

Big Shrine Throng Well Handled

MACY STREET BRIDGE WILL BE CLOSED TUESDAY

Operation over the Macy street bridge by Line "B" cars is to end next Tuesday at 10 A.M. and construction of the new viaduct will begin immediately.

The track department installed a cross-over at Lyons street, west of the present bridge, and another just east of Mission road. Cars will be turned back on both sides of the river at these cross-overs and passengers will use the temporary foot bridge that has been constructed.

The Los Angeles Railway owns the bridge over which there is single track. The rail will be removed and the timbers taken down as soon as the contractor for the new bridge is ready. The contract requires that the work start on or about June 10. Double track will be built across the new bridge, but it will be in the center similar to the viaducts on Seventh street.

Requisition Needed To Get Equipment

Hereafter the instruction department will adhere strictly to the rule that trainmen needing new punches, guide books, coat badges, passes or caps present the form 536-0 which is issued by the division offices certifying the need of an employe for the article specified. In many cases men call at the instruction department in civilian clothes requesting official badges or other material of the Los Angeles Railway, and without the form supplied by the division offices, it is sometimes impossible to identify the applicant as a member of the organization.

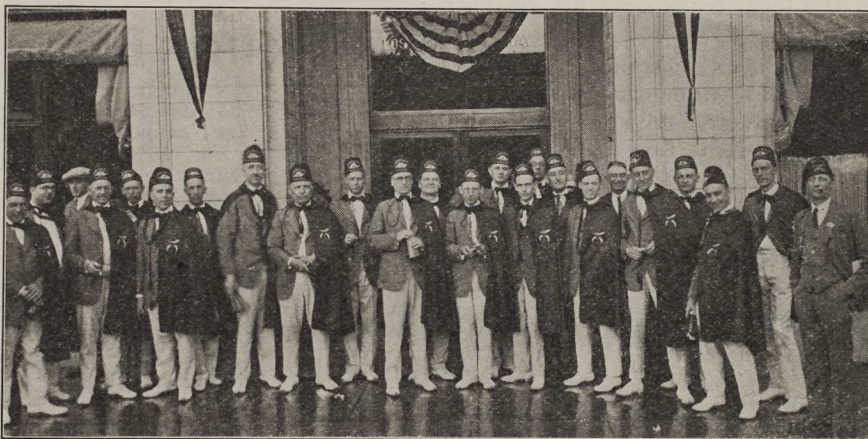
MONEYED HENS

One of the newly-rich was showing a friend around her "estate." Presently they came to the poultry run.

"Do your hens lay?" asked the visitor.

"Oh, yes," was the reply; "they can lay. But for people in our position it is quite unnecessary."

"L. A. Aint So Dry" Sing Nobles on Rainy Day Call



THE uniformed Shrine chanters of Ararat temple, Kansas City, visited the main offices last Wednesday and sang songs of Missouri, California, sunshine and rain. Business was suspended and the Nobles were given a good welcome. Taylor Chase of Division Two acted as guide.

An effort to impress upon the visitors that the rain constituted "unusual weather" for this time of year was enthusiastically accepted as was a box of cigars.

The Nobles showed their appreciation for the information and the smokes with this lusty song:

When You Come to California bring your rain coat,

When you come to California bring your rain coat,

When you come to California bring your rain coat,

For it rains like H—I out here!

5.56 Names Per Accident In May; All Divisions Get Five

AN average of 5.56 witnesses per accident was established during May, which is slightly below the April mark of 5.62 which is the highest that has been established. All divisions turned in an average of five witnesses

per accident or better. Division Five just came under the wire and Division Four continued in the lead with an average of 6.14. The detail summary follows:

Division	No. Accidents	No. Wit. Cards	Average Witness Cards per Accident
1	299	1547	5.17
2	360	1984	5.51
3	370	2203	5.95
4	252	1548	6.14
5	267	1336	5.00
TOTAL	1,548	8618	5.56

THE MAKING OF A HERO

"Miriam," he said, "I have seen the doctor. He tells me I must give up all smoking at once. It's imperative, he says; one lung is already nearly gone."

She flinched, a look of agony came over her pale, young face.

"Oh, Honey, can't you hold out a bit longer until we've coupons for a new rug?"—Crescent.

BAD LUCK

Wife: "Oh Jack, mother's fallen downstairs and broken—"

Jack (hopefully): "Her neck?"

"No, dear, one of the bannisters."

Wilker—"He made the best after dinner speech I ever heard."

Wilkinson—"What did he say?"

Wilker—"Waiter, give me the check."—Tech. News, Omaha.

POLICE GIVE BIG HELP IN SERVING CROWDS

The crowds that witnessed the demonstrations of the biggest convention Los Angeles has entertained were served by the street cars with complete success.

Every man rose to the occasion of the Shrine convention and the difficult conditions of blockades and heavy travel were met with typical Los Angeles Railway spirit. The Shriners took complete possession of the town, while here and enjoyed themselves thoroughly. The service given by the street car men played no small part in making their visit a pleasure every minute of the week.

Entertainment Varied

The entertainment features scheduled and unscheduled eclipsed anything the city had seen in previous years and ranged from toy boat races on Broadway to street dances on car track streets. Everyone took the interruptions good naturedly and helped the Nobles have a good time.

The rain on Wednesday, which was really "unusual weather" for California, changed the program somewhat and resulted in a tremendous crowd traveling to the coliseum, Thursday, when the events of the two nights were combined.

It was estimated that 100,000 people entered the Coliseum Thursday night and at least 250,000 witnessed the parade on the streets. The immense crowd hampered automobile and pedestrian traffic as badly as it hampered the street cars. Motor vehicles had difficulty getting south of Washington street after 7 P.M. while most of the street cars got their loads within walking distance of the park. Santa Barbara Avenue was tied up a large part of the time due to the parades crossing the tracks twice.

The break-up of the night parade throng was handled well because scores of cars were ready to take passengers downtown.

Credit Due Police

Particular credit is due the Los Angeles police department for the good work done in moving all types of traf-

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Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Shrine Week Success

LOS ANGELES RAILWAY men have met and mastered a transportation task that has set a new mark in the history of the city. The Shrine convention brought record breaking crowds to Los Angeles. The arrangements made by the various officials of the transportation department were carried out with the greatest efficiency that was possible. The tremendous crowds and the numerous blockades were expected and the fact that creditable service was given in the face of these difficulties reflects credit upon every Los Angeles Railway man.

It is particularly gratifying to see that the records for courtesy and safety were maintained at the highest point. Local transportation is a big factor in the successful handling of such large crowds as were drawn to Los Angeles last week. The fact that the big public demonstrations were staged outside the downtown district, resulted in greater demands being placed on the local transportation service than in any previous convention. These demands were met in the fullest degree. The value of street cars for transporting the crowds was recognized by the Shrine officials in using chartered street cars to carry hundreds of the uniformed visitors to the points where their parades formed.

Los Angeles Railway men have performed a service that will be of lasting benefit to Los Angeles in arranging future national conventions because they have shown that the local transportation system can meet the demands.

Perhaps the outstanding feature of the week was the absence of discourtesy complaints. It indicates that all trainmen recognize the the responsibility placed upon them and delivered courteous service typical of California and particularly typical of the Los Angeles Railway.

123 Complaints in May Set Low Mark For Year

TRAINMEN started in training for special courtesy service during convention week by holding down the number of complaints to 123 for May, which is not only better than any previous month of this year but is the best mark made since November last year when only 118 were received. Although the total last November was lower than last month, the courtesy record for May beats that of last No-

vember. Only 45 discourtesy complaints were received. This mark was beaten last March when only 33 such complaints were received but it is well below the monthly average and shows mighty fine work. Fifty letters of commendation indicate the appreciation of the general public.

The comparative figures for April and May is as follows:

REPORT OF COMPLAINTS, MAY, 1925

Classification	Apr.	May	Loss or Gain
Discourtesy	46	45	-1
Fare & Transfer Trouble	35	41	6
Starting too Soon	6	5	-1
Passing up Passengers	7	8	1
Carrying Passengers Past Stop	6	5	-1
Dangerous Operation	10	7	-3
Short Change	3	3	0
Miscellaneous	22	9	-13
	135	123	-12
Commendations	43	50	+7

Scribes Take on Food And Literary Ideas

The back page of "Two Bells" should be full of sparkling humor this week as the division scribes, convened Saturday evening, May 30, to trade stories and literary ideas. The party enjoyed dinner and the Orpheum.

Present and voting were: D. B. Kohl, Division One; Dan Hanley, Division Three; C. J. Knittle, Division Four; F. J. Mason, Division Five; Elmer Wood, Bus Division and J. G. Jeffery, director of public relations.

H. T. Hansen of Division Two was the only member A. W. O. L. and will be courtmartialled at the next session.

Schedules Hatching For Seventh St. Lines

Preparatory to operation of the Melrose extension from Normandie to Western Avenue, new schedules are being prepared for lines "H," "S," "R," and "J." The change on line "H" makes new schedules on the other three lines necessary because they must dove-tail satisfactorily on Seventh Street.

THE DEAR DEAD DAYS

Dorothy: "How long did it take you to learn the multiplication table?"

Mother: "Oh, not very long, dear." "But it was much simpler in those days, wasn't it?"

BULLETINS

Issued June 8, 1925

BULLETIN NO. 87 Notice to Conductors

The following Firemen's pass books are reported lost:

23548—issued to Fireman Edward W. Feigley.

24170—issued to Fireman C. D. Potts.

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

BULLETIN NO. 88 Notice to Conductors

The following passes reported lost during the months of January, February, March, April and May, 1925, have not been recovered.

864	3103	4136	5024
1227	3279	4180	5604
1264	3296	4283	5637
1490	3306	4641	6445
1521	3313	4685	6490
1717	3392	4780	6503
2070	3528	4808	7089
2256	3614	4838	7626
2621	3616	4904 Track Badge	M-131

P. B. Hill

Superintendent of Operation.

Question Box

QUESTION: Is an inbound "C" transfer with the coupon attached good at Temple and Belmont, going west on Temple Street or over Crown Hill on the out trip.

ANSWER: No.

Here's Roll Call of Shop Draftsmen

We're the India ink boys of the South Park Shops,

Nine headed strong with "BRIT" at the top.

"HATCH" comes next, may he rest in peace;

For his troubles and cares never cease.

Then "REX" the ambitious, the little old devil,

But we'll all admit he's on the level.

We have a Yankee, and sure 'tis a shame,

For he's a pretty good sort, "SULLY" by name.

Then there's a boy who'll smile, when all goes wrong,

He's just the right length, for the name of "LONG."

There's "COQUE" the Frenchman with ideas galore;

With brains for the bunch, and there some more.

We have a "MAC", a good old boy,

With a million dollar smile that's full of joy.

From way down in Texas, "STOCK-MAN" appears,

He's another old boy full of ideas.

Well there must be a goat, as you plainly see,

As there's only one left, it must be me.

TED GRAY.



It's Not All To The Youngsters

While some folks decline with age, it's quite evident that others improve. This is evident in sports, where we have several of the older men as leaders.

Zbyszsko, just past 50 years of age, won the wrestling championship of the world, while Tom Gibbons, 36 years old, is preparing himself to win the heavyweight boxing championship—an age when most athletes have retired.

The old boys cut a big figure in baseball as well. Van Gregg, 40 years old, is doing his stuff in the pinches a lot better than many of the younger pitchers. Walter Johnson, at 38, after 19 years of service, is still recognized as the daddy of them all. Eddie Collins, 37 years old, is still leading the infielders, after some 15 years or more of service. Ty Cobb and Tris Speaker, in spite of their 38 summers, accumulate base hits with astonishing regularity.—Interborough Bulletin.

BIG SHRINE WEEK THROUGHS SERVED

(Continued from Page 1, Col. 4)

fic as well as possible under the conditions. The officers were alert to the needs of the visitors and general public at every moment. Their cooperation with the street railway was effective for the benefit of the thousands who rode street cars.

Chartered street cars carried many of the patrols and uniformed chanters from their various headquarters to the points where parades formed. These cars experienced some delay in getting under way, as it was found that the Shriners liked to sleep (in the morning) but once they were loaded (the cars not the Shriners) they performed their service effectively.

Safety Prevails

No serious accidents has been reported up to the time Two Bells went to press. The rain on Wednesday resulted in 128 accidents being reported but of these nearly 90 were caused by automobiles running into the rear end of standing street cars. The only injuries of the day resulted from this type of accident and no blame can be attached to the street railway.

Not a single complaint had been received up to Friday morning, and high hopes were entertained that the week would pass without any charges of discourtesy or inefficiency being made, carrying out the wish expressed by Superintendent Hill at the division smokers.

Los Angeles Railway men stationed at the Shrine headquarters information bureau were busy during the first part of the week and the special folders on street car service for Shrine week and the route books were in considerable demand.

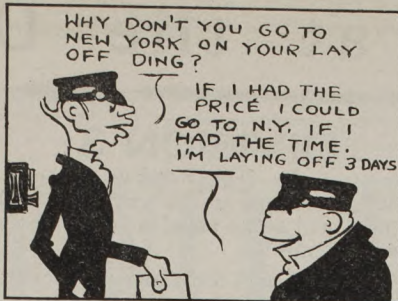
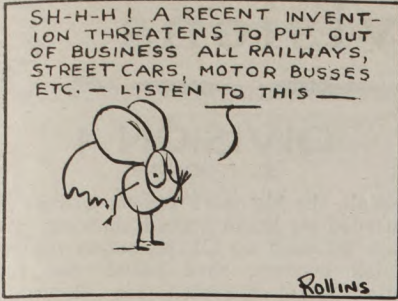
Bus Men Save Lad Hurt in Mountains

C. W. Brown, R. Elliott and W. S. Campbell of the bus division, went on a fishing trip up in the mountains, but according to reports, Campbell couldn't make the grades and was forced to retreat. Brown and Elliott hiked on up in the canyon about six miles. After fishing about an hour, they heard someone call for help, and looking around found a small boy, about eight years old, who had fallen down the cliff. They picked him up and found he had a broken arm and a fractured skull, so they carried him for three miles until they found some rangers to help them. They then took him to Brown's machine and rushed him to the nearest hospital.

"Good work boys."

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

For Condr. W. H. Laing, Div. 2
Los Angeles Railway.
Gentlemen:

Conductor 2406 is very courteous and helpful to his patrons, as I have found on numerous occasions, and I would like to put in a few words of recommendation in his favor.

Yours truly
MISS CLIRE WISEL
1120 West 106th
□ □ □

For Motr. A. A. Schoepp, Div. 5
Los Angeles Railway.
Gentlemen:

I appreciate the generous courtesy of your motorman 2917 on the "F" line. I like to show my appreciation in this way for deserving men, who serve the public so well.

My grandfather has asthma and was so slow in getting on the car but he waited.

L. O'LOUGHLIN
8922 Orchard
□ □ □

For Condr. M. Casey, Div. 5
Los Angeles Railway.
Gentlemen:

After observing one day recently the courtesy of Conductor 1260 on the Moneta line in assisting an elderly lady with baggage on and off his car, I think you should know of his spirit of cooperation in order that you may give him whatever mark of merit is due him.

Yours very truly,
W. M. SAXTON
478 I. W. Hellman Bldg.
□ □ □

For Motr. L. R. Woods, Div. 1
Los Angeles Railway.
Gentlemen:

Kindly mark Motorman No. 1203 with a merit—a deed of courtesy.

FELIX MITZE,
923 South Harvard
□ □ □

For Condr. G. Gutknecht, Div. 2
Los Angeles Railway.
Gentlemen:

Am sorry to trouble you but I so seldom meet with such courtesy and patience from conductors that I have to take note of it.

Last evening on the "W" car, Conductor 1576 was very kind and patient in explaining how I should change on cars and the best way.

Respectfully,
MRS. ELLEN WILDE
115½ West 17th St.
□ □ □

For Condr. C. H. Deane, Div. 3
Los Angeles Railway.
Gentlemen:

Just a little word of praise for Conductor 948. The writer's attention was called to the masterful way in which this (executive) conductor operated his car. The courteous and firm manner in which he induced the passengers to move forward, and his efficient manner in loading and unloading his car was noticeable.

As one gentleman remarked standing nearby, he could load one third more persons on his car than the average conductor and still keep all the passengers good natured.

Feeling that you would like to have this information.

Yours very truly,
UNITED PARCEL SERVICE
Evert McCabe, Vice-President
□ □ □

For Condr. C. W. Aen, Div. 3
Los Angeles Railway.
Gentlemen:

I wish to commend Conductor 2320, Mr. C. W. Aen, for his courtesy.

Yours very truly,
C. K. BRUST
734 Merchants National Bank Bldg.

Guess We'll Print a Picture Of Our Own Uniformed Musicians



THIS being the conclusion of a week of music furnished by gentlemen in costumes ranging from Hawaiian straw skirts to Hollywood rompers, we may be pardoned for sneaking over a little publicity for our orchestra. The picture was taken at Division Five, which although the last division on the list of smokers, was the first to see the band completely uniformed.

The smokers were arranged to present the aims of the company for Shrine week service and were thoroughly successful. The orchestra has done fine work under the direction of H. M. Padden and it is in every way a credit to the Los Angeles Railway.

When this picture was taken two of the players were absent shooting craps or buying a new cornet or something. The absent brothers are W. V. Sweet, motorman of Division Three and Rex Bordman, motorman of Division Four.

The Hawaiian quartet plays separately and is directed by Noah Allinikov.

The batting order of the orchestra as shown in the photo, is as follows:

Standing—Left to Right: S. E. Gaslee, Motorman, Div. 1, Cornet; J. R. Wright, Motr., Div. 5, Cornet; E. G. Kennard, Motr., Div. 4, French Horn; B. T. Glennin, Motr., Div. 2, French Horn; W. J. Pollock, Motr., Div. 3, Saxophone; A. L. Eastham, Motr., Div. 2, Saxophone; H. M. Padden, Motr., Div. 3, Director; M. Taylor, Condr., Div. 2, Drummer; L. L. Sweet, Condr., Div. 3, Saxophone; C. H. Engle, Motr., Div. 2, Trombone; J. R. Herring, Condr., Div. 2, Trombone; A. H. Eidsen, Condr., Div. 5, Bass Horn.

Sitting—Left to Right: E. E. Searl, Condr., Div. 3, Violin; L. Jurich, Condr. Div. 3, Violin; H. W. Childress, Motr., Div. 2, Violin; S. W. Jeremeah, S. O., Div. 4, Clarinet; C. E. Jewitt, Motr., Div. 3, Guitar; N. Allinikov, Condr., Div. 4, Steel Guitar; Ed. Hahn, Motr., Div. 4, Guitar; Jack Mesquit, Motr., Div. 4, Ukulele; V. R. Fenton, Condr., Div. 3, Clarinet; W. H. Coffman, Condr., Div. 3, Violin; C. J. Knittle, Condr., Div. 4, Violin; H. E. Weaver, Condr., Div. 1, Violin.

HOLY COIN, MADE IN FOURTH CENTURY, LOST BY MOTORMAN

The loss of the holy coin which has been handed down from generation to generation has caused deep sorrow in the home of Motorman William



Mtr. Wm. Doovas

Doovas of Division Four. Motorman Doovas is a native of Greece and the centuries of sentiment attached to the pocket piece is felt as a severe loss by Motorman Doovas and his wife. The coin was given to him twenty-five years ago by his

mother. It is a little larger than an American twenty-five cent piece and has a small hole through it. On one side is the face of Constantine and on the reverse that of his mother. According to Greek history when Constantine became a Christian he took shavings of a crucifix and gold and mixed them into the material of which coins were made in 337 A. D. His name was perpetuated in the city of Constantinople which the Turks

captured from the Greeks five centuries ago when it was their capital.

The coin was lost somewhere between Division Four and the Fountain and Edgemont terminal of line "C". The fellow workers of Motorman Doovas can well recognize the sentimental value attached to the coin and are asked to watch for the pocket piece.

Motorman Doovas has been through many trials and tribulations involving wars and international affairs. He came to this country in 1908 and established a business in Colorado Springs. He returned to Greece three years later and was married but his wife was unable to accompany him on his return trip to America because of illness in the home. Four years later Motorman Doovas made another trip to Greece to enlist in the Greek army in the Balkan war. On his return, he found his business wrecked and came to Los Angeles, where he started as a motorman and saved enough money for his wife's and son's transportation, but the wartime restrictions on passports made it impossible for Mrs. Doovas to join her husband here until 1921.

On The Back End (Contributed)

And what of the conduct of the car conductor's daughter, while the car conductor's busy conducting cars?

Sheriff (to convicted negro on scaffold): "Rastus, have you anything to say before you die?"

Rastus: "Yes, Boss, dis am suttinly gwine to teach me a lesson."—Selected.

Things became so lively that the camel hanging over the intersection of First and Broadway spat at the traffic cop.

The teacher was explaining to the class that "the bride always wore white because the wedding day was the happiest of a woman's life."

"Then why do the men wear black?" asked a precocious little boy.—Railroad Telegrapher.

Shriner: "What time are you due at the Coliseum motorman?"

Motorman: "I am due there a half an hour ago."

Shriner: "Good, you and I are both on time."

"Did you give the man the third degree?" asked the police officer.

"Yes, we browbeat and badgered him with every question we could think of."

"What did he do?"

"He dozed off and merely said now and then. 'Yes, my dear, you are perfectly right.'"—Everybody's Magazine.

Conductor Dick Rowe, who was just recently married, was caught making out a white accident report the other day. When asked what it was all about he said, Oh a lady tore her stocking and scratched her leg when boarding car, she insisted on showing Dick the extent of the injury, but Dick being a very modest young man was compelled to look the other way, so his report of the injury was somewhat incomplete.

Generous old lady (using pay station telephone for the first time): "As you've been so nice and attentive, my dear, I'm putting an extra nickel in the box for yourself."—Boston Transcript.

"Did you ever stop to think why violins have a bridge on it?" asked Conductor Searl of our orchestra. "Well, I'll answer it," said Searl, as he shifted his Camel, "That's so the music can get across."

Two plumbers were watching the Shriners' parade last Monday and the following was overheard:

"Who are those fellows, Mike?"

"They're Shriners."

"And what are Shriners?"

"Masons."

"Sure and what the devil do they want now? They're getting \$18 a day."

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

Conductor P. E. Holt left this week on a three month's trip to Urbama, Missouri to visit his parents. Conductor Holt says that he is not enjoying the best of health and hopes this trip will make him feel like his old self again.

Conductor J. E. Cooper returned from a thirty day vacation spent in San Diego and Catalina. He reports a very enjoyable time fishing, etc.

We were all sorry to hear of the misfortune of Conductor J. A. Hagest who was injured this week when he fell and broke his hip while attempting to catch a street car. He has been removed to the Roosevelt Hospital.

Motorman J. N. Hedge rushed in the other day yelling for a conductor as he was five minutes late in getting out of the barn. But he was soon cooled off when informed by the clerk that he was just one hour ahead of time and suggested that he might play pinochle or pool until time for him to pull out.

Conductor Cormier says that since he has started eating over at the Owl he has gained ten pounds, guess he must be getting a lot of butter. He says they are very generous with some things; for instance, they give you all the water you can drink with one meal. No extra charge.

Judging by the number of men I have heard say they were going to the Coliseum this week, the Shriners should do a good business. Most of them have passes that entitle them to sit on the outside and wait for the break-up.

Conductor E. B. Frizelle who resigned recently is back in our midst. He says that he is now fully convinced that the back end of a street car is the place for him.

Conductor L. I. Kiser, (no kin to the ex-emperor of Germany) has been appointed an extra switchman and is busy pulling the switches for extra cars pulling in and out of the barn.

DIVISION 2

H. T. Hansen

The following changes have taken place in the personnel of Division Two:

Motorman L. G. Simmons resigned to try his ability as a grocer. Good luck to you.

Conductor A. L. Smith has also resigned to try other work.

Motorman T. Newman resigned to take up his fortune with the Yucaipa ranchers.

Conductor G. L. Franklin, granted 60 days' leave to visit relatives in the East who are ill.

Cond.: "Both doors, please!"

Pass.: "One is enough for me!"

Cond.: "Make good use of it, please!"

Passenger presents B. O. transfer, which conductor refuses to take.

Pass.: "How is a stranger to know the transfer is not good?"

Cond.: "Madam, I told you yesterday that your transfer was not good here!"

Pass.: "Oh, you are too intelligent!"

Conductor F. S. Holland caught an old lady by the arm to prevent her from falling. She scolded him for being rough, instead of thanking him for his thoughtfulness. A passenger spoke up and said: "It's h— if you do and it's h— if you don't." Holland responded, "What the h— can you do?"

Conductor J. D. Robertson, who is in the Roosevelt Hospital, expressed the wish that some of the boys would

Who's Who



WITH a record dating from 1903, Pat Fitzgerald, whose name hints at Irish ancestry, is delivering as good service today, as a motorman of Division Two, as he did twenty-two years ago. Over the twenty-two years his Irish humor has been the joke and the despair of the dispatching board. To the usual dispatcher's question "where are you" Pat will explain "at the other end of the telephone, sure."

Back in 1905 when the Los Angeles Railway consisted of Divisions One and Two, a celebration was conducted one night in honor of Mr. H. E. Huntington, president of the company, and in appreciation of a pay raise having put the scale to twenty-eight cents an hour. Mr. Huntington told the men that his favorite entertainment was Irish stories and requested anyone so gifted to take the floor. Rather reluctantly Pat Fitzgerald was pushed to the front, where he rose to the occasion enthusiastically.

Pat has been in railway work practically all his life, having come to the Los Angeles Railway from the Santa Fe system.

pay him a visit as he would be very glad to see them. So let's go.

"That's no fare," said the conductor as I dropped in a slug.

"The difference between a motorman and a conductor is quite strange. The motorman changes the handle, and the conductor handles the change."

Motorman F. R. Hoffman, our "bowling" captain, has resigned to take up his new duty as inspector of Westinghouse air brakes for the Santa Fe Railroad.

Motorman 61, Division Four, will sell his equity in new bungalow at 230 East Eighty-third street. Price \$4,500. \$1,500 mortgage. \$2,000 T. D. balance cash.

BUS DIVISION

Elmer Wood

Yep—that good-looking sheik on Wilshire is W. R. Terry in his new cap, "classy" eh?

Westly and Floyd Nolf left on their vacation June first. They are going up north in Westly's Ford. "Hope they make it."

A couple of women were sitting on the upper deck opposite a conductor's bell button and the sign read "for conductor's use only," so when E. J. Richards came up to collect the fares they

DIVISION 3

By Dan Hanley

What became of the guy who said "There will be no parades in the downtown district?"

"Yes, sir," said Mr. Carter to Condr. Budge, "everything in this restaurant is unique, is of colonial design and has a kind of an ancient history, making it rather an odd place to eat."

"That's fine," remarked Conductor Budge, "then please tell me the history of these two eggs."

Figure this one out. Conductor Hays had on a colored collar the other day when he called for his run and when Clerk Allen asked him where his white collar was Hays told Allen that the landlady had sent his cuff buttons to the laundry. It's too deep for me.

Motorman Wolfe and family took an auto trip the other day and when they pulled out the cots for camp that night, Mrs. Wolfe said, "Oh my dear that cot is not going to be long enough." "Never mind," said Wolfe, "I'll add two feet when I get in."

"Between dances Violet is always with me, the rest of the time against me," remarked Motorman Neal.

Conductor Cox, who is an ex-sailor, was asking Conductor Wall, who is an ex-sailor, if he had ever seen the Carribean. Just then Conductor Lange, who was listening, wanted to know where he could get some as he wanted to plant them in his garden.

Good-bye and good luck, Shriners and hope you have had a good time.

At the time of this writing Jupiter Pluvius is paying us a visit and as the janitor has left my office window open the rain got in my ink well and the ink has become diluted (Period) to such an extent (Comma) that my pen refuses to percolate any further.

got up to give him their seat, making the remark that they didn't see why conductors had to have a certain seat. Polite weren't they?"

All buses are equipped with "drum headlights." But don't try to "beat 'em" fellows as it's pretty hard (for you) to beat them for good lights.

E. T. Fleming: "I broke a record today."

G. R. Wagner: "What kind of a record?"

E. T. Fleming: "A phonograph record."

Morneau: "My girl has a hundred different fellows call her up a day."

Bridger: "Gee! she must be popular."

Morneau: "Yes, she's a telephone operator."

George Oliver is in the height of his glory with the clatter gong on number 64 now. No more time lost, boys.

The only one that believes in signs is a sign painter.

Introducing new men: W. H. Lenheart, Bruce Pentland, C. V. Coleman, M. M. Lauder and G. C. Harned.

DIVISION 5

F. J. Mason

Now that the Convention week is past, And all the foolish questions asked, I answered them the best I knew And I'll tell the world I'm glad its through,

But the one which had me up a tree Was explaining who's Al-Mal-ah-Key. J. T. O'HARA.

Now you can sit back and take things easy until Christmas—maybe.

Last Saturday, being the sixth anniversary of "Two Bells", J. G. Jeffery, our editor, grabbed all the division scribes together, dined them and then took in the Orpheum. I had already

DIVISION 4

C. J. Knittle

Well, the big week is over and we're satisfied we made a good showing. At least we used up all our safety blades, whisk brooms, shoe polish and the roller towel traveled ten thousand miles.

On Wednesday afternoon, a "C" car was going up Hill Street. It was packed to capacity. A smart boy attached himself to the step.

"Well, Noah," he called to the conductor, "Is the ark full?"

"Yes, all but the jackass," came the answer, "come on in."

Milly, our star window massager, was bidding her newly-acquired husband good-bye recently when he started on a fishing trip. She happened to notice his cheeks were bulging.

"What's you got in your mouf, Jezzro?" she asked.

"Fishin' worms," he replied.

"Lawdy man," she declared, "that's the wust I evah did hear of!"

"Well, responded Jezzro, "you don't think I'm goin' to put 'em in mah pocket with mah lunch, do you?"

An American citizen can do as he durn pleases except for his conscience, his wife, his landlord and the neighbors.

Conductor Christ had a date with a shimmy dancer last Thursday evening, but she wiggled out of it.

The teacher told Motorman Seybert's little boy to give a sentence using the word "female."

The kid says, "Here comes the Santa Fe mail train."

The purp stood on the burning deck, With flames a-raging 'round its neck, HOT DAWG!

Good-bye, Shriners! We'll miss you.

I am getting up another big fishing trip for June 11, at Santa Monica. Anyone wishing to go let me know and leave two dollars with Cashier Benedict. MAC KENZIE.

seen the show and when I mentioned this fact to "Jeff," he said "Well that's alright, you're English." True to form I got a bigger kick out of it the second time and learned that custard pie was named after an American general.

Who's supervising the supervisor's daughter while the supervisor's supervising the line?

The guy who said he'd walk a mile for a Camel needed a Chesterfield when he got back.

Read our poems but watch your hat and coat.

I have traveled on the cars all over From coast to coast, 'tis true.

I even rode them while in France, In Canada and Mexico too.

I took a ride on the horse car, In up to date New York.

I tried the elevated

With Father just from Cork.

The subway and the Mono rail,

Have never failed to thrill,

The cable cars in Pittsburgh,

My memories are there still.

The compartment cars in "Alabam,"

For colored and for white,

The depot car in New Siam,

Is tourists' great delight.

The Toonerville Trolley—

I haven't missed a one.

And on a yellow car,

I rode one day for fun.

Now I ride them every day.

The yellow cars in old L. A.

And for Courtesy—Cleanliness—Ser-

vice,

And smiling uniformed crews,

They've got the rest of the world all

beat.

The L. A. cars I choose.

C. B. McQUEEN.

Put down that umbrella!