noon and had just finished his sixth glass of water.

"Are you coming here for lunch tomorrow?" asked Sparky the waiter.

"I think so; why?" asked Schroeder.

"Oh, I was just hoping that you might stop at the horse trough on the way down," answered the dish wrangler, sweetly.

A sissy boy a few stools down the line accidentally rubbed his sleeve in a piece of lemon meringue pie.

"Mercy, goodness," he cried, "what will I do?"

And Schroeder jumped up and yelled, "Wipe it on your petticoat."

Umpin' Yimmy!

Ole Olesen had been working as an engine wiper and his boss, a thrifty man, had been coaching him for promotion to fireman with such advice as:

"Now, Ole, don't waste a drop of oil—that costs money. And don't waste the waste either—that's getting expensive too."

With these facts of economy pounded thoroughly into his head, Ole went up to be questioned on his eligibility as fireman. The last query propounded was:

"Suppose you are on your engine, on a single track. You go around a curve and see rushing toward you an express. What would you do?"

To which Ole replied: "I grab the dam oil can; I grab the dam waste—and I yump."

Some one said that it was a little hard to remember just how the business streets up town that run north and south come in order. Remember this Tillie and you can't go wrong—

From Main I Spring to Broadway, up the Hill to Olive. Wouldn't it be Grand to Hope for a Flower for Figueroa?—yes? no?—

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

C. E. Corson who returned to Div. One after an absence of some months is breaking in as an extra clerk in the Foreman's office.

Clerk Roy Ruggles has been confined to his home for the last two days on account of la grippe.

Motorman F. A. Smith says his name is getting so high on the extra board that he has to have some one lift him up so he can see what is marked up to him. Some conductor ought to grab that as a suggestion, that they have stools made for the "shortys" to stand on and view the extra board.

Motorman Rom, of Russian descent, says leave it to the Jews to beat the devil around the bush. For instance, he points with pride to this original idea of his, practiced by him when he lived in a little town up in Canada. He had to get up about 3:30 A.M. every morning and not wanting to go to the expense of buying an alarm clock, he fixed it up with the night watchman, who was also a Russian, to ring him on the telephone every morning, and then when Rom would fail to answer the phone the watchman would get his nickle back. Oui, oui, one way to beat the telephone company.

Some careful observer noticed a slight change in the appearance of Motorman McCormick and after due consideration we laid it to his having his mustache dyed from gray to a deep and glossy black. When asked how come, Mac said, "well the girls didn't like it that way and my policy is always please the ladies." No, Mac, it can't be done.

You must hand it to Motorman McMullin when it comes to getting autos off the track. A woman driving a car got stuck on the track in front of Mac's car the other day and Mac got off and pushed it off the track into the ditch. Then he climbed back on the car and away they went. Well anyway he got her off the track.

DIVISION 2

J. A. Madigan

Most of you men will read your copy of Two Bells Saturday or Sunday, so we take this means to remind you of the changes in terminal time for Monday. If you have not read the bulletin posted, be sure and do so. These changes are for Monday only, Feb. 23rd.

On Saturday, Feb. 14, Motr. O. L. Harrison went away, he didn't say why, he didn't say where, or he didn't say who, but we did find out that he took unto himself a bride. We have no further particulars right now, but we sure wish the happy couple the best of luck.

Jack Knight, formerly Motr. at Div. 2, now of the Instruction Department is in the market for a bus. The stork left a husky boy at Jack's home on Sunday, Jan. 25. This makes a total of six. A good touring car with trailer might be considered, but he says a bus would be more comfortable. Congratulations J. K.

Conductor C. L. Walinder of Division Two, is responsible for this one:—Speaking of R. R. crossing rules. A Birney operator was observed a few days ago at Exposition Blvd., and Vermont doing it thusly: He first called for signal then hopped off and trotted over to the track—made the proper observation, and gave signal to proceed—hopped on and answered with two taps of his gong, and sailed away proudly with an expression on his face that said right out loud—"Find

Who's Who



CONDUCTOR O. C. Deniston has been in street railway work since 1895 although only the last seven years have been spent with the Los Angeles Railway. He is one of the old guard of Division Two and says he has had a lot of fun accumulating his thirty odd years of experience. He was with the street railway in St. Louis up to 1918 when he came to Los Angeles and entered service with this company.

something wrong with that if you can."

Condr. J. L. Stevens while working last Tuesday evening was suddenly stricken with a pain and had to be removed to his home and later to the Roosevelt Hospital, where an operation was performed. The last reports received from the hospital were that he was feeling a little better. J. L. surely suffered before being removed to the hospital. Yours truly was with him and I know it.

Condr. W. M. Redfield now of Div. 2 was up to a few days ago Motr. Redfield of Div. 4. Opportunity knocked on his door and he transferred to Div. 2.

Just as we were recovering from the party at Foreman Christensen's home, our stenog. H. H. Hansen requested us to drop over to see his new home. H. T. sure has a nice place. Seems to have everything but a cellar. Everybody had a good time.

Motr. Douglass and Motr. A. L. Smith were discussing Capital and Labor the other day. Douglass says: "Smith, if I loan you \$10.00 that's capital, but when I try to get it back it's sure labor with a capital L."

BUS DIVISION

Elmer Wood

Notice to Street Car Divisions

The boys at the Bus Division, 16th and San Pedro Streets, would like to know if any or all of the street car divisions would like to donate a pool table to them.

Signed: THE BOYS THAT SHINE
P. S. Don't forget the cues and balls.

What a Mistake

Young Wife: "The Post Offices are very careless sometimes, don't you think?"

Sympathetic Friend: "Why?"

Young Wife: "Fred sent me a letter yesterday from Philadelphia where he is staying on business and the silly post office put an Atlantic City postmark on it."

FORD NEWS—C. W. Kissinger wants to bet his "hoopy" will do 48 miles an hour up grade. A demonstration isn't necessary, merely a glance at

DIVISION 3

Dan Hanley

GREETINGS GANG

"I sure made a big mistake when I got married by a Justice of the Peace," sighed Conductor Jones "I should have got the Secretary of War."

GENTLEMEN BE SEATED

Motorman Moore rushed into see Supt. Dye the other day and said "Mr. Dye, I have a pair of twins at the house, would the company advance me some money?" But Mr. Dye said he was sorry, that the company was not responsible for accidents outside of working hours.

NOW I'LL TELL ANOTHER ONE

Conductor Miller says the roller towel in the trainmen's wash room is enjoying a longer run than "The Thief of Bagdad."

ATTA BOY

Motorman Malone's wife made an angel cake,

For her darling hubby's sake,
This she meant.

Hubby ate it, every crumb
Then he heard the Angel's horn
Calling softly "Malone come"
Malone went.

LOW BRIDGE—DUCK

And then the great detective ran down the heels of his shoes.

Conductor Cornth says he was not feeling well so he went to the Company's doctors and they gave him three pills, one for his nerves, one for his kidneys and one for his indigestion. "That's fine," mused Cornth, "but how will the pills know which way to go when they get inside."

WHOA

The car was crowded and the motorman was making good time coming into town. Every one was happy, when suddenly the car came to a stop with a jerk, throwing the passengers all around. Everyone got excited and there was a near panic. What was wrong and as they looked at the motorman he pulled out of his pocket a pencil and paper and turning to the passengers he said: "Pardon me, please, but I just thought of an eight letter word meaning 'Period of time'."

Sign for our office:

"Gentlemen will not, all others please do so anyway, spit on floor of trainmen's room."

Sign for the Company's restaurant:

"Use less sugar and stir like Hell.
WE DON'T MIND THE NOISE."

the little "ticket" he received on his way to Sunland last Sunday.

ATTENTION E. C. FITTS—The rest of the drivers would like to get your method in missing trips. They can figure out a way to miss out but you seem to have it over them when it comes to missing trips.

FAMOUS SAYING by R. L. ARNOLD:—"I should hope to kiss a pig!"

We regret the fact that Westly Nolf has been nursing a "what-you-may-call 'em" for three months and we didn't notice it.

BUICK NEWS—Rex Anderson sold his old "heap" and bought another one; although he did remarkably well, he had a roadster and for \$45.00 more got a touring car in good shape.

R. F. Crang who has been a speed cop in the county and at Vernon has decided to change his occupation for two reasons, one as the result of an accident in which he nearly lost his life and the other reason is a sweet little wife. He is breaking in as operator.

DIVISION 4

C. J. Knittle

It is with sincere regret we announce that since last issue the father of Conductor Roy Griffin passed away. The details were unavailable. Roy returned to work Thursday. Our sympathy is extended to the bereaved family.

For the information of those not acquainted with "J" line, the fare to Huntington Park is four cents. A nickel is dropped in the box but passengers get a scent back.

An Irish conductor in a small city was diligently performing his duties when an inspector boarded, glanced through the car and said, "How's this, Haley, you've got ten passengers on the car and only nine fares rung up?"

Haley counted them over thoughtfully and with furrowed brow observed the register reading.

"Folks!" he suddenly yelled, "Oi'm very sorry but one of ye will have to get off."

"Ye Scribe" and friend wife were walking over Georgia Street last Wednesday. At the switchman's shanty they were halted by Jack Barden and this conversation ensued:

Jack—Say folks, I'd like to know who is boss in your home.

Scribe—Tell him, Buddy.

Mrs. Scribe—I am.

Scribe—Shucks! I could have said that myself.

(Up the street a ways a verbal battle was snuffed by a tactful response.)

Scribe—Why didn't you say I am?

Mrs. Scribe—Goodness me, Hon—did I say anything else but?

Motorman F. P. Hommel returned to duty last Tuesday after being laid up two months with a broken left arm. The injured member is still a bit weak but behaving nicely.

DIVISION 5

F. J. Mason

A certain crew on "F" Line was not getting along as well as they should, on account of the motorman figuring he wasn't getting his bells fast enough. The conductor happened to be a new man, it being about his second day out, so the motorman took it into his head to tell him about it and give him a little advice. The conductor very meekly listened to the motorman's pros and cons, and at the conclusion of same, said, "That's alright old timer but if you'll cut out making this 'brick-wall' stops, I'll be on my feet to give you the bells—otherwise you'll have to give me time to pick myself up and get back to the bell crew."

Speaking of pipes—oh what's the use? Motorman R. O. Farmer has got one that speaks for itself. No wonder he can lick anybody at checkers.

A DRY ONE

A Scotchman and an Irishman went into a bar to get a drink. The Irishman was broke.

The conductor on the rear end rings the bell, the motorman on the front end stops the car—both ends of the car stop—STEP FORWARD PLEASE.

"Don't let him throw yer cowboy," remarked the wag as the Englishman tripped over his walking stick.

No boys, you're all mistaken. "Shorty" Hague's map has not been in "Two Bells" yet.

I was only kidding about that Valentine of "Shorty's." He did really get a dandy one though. I just saw it. On the outside it said, "I'm willing to be caught," and on the inside, "Because you're the limberger cheese."

Advice to excessive speeders—LET NURMI DO IT.