

## "R" CARS REPLACE LA BREA SHUTTLE

Shuttle service on the West Third Street extension between Larchmont and La Brea will be discontinued January 4 and through service will be provided by line "R" cars.

Approximately half of the cars will run on the La Brea division and half on the Larchmont side.

The new schedule adds six cars to the line and provides for the operation of eight two-car trains in the morning and evening rush and ten two-car trains during the afternoon rush. These trains will operate from Grand Avenue to the east terminal of line "R", which is the section of heaviest travel.

The West Third Street extension is one of the most recent on the company system and the development of residential territory warrants the establishment of through service.

## 1925 Passes Issued In All Departments

Distribution of the 1925 passes was started last Wednesday in all departments. Men in the transportation department, working on the outside, were called to the office to receive the little buff-colored tickets good for transportation in the new year.

## "Take What Car?" "Two or Three" One's Enough!

EVER since one of our customers was told to wait at Seventh and Spring for the 54th Street car and began to get impatient after counting 43, some of the folks have been nervous about lines "2" and "3" on Hill Street.

Sure enough, the expected happened when a passenger boarded an "E" line car in charge of Conductor W. Lane of Division Five and after dropping a nickle in the collection basket, he asked for a transfer to a car going down Hill Street and a few kind words of advice as to what car to take.

"Take '2' or '3,'" replied the obliging conductor.

"Thanks, smarty, one will be plenty for me," replied the customer, "and now you go and put your head in the creek three times and pull it out twice."

## INTERSECTION PAVED

The company is paving the intersection of Central and Florence Avenues. Central Avenue is the city and county boundary line and half of Florence Avenue has been paved on the city side, but not on the county side. The amount of traffic at this point has warranted the paving.

## Way To Avoid Argument Over Transfer Shown

Suggestion on "How to Reject Invalid Transfers" have been printed on a folder and distributed to trainmen. Credit for a large part of the work is due the Market Street Railway of San Francisco, which developed the plan as an aid to courteous relations between trainmen and patrons, and to minimize controversies on the cars. A few additions have been made to fit conditions peculiar to Los Angeles.

The folder lists some signs of the deliberate use of an invalid transfer by a passenger; the attitude the conductor should take; what he should do and what he should say.

It is hoped that the folder will be of value in preventing arguments on the cars.

## PIT IN VERNON YARD

A pit is being built in the Vernon yards just north of the automatic substation, which will be used for mechanical inspection of cars. A large number of maintenance-of-way cars, ranging from flats used for hauling dirt and rock, up to the big track crane operated out of the yard. In addition to using the pit for this equipment, it will be utilized for inspecting new cars which are purchased in the East and are delivered at the Vernon yards.

## HUNDREDS ENJOY CHRISTMAS PARTY

Nearly two thousand employes and members of their families participated in the annual Christmas "Open House" held Saturday December 27 at Forrester's Hall.

The doors were thrown open at 10 A.M. and refreshments were waiting for the early callers.

During the afternoon more than 500 kiddies and some 275 adults entered the hall and enjoyed the special program prepared for the little folks. Santa Claus distributed 600 boxes of candy, hundreds of apples, balloons and toys to the younger members of the Los Angeles Railway family, as they departed.

At night nine acts of vaudeville were presented which held the stage until after 10 P.M., then dancing was enjoyed until nearly mid-night. More than 850 adults were present and the children swelled the total attendance to over a thousand.

The substantial refreshments consisted of various kinds of sandwiches with coffee and punch and were served on the floor below the auditorium. The crowds were handled very well. Four thousand sandwiches and nineteen gallons of ice cream were consumed.

Street railway folks may have to wait until they have served all the late Christmas shoppers and seekers of holiday fun, but when they do have their own party in honor of Santa Claus, they have a dandy good time.

## Reasons Why Dad Goes After the Christmas Bonus Check

Children of Los Angeles Railway employes who attended Santa Claus' reception December 27. Some are bashful and others do not like the flashlight.



KEYSTONE PHOTO



# Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

## Bonus Check Well Earned

(Los Angeles Times, December 28)

IF there is any class of workers entitled to a new Year's bonus, it is the great army of trainmen of the Los Angeles street railway—or, for that matter, the trainmen of any electric traction company in a large and congested city such as this.

These trainmen—conductors especially—certainly earned their \$106,000 in bonuses that were distributed shortly before Christmas. Any street-car conductor who can go through a year without having a demerit for discourtesy chalked up against him—well, he ought to be an angel and with the angels stand!

But why should the municipal government let the street railway company shame it? If motormen and conductors are deserving of bonuses for courtesy and efficiency, I know of a lot of traffic police officers, particularly those in the seething inferno of Broadway and Spring and Hill streets, who likewise deserve rewards for refraining from committing murder for the period ending December 31, 1924!

## Let Patrons Understand

WHEN a man is buying a vacuum cleaner or an automobile, he is not likely to keep up his interest if the salesman launches into a learned discussion of mechanical details which are "over the head" of the prospect. There is a good thought there for trainmen, as it emphasizes the importance of making any necessary explanations in terms that the passengers can understand.

Frequently a few words of explanation as to the cause of a delay or change in service will passify an otherwise grouchy passenger. Re-lays, headways, lay-over and terminal time, are terms familiar enough to street car men, and in their familiarity they may forget that such words are not in every day use among passengers. Therefore, when you talk to a passenger, talk to him in words that he can understand.

## Jobs and Opportunity

THERE is opportunity in every job. There is opportunity to get the weekly, monthly or semi-monthly pay check for a definite amount of service given. There is opportunity for personal advancement and there is opportunity for the service of mankind in general. The opportunities in the latter classification in all branches of public service are countless.

What a man sees in his job determines the satisfaction he derives from that job. A motorman on a car may see his job as a daily round of contention with careless "jay walkers" and reckless automobile drivers. On the other hand, he may see his job as an opportunity to serve hundreds of individuals, giving them transportation between their homes and places of business in safety.

The conductor may see his job as a daily round of suspicious watching of transfers and repeated appeals to passengers to move forward. Again, he may see his job as a possibility for service to newcomers who do not know one street from another and are looking for someone to give them a word of help.

Just what we see in our job determines to a large degree the pleasure we get out of life. The last quarter century has seen the golden rule developing more and more in business that once knew only the rule of gold. In every job is an opportunity to serve mankind to some degree. It is for us in our various occupations to see the opportunities and seize them.

# BULLETINS

Issued January 5, 1925

### BULLETIN NO. 272

#### Notice to Trainmen

A new phone for incoming calls only—"Tucker 6472"—has been installed in the Dispatchers' office.

On Saturday afternoons, Sundays, Holidays, or nights after 5 P. M. trainmen wishing to make emergency reports to Dispatchers' office will use this phone instead of "Metropolitan 4629."

At other times, call "Main 4174" and ask for Dispatcher.

### NOTICE TO TRAINMEN

On and after January 1, 1925, the Watch Inspection Service of this Corporation will be under the supervision of the Official Bureau of R. R. Time Service for the purpose of furnishing a careful system of watch inspection and time service for employees engaged in the moving of cars.

Division Superintendents, Foremen and Clerks, Instructors, Dispatchers, Supervisors, Car House Switchmen, and any other employes who may be from time to time designated by the Superintendent of Operation, will submit their watches for inspection to one of the duly authorized Corporation Watch Inspectors, and present Card Certificate, Form 1000-0. These Card Certificates must be carefully preserved and presented monthly to the Watch Inspector, on which he will enter record of watch inspection and at the same time employe will be careful to sign Watch Inspection sheet (form 549-0). THE SIGNATURE ON THIS SHEET BEING THE ONLY EVIDENCE ACCEPTED THAT COMPARISONS HAVE BEEN MADE ACCORDING TO THESE INSTRUCTIONS.

Three firms are appointed local Watch Inspectors by the Official Bureau of R. R. Time Service, as follows:

V. A. Corrigan & Co., 631 S. Main St., and 904 W. Pico.

A. P. Tartar, 841 S. Spring St.

Donald Nicolson, 1063 S. Broadway.

When watches need cleaning or repairing, they may be left with an Inspector if owner so desires, or may be taken to such

watchmaker as owner may select, but the watch carried in the meantime, and his own watch after it has been repaired, must be submitted to the Corporation Inspector for examination and approval before such watch may be carried in service. When a watch is left with an Inspector of the Corporation to be cleaned or repaired, a standard watch will be loaned to the employe free of charge, until his own is returned to him.

Standard Watches, guaranteed to give required performance, may be obtained by employes from local Watch Inspectors on payments, as may be agreed upon, in no case to exceed a period of five months, the amount of such payments to be deducted from the payroll, if employe so elects. Only one watch order will be issued to an employe to obtain watches on deferred payments, except on authorization of Superintendent of Operation.

Until further orders, the Standard Time will be the clock in the Dispatcher's Office.

The printed instructions on the blank forms provided for this service constitute rules, and shall be observed the same as other rules of the corporation.

The minimum standard of excellence for new watches coming into the service in the future will be American made movement, 17 jewels, Breguet hairspring, patent regulator, lever set, adjusted to temperature and three positions, steel scape wheel, double roller, plain Arabic dial. All watches in open-face cases, must wind at the figure 12; watches in hunting cases must wind at the figure 3. Twelve size watches are not considered Standard and therefore will not be accepted.

Watches now carried in service that have been passed by a duly Authorized Watch Inspector will be permitted to remain in service, subject, however to inspection and correction.

*P. B. Hill*  
Superintendent of Operation.

## BUS BULLETINS

### LOS ANGELES RAILWAY BUS DIVISION

BULLETIN NO. 192 Dec. 22, 1924

To All Concerned:

Los Angeles Railway Bus Division lines will hereafter be designated by the following numbers:

- San Pedro St. line..... 1
- Lincoln Park Ave. line..... 2
- Wilshire Blvd. line..... 3
- York Blvd. line..... 4
- Beverly Blvd. line..... 5
- Santa Fe Ave. line..... 6
- Melrose Ave. line..... 7
- Figueroa St. line..... 8

Above line numbers will be used to designate above lines in new Bus Division tariff now being compiled, and will also be used by drivers on the various lines when issuing regular form of bus transfers, which carry space to show from where issued.

This for your information.

BULLETIN NO. 193 Dec. 22, 1924

All Operators:

Bus operators on Melrose Ave. line will NOT be required to make safety stop at Vine St. crossing of the Los Angeles Motor Bus Co., Vine-Rossmore line, but should approach under control and cross intersection at a speed not greater than eight (8) miles per hour.

BULLETIN NO. 194 Dec. 26, 1924

To All Operators and Conductors:

Whenever an operator changes over to the position of Conductor permanently, or when a conductor changes over to the position of operator permanently, he must come to the Manager's Office, 1023 N. Virgil Ave. and make arrangements for same with the Manager, where the proper records will be kept and the proper information given to all concerned.

Whenever an operator's run is open for bids or a conductor's run is open for bids, conductor is not permitted to choose an operator's run, neither is an operator permitted to choose a conductor's run until such time as he has transferred from one position to the other. When such transfer is made, he will in accordance with the rules in force at this time, take his place at the foot of the extra list and will have the right to choice of runs in accordance with his position on the list.

BULLETIN NO. 195 Dec. 26, 1924

To All Conductors and Operators:

The attention of conductors and operators is re-directed to Rule 66, on Page 23.

Please see to it therefore that there are no further violations.

F. VAN VRANKEN  
Manager

## Coat is Taken By Mistake at Party

During the scramble of kiddies, Santa Claus and photographers at the company party last Saturday afternoon in Forresters' Hall, W. T. Sheldford of the schedule department, lost a light, greyish brown overcoat. The coat has a belt attached and a pair of grey suede gloves were in the pocket. Apparently someone took the coat in mistake for his own, or again it may have reared up on its hind legs and just walked out.

"Two Bells" has been asked to use its editorial influence to see what can be done about the matter; so if you know of anyone who took the wrong coat by mistake from the party, please direct his attention to this article or get in touch with Mr. Sheldford in the schedule department.

## Office Asks Bonus Checks Be Cashed

Those plutocrats who have framed their Christmas bonus checks and hung them over the family fireplace as a sentimental reminder of good work done during 1924, have loosened the thirty-eighth of the thirty-nine grey hairs now on the hat rack of George Lane, paymaster. In other words, George is getting worried because a number of the bonus checks have not been cashed and he would like to have them go through the bank as soon as possible in order that the necessary accounting may be completed.

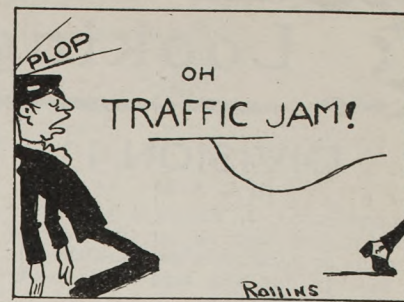
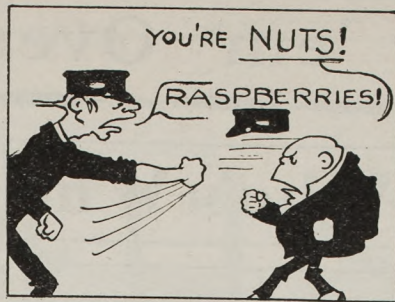
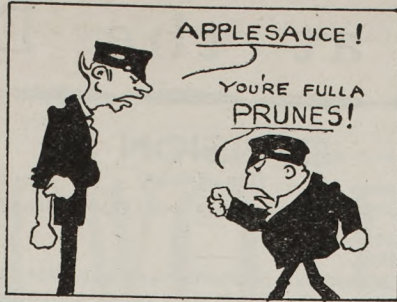
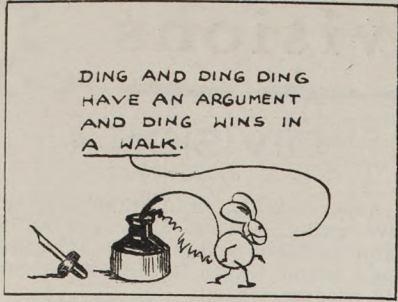
The clouds—the only birds that never sleep—Victor Hugo.

What the Flower is to the Bee, "Safety First" is to me.



# Conductor Ding and Motorman Ding Ding

By Rollins



## Bouquets And Things (Hand Picked)

For Mot. J. G. Marley, Div. 3  
Los Angeles Railway.  
Gentlemen:  
You have an efficient, courteous and obliging employe in Conductor No. 2127, West Adams line.  
**GENEVIEVE C. WILSON,**  
1671 West 24th St.

For Mot. W. I. Minghini, Div. 2  
Los Angeles Railway.  
Gentlemen:  
I am over 60 years of age—a stranger in Los Angeles.  
On the morning of October the 8th, I transferred at Florence Avenue to an "F"—Athens car.  
The courtesy shown by Motorman 585 is worthy of this attention. I left the car some distance beyond the transfer point. The motorman noticed my confusion and told me they were going back and assisted me on the car and very courteously pointed out the exact point of transfer, all of which gives me the assurance that your trainmen are on the alert to assist passengers.  
Yours truly,  
**MRS. CATHERINE D. STEELE,**  
1216 West 107th St.

For Mot. E. F. Manchester, Div. 3  
Los Angeles Railway.  
Gentlemen:  
Motorman No. 63, on the Garvanza line, should be commended for his kindness in helping an elderly lady off the car at Ave. 57 and Monte Vista about 4:30 P.M.  
**E. ROBINSON,**  
1321 Oak Grove.

For Mot. R. Burnett, Div. 4  
Los Angeles Railway.  
Gentlemen:  
Your Motorman on the 1st Street car line, his number was No. 1659, yesterday morning courteously gave me his stool to sit on from Indiana Street to Pico and Hope Streets. It was a very gracious act as the car was crowded and I am crippled. It would have been a great hardship for me to have had to stand up on so long a trip. In my riding around as I do I occasionally find all your trainmen are courteous and obliging to me. Also my observation leads me to believe they are courteous to the public. I especially call your attention to No. 1659 motorman.  
Yours truly,  
**F. A. WALLACE,**  
3524 Eagle St.

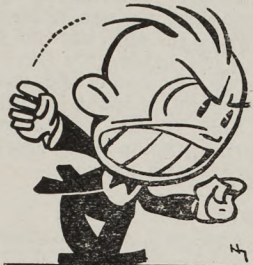
For Operator C. H. Kellar, Div. 4  
Los Angeles Railway.  
Gentlemen:

This is to call your attention to courtesies extended to me by Motorman No. 3091 on the Indiana Street car line this date in assisting me on his car. I am a cripple.  
Yours truly,  
**F. A. WALLACE,**  
3524 Eagle St.

For Cond. F. E. Rainey, Div. 5  
For Cond. P. F. Clark, Div. 2  
Los Angeles Railway.  
Gentlemen:

On looking in a street car route book I saw where if a person noticed a conductor do something extra nice in his work and if the observer would send in the facts and his number, it would help him—that is the reason I am sending this letter.  
While riding on an "M" car, in the vicinity of Manchester, I was leaving the car at this place. I left a package on the seat. Conductor No. 600 saw and handed it to me.  
On another trip Conductor 2866 helped a man alight from the car, he being a cripple. He was also very courteous to passengers.  
Hoping you will give what is due these two nice men, I remain,  
Yours truly,  
**J.W. SHRADER,**  
240 West 104th St.

## Up 'n at 'Em

NEVER mind how much you could do, and how bright your prospects would be, if only you had not made this mistake or had that bad luck.  
  
Your problem is never "What you might do if," but "What you can do." You have fallen in the fight, your kness are skinned, one eye is swollen shut, your shoulder bleeds, your back aches, you have made a wrong investment, trusted a false friend, been betrayed in love, acted the fool, and been asleep at the switch—What now? Why, up and at them! The man who wins is the man who won't quit.  
—FRANK CRANE

## More Thanks For Bonus Received

Here's hoping the custom of writing a letter of thanks for bonus checks does not extend to the receipt of regular pay-day checks twice a month. Although officials of the company emphasized the fact that the bonus checks represented payment for genuine service delivered, and were not in the form of Christmas presents, more letters of thanks have been received. Nevertheless, fellows, we are glad to hear from you.  
The letters are from the following: Mr. and Mrs. W. E. Marsh, R. W. Stevens, H. L. Sugg, R. A. Swanson and family, Mrs. S. Scheinert, E. Braun, N. W. Wagner, Wm. Brotherton, J. E. Fagin, George Laird, G. C. Hanson.

## Motorman P. A. Clark Of Division 2 Dead

Motorman P. A. Clark of Division Two died at his home December 29. He had been with the company since 1919 and had a large circle of friends who extend their sincere sympathy to the bereaved family.  
Funeral services were conducted last Wednesday at the chapel of Cunningham and O'Connor, 1031 S. Grand Avenue.

## J. Karl Lobdell To Open Law Offices

J. Karl Lobdell, who has represented the company in legal matters, particularly claim department business, for a number of years, is opening his own office in the new Hellman Bank Building. Attorney Lobdell is known to many members of the Los Angeles Railway organization.

## LINE "I" BACK AT FORMER TERMINAL

A new track on West First Street was cut in last Monday night and operation of line "I" cars to First and Bonnie Brae was resumed after several weeks interruption due to the lowering of grade and extensive improvement of West First Street. Cars are running on a headway of 7½ minutes in the morning rush hour, 7 minutes in the evening rush hour, 10 minutes in the mid-day and 12 minutes at night.

All line "D" cars are running to First and Bonnie Brae via Alvarado and Ocean View connecting with line "I." Heretofore alternate cars on line "D" have run to this point. The track from Belmont and Loma Drive north to Rockwood Avenue on line "C" is being reconstructed.

The track department is putting in a new curve at First and Rowan Streets.

## Fishing Philosophy

Some fellers think that poles an' lines  
An' reels an' hooks an' bait  
Are all that fishin' tackle needs  
Ter klass is up-ter-date;  
But it takes more than all o' these  
Ter buck the fishing game  
An' if you'll stick around a bit—  
I'll tabulate the same.

It takes a heap o' kommon sense  
An' patience, by the mile,  
A sportin' dispisition  
An' an ever-ready smile,  
An' it often helps a feller,  
When he's waited over-long  
Fer a nibble, if he'll jist relax  
An' hum a little song.

It takes a heart with kindness filled  
An' wellin' with kontent,  
An' open mind, a spirit strong  
Fer human betterment,  
A konscience klear, an' eyesight keen,  
A tongue that will not stray  
Ter "kuss" the luck, when some "poor fish"  
Has made a git-a-way.

It takes a back-bone built o' steel,  
A load o' "grit" an' "sand,"  
An' iron konstitution an'  
A strong an' stiddy hand,  
An', though old kloze are at the game  
The only duds worth while,  
Ter fish, wi'h any sort o' skill,  
Requires fittin' "style."

It takes all this, inkludin' lines  
An' reels an' hooks an' bait,  
Ter brand a fishing tackle kit  
As—striklly up-ter-date;  
There's other things, but fer the rest  
Ask any fishin' "fan"  
An' he will say, "The rest depends  
Upon the fisher-man!"

William Ludlum in "Good Hardware"

Secrecy is the chastity of friendship  
—Jeremy Taylor.

## On The Back End (Contributed)

You bet, I'm going to get off next Christmas!  
\*\*\*  
"Am I the first man to beg a kiss of you."  
"Yes, the others were more energetic—they took it themselves."  
\*\*\*  
A certain conductor told me he knows a mo'orman of this division who had not taken a bath for 90 days, but I told him that I did not think we should publish such a dirty story.  
—Hanley, Div. 3.

## OUR NUISANCES

The citizen who does not vote.  
The road-hog.  
The man without ambition.  
The girl without romance.  
The man who failed to see the mistle-toe.  
Garlicky barbers.  
Cornet novices.  
Monkey-gland quacks.  
The man who tries to be the "life of the party."  
Kittenish women.  
The motorist who does not hold his hand out at the turns.  
Fat men in upper berths.  
"Baby talk" girls.  
The man who does not keep his home fires burning.  
The man who leaves his camp fire burning.—H. C.  
\*\*\*  
Switchman G. F. McLaughlin, Div. 4, who has been on nights for some time, is afraid he is going to get sunburned now as he is taking the day shift. F. L. Ervin is taking the night job with Johnny Hobson.

"What's the most you ever got out of your car?"  
"Six times in one mile."  
\*\*\*

In a recent interview, Switchman Harbison remarked: I have been bawled out, bawled up, held up and held down; bulldozed, blackjacked, walked on, cheated, squeezed and mooched; stuck for war tax, excess profit tax, per capita tax, state tax, dog tax and syntax; Liberty Bonds, Baby Bonds and the Bonds of Matrimony; Red Cross, green cross and the double cross; asked to help the Society of John the Baptist, G. A. R., Woman's Relief Corpse, men's relief and stomach relief.  
I have worked like H— and have been worked like H—; lost all I had and part of my furniture; and because I won't spend or lend all of the little I earn, and go beg, borrow or steal, I have been cussed and discussed, boycotted, talked to and talked about; lied to and lied about; held up and hung up; robbed and near ruined; and the only reason I am sticking around now is to see if some day I will be head Night Switchman.

DEMAND AND SUPPLY  
Jack (insinuatingly)—How would you like to lend a friend \$25.  
Tom—I'd be only too glad, old fellow, but I haven't a friend in the world.—London Tit-Bits.



# Looking 'em Over at the Divisions

## DIVISION 1

D. B. Kohl

Conductor C. H. Peters is back again after having been off for the past six months on account of poor health. He is looking fine and says he is ready to go to work again.

Motorman McCormick pulled a tripper, (also a boner) out on the West Ninth street line last evening for the first time in 12 years. He did not think the line ran out 8th street far enough so tried to extend the line by running off the end. After leaving the rails however, he did not make much progress so had to be pulled back on the tracks again by another car. Mac says that in the future he will be satisfied to let the M. of W. department do all the extending of lines.

Conductor R. Rowe, the sheik of Downey Road, says he received so many red neckties from his regular lady passengers this Christmas that he is thinking of trading some of them for green socks—Oh! girls, don't rush the boy.

Motorman Riley denies all knowledge of his trip to Santa Ana, says he must have been mistaken for some one else so we will give him the benefit of the doubt.

Motorman Glass came in the other day and wanted to know what to do, in a case like this:—

"It was a dark and stormy night, the moon was shining brightly, the motorman was running along slowly on nine points. His air was gone and he was using the hand brakes, the passengers were crouched down in their seats breathing hard, when suddenly there came a flash of lightning that fairly raised the hair on each individual's head. In a flash the motorman saw ahead of him stretched across the rails the form of a man. He must act quick in order to save the bottle, but what should he do, should he attempt to use the hand brakes, use the sand or pull the trolley—he hesitated, but alas! too late the car had done the work and L.A. was minus one more bootlegger. If the motorman in this instance had consulted rule No. 99 in the revised edition of rule book for 1876 he could have at least saved the bottle.

## DIVISION 2

R. C. Hoyle

Ye scribe, H. T. Hansen, started out during the recent cold spell on an auto tour. After getting out his skid chains, overcoat, mittens, ear muffs, etc., he headed out in the direction of the Ridge Route, bound for Frisco, leaving Two Bells in charge of your humble servant for this week only.

Condr. J. E. Lewellen had a nice Christmas present left him besides the bonus this year. Old cap Stork presented Lewellen with twin girls, born Christmas eve and weighing 7 pounds. Mother and daughters doing fine.

Other divisions please note.

Our genial superintendent, T. Y. Dickey, after getting considerably het up during the bustle caused by shake-ups, bonus distribution and general Christmas rush, decided to hie himself to the snow covered hills and cool his heels amidst the snow. He spent Christmas eve in the mountains and got back safely without signs of frost bite.

Condr. J. L. Stevens has an auto of the species commonly known as "Lizzie." J. E. has been having trouble recently on account of "Liz" refusing to go. He pushed her out of the garage the other day and closed the doors and proceeded to provide her with new spark plugs and a general tonic. After getting through with this minor operation, he decided to

## Who's Who



LAST week we had, in this column, a story about a man who has been with the company seventeen years. This week we feature Lonzo Smith of Division Four, who has been with the company one year this month and works on the safety cars. If the safety cars had been with us in 1907, Smithy might have been with us in those days. He has been in street car work since 1908 in Houston and in Port Arthur, Texas, with the exception of the year 1918 when he was in army service. The "feel" of the safety car attracted him direct to the Los Angeles Railway when he landed in town.

## BUS DIVISION

Elmer Wood

Happiness is more a matter of appreciation than of possession.

*The Proper Way to Propose*

Leap Year is over boys, so the rest of you young sheiks will have to do the proposing for the next four years. Well, here goes:

"Sweetheart, there are only two kinds of men — me and the others. Don't let me escape if you have any ambitions to be happy. The world is now engaged in a futile campaign to block my way to greatness. Slowly it is realizing that it is wasting its time. Let's go."

No cement will ever mend a broken promise.

Modesty may be a virtue, but there is no use of being a doormat.

If we obey the laws we want to obey, what is the use of having laws?

Introducing new men: H. M. Jel-lum, A. M. Fox. Mr. Fox has been with the company since 1920. He has been driving for the maintenance-of-way department.

Resolved that during the coming year:—

*Editorial Note*—Now whereinell's the bus news?

step on the starter to see if she would start. Stevens was standing on the ground, he leaned over and put his hand on the starter, and now he still has a good garage, minus the doors. "Yellow boys" required.

Bob Hickson, flagman, formerly Motorman of Div. 2 is back from a wonderful trip to Australia. Bob is looking fine after his trip, and was telling us how many ports of call he made, but we lost count, and can't enumerate.

New men of the week: Cond. W. Rickstein.

Div. 2 signing off will be on the air next week.

## DIVISION 3

Dan Hanley

"Yes you pull out via North Broadway."

Motorman Schneider reports that on passing the Plaza the other morning he observed several icicles hanging on the Tamale Tree.

"What's the chance to trade my run for a tripper?"

Special Commencement—

Owing to the fact that several of the employes are reading "TWO BELLS" thoroughly, we are going to print somewhere in one of the articles an employe's name. To the one who finds his or her name and sends it in we will send them a genuine rose, tinted blue Gazoof. You will sure be surprised when you receive the Gazoof, so try and get one.

Whatsomatter, just getting in at 10:30 and I've got a 5 o'clock shine!!

Omigosh!—I often heard it remarked that any one working the extra list never is home long enough to get acquainted with his family but Conductor O. S. Cloward reports that he was home Dec. 24 and Santa Claus left him a nine pound baby boy. All's well.

Put my name in the book for off Sunday.

Myrtle was visited the other day by a delegation of trainmen from Division One who came over to enjoy one of Carter's special 35c dinners and to wish her a Merry Christmas. One of the boys asked her what kind of dessert she had and Myrtle replied: "I can't just say what it is yet as the chef has spilled it on the floor and as soon as he gets it back in the pan I'll tell you.

Gimme a yellow and a white one.

I'm going in now and see the supt. to settle on the Community Chest.

Conductor Ford was going with a young lady and when he asked her to marry him she referred him to papa. He did and papa sternly replied "Why yyoung man you couldn't even dress her." "Well it won't take me long to learn," replied Ford.

Sure I turned in my register key yesterday.

Here's to memory of Condr. Shippen Was out with his wife and winked at a pippen.

As they do in the Militia—Conductor Lattimore of the Rainbow Division, name derived from the bow they form in passing in review, says he was in on guard the other night and the officer of the day came over to his post, "Halt!" cried Lattimore. Officer halted and advanced again. Lattimore halted him once more, when officer got peeved and asked him what was the matter, didn't he know his general orders.

"Sure," replied Lattimore, "my orders are to holler halt three times, then shoot."

"You bet I'm gonna get off next Christmas."

*LIBERALLY MINDED*

Blink—The two hens I shut up in a coop have laid three eggs.

Blank—What awfully good sports! One must have laid the other two to one.—London Tit-Bits.

Enthusiasm is the breath of genius—Beaconsfield.

## DIVISION 4

E. J. Benedict

Supervisor L. D. Champion's new five gallon hat at \$7.00 per gallon came to \$35.00 and contains J. B. Stetson's brand. Keep it full of the same old wisdom, Champ.

Conductor D. A. Mitchell's boy was seriously burned last Wednesday, December 31, and was in the Riverside Hospital at last report. We have not heard just how it happened yet.

D. S. Wildermuth, who has been out of the service for several years, was in to see us a few days ago and assures us that he enjoys the radio so much that that is the reason he does not get out oftener. We were also pleased to see Motorman E. A. Ricketts, the other day. He has been in the hospital some time from injuries received from an auto striking him as he was coming to work.

We regret that Motorman L. Grant and D. F. Heaton had to leave the service on account of their wives' health.

Say, fellows, have you observed how proudly our Superintendent steps around since Christmas Eve when he was presented with the new Ball Special 23 jewel R.R. Standard watch, with solid gold chain and his lodge emblem. Altogether it came to \$150 and was subscribed, as the inscription says, "Presented to Superintendent Wimberly by the boys of Division Four, Christmas, 1924." We understand he was so overcome on the occasion that he had to close up shop for the balance of the afternoon and go home.

You may miss your regular kick in Division 4's news this week as the last seen of our regular scribe he was San Diego bound with his bride to spend a honeymoon, which we hope will always continue to shine. "'Tis a braw, bricht, moonlit nicht, to-nicht."

A HAPPY AND PROSPEROUS NEW YEAR TO ALL.

## DIVISION 5

F. J. Mason

Motorman Murray received the following Xmas Greetings from Springfield, Mo.

"Merry Xmas—Happy New Year—Froze up—Snowing like h—

Dad."

Murray replied: "Same to you and many of them. Come to California and get thawed out.

Davis."

Conductor J. C. Rainey "The Candy Kid" announces the arrival of a baby girl—mother and baby doing fine. Congratulations Mr. and Mrs. Rainey and thanks for the smokes.

Conductor "Daddy" Fisher:—"M" cars bearing the sign "54th & Mesa Drive" turn west off Moneta at 54th Street. Others run direct south on Moneta. Cut this out and place it in your trip sheet holder.

S.E.L.

*SOME TIMEPIECE*

Sambo—what kind of watch you got?

Jasbo—I has a wonder watch.

Sambo—Wonder Watch! Never heard of that before.

Jasbo—Well, you see, it's this way. Every time I look at it I wonder what time it is.—Good Hardware.

Nature and wisdom always say the same—Juvenal.