

TWO BELLS

Vol. VI JUNE 1, 1925 No. 1

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

All Ready For Big Traffic Test

FOUR TRUCKS DELIVERED FOR LINE SERVICE

Four of the truck chassis ordered for the engineering department have been delivered and six more are to come. The first three will be made into tower trucks for use of the line department. The bodies will be transferred from the present trucks to the new ones. On the fourth chassis will be built a body for an emergency truck, similar to that of the well known "32" which has been in service for line repairs, etc., as a "hurry wagon" for the past four years. It has proven to be one of the best investments ever made by the company in cutting down delays on the lines.

Another delivery made to the garage at Sixteenth and San Pedro is from the Moreland plant at Burbank. It has built several of the double-deck busses used here. Two six-wheel double-deck busses have been delivered ready for service.

Reports from the Fageol factory in Oakland are that the double-deckers being built by that plant are well under way.

Wilshire Bus Line Extension Starts

Extension of the Wilshire bus line from La Brea to Fairfax was scheduled to start Saturday, May 30. Alternate buses will make the trip from La Brea to Fairfax for an extra fare of five cents. The other buses will turn south at La Brea and run to Country Club Drive, returning to Wilshire via Country Club Drive and Detroit Avenue.

The Board of Public Utilities has approved the application of the company for permission to operate a bus line on Florence avenue from Moneta avenue to Zoe street and Pacific boulevard in Huntington Park. The starting date of service is dependent on the repairing of a part of Florence avenue that is in Los Angeles city limits.

Edith—How does Jack make love?
Marie—Well, I should define it as unskilled labor.—Boston Transcript.

Welcome Shriners



Here's How We'll Do It:--

Here a few rules that will bring us through the big test of Shrine week successfully.

Answer every question with the fullest information possible and let the tone of your answer show that you are glad to help.

Think safety first and all the time. Accidents waste more time than you can save by taking a chance.

In case the power goes off, keep the controller at the off position for thirty seconds after the lights show full strength.

In case of a blockade, telephone the dispatcher promptly.

Meet everyone with a smile that starts down in your heart. Catch the spirit of joy and enthusiasm that the 200,000 visitors are bringing to Los Angeles.

The big objective is a week of service without a single discourtesy complaint. It's up to you. You can and will deliver the goods.

New Power Circuit For Div. 3 Turned On

The new power and light circuit for Division Three, which runs out of the Huron substation was put in service May 25 and is working satisfactorily.

All transformers in the Plaza substation are being overhauled and cleaned and the transformer oil is being filtered.

Track Dept. Puts In Jefferson Crossing

The track department has installed a new crossing at San Pedro and Jefferson streets.

The intersection of Seventh and Mateo has been opened, and resurfaced, providing a more level road bed.

The extension of the Melrose Avenue track from Normandie to Western is progressing satisfactorily and the west bound track probably will be paved within a week.

BEST SERVICE PROMISED VISITING NOBLES

The Los Angeles Railway is ready for the biggest transportation test of its history with men and cars able to deliver the best of service during the fifty-first annual Shrine convention, June 1 to 6.

The spirit of all men of the transportation service has been demonstrated in enthusiastic manner at the fifteen rallies that have been held, three at each division. The smokers have set records for good fellowship and serious purpose. The entertainment of company musicians, the orchestra and Hawaiian quartet, and the talks by officials have received wholeheartedly and there has been a wholehearted response to the appeal for every man to do his best in the face of the trying conditions that may be expected.

Big Responsibilities

Superintendent R. B. Hill has well said that trainmen will be asked millions of foolish questions, motormen will have added responsibilities in handling crowds through difficult traffic and over foreign lines but courtesy and safety must prevail and not a man can fail.

The schedule department has completed plans to route 200 extra cars to Exposition Park for each parade in addition to the cars regularly serving on lines "M," "U," "F," "E" and "V." These extras will be diverted from their regular routes after they have served the morning and evening rush-hour crowds. Like the cars that pass the park on their regular runs, these extras will display banners reading "Direct to the Coliseum." The arrangement will provide direct service to the park over every downtown street. The schedule of the public demonstrations is as follows:

- Tuesday, June 2—10 A. M.
- Wednesday, June 3—10 A. M. and 8 P. M.
- Thursday, June 4—10 A. M. and 8 P. M.
- Friday, June 5—10 A. M.
- Saturday, June 6—2 P. M.

(Continued on Page 2, Cols. 1)

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

“Least We Forget”

ON MEMORIAL DAY 1918 the nation did reverence to its honored dead with supreme sincerity. America had tasted the bitterness of war. Sons of the nation from every state had given their lives on the battlefields of France for the cause of civilization and other thousands stood ready in cantonments and camps for the next move that might take them to the front where life and death gambled.

In 1925 Memorial Day is regarded as a fine opportunity for a week-end vacation.

It is natural that the sorrow of the war should drift away from our hearts like a morning mist, and perhaps it is well that hearts almost broken by the loss of loved ones should heal and become the motors of busy, normal lives. But deep in our hearts there rests a sacred memory of those who have given their lives for America.

It is a wonderful thing to live in a country that has never fought a war for selfish conquest but which has fought and won for the issues of righteousness. As citizens of such a country we honor those who gave their lives for a sacred cause but we have a responsibility to them to safeguard the principles of our constitution; to stand aggressively against those who would break down our principles of liberty under law.

There is an individual challenge in the words of those who sleep in Flanders fields “to you the torch we fling.”

Two Bells Six Years Old

WITH this issue *Two Bells* begins its sixth year as the official employe publication of the Los Angeles Railway.

In the first week of June 1920 a three-column paper made its appearance. It was about three-fourth of the size of the present publication and was enlarged to the style used today when it was three weeks old. It has been the aim of *Two Bells* to tell all the news of the Los Angeles Railway as thoroughly as possible and to provide a little fun, but back of it all is the serious purpose of presenting material of information and inspiration that will help every employe to give the service that the company desires to give.

Quite naturally a major part of the space is devoted to the transportation department. In it are the men who are out on the firing line meeting the varied worries and laughs of street car life. Back of these men are nearly 3000 other employes in various departments, all of which play important parts in seeing that the individual five-cent fare transaction is such that every individual passenger receives a satisfactory money's worth of transportation service.

There has been a lot of pleasure in getting out this paper week after week and the public relations department takes this opportunity to thank those whose interest and help has made the paper possible. Particular thanks are due to the men who voluntarily write the weekly news of the divisions. Without their help the paper would not have the reader interest which is at present apparent. These men are D. B. Kohl, Division One; H. T. Hansen, Division Two; Dan Hanley, Division Three; C. J. Knittle, who has been scribe of Division Four since the paper started; F. J. Mason, Division Five and Elmer Wood, bus division.

Here's hoping you will find *Two Bells* of increasing value and interest in its sixth year.

CASH PRIZE WINNING SUGGESTIONS SELECTED

The three prize suggestions for improvement of service selected from the large number sent in by trainmen during April referred to signs.

First prize was won by Conductor M. F. Hurst of Division One, who suggested that a sign be put at the Temple block stating that the cars do not stop there between 5 and 6 P.M., directing patrons to the adjacent loading zone. Although a man has been stationed at this point to warn passengers the sign is expected to be of considerable value at this difficult corner. The sign has been ordered.

Frank Cimmarusti of Division Three, but who since resigned, was given second money for suggesting that passenger signs be placed on Avenue 20 between North Broadway and North Main. This is not regu-

lar passenger track, but is used for cars pulling in and out of divisions. Nevertheless, there are always a few passengers waiting to board the cars because they know the general time of pull-outs. It was pointed out that strict application of the rule would require trainmen to make no stops between North Broadway and North Main street. The necessary passenger stops will be marked.

Third prize was won by Motorman J. A. Wear of Division Two with the reminder that a police substation has been built on Newton street just east of Central Avenue and that ambulances and emergency autos may be expected at the corner. He suggested that an appropriate warning sign be installed.

--- BULLETINS ---

Issued June 1, 1925

BULLETIN NO. 78 Notice to Trainmen

Towermen operating at points where traffic is governed by automatic signals are instructed to give motormen and operators the tower signal between the sounding of the two traffic bells if it is feasible to do so.

Cars must not be started, however, until the second traffic bell rings, regardless of the fact that the signal is given by the towerman a few seconds previously.

BULLETIN NO. 79 Notice to Trainmen

No soliciting of any kind is to be permitted on street cars. Sale of any article, begging, circulating petitions, etc., must be stopped as soon as noted, unless the party is provided with written permission from the office of the Superintendent of Operation.

BULLETIN NO. 80 Notice to Trainmen

Cars pulling in or out of car houses and yards must be moved slowly and carefully, and conductors must pay close attention to trolleys while operating through curves and under overhead special work.

This in order to eliminate damage to trolleys, overhead, and track work.

BULLETIN NO. 81 Notice to Conductors

Pass No. 2013, issued to Clarkie B. Hubert, Forelady, Cleaners, Mechanical Dept., reported as lost in Bulletin No. 70, has been recovered.

BULLETIN NO. 82 Notice to Conductors

Fireman's Pass Book No. 23676, issued to George H. Hemingsen, is reported lost. If presented for transportation, take up, collect fare and send to this office with report.

BULLETIN NO. 83 Notice to Conductors

The following passes are reported lost: 3528—issued to Mrs. B. H. Eaton, wife of B. H. Eaton, Engineer, Way and Structures.

4283—issued to B. C. Byrd, Motorman, Division No. 1.

4904—issued to A. A. Harris, Conductor, Division No. 2.

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

3614—issued to Mrs. Frances M. Orton, wife of A. Orton, Mechanical Dept.

BULLETIN NO. 84 Notice to Trainmen

Attention is called to general rule No. 52 on page 17 of the rule book. Miscellaneous reports must be made in

accordance with this rule in every case.

BULLETIN No. 85 Notice to Trainmen

A red Fez will be suspended from span wires on North Broadway northbound at Cottage Home and southbound at Savoy.

During the time that this emblem is so displayed trainmen will make passenger stops at these points, and it is desired that every consideration be given passengers who wish to board or alight.

The same emblem may later be displayed at other points, and if so these points will be observed as passenger stops in the direction indicated.

BULLETIN NO. 86 Notice to Conductors

The following Firemen's Pass Books are reported lost or in improper hands: 23903—issued to Evan A. Edwards, is reported lost.

24746—issued to J. R. Miller, is reported stolen.

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

P. B. Hill

Superintendent of Operation.

BUS BULLETINS

LOS ANGELES RAILWAY BUS DIVISION

BULLETIN NO. 252 May 21st, 1925

Beginning at once buses on the Figueroa Street line must be turned around at the south terminal as follows:

When southbound and approaching 58th Street, operate on the inside line of traffic and make a left-hand turn, giving the proper hand signal and being careful, and head east on 58th Street and there discharge passengers from the bus that are to get off. Back out of 58th Street with the rear end of the bus to the south, being extremely careful of northbound traffic. After backing on to Figueroa Street lay over until your leaving time on the eastside of Figueroa Street immediately south of 58th Street.

BULLETIN No. 253 May 25th, 1925

Your attention is called to the fact that there is no walk-over privilege between the Vine Street bus line and the Beverly line at Beverly and Rossmore.

Please be governed accordingly.

F. VAN VRANKEN, Manager.

Appreciation

On March 20, Motorman J. Haynes of Division Two, was badly injured by an automobile. The trainmen of that division showed a fine brotherly spirit in the help given the Haynes' household and which brought forth the following letter of appreciation.

To the Men of Division Two:

We wish to extend our heartfelt thanks to each and every one who so kindly contributed to the wonderful gift you so kindly bestowed upon us, and for the brotherly love you have all showed by visiting Mr. Haynes to cheer him up, during his illness. Words cannot express our gratitude to you all. May heaven's richest blessings rest upon each and everyone, is our earnest desire.

MR. AND MRS. HAYNES.

A colored man, charged with perjury, when asked if his testimony in a former trial were not false, indignantly replied:

“Look heah, now, doan you 'sinuate. I'se robbed chicken coops, gambled, used mah razuh on cullud folks, committed bigamy, and all dem things, but I'se nevah yet sunk low enough to tell lies.”

200 EXTRA CARS WILL SERVE PARK

(Continued from Page 1, Col. 4)

With the exception of the night electrical parade on Thursday, the line of March will be from Washington and Figueroa over Figueroa to the Coliseum.

Cars will be stored on Dalton and Vernon avenues in readiness for the break-up of the events at the Coliseum and buses will take care of passengers on these streets.

Information men will be stationed at strategic points downtown and at the park. Every available loader will be on duty serving the crowds on the return trips to the business section from the Coliseum.

Recognition of the fact that the company is facing the biggest transportation test in the history of the city and a determined spirit of service and cooperation with fellow workmen, superiors and police officers will enable every man to write “Success” to his efforts.

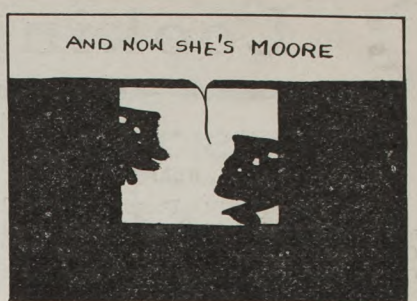
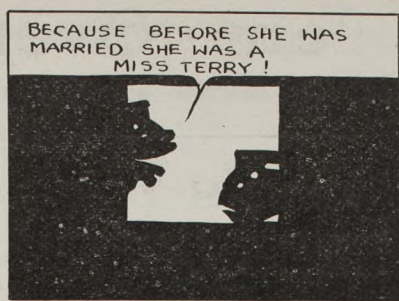
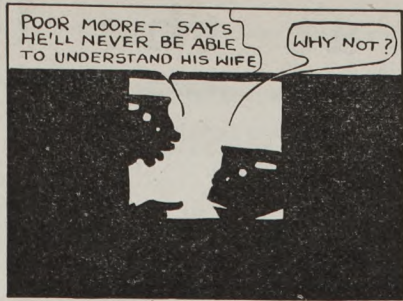
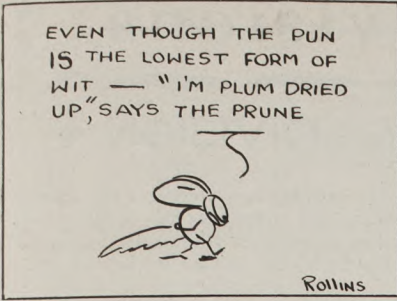
HADN'T SEEN IT

Forward—Don't you think that the violinist's obligato is beautiful?

March—I can't say yet; wait 'till she turns around.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

For Condr. P. J. Gerhard, Div. 1
Los Angeles Railway.
Gentlemen:

Wish to say Conductor 1772 on the "N" line was very courteous and wish the company to know this. In dropping some money he made every effort to assist me in getting it back.

Yours truly,
MRS. C. FREEDMAN,
388 South New Hampshire.

□ □ □

For Motr. C. M. Christensen, Div. 4
Los Angeles Railway.
Gentlemen:

I have been treated with such courtesy at two or three different times by Motorman 359 that I feel that I must say a word of praise in regard to this motorman.

I am a regular passenger on this motorman's early morning car and am voicing the opinion of many others.

MRS. M. LANDAKER,
453 1/2 South Chicago Street.

□ □ □

For Motr. G. C. Plannett, Div. 3
Los Angeles Railway.
Gentlemen:

I want to call your attention to what I saw tonight at York Junction about 6:25. Motorman 2195, on car 334, was very kind and assisted a very old lady off the car, and a few blocks further on York Blvd., he also helped two other elderly ladies off.

Yours truly,
C. CUTLER,
1451 West Ave. 48.

□ □ □

For Condr. K. C. Dearmore, Div. 3
Los Angeles Railway.
Gentlemen:

I would like to call your attention to the kindness and courtesy shown me by your conductor, 596, when I had taken a car going in the opposite direction, in transferring at Washington and Burlington and was almost at Rampart Avenue before discovering my mistake.

Sincerely,
MRS. JEAN DONALD,
4547 Marmion Way.

□ □ □

For Motr. L. D. Northrup, Div. 2
For Condr. O. Quinn, Div. 2
Los Angeles Railway.
Gentlemen:

On Wednesday, I rode on the "U" line, and my attention was attracted by the courtesy and kindness of Conductor 2044, who is my idea of an ideal conductor, patient, courteous and directing the public the right way.

I say no less of Motorman 2839, who is very careful and obliging.

MRS. H. K. VANDRELL,
1611 Garden Homes.

□ □ □

For Condr. D. Collosi, Div. 1
Los Angeles Railway.
Gentlemen:

Just a word about Conductor 2870 on the R car.

He is a gentleman. One afternoon last week in all the jam we have on east 7th St., a poor old crippled negro was on the car and didn't know just where to get off, and he was so nice to him and attentive.

Yours truly,
MRS. W. E. DRAKE,
202 North Ave. 52.

FOR MEN ONLY

It's a wonderful thing for the women
The popular permanent wave,
Now it's up to a struggling inventor
To get out a permanent shave.

—Penn State Froth.

Conductor Clever Accordion Player



In the last two weeks all trainmen have had a chance to see this fellow. He is Conductor C. E. Hodges of Division Two, who played the piano accordion at the division smokers that have been held to present the company's plans and hopes for Shrine week service. He is credited with originating the stunt of playing the piano accordion on a rolling ball and the fact that he stood fast to the floor while appearing at the divisions is due primarily to his having picked up a piece of second-hand chewing gum on his shoes a few days before the smokers and a recent accident enters into the case incidentally.

Conductor Hodges is a mighty popular fellow and his offering was well received every time the road show of musicians and company officials rolled up the curtain.

New Car Put Thru Paces on Test Trip

Car 2501, the new model recently built in the East, was taken on a test trip May 22 with a party of hefty officials on board to give the variable-load brakes a thorough test. It was run from the South Park shops to Seventy-seventh and Central with John Collins, supervisor of safety and R. R. Smith, assistant superintendent of operation, taking turns at the controller. The test showed the brakes to be thoroughly efficient and the car demonstrated easy riding qualities.

Subdivision Votes Appreciation of Operators' Service

Appreciation of the service rendered by safety car operators who run cars to City Terrace on the Euclid Avenue cross-town line of Hollenbeck Heights was voted unanimously at a meeting of the City Terrace Improvement Association, according to notice received by the company from the association.

The operators specifically mentioned were A. O. Swaboda, A. Vejar, L. Strain, E. J. Wolfgram, L. M. Chapman, A. Bertman, C. Caper, Ed. Hahn, and W. E. Klima. All the safety operators work out of Division Four.

The letter is as follows:

Los Angeles Railway,
Gentlemen:

At our last meeting of the City Terrace Improvement Association, many compliments were made regarding the many courtesies extended and excellent etiquette of the several men operating on the through cars that run into City Terrace as far as Bridge St.

By motion which was seconded it was unanimously resolved that a letter of commendation of these men be sent to you which we, the presiding officers of the City Terrace Improvement Association, heartily indorse.

Yours very respectfully,
(Signed) GEO. W. H. HUGHES,
Chairman

A. M. BATTER, Secy.
ALFRED J. GUINDON,
Treasurer

P.S.—We refer to motormen whose numbers are 1019, 3028, 816, 3026, 3043, 3094, 3056, 3059 and 527.

FRED BISHOP IMPROVING

Friends of Fred W. Bishop, former motorman of Division Two, will be glad to know that word has been received from Phoenix, Arizona, that he is gaining new strength and enjoying life thoroughly. He was forced to give up work on the cars here on account of ill health.

Systematic Cleaning Saves Expense of New Uniform

WHEN Motorman E. A. Hilty, of Division Five, reported that he had worn a uniform for sixteen months without it showing any signs of the dust and dirt that soon spoil a suit, he caused Condr. W. C. Love, of Division Three, to show his uniform to "Curly" Beers, foreman of the uniform department, as having the better of the argument by four months.

Condr. Love has been in street railway service since 1908, when he started as a conductor at Forth Smith, Arkansas. When he resigned to come west last year he was the second high-

A woman boarded W. V. Dempsey's car at Seventh and Broadway and every few blocks asked if the car had reached the end of the line. Dempsey finally pacified her by assuring her he would not carry her past the point where the car runs out of rail.

Most fellers like to sleep in on Sunday mornings when they get the chance, but not so with Conductor R. W. Dunn. To prove this, he reported Sunday morning for a run two hours before the time it was due out. Oh, well, he says he had a good time playing solitary pool until time to pull out.

A motorman pulling out of the barn with one of his train discs hanging by one hook. Tex Bourland's eagle eye spotted this and he shouted in a loud tone. "Hey, you, fix up your train run, it's hanging by one number."

Pitty poor Harry at Division Three restaurant for he has to wash and dress the salad every morning, it is so young and tender.

Motorman Kirkland of Division Four has been in the service fifteen years and never missed out, but last Friday evening he forgot to wind his alarm and next morning he slept peacefully till the glorious sunshine aroused him. Kin ya imagine such a thing of a man like Kirkland, kin ya?



est man of the seniority of that system, and his brother was top man. Conductor Love has been a strong advocate of neatness ever since he collected his first fare. He has a system for keeping his uniform clean which saves him cleaner's bills and does not make it necessary for him to buy a new uniform as frequently as the men who do not care for their clothes. In addition to a vigorous daily brushing, Conductor Love goes over his uniform once a week with a piece of silk dipped in gasoline and wrung out so that it is just damp and not wet. Silk is better than cotton because it does not leave any nap. It removes the dirt before it has time to work into the fabric. "Neatness pays," says Conductor Love.

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

"Conductor L. R. Proulx, married to Miss Juanita Hollar, daughter of Conductor C. E. Hollar on May 16." Congratulations and best wishes for a long and happy married life.

Anyone being in doubt as to how to execute a perfect and lawful left hand turn just call upon Conductor "Curly" Adams and he will demonstrate it for you. Although Curly says he knows his business he had a hard time trying to convince the Traffic Officer stationed at Seventh and Central the other day when said Officer ran him down for not stopping on demand. However Adams is a pretty good talker and he talked himself out of paying a fine and you have to be a pretty good talker to do that.

Motorman C. L. Bond says anyone wanting some fertilizer for the lawn can go to the Ford agent in Huntington Park who has a sign in the window, "Ford Fertilizer for your lawn."

Motorman S. G. Walker returned from a visit to Cannonville, Utah, with his parents. Conductor C. M. Braem who took a leave to go to Wisconsin, wrote in his resignation, having decided to stay in the East and work for his father.

Motorman E. Stuhr returned this week from a vacation spent in Wyoming. He reports having a very enjoyable time but says he is glad to get back to work again as he gets lonesome unless he is riding a street car.

DIVISION 2

C. R. Wilkins, batting for H. T. Hansen

Tex Bourland, our dolled-up switchman, has been bothering this office by calling up and asking for the results of the ball game.

Tex recently acquired a radio set, and now he has changed his demands and asks what is on the air. He will now be able to pull a tripper once in a while as he can get baseball results via radio.

Be very careful, Tex, or you will get the air.

Conductors L. C. Welch and Ralph Wilkins went out on the barge at Redondo to spend the day fishing. They were lucky enough to catch five or six good-sized fish, and to keep them in good condition they decided to hang them in the water in a gunny sack.

Everything went well until they decided to call it a day and went to haul in the fish, then the rope broke and when last seen the sack was drifting in the general direction of Catalina.

Hard luck, boys, but when you land 'em just keep 'em on land in the future.

Our foreman, J. A. Madigan, wants to know how Jeff acquired the pocket habit. He would like to have instructions along that line, after seeing Jeff dig innumerable cigars out of his pocket at one of the meetings.

A lady boarded a street car down town the other afternoon and after carefully depositing her nickel, she addressed the Conductor in the following manner, "Say conductor, does 38th Street pass this car." After that one Ashton you win the prize corrugated wooden leg."

Anxious Wife—"Abie, have you done anything about that terrible black hand letter you received?"

Abe—"Oh, yes, my dear wife. I turned it over to my insurance company. Let them worry about it. They have \$20,000 tied up in me."—Cougars Paw.

Who's Who



Condr. Lazar

Some of the folks at Division Three claim that they did not recognize Conductor Lazar, who was "written up" last week because he wore Motorman R. H. Schumacher's cap. Be that as it may, Motorman Schumacher is one of last year's recruits and will celebrate one year of service June 17. He is a husky product of a Missouri farm and started on the cars soon after his arrival in Los Angeles. He left John D. to worry about the service station he formerly operated in Kansas City.

Paul Lazar, as was mentioned last week, has just celebrated his second year in street car service, having started at Division One and transferred to Division Three. He is well and popularly known at the north side car house.



Mtr. Schumacher

BUS DIVISION

Elmer Wood

It must be a new game, E. C. Price and C. A. Pruter played when they were relieved. They would both get off of the bus at the same time, and see who could get the other's cap, then throw it on top of the double deck just as the bus pulled out. Great game, the score was a tie last week.

Conductors A. C. Adams was hurt when a student made an emergency stop unexpectedly to Adams, throwing him down against one of the seats before he could catch himself.

Oscar Fralin, chief electrician at the garage, bought a second-hand Buick and sold his Ford to W. Wangeman, a mechanic on the night force, keeping the bloomin' thing in the family, you know.

G. McDonald, our chief clerk, has returned from his vacation which he spent one week at San Diego, and the other at Redondo. He said outside of being sunburnt, he feels fine.

H. L. Mahaffey with seniority number one, has left for another position.

Do you know that—

W. T. Crawford was a bouncer at the Red Mill?

A. J. Arblaster still has his baby teeth?

J. F. Graham is almost bald headed?

E. J. Minazzi is a Frenchman?

A. E. Johnson was never a lawyer?

J. A. Born is good looking without his glasses?

W. R. Terry is only five and a half feet tall, and bought his cap two years ago?

(I'll get beaned for this.)

W. A. Bundy and R. L. Arnold have left for up north on a thirty-day leave.

E. C. Price has changed over from conductor to operator. Can't talk to the ladies now, Price.

Introducing new men: L. A. Mowrey, Roy Butler, and A. D. Alfier, who has been with the Pickwick Stage Co.

DIVISION 3

By Dan Hanley

Shriners we greet you. Shake hands with the men of the L. A. Railway Corporation. We are at your disposal.

Some speakers, some smokes, some band, some crowd and some success—Nuff sed.

You who eat at our restaurant please refrain from finding fault with the coffee even if it does look muddy. Remember it was ground in the morning.

*Mary chased a little lamb
And Mary wore her skirts tight,
But we should worry about Mary's lamb
When Mary's calves are in sight.*

Mrs. Hollander to friend husband:
"Please don't drive so fast."
Friend Husband: "Why?"

Mrs. H. to F. H.: "A motor cop has been following us for six blocks and he won't like it."

"No, sir," says Harry Travis of the Pacific Mutual fame, "Honesty isn't the best policy, I've got one that pays five ways.

Foreman Owens is now trying out a new brand of cigars he calls them Base Ball Specials. These are grounders that he picks up.

Conductor Phillips missed his relief at 28th and Dayton, going south the other evening so he hired a taxi and caught his car at Jefferson and Grand. Jarvis used to have a cup of coffee and some doughnuts at night on going home, but since the taxi episode Jarvis has kind of cut down expenses?

Hell, aint it where all bad people go?

See you at the Coliseum—maybe.

DIVISION 5

F. J. Mason

All together boys and let's help put over "Shriners' Week." It's going to be a hard week for us all. A lot of questions will be asked which may seem foolish to you, but just remember that you will be handling thousands of strangers, and give them the service that you would expect yourself.

We all miss the smile of Eddy, our jovial janitor. Eddy has been off sick since May 21 but from all reports he is getting along nicely, and expects to be back on the job soon.

Glad to see "Sunny" Jim Morton amble in the office last Sunday and say "O. K. for tomorrow." Jim's been off since May 6 on a trip to Buffalo, N. Y., and reports a fine time.

What's the matter with your dad?" said one small boy to another. "He just rolls all over the sidewalk."
"Oh, mamma says he's been Ale-ing for some time now."

The most popular saying this week has been "Gimme an order for a new uniform." That's the stuff, boys, shiek up and knock 'em for a goal. Sorry we can't supply you with balloon trousers. Henry Mast is the only one in that class.

A bunch of the boys on the extra list were out riding with Instructor Miller last Tuesday, taking in the temporary route for Shriners' week. They were all enjoying the ride until they arrived at Vernon and Santa Fe Avenues, then two or three of them got a little homesick.

**A goat ate all our other jokes,
And then began to run;
"I cannot stop," he softly said,
"I am so full of fun."**

—Senn Forum.

DIVISION 4

C. J. Knittle

It would be a good deal easier to write an account of some observations during this scribe's late tour of the divisions in the orchestra than to tell what happened at Division Four during the past week. Two divisions were entertained recently with music, smokes and short, though valuable, little talks.

Why Division Four was picked for the first smoker meetings will ever be a mystery, but as Mr. Anderson, Manager of Transportation, frequently referred to the meetings as "Vaudeville Shows" perhaps it was deemed best to put the performance under the critical eyes of Mr. Hayner, Supt. of Employment and Mr. Healy, Asst. Chief Instructor, before letting it "go on the road."

At Division One, where the next smokers were held, many old faces were seen in the audiences. It is the grand old division where officials who grew up with the service started. Mr. Smith, Assistant Supt. of Operation, looked over the number of grayed heads of his old-time mates whose faces beamed with all the old good-fellowship. The orchestra softly played, "Silver Threads Among the Gold." All was still.

But we cheered up pronto.

At Division Two everything went smoothly and when it was over Conductor T. J. Kelly wanted someone skilled on the pistol to help him shoot butts.

Division Three audiences were very appreciative and called for many encores. Mr. Jeffery, Editor of Two Bells, broadcasted his message through the outlet of the bass horn.

Division Five gave the "troupe" the glad hand and received the performance with unrestrained enthusiasm. (They tell us Bill Stoll, the chief switchman, started for Redondo the other day to fish and on reaching Hawthorne, discovered he had forgotten his reel, so he cant be our trap drummer, be gum.)

Well, after doing our "three-a-day" out there in the sticks we're glad to get back to the home field doing things more noble, like fr instance—welcoming Shriners or walking a mile for a Camel.

The Kansas City Railway has a new rule, mates. Listen to it:

"When two cars approach each other at a crossing, they shall both come to a full stop, and neither shall start up until the other has gone."

Conductor A. M. MacKenzie chartered a fishing boat at Redondo last Friday, accompanied by fifteen of his fellow fish fiends. Each man caught as much as he could carry. W. M. Snow, M. L. Conine, C. W. Stevenson, W. B. Davis, Frank Shuster, Bill Suter and J. A. Douglas were among those on hand.

20 Extras Run To Cemeteries May 30

Twenty extra cars were scheduled for Memorial Day service on Line "R" to accommodate the thousands who go to the cemeteries on Whittier boulevard to decorate the graves of departed loved ones. The cars were authorized to stay in service as long as warranted to supplement the regular Line "R" service. A car was added to the Indiana shuttle which connects East First and Seventh streets.

Supervisors were instructed to provide service as required for Exposition Park where Memorial day services were conducted.