



To Mark Group Movement Limits

TWO NEW BUS SERVICES TO START MONDAY

Two new bus services will begin operation Monday, July 6. One is the Inglewood and Fairview Heights line and the second is the extension of the Melrose avenue bus line from the original east terminal at Larchmont boulevard to a new terminal at Western avenue.

The Inglewood line will run from Fifty-fourth street and Mesa Drive via Fifty-fourth to Rimpau, Sixtieth street, Keniston, Gay, Hyde Park boulevard, Centinela, Market street, Hawthorne boulevard, Commercial, and loop via Regent, Market and Queen streets.

Straight Five Cent Fare

Service will be given from 6 A. M. to 9 P. M. with a 20-minute headway until 7 P. M., when a 35-minute headway will be established.

A straight five-cent fare will be charged with no transfers.

The Melrose avenue line extension will provide connection with line "S" cars on Western avenue and the Western avenue cross-town buses of the Los Angeles Motorbus Company. Within a short time line "H" cars will run to Melrose and Western over the new Melrose extension. Connection is now provided with line "R" cars at Larchmont and the Vine street buses of the Los Angeles Motorbus Company. The west terminal of this line is Fairfax Avenue.

Bus Tickets Sold

The fare arrangement on the Melrose line continues unchanged, namely, a straight five-cent fare with no transfer. A ten-cent bus ticket is sold by the operators entitling passengers to transfer to the Los Angeles Motorbus Company's buses.

Service will be given from 5:45 A. M. until after midnight. A 12-minute headway will be maintained until 7 P. M., when a 15-minute service will be established until 10 P. M., after which buses will run every 20 minutes.

"Mama, when did you first get to know daddie?"
 "Several years after I married him."
 —Answers.

New Badge Given To Traffic Men



NEW metal cap badges have been distributed to the traffic men to replace the embroidered yellow and black badges formerly used. The new insignia is more conspicuous than those formerly used and will not be subject to the wear and tear of the type that has been discarded. The new badges fasten around the cap with an adjustable elastic band.

The new badge was given a critical inspection by the main office bunch, including Miss Helen Hughes of the claim department, who is pictured above.

CROSSING SAFETY DRILL CONTINUES

The effort of the instruction department to obtain 100 per cent proper observation and operation at steam railroad crossings is continuing steadily. Although the number of violations has declined since the plan of putting offenders through a rigid course of instruction was started, violations of the rules are being closely checked.

Last Tuesday seven trainmen were taken out on a special car and given a day of detailed drill on proper operation at railroad crossings. Last Friday six men were in the class. The safety rules pertaining to railroad crossings permit no deviation and must be carried out to the letter.

If there is any question in the mind of any trainman, he should consult one of the instructors or other men in authority.

Bus Loaned To Santa Barbara Following Quake

The Los Angeles Railway bus number one, a Moreland single-decker, was sent to Santa Barbara last Wednesday, being loaned to the Santa Barbara and Suburban Railway, which operates the street cars and buses in that city.

The street car system of Santa Barbara was badly damaged by the earthquake last Monday and assistance was promptly offered by the Los Angeles Railway.

FINAL SECTION ON FIFTH ST. STARTS

The track department started work on the east bound track on Fifth street between Olive and Grand, which is the final section of the job, last Thursday. The east and west rail has been installed between Grand and Flower and some of the special work at Fifth and Flower is ready, but connections are not complete. Due to the heavy traffic on Fifth street, the extension is one of the most difficult jobs the track department has handled for several years.

A new west bound curve has been built at Twenty-fourth street and Normandie avenue.

The drainage ditch near the track at Glassell and Moss streets, on the Eagle Rock line, has been bridged by the timber work gang for the convenience of pedestrians walking to and from the car line.

The lumber shed built at the South Park shops by the timber gang has been completed and is in use. It will be painted shortly.

All But 13 Get May Courtesy Credits

All but 13 trainmen earned the extra credits allowed for clear courtesy records during May. This record is improving every month.

During the same month 423 men missed the extra credits allowed for clear safety records. This was a slight decrease under the May figures which were 432.

"How are you getting along at home while your wife's away?"
 "Fine. I've reached the height of efficiency. I can put on my socks now from either end."

STEEL DISCS ORDERED AT DOWNTOWN CORNERS

The exact space in which group movement of cars is to be followed at downtown intersections will be marked shortly by three metal discs between the rails. The discs will be set at a distance which will allow the fender of the third car to pass the marker. The rule will be established that when the fender of a car has passed the three metal discs in the pavement, the motorman must use the group operation plan.

Limited to Three Cars

Cars which do not pass the marker and are held in fourth position when traffic is closed will be required to make a second stop at the property line. The new plan will mean that group operation will be limited to three cars, except in special cases when different instructions are given by a supervisor or some other man in authority.

Considerable uncertainty has resulted in the past and at times passengers have been unnecessarily inconvenienced because they have not known whether a car in third or fourth position would make a second stop at the property line.

Test Given

The metal discs to be used are similar to those in the pavement on Santa Barbara avenue marking the Figueroa street boulevard stop. It has been found that automobile tires keep the plates bright so that they can be plainly seen.

Another use for the metal discs was announced in the bulletins last week. Four metal discs placed between rails will indicate that stop must be made and will have the same recognition as the "stop" plates now in use. The discs can be installed much more conveniently than the "stop" plates, as the former are nailed into the pavement while the "stop" plates necessitated opening of the track, anchoring them to the ties and then repaving.

New Roof for Division 2

The old roofing over the Division Two car house is being removed and new material will be laid. The roof has an area of approximately 75,000 square feet.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Building Car Service

FOR years the plumber has been accused of habitually leaving some of his necessary tools at the shop and as a result he has been made a subject of wise and unwise remarks, ranging in origin from schoolboys to college professors. If the plumber had made no more contribution to society than to emphasize the value of proper tools, he would not have lived in vain.

Proper tools are necessary for a carpenter, a blacksmith, a tinsmith and a lawyer. It is readily apparent that the carpenter, blacksmith and tinsmith must have working tools because they turn out tangible products such as tables, horseshoes and steam tables.

The lawyer turns out an intangible product that cannot be measured with a yard stick or weighed on a scale. His product is service. His desk corresponds to the carpenter's work bench. His principal tools are his books and the mind which gives him the ability to employ the legal knowledge he has gained from reading.

Street car men are engaged in building a product more like that of the lawyer than the carpenter or blacksmith. Motormen and conductors are selling transportation service. To render this service intelligently trainmen must have brains tuned to meet varying situations in accordance with principles that have been laid down in the rule book and in the instruction department, just as the lawyer has to apply the principles laid down in books and court decisions.

A careless carpenter will let his tools rust, then when his saw and chisel have lost their cutting edge, he cannot turn out satisfactory products.

A street car man will keep his working tools—namely, his brain cells, keen and ready for instant use. He keeps his tools keen by frequently reading his rule book, and by close study of the bulletins.

The lawyer has never learned all there is about law so that he can deliver perfect service to his clients, without keeping informed on court decisions.

A street car man must learn from the people and situations he encounters every day, the new ideas and the new possibilities of street car service.

The man who is selling service has tools to work with just the same as the blacksmith and carpenter who turn out tangible products. The tools of the man who sells service are more numerous than those of the man whose product is based mainly on manual labor. These tools are the brains and experience.

The best salesmen in any line and the men who move up along the line of promotion are they who can best make good team mates of their brains and their experiences.

Students Can Take The Air Ventilator For Lecture Room

A LARGE hole, about as long as eight pieces of spaghetti, is being cut in the roof above the instruction department lecture room in the Division Four building. Daniel Healy, chief of the lion tamers, explains that in case it is necessary to rush a group of trainmen from a division for special instruction it will be possible hereafter to transport them

in a dirigible and land them through the roof. During the time the hole is not in such use it will be fitted up as a sky light and ventilator.

Another improvement at the building is the placing of awnings on the west windows so that the sun which formerly scorched the table tops will not give any of the executives sunburned ankles.

New Model Car Is Back on Line "V"

Car 2501, the new model with low floor and folding steps and doors, was put back in service Friday after it had been in the main shops for several days for checking and changes in the brake equipment. The car was started on an 18-hour run on Line "V". The new design is being favorably received by passengers.

"I never saw such dreamy eyes."
"You never stayed so late."

S. F. Market St. Ry. Official Visits L. A.

A. W. Broham, superintendent of transportation of the Market Street Railway of San Francisco, was a visitor at the main offices last week. He conferred with R. B. Hill, superintendent, on the possibilities of having his lunch bought for him and then enjoyed an inspection of some of the Los Angeles Railway equipment.

Mr. Broham takes an active interest in the superintendents' committee of the California Electric Railway Association, and is well and suspiciously known by his friends in this company.

BULLETINS

Issued July 6, 1925

BULLETIN NO. 104 Notice to Motormen

Attention of motormen is again called to the necessity of stopping cars at such a point that passengers alighting will not step on the traffic button.

A considerable portion of this trouble is occurring at the front end of the car, for which there is absolutely no excuse, as if the car is stopped in such a position that the traffic button is just ahead of the front step, there will be no danger at any of the other steps on the train.

Motormen will be held responsible for accidents of this nature occurring in the future.

BULLETIN NO. 105 Notice to Conductors

On account of Summer School Session, school tickets will be honored every day except Saturdays, Sundays, and Legal Holidays, from July 6th until August 14th, inclusive.

Samples of Summer School tickets will be posted in the cases at the divisions as soon as received.

BULLETIN NO. 106 Notice to Conductors

Conductors are making entirely too many mistakes in the accounting on trip sheet for tickets collected.

Free tickets, which include Firemen's pass tickets, and the Brown, Form F-S-101, free tickets, and which should be shown in the "Free Ticket" column, are frequently shown on trip sheet together with school tickets, bus tickets, or special

tickets collected, in the space provided at the bottom of the sheet.

The five forms of tickets in common use are fully described in the annual "Instructions to Conductors," and there is no reason why they should not be properly reported.

In the future, such errors will not be grouped with other trip sheet errors, but will be handled by themselves and demerits given for these errors will be raised for each subsequent offense.

BULLETIN NO. 107 Notice to Conductors

Fireman's Pass Book No. 23222 issued to Vern R. Gates is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 108 Notice to Conductors

The following passes are reported lost: 3190, issued to Elizabeth Rafferty, daughter of Albert Rafferty, Janitor Division No. 1.

6251, issued to L. C. Welch, Conductor Division No. 2.

7003, issued to S. Harrison, Conductor Division No. 5.

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

R. B. Hill

BUS BULLETINS

LOS ANGELES RAILWAY BUS DIVISION

BULLETIN NO. 265 June 25, 1925.

Commencing Monday, June the 29th, Operators on York Boulevard Bus Line will run according to Schedule Number B20, effective April 21, 1924, and not in accordance with the change which provided for extra trips which became effective February 16, 1925.

BULLETIN NO. 266 June 25, 1925.

The quarterly general choice of runs will take place at 8:00 P. M., June 29, and 10:00 A. M., June the 30th. Runs chosen will become effective within a day or two of July 1st. It is not possible at this moment to state the exact date. This on account of an extension of the Melrose Avenue Line up to the intersection of Western and Melrose and also on account of the establishment of the new line operating between 54th Street and Mesa and Market and Queen Street in Inglewood.

Later bulletin will be issued showing the exact date runs became effective.

Men are required at the time designated to choose for runs. Those not present, without the proper excuse, will lose their right to choose.

BULLETIN NO. 267 June 25, 1925.

Conductors must carry their Rooke Registers on their Register Hanger attached to their Register Strap and not lay their Registers down in various places on the bus. In other words, while on duty this Register must be worn on the person of the conductor in the proper place.

BULLETIN NO. 268 June 26, 1925.

SAN PEDRO STREET LINE
Beginning Sunday morning, June the 28th, the turn around at the North and South terminals of the San Pedro Street Bus Line must be made as follows:
NORTH BOUND FROM THE CORNER

OF 61ST AND SAN PEDRO STREET
North on San Pedro Street, West on 60th Street, North on Wall Street, East on 59th Place to San Pedro Street and thence South to the present terminal at 61st Street and San Pedro Street.

SOUTH BOUND
East on 84th Place, South on Towne Avenue, West on 85th Street to the intersection of San Pedro Street, laying over on the north side of 85th Street immediately East of San Pedro Street.

FIGUEROA STREET LINE

When turning buses at the South terminal of the Figueroa Street Line it must be done as follows:

South on Figueroa to Slauson, West on Slauson Avenue, South on Denver Ave., East on 59th Street and North on Figueroa Street and lay over at the same point as at present.

When moving out of 59th Street onto Figueroa Street all buses must be brought to an absolute stop and caution should be taken when pulling out onto Figueroa Street to the end that no collisions take place.

BULLETIN NO. 270 June 29, 1925.

At exactly 12:00 Noon on July the 4th every bus must be brought to a complete

stop for one minute. This will also be in force on the street cars and it is done as a silent recognition of the sacrifice made by those who gave their lives for the Country and as the inspiration to sane patriotism which their memory brings to us.

BULLETIN NO. 271 June 29, 1925.

On July the 4th all buses, with the exception of the bus on York Boulevard, will be operated on Sunday Schedule.

BULLETIN NO. 272 June 29, 1925.

The Los Angeles Railway Dispatcher's Board is open at all hours and Dispatcher may be reached any time by Company phones, also by Public Phones, during the time the Los Angeles Railway Exchange is open, by calling MAin 4174.

When Exchange Board is closed, Dispatcher may be reached by calling ME 4629.

Los Angeles Railway Exchange Board is open during the following hours:

DAILY EXCEPT SATURDAY AND SUNDAY—7:45 A. M. to 5:00 P. M.

SATURDAYS ONLY—7:45 A. M. to 1:00 P. M.

SUNDAYS ONLY—Not Open.

Telephone Number of the Bus Division has been changed and at present is WE 4034.

F. VAN VRANKEN,
Manager.

Single Track Used Near Moneta Drain

Construction of the big storm drain on Moneta avenue south of Florence avenue is progressing with comparatively little delay to street car service. The drain is to be laid on the east side of Moneta between Florence and Slauson avenues within three feet of the south bound track.

The ditch digging machine stands on a large platform which requires about 700 feet of the south bound track being "killed" at a time.

Temporary cross-overs are being used and flagmen are stationed at the ends of the single track sections to direct the movement of Moneta cars.

The job will probably require three months' time.

The young married couple entered the furniture store.

Young Hubby (bashfully): "We want to look at a bedroom suite for our new home."

Clerk: "Yes, sir. Do you want twin beds?"

Young Wife (blushingly): "Oh, heavens, no! Just a small cradle."

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

For Condr. F. C. Mead, Div. No. 3
For Condr. C. H. Deane, Div. No. 3

Los Angeles Railway, Gentlemen:
I want to call your attention to two of your conductors on the L line, 2422, who attracted my attention by his polite accommodating manner to passengers and 948 during the evening rush. The passengers were packed like sardines so to speak and he spoke so politely in asking them to move forward, and in collecting their fares and trying to relieve the situation as much as possible, that I felt constrained to report their rather unusual circumstances to their employers, for they seemed to have personal interest in the work they were doing.

Sincerely yours,
FANNIE EMERSON,
981 South Catalina

For Condr. R. T. Soule, Div. No. 3

Los Angeles Railway, Gentlemen:
Conductor 1494 on the "E" line the evening of February 2 handled an old time drunk (and I have no sympathy for drunks in a manner highly complimentary.

Give your conductor the limit for he was very kind and handled the situation with a diplomacy that prevented any commotion.

Yours for more like 1494.
L. A. HUTCHINS,
5162 Shearin Ave.

For Mtr. H. G. Wilcox, Div. No. 1
For Mtr. G. H. Hilstrom, Div. No. 1

Los Angeles Railway, Gentlemen:
I wish to commend Motorman 2633 on the "N" line for a very courteous act June 6th—also Motorman 887 on same line, June 22nd. I have often noticed the courtesy of this one and thought I would mention it but so far have neglected to do so.

Yours sincerely,
W. A. RHODES,
726 South Ardmore Ave.

For Mtr. P. G. Atwood, Div. No. 5

Los Angeles Railway, Gentlemen:
I was returning home from work this evening on an "M" car. The kindest act I have ever seen done by one of your employees was done by Motorman 2173 (an elderly man).

A little girl's hat blew off her head (from the sidewalk) the car was in full motion. He stopped the car quick and just in time for a gentleman to recover the hat unharmed.

Hoping to see more like him, I remain,
Yours truly,
ROY C. HOWELL,
742 Garland Ave.

For Mtr. W. E. Hancock, Div. No. 2

Los Angeles Railway, Gentlemen:
I have made a resolution. "When the L.A.R.Y. motormen or conductors do things that I think is worthy I will write the Company and tell them so."

I was going home on the Maple Ave. car on Maple Ave. The Motorman, No. 9, an old gentleman. He kept the old bell hot by his continual clanging. A gasoline hog came up from behind and was trying to pass the car. The motorman, looking in his glass to the right, put on air. The people in the car raved about green horns working during the rush hours and all that rot. The fellow in the auto just missed an auto parked on the street. And if the motorman had not put on the air to let the speed hound pass I know D— well that one human being would have never kissed his mamma any more.

Sincerely yours,
ROY SUTER,
239 East Adams.

Hoist Gives Division Four Shops Superiority Complex



DIVISION FOUR mechanical department has a superiority complex when rated with the other divisions' mechanical departments, because the Sentous street property is the only one that has a traveling crane. Of course the main shops at South Park have a flock of overhead electric hoists for lifting trucks, armatures or even street cars.

When the old Recreation Hall was converted into a shop for Division Four, the overhead hoist was included in the equipment, and it is the pride of Joe Melvin, mechanical fore-

man of the division. The hoist is capable of lifting 15 tons and by grunting a little, it can lift one end of a safety car.

Some of the mechanics who work in the shop on the day shift are shown in the picture above, grouped around a truck to which the hoist has been attached. The men are: front row, left to right: Jim Inman, Joe Melvin, S. Van Amburg, Ben Grimshaw, Tom Birchall, Jim Ross, Joe McCormack, Walter Jackson, Art. McHarg, Alec. Cameron, Tom Childs and Earl Newhard.

Bouquets Beat Discourtesy Charges For Seventh Month

FOR the seventh consecutive month the letters commending individual trainmen for special courtesy and efficiency have exceeded the complaints charging discourtesy, according to the June summary of the transportation department.

Only 126 complaints were received last month and this is the second best mark of the year. May has the best showing for the first half of 1925 with only 123 complaints.

The good work last month is specially commendable because June brought the biggest transportation test in the history of the city during the Shrine convention. On June 4 a record high mark of passengers carried in one day was established.

An improvement was made in the courtesy classification during June as there were nine less complaints than were received in May.

The detailed summary is as follows:

Classification	May	June	Loss or Gain
Discourtesy	45	36	- 9
Fare & Transfer Trouble	41	41	0
Starting Too Soon	5	7	+ 2
Passing up Passengers	8	10	+ 2
Carrying Passengers Past Stop	5	6	+ 1
Dangerous Operation	7	3	- 4
Short Change	3	6	+ 3
Miscellaneous	9	17	+ 8
	123	126	+ 3
Commendations	50	48	- 2

On The Back End (Contributed)

Famous Last Words: "Put my name on the off list for the 4th."

An optimist is an Englishman who writes to the King of England asking for money to buy fireworks to celebrate the Fourth of July.

TRY THIS ONE

Motor Cop (after hard chase)—"Why didn't you stop when I shouted back there?"

Driver (with only five bucks but presence of mind): "I thought you said 'Good Morning, Senator'."

Cop—"Well, you see, Senator, I wanted to warn you about driving fast through the next township."

Don't steal the thumb tacks off the bulletin board. Take your Ford to a garage and get it fixed right.

BUDDIES

He—"No, my father wasn't exactly a policeman, but he went with them a great deal."

We had quite a gathering at Division Three the other day, Conductor and Mrs. Stone came in with a lot of little pebbles and Conductor Wood and Mrs. Wood came in with all the little splinters.

A FINE QUARTETTE

A little bit of Quality
Will always make 'em smile;
A little bit of Courtesy
Will bring 'em in a mile;
A little bit of Friendliness
Will tickle 'em, 'tis plain—
And a little bit of Service
Will bring 'em back again.

Lady on "C" car, "Conductor, I would like to get off at the first Booze restaurant."

For Condr. C. Fisher, Div. No. 2

Los Angeles Railway, Gentlemen:

I want to commend to you Conductor 1274, who did me a great kindness and did it in such a courteous manner.

I boarded an "H" car on 7th and discovered that I had left my purse at a friend's, whom I had been calling upon.

Then I explained my plight to Conductor 1274 and he in a most gentlemanly manner offered to give me car fare, which I gratefully accepted as a loan and now enclosing ten cents in payment.

MISS MIRIAM JEAN ROLLINS,
2812 Jeffries Avenue.

"Here's a correspondence course that claims to add three thousand words to a person's vocabulary.

"Don't let your mother get hold of it.—Washington.

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

This hot weather means vacation time for a lot of the fellows at this division. Here are few who are enjoying a change in scenery: Condr. R. W. Brigham leaves next week on a camping trip through the northern part of the state and extending into Canada before returning. He expects to run into some good fishing along that route.

Condr. J. H. Stanley is leaving on a sixty day trip, part of the time to be spent in the city and part of the time in the surrounding mountains and beaches.

Condr. M. Sasolow is taking 30 days off to rest up and visit his relatives in the north. Condr. L. M. Hills is taking a 60-day leave to go back east and visit relatives. He expects to visit in New York, Washington and Michigan before returning in the fall.

Clerk Roy Ruggles is leaving on his vacation next week. Roy is going by auto to Portland, Oregon, to do a little fishing coming and going.

Condr. Jack Hathwell says its hard enough to have to spend a day in the Instruction Department learning how to flag, without having all the fellows giving you the horse laugh. But he says just wait, 'cause he who laughs last, etc.

Cash Receiver C. E. Kelly is putting on lots of class lately, having purchased a brand new Ford roadster. Kelly says the reason he got a Ford is he isn't taking any chances on getting pinched for speeding again.

Just broke the main spring in the rapid repeater so will have to adjourn.

DIVISION 2

H. T. Hansen

Hist!

Through the office window borne on the summer breeze comes the whispered chime of wedding bells. Ye Scribe wonders who the lucky brother is. Just then Motorman J. F. Price is seen figuratively walking on air and reading a letter. He tried to keep the good news from us, and though we don't know the lucky lady, we wish them joy, and hope that each year may add another joy. (Bring on the cigars, Price!)

The vacation list for this week comprises the following: Motorman J. F. Smith, has taken 15 days to rest at Lake Tahoe.

Motormen W. A. Pilon and G. Doerflinger have been granted 30 days leave. They will make the trip by auto to Seattle and way points.

Conductor F. Jones has taken a 90-day leave to visit Port Orchard, Wash.

Conductor H. J. Horstman, who recently transferred from Division No. 3, is obliged to resign on account of poor health.

Conductor C. E. Everett is granted 30 days to visit relatives in Michigan.

Conductors P. Atkinson and L. R. Norfleet, have been granted 60 days leave. They are going on a motor trip through the state of Washington.

Motorman J. T. Phipps has been given a 15-day leave which he intends to spend at home resting.

NOT FOOLED

Hubby: "Well, dear, I suppose you were right about there being burglars in the house last night."

Wifey: "Why?"

Hubby: "Because the money I had in my pocket is gone."

Wifey: "Well, why didn't you get up and shoot the burglar?"

Hubby: "If I had, I'd have been a widower this morning."

Who's Who



Meet R. T. Kimmey, motorman of Division Three.

They can't all be old timers so here is another of the newer members. He finishes up his first six months during July and has made a quite good record to date. He had experience with the Pacific Electric in the San Bernardino Valley section but he picked Division Three of the Los Angeles Railway because there is always a chance of running to Inglewood and getting the sea breeze.

BUS DIVISION

Elmer Wood

Due to a change in the telephone number, we will give them all to you again. It might be a good idea to write them down.

The Bus Division is WESTmore 4084. The Garage is MAIN 4174, and can only be reached between 8 A. M. and 5 P. M. week days, and 8 A. M. and 1 P. M. on Saturdays.

The Dispatcher's number is METropolitan 4629, night or day. You can always get the Bus Division or Garage over the dispatcher's phone, but you can't get any connections through the dispatcher's phone from an outside phone.

G. L. Rosen: "Have you heard the story of the eyes?"

W. S. Campbell: "No, what is it?"

G. L. Rosen: "Oh, you have two."

C. W. Kisinger: "Have you had your iron today?"

W. W. Morneau: "Well, I've bitten my nails."

The boys of the Bus Division extend their deepest sympathy to T. Bolles, whose father died recently. Bolles is taking the body east for burial.

B. F. Rogers: "How do you keep your balloon britches from bagging at the knees?"

Erskin: "Walk backwards."

Talk about hard luck, E. C. Fitts surely has it. The first day he went back to work after straining his back, he slipped off the curb, at the end of the line, and fractured his ankle.

Introducing new men: J. W. Cook, from the Long Beach Transportation Company; M. L. Sies, from Sweets Auto Tours; H. B. Rainey, a brother to H. E. Rainey; B. W. McDowell, from the Yellow Cab Company; W. A. Ellis, from the Black and White Cab Company; S. T. Nickolson, formerly a chauffeur; N. MacRae, a truck driver and mechanic.

DIVISION 3

Dan Hanley

Vacation Number.

Witness accident report reads in part, "And the auto turned into a street car." That's some change.

I sure got a horrible cold, was taking a bath when someone played the "Star Spangled Banner" on the radio.

Conductor Briggs is sure a thrifty guy, has been sick off and on for some time so he had a company doctor look him over. After the examination was finished he asked the doctor what it would cost to cure him. The doctor said, "Oh, for about \$500 I can make you a new man." Briggs thought for a few minutes and then said, "You will have to do better than that, you should see the bid I got from the undertaker."

"Rebuttal"—a second visit from a goat, as not in Webster.

Myrtle has a bathing suit

And she's not very stout,

But when she gets into that suit

There's a lot of her left out.

Mrs. Olexo drove into a filling station the other day and asked the man to put some oil in the car.

"All right, heavy?" asked the operator.

"Fresh thing," replied Mrs. Olexo, as she drove away, "I'll buy no more oil here."

Greetings.

In Hades—Hell-o.

In Heaven—Hal-o.

Where did you meet the swell girl I saw you with last night asked Mtr. Long, of Mtr. Wolfe, "Oh," replied Wolfe, "I fell in with her while canoeing."

Mr. and Mrs. Helbling went down to the beach last Sunday and went in swimming. As they were going in the water they saw a sign which read, "Be careful, the water is full of man-eating sharks." Helbling grabbed his wife and said, "You must not go in there." She got quite mad and said, "I should worry about that sign, I'm not a man, am I?"

If we have any more earthquakes I'll have to write this column three weeks in advance and spend 15c in postage to get to you folks so at present good-bye earthquakes. Shake.

DIVISION 5

F. J. Mason

How'd you like the weather, folks? Now's the time to buy your hot water bottles.

Well, the Glorious Fourth is here again. A lot of fireworks will be burned, some of us will get our fingers burned, but there will be a whole lot more of us get sunburned and that's what hurts.

Motorman Ed. Bradish wanted off. Said he just had to be off as he had a pressing engagement. We were short of men, however, and it couldn't be done so he gave me her name and address and I did the pressing. She's cute, Ed.

Henry Mast was feeling a little weak with the heat and he asked one of the boys if he would see him across the street. The guy replied, "Sure, I'd see you mile away."

"How do you like that woman you just danced with?"

"Not at all—if I had a woman like that I'd club her."

"Good—I'll get you the club—that's my wife."

"Baldy" DeMuth is off on his vacation and, just like last year, is going to get the top of his head all sunburned.

Eddie was listening in on the radio to a number which tickled his ear and asked the name of that particular piece. When told that it was "Moonlight and Roses" he said "That sure

DIVISION 4

Benedict and Vejar

Corporal Knittle, official "Ye Scribe" has ordered Private Benedict to hold the fort during his absence in the service of his Country (Knittle is not a City man), so here's hoping I don't go to sleep on guard. Captain Wimberly has ordered Private (rear rank) Vejar to assist in the battle so this is notice that Private Vejar will receive all complaints as to poor reporting, funny suggestions for funny stories, etc.

June, the Month of Roses, has passed us fragrantly and July, the Month of Brick-bats, is upon us heavily (poetry). Anyway it would be a fine time to go fishing. And that reminds us that W. A. Driggs, our congenial clerk on the afternoon watch, is the best fisherman out of Division Four. Last time the bunch went fishing Driggs went along and took Buster, his son, and although "Bus" got sick and fed the fishes all day, Driggs yanked 'em out as fast as "Bus" fed 'em and the result was Driggs brought in more mackerel than anyone. Thanks, Conductor MacKinzie, for the nice barracuda. These fishermen make me jealous, as soon as my black-eyed pea patch grows a little I am going to bring in green peas for distribution around the Division.

Clerk Ellis bought his wife a nice little cannery bird, I mean canary bird, and then Mrs. E. said, "Elmer, wouldn't it be nice to have a nice little mate for the little bird?" A little later, "Elmer, it certainly would be nice to have a larger cage or aviary and some little nests and some more little birds." So Ellis has about decided that it would have been as well to have bought a poultry or ostrich farm to start with.

Mr. Wimberly is also an amateur fisherman, he has whales right at home in his own aquarium. They are about the size of my black-eyed peas and honestly I didn't even know fish layed eggs that small until I saw them really and truly swimming around.

We all have our specialties in the office, Foreman Boyd can step right out the back door of his canyon cabin and after climbing the rear of his lot a few hundred feet, he can either voloplane back to earth or do a little placer mining. He is fond of land-slides, that's why he picked the vertical lot.

Night switchman Ervin has a new Chevrolet De Luxe. (No, sonny, I wasn't speaking French.) It is some boat, just like Jerry Jeremiah's.

Conductor Seega is now a regular switchman on the day shift.

We note with interest that "Wally Hames" formerly switchman and more recently a safety operator, is now trying out the front end.

Operator E. C. Blodgett was in to see us last Tuesday which was his first appearance after he came out second best in an encounter between his Birney car and a P. E. train. Blodgett had a few scratches on his map but he always seems to gain a little weight after these little incidents of his, motorcycles throwing him under ten-ton trucks, being run over by freight trains, etc. Guess he can't die with his boots on.

is well—I can almost taste that moonshine and smell them roses."

Lives of bald heads all remind us, We must chose our wives with care, Or departing leaves behind us, All our natural crop of hair.

Condr. J. T. O'Hara has been advertising for a Ford Sedan Body for the past month but apparently has had no luck. Can't somebody fix him up as he sure looks like the dickens. Just a body folks—his face is alright.

KEEP COOL.