

Superintendent Hill Thanks All Who Made Shrine Week Record

I KNEW we could do it and we did. Despite the interruption of festivities caused by the rains on Wednesday of Shrine Week and the fact that everybody was tired out by the time Sunday came, the week will stand as a record for the Los Angeles Railway for some time to come, not only as regards the total number of people served, but as regards the efficiency with which they were served and the spirit which was shown by everyone connected with the Company.



Traffic conditions of course were just about as bad as they could be imagined, and owing to unexpected complete interruptions in the service, trainmen experienced considerable difficulty in making reliefs and meeting other conditions which arose, and yet the week closed with only four discourtesy complaints being filed. Of the total number of trainmen concerned, only two made any objection to the long hours on duty which were sometimes found necessary.

While I want to caution all trainmen in regard to getting back to normal operation, proper observance of road space, attention to the doubling of electric switches, watching the details of properly filling out the mileage cards and trip sheets and other features of our work, some of which were deviated from to some extent during the stress of the week's business, I must say that I desire to thank the trainmen of the Los Angeles Railway, the supervisors' and instructors' forces, those from the offices who so ably and cheerfully assisted, the electrical, mechanical, and track forces, and all others whose splendid cooperation enabled us to establish a record which will stand unequalled for a long time to come.

Yours truly,

R. B. Hill

SUPT. OF OPERATION

Shrine Officials Praise Trainmen

HIGH praise for the service delivered by trainmen during the Shrine convention has been received from John L. Butler, chairman of the parades committee and the Board of Directors of the Downtown Business Men's Association. Commendation of the work of the information men at Shrine headquarters is made by George S. Strait, chairman of the information committee. They are as follows:

Mr. George J. Kuhrts,
General Manager, Los Angeles Railway.
Dear Sir:

Now that Shrine week is a matter of history, and we have time to look about us in an endeavor to determine just who was responsible for the wonderful success of the week's entertainment, we must take off our hats to the transportation companies, who under many handicaps, were able to deliver to and from the Coliseum and other points of entertainment, the hundreds of thousands on pleasure bent.

As Chairman of the Parades Committee, I desire to thank your entire organization, particularly the platform men and the

field inspectors, for their splendid cooperation in making Shrine Week one of the most successful in Shrine history.

Yours very truly,
CAPT. J. L. BUTLER
Chairman, Parades Committee

Mr. George J. Kuhrts,
General Manager Los Angeles Railway.
Dear Sir:

In behalf of the Board of Directors of this association, I wish to express their keen appreciation of the efficient work performed by your road during "Shrine Week."

Although an unusually heavy load was thrown on your road the personnel magnificently rose to the occasion and solved difficult situation after difficult situation with the greatest of efficiency.

The splendid cooperation given by all, from the executive officers down to the least of your subordinates, contributed much toward the favorable impression of our city the Shriners carried away.

With best wishes, I am
Cordially yours,
WILLIAM F. PETERS
Secretary

(Continued on Page 2, Col. 1)

New Type Car Does Well In Service Tests

Car 2501, the new model designed by the Los Angeles Railway engineering department, was put in service on line "V", last Wednesday and has been running steadily day and night.

Careful checks and observations are being made to determine the strong and weak points but only a few minor features have been revealed as requiring a change.

Part of the seats are arranged longitudinally, as in the enclosed section of the standard P.A.Y.E. cars, and alternate blocks of seats are arranged across the car as in the open sections of the standards. The car has no bulk head. The alternate arrangement of the seats, minimizes congestion of the aisles and results in more people moving to the front of the car and using the front exit.

The loading and unloading is prompt, showing the benefit of the low level floor and single folding step.

Wire Cut for Record House Moving Job

The line department had to cut the overhead on two busy streets during the past week to accommodate one of the biggest house moving jobs on record. A brick dwelling 60 feet high was moved from Figueroa to Flower Street on Eighteenth. The trolley wire was cut on Figueroa and Flower Sts. on separate nights. Although the building was moved in two sections, it occupied practically all the space from curb to curb.

Six rails were laid on a block framework and the structure was moved along this track on four-inch steel rollers.

Special Work Down At Fifth and Olive

The track department began installation of special work at Fifth and Olive Streets last Monday. The work has to be done at nights owing to the heavy traffic during the day-light hours. This job is an important part of the Fifth Street extension which will put new track on Fifth Street between Olive and Flower and permit the routing of line "C" cars on Fifth Street instead of Sixth. The finishing touches on this special work job are expected to be made within a few days.

The intersection of Eleventh Street and Grand Avenue has been resurfaced, ballasted and tightened.

Customer—"Do you serve lobsters here?"

Waiter—"We serve anybody; sit down."

NEW BOOK OF RULES WILL BE READY IN JULY

A new rule book, the first that has been published since 1922 is expected to be in the hands of trainmen within three weeks.

Copies of the tentative rules have been typewritten and supplied to officials of the transportation department following several conferences. These copies are scheduled to be returned with any suggested corrections by June 22, and soon after, the printer will begin work on the book.

The new code of regulations will incorporate rules and bulletins that have been issued since 1922. All bulletins that have been printed in Two Bells have been reviewed in the preparation.

The printing will be rushed in an effort to place the book in the hands of trainmen soon after July 1, as it will be the basis of questionnaires on rules and bulletins which trainmen will be asked to fill out as a part of the plan for periodical re-examination, mentioned recently in Two Bells.

More Fageol Buses Due From Oakland

Word was received from the Fageol plant in Oakland, that two more buses were ready to start shortly. The company has six single deckers and one double-deck bus nearly ready for delivery in the Fageol factory. The buses are driven to Los Angeles and the trip gives the motors a good test. Several minor improvements are being made in the new coaches.

Sister of R. B. Hill Is Called To Rest

The sympathy of the entire organization was extended to R. B. Hill, superintendent of operation, last Wednesday, on the death of his sister, Bell Thompson, wife of Robert D. Thompson, who has been in the schedule department for the last two years.

The body was taken to Kansas City and was accompanied by Mr. Thompson and Mr. Hill's father.

Floral pieces, which express sincere sympathy, were sent by the general office staff and the divisions' office forces.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

"I'm With the L. A. Railway"

THE statement has frequently been made that the greatest asset of a public utility company is its friends. The truth of this statement can be seen readily for if the public is hostile to the utility company and the men elected to official positions in city and state government put every possible obstacle in the path of the utility company management, the limited business that is done is almost sure to be unprofitable.

A generation or so ago, many of the big American cities harbored within their gates a type of mankind, known as the professional politician who made his grandstand bid for votes by defending the "peepul" against the "grasping corporations." Many of the eastern cities have known the politician who specialized in "whacking the corporations." The street railway was frequently the political football to be kicked around with such glib slogans as "five cent car fare" and "a seat for everybody," etc.

Los Angeles has seen much less of this type of ignorance than eastern cities. In the west there is a pretty healthy inclination to figure things out for ourselves and a politician who shouted some such slogan as "A seat for everybody" would start the average citizen to work with a piece of paper and a pencil figuring the length of a city block, the dimensions of a street car and the number of people who require transportation in the evening rush-hour. He would fold up his figures after having calculated that such an arrangement would get him at his home at 9:30 P.M. instead of 5:30 and he would recognize the political "friend of the people" as an ignorant boob utterly unfit to play any part in city government.

The fellow who shouts "whack the corporations" must not be underestimated. His talk may make some impression that will react against a public utility but it points out the way he can be beaten at his own game.

Taking our own company, for example, a few short words about the street conditions, with which every employe is familiar, will explain why there are occasional delays in service. The man who thinks there should be a car stop at his corner, regardless of the rest of the system, can soon be made to see that a stop at every corner would treble the time consumed during his ride at present.

Every employe who works for this company may well feel proud of it because it is maintaining a service that ranks with the best in the land at minimum fare. Every employe may well take pride in telling friends and acquaintances "I am with the Los Angeles Railway." It gives him a chance to do a little missionary work that will make a new friend. Perhaps such an acquaintance may witness an accident and his friendliness to the company and sense of fair play may offset an exaggerated claim for damages.

Friends of the company can help all of us in a thousand and one ways. Make it your business to make friends among your daily acquaintances.

Shrine Officials Praise Trainmen

(Continued from Page 1, Col. 2)

George J. Kuhrts,
General Mgr. Los Angeles Railway Co.
My Dear Mr. Kuhrts:

I am taking this means of expressing to you our appreciation and thanks for the loyal support and good hard work on the part of the Los Angeles Railway boys, and I am very frank to say that with their knowledge of the city and other conditions here, together with their courtesy and affability, they took a very large load of responsibility off my shoulders.

Will you kindly express to them our deep appreciation of their efforts, and I can assure you so far as I am personally concerned, should the occasion ever arise, I shall take great pleasure in again asking for the same crew of loyal scouts, viz.: W. F. VELLAGE, TAYLOR C. CHASE, D. C. FLETCHER, HARRY F. HAMES, BILL CAVETT.

When it comes to service, courtesy, and being on the job, these boys are 100 per cent.

Sincerely and fraternally yours,
(Signed) GEO. S. STRAIT
Chairman Information Committee
SHRINE CONVENTION

Mary—"E's so romantic! Whenever 'e speaks to me 'e always starts, 'Fair lady—."

Bert—"Oh, that's force of 'abit. 'E used to be a street car conductor."

BUS DIVISION

Elmer Wood

George Borngrebe, night foreman, had his battleship painted grey by the same company that painted Bus No. 312. The Duro Company. "Some swell job too, boys."

Mr. Day, the night receiving clerk, has bought six automobiles in the last four months. How do you do it, Day?

Oh yes girls, you aren't the only ones who roll your socks. Bus drivers do too. This was found out when C. A. Pruter forgot to put on his garters, of course this is rather personal but he didn't regret it. It was cooler, wasn't it Pruter?

A sock in the shoe is worth two in the eye.

H. Linker, clerk in the garage, is on his two weeks vacation.

Did you ever hear the story of the Scotchman who after twenty years as a golf enthusiast lost the ball and gave up the game?

W. S. Campbell: "I was only watching the lady as she was coming down the stairs when all of a sudden she smacked me in the peninsula."

W. L. Emblem: "What do you mean peninsula?"

Campbell: "Just a long neck of land stretching out to see."

BULLETINS

Issued June 15, 1925

BULLETIN NO. 89
Notice to Conductors

Unless card passes state plainly "Name of individual and party" or "Name of individual and men," the pass must not be honored for others than the person whose name appears on same.

Should request be made that more than one person be transported, note carefully that pass reads as above.

BULLETIN NO. 90
Notice to Trainmen

In addition to complying with the rule requiring the calling of all transfer points and points where lines split and operate to different terminals, trainmen will, if passengers are being carried by, stop at the first street intersection and let them off regardless of whether such street intersection is a regular passenger stop or not.

If traffic conditions permit, this service stop should be made as soon as possible after the passenger is noted as being carried by.

BULLETIN NO. 91
Notice to Conductors

Special Delivery United States Mail Badge No. 36 in the form of a Shield, with spread eagle perched on top, has been lost.

Should any attempt be made to use this badge for transportation, take up badge and secure the identity of party presenting same if possible, and make report to the office of the Supt. of Operation.

BULLETIN NO. 92
Notice to Conductors

The following passes are reported lost: 1454 issued to Fred Steiner, Lineman, Line Dept.

3374 issued to Mrs. Nettie P. Marion, wife of W. M. Marion, Motorman, Div. No. 5.

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

BULLETIN NO. 93
Notice to Conductors
Pass Recovered

Pass No. 1264 issued in favor of E. Martinez, Laborer, Way and Structures Department, reported lost in Bulletin No. 52 has been recovered.

P. B. Hill

Superintendent of Operation.

SENIORITY TRADE RULE EXPLAINED

Attention of trainmen is directed to the company regulation regarding a trade of seniority between trainmen of two divisions. The rule requires that when a man posts his offer to trade seniority for seven days he must accept the offer of the oldest trainman in point of service who will trade with him. It is recognized that when a man wishes to move from one division to another he may drop or gain several points in seniority.

The necessity for insisting that a man offering to trade seniority accept the best offer was made to protect the seniority interests of the majority of men.

Several cases were discovered in which a man holding a good seniority, but about to resign, would enter into a scheme with a friend of another division, and the man who was about to quit would then offer to trade seniority with a trainman from this division.

Before any restrictions were made, it was possible to accept the best offer or to reject all, and in case the friend at the other division was the highest man in point of seniority, the man about to resign would accept his bid, thereby giving his friend the benefit of a much better seniority, and in two or three of these kind of cases, the man who had offered to trade then resigned without even reporting to the other division.

Had some man holding a better seniority than his friend, accepted the offer to trade, the man making the offer would have rejected all and resigned from his original division.

BACK TO NORMAL AFTER STRAIN OF SHRINE WEEK

BY JOHN C. COLLINS
Supervisor of Safety

The more we know of the nature of accidents, the better we understand that they are the necessary result of something which had previously happened.

Causes produce effects, and these effects in return become the causes of other effects. By changing the causes you also change the effects.



In preparing for Shrine week, most of us keyed or

wound up the main spring within ourselves too tight, and now that our visitors have departed, some few of us are still wound up. The spirit of anxiousness still exists.

It is a good thing to keep keyed up to the proper pitch at all times, but not to the racing point. Therefore, let down a little, and let us get back to straight street car operation. You know the rules, and how to observe them. It should not be necessary for you to receive demerits for violations before recognizing that things are normal again.

We are affected by the things with which we come in contact. They either excite our passion or stimulate our intelligence, and as it is by the intelligent use of your faculties that you control the speed of the car to conform to the street conditions, always let these obstacles stimulate the intelligence.

Recognize the realities of the street, do not guess. Things are either there, or they are not there. A vehicle on the track has your way blocked, and should be so considered until clear. Do not consider the track clear until it is clear.

The new men in the service as well as the old timers, are capable of keeping Zone One free from accidents, but on account of anxiousness, half of our accidents occur in this zone. Control the speed of your car to meet the conditions and look far enough ahead to see what the conditions are, and in that way, stop half the reports you make out.

Appreciation

I wish to express my heartfelt thanks to the men of the Track Department of the Los Angeles Railway and the Cooperative Association for the beautiful floral piece sent and the financial aid given at the death of my husband.

I surely appreciate it and wish to thank everybody.

Mrs. Barney Clougherty and Children.

Los Angeles Railway Cooperative Association.

Gentlemen:

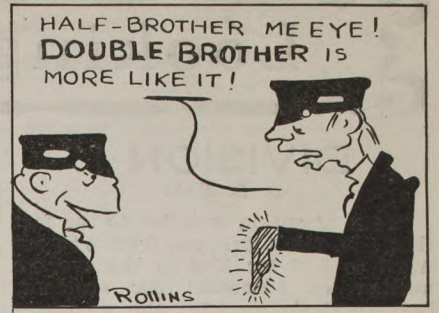
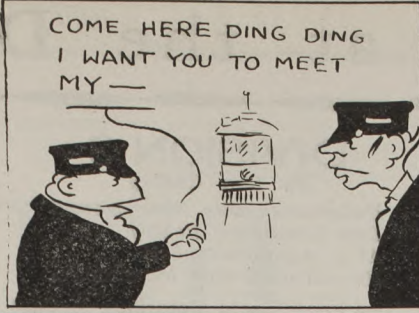
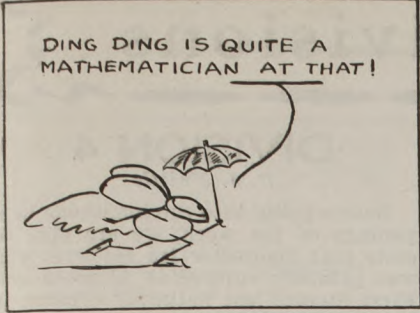
I wish to express my thanks to you and to all others connected with the Employes Benevolent Association for the kind and considerate treatment accorded me in the past year while ill, and during which time the benefits of the Association were enjoyed by me.

I wish also to particularly thank the members of the sick committee who so often generously visited me and whose regular and pleasant visits did more than anything else to lessen the worries of my illness. Through you I am taking this method of expressing my deep gratitude and thanks to each of them, and also to all others who were so kind and generous.

Very sincerely yours,
DAN CRONIN

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

For Condr. H. A. Hansen, Div. No. 2
Los Angeles Railway
Gentlemen:
May I say a word in praise of one of your employes, Conductor 1910, on the Maple Avenue car line. I have not observed a more pleasant, happier disposition and his courteous replies to all questions, no matter how stupid and unreasonable they are, is deserving of highest praise.

I could not resist this word of praise.
Yours truly,
MRS. H. J. COGER,
333 North Wilton.

For Condr. A. E. Holmberg, Div. No. 2
For Condr. J. W. Parker, Div. No. 2
For Condr. M. H. Grant, Div. No. 4
For Mtr. W. G. Dugger, Div. No. 5
Los Angeles Railway,
Gentlemen:

I would like to recommend the men whose numbers follow, 801, 301, and 3182 for carefulness and courtesy, also to thank you for sending me copies of A-Z-U-R-I-D-E and to ask a favor—please, put the 74th street stop back on the "F" line. A lot of us out here will surely appreciate it.

Sincerely,
LENA M. LANDRETH,
1301 West 75th Street.

For Mtr. W. D. Everett, Div. No. 1
Los Angeles Railway,
Gentlemen:

Could not help but be impressed yesterday with the way Motorman 1033 handled his car. You might think it was loaded with eggs and all the autos were filled with his relatives. If all motormen were as careful as he is, there would be very few traffic accidents even with darn fool auto drivers.

So I take great pleasure in singing the praises of Motorman 1033.
Very truly yours,
CHESTER B. LYDAY,
428 Boyd Street.

For Condr. L. T. Van Hagen, Div. No. 5
Los Angeles Railway,
Gentlemen:

I wish to express my appreciation of the courteous manner in which the conductor of car No. 1278 talked to the lady whose automobile had been struck by the car at Santa Barbara and Moneta, 5 P. M., February 27, 1925.

He exhibited splendid evidence of real courtesy.
Yours truly,
WILTON WELLS,
217 West Santa Barbara.

For Condr. A. I. Losee, Div. No. 4
Los Angeles Railway,
Gentlemen:

I want to thank Conductor 2912 through you for the courtesy he showed me the other day when a drunk man started to "start" something.

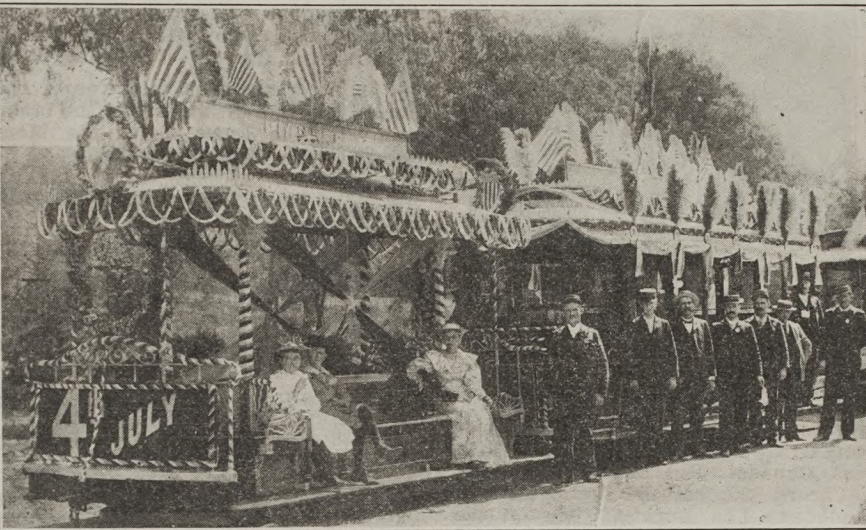
If all conductors were as gentlemanly as 2912 the traveling public would appreciate it.
Sincerely,
MRS. MAY FISHER,
224 Beaudry Ave.

For Condr. C. B. Coneybeare, Div. No. 3
Los Angeles Railway,
Gentlemen:

Your conductor 1068—car 355, "W" line showed great courtesy and kindness during the trip out Saturday, during rush hours. I was not feeling well and at his own inconvenience he made a place for me to use his stool and be in fresh air. Besides his kindness to me, I noticed that he was extremely courteous to all passengers.

I appreciate his kindness and courtesy.
Yours very truly,
MRS. ANNA M. PRICE,
410 North Avenue 56.

Thrill of Decorated Cars Is Recalled By Veterans



SHRINE convention parades are all very well as far as they go but veteran street car men still feel that the gaily garbed street cars of the last century carried a thrill that is unknown to the present generation. In the "gay nineties" the street cars were decorated elaborately on holidays and prizes were given by the company or merchants for the most elaborate creations.

The top picture was made July 4, 1893, and won first prize. It was largely the handiwork of Carl L. Hanson who is now an information man but served for years as a Division One motorman after he "broke in," April 5, 1889. The work won two cash prizes, totaling \$15, given by the railway and the firm of Mullen & Bluett. Fifteen dollars was a lot of money in those days as Carl's weekly pay was four dollars and no passes were provided for employes.

Some of the detail of the picture has

For Condr. H. F. Hames, Div. No. 4
Los Angeles Railway,
Gentlemen:
I want to congratulate you on having such a courteous conductor as 1596 on the West Pico line.
I do not know his name, but certainly is very kind and obliging to all his passengers.
Yours respectfully,
MRS. E. K. RISE,
315 West 67th St.

faded from the photo in thirty-two years but the picture of George Washington in a floral frame on the roof of the car can be discerned and under it is a liberty bell made of blossoms. The color scheme of red, white and blue must be imagined but the profusion of flags and pampas grass on the roof makes it easy to visualize the gay appearance the old cable car and its trailer presented. Mr. Hanson, who was gripman is standing in the foreground.

The lower picture, taken in 1890 at North Broadway and Pritchard street, which was then practically the end of the world, gives a better idea of the construction of the transportation units used in those days.

Mr. Hanson had as his conductor, when the picture was taken, a Mr. Sidewick.

Yes, indeed, the times have changed in street railway transportation in Los Angeles—that is everything except the car fare.

"The study of the occult sciences interests me very much," remarked the new boarder. "I love to explore the dark depths of the mysterious, to delve into the regions of the unknown, to fathom the unfathomable, to —"
"May I help you to some of this hash, Professor?" interrupted the landlady.

On The Back End (Contributed)

Brooklyn bridge is coming down,
coming down,
Brooklyn bridge is coming down,
coming down,
Oi! Yo! Yo!

Two of the deep thinkers of the bus division were busy expressing their opinions of their respective social standings, when one remarked: "Why you were only the guy that threw the customers out of a cafe when they got too noisy."

"Sure, and it's you that kept me in employment," was the quick come-back.

Conductor Dickson (boarding "P" car)—"Say 'Con.' what's your motorman's name? I knew it but it slipped my mind."

The Conductor—"That's strange."

Dickson—"Yes, it is, but tell me anyhow."

Conductor—"That's Strange, I say, STRANGE!"

Conductor H. E. Ketchum was feeling funny the other day when he entered a butcher shop on Temple Street near Glendale Boulevard and asked for a yard of pork. The clerk wrapped up three pigs' feet.

Sign on the back of a Ford.

The Tin Donkey

What is the difference between some of the motorists that you meet and a cabbage?

They both have heads—but the head of the cabbage is useful.

We've all heard about the absent-minded professor who poured the syrup down his back and scratched his pancake, but the one who worries us is the one who poured catsup on his shoe lace and tied his spaghetti.

Shoe Shine Prop.: "Get up from dere, daploma, and shine dat man's shoes."

Customer: "Why do you call that boy daploma?"

Shoe Shine Prop.: "Cause I sent my daughter to college and dat am what she got."

Oscar Goes Gallivanting
Oscar Elrod, assistant chief instructor, has left on a one month leave of absence in which he will visit relatives at his home town, Salina, Kan.

"So you attend Sunday school regularly?" the minister said to little Eve.

"Oh, yes, sir," said she.

"And you know your Bible?"

"Oh, yes, sir."

"Could you, perhaps, tell me something that is in it?"

"Indeed!" And the minister smiled. "Do tell me then."

"Sister's beau's photo is in it," said little Eve promptly, "and ma's recipe for vanishin' cream is in it, and a lock of my hair cut off when I was a baby is in it, and the ticket for pa's watch is in it."—Bucknell Belle Hop.

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

"Your attention is called to the fact that Div. No. 1 dropped from 5.56 for April to 5.17 for May in the average number of witnesses per accident. Let everybody go after the witnesses this month and run Div. 1 up to an average of 6.00 or better. Don't get just three or four witnesses to an accident from a car load of passengers and let it go at that, but where you have the opportunity get 15 or 20, or in fact as many as you can. This helps to boost the average.

Everyone at Division One expressed his sorrow on hearing of the death of Watchman E. J. Eden, who died in the government hospital at Sawtelle last week. Watchman Eden was well liked by everyone and despite his suffering he always maintained a kind and cheerful disposition. He was a veteran of the World War.

Motorman McMullin evidently believes in the old saying that "Where there is a will there is a way" as proven by the following incident. McMullin applied for a position on the police force but was found to be two inches short of the required height. He thought of many ways in which he might stretch himself out to the desired length but none of them proved successful. At last in despair he called upon his conductor, Dick Rowe, to offer some suggestion. Now giving advice is one of Dick's specialties, so he suggested that Mac refrain from taking a bath for a few weeks and possibly the accumulation of dirt on the bottom of his feet would raise him a couple of inches. Mac took his advice and sure enough when he took the next examination he was one eighth of an inch over the required height. Dick asks anyone else wishing advice on difficult problems to come around.

The Railway Lunch Room that has been closed for the last week on account of installing a cement floor and re-decorating, announces their re-opening on Friday night. It will be a gala event, all the movie stars will be present. The management has arranged to have special Hawaiian music by Conductor H. Kerswill, Jr. and singing by the "Controller Quartette" consisting of Motormen Yocum, Dickey, Ryan and B. G. Smith. Menu will consist of clam chowder, choice of fish, Sea Bass cocktail as a chaser. Plenty of butter served by red headed waitresses. Don't forget the date.

Conductor W. H. Van Dorne returned this week from New York where he went to meet his bride from the old country. They returned by boat via Havana and the Panama Canal. He reports a very enjoyable trip although the weather was very hot around the canal. He brought back some souvenirs, including some transfers from the Havana Railway Co. and a parrot.

Motorman F. E. Hart leaves this week on a sixty day leave. He intends to motor up to Portland, Oregon and surrounding country. Others taking vacations during the last week are Conductor E. Urban and Motorman F. Burke.

DIVISION 2

H. T. Hansen

The vacation spirit is upon us! The mountain streams abounding in fish, the old swimming hole, the seashore sports, are all beckoning us away from the realm of work. The following are among those on leave of absence:

R. A. Drake has taken 90 days off to visit relatives in the east.

Morrison's, C. L. and E. W. have 47 days off to visit their parents in Fresno, Calif., and the following tells the story in brief:

Pat. Fitzgerald, 30 days; H. W. Chil-

Who's Who



HARLAN ALBERT REEVES is a leather pusher, but not in the vulgar sense of being a prize fighter. His early acquaintance with father's razor strop made such an impression on him that he has been interested in leather a large part of his life and was for a number of years an expert leather assorter for a firm in Montreal, Canada. But like many others, he heard the call of the West and landed in Los Angeles, then on the muzzle end of a Division Five street car. He has been with us since 1922; was born in Trenton, New Jersey, (pronounced "Nu Joisey") and wears Boston garters.

dress, 15 days; E. R. Hackett, 21 days;

A great deal has been heard about the varied experiences of our men during Shrine week. They were all instructed to answer all questions and give full directions to visitors. S. D. McKinney answered so many questions that he had to report sick. It is rumored that he is going to buy a parrot to help him in his work, and teach it to say "Step forward, please." "Fare please," etc.

Steno: If anyone calls, you want me to say you're not in?"

Boss: "That's right, and never mind working, or they'll know you're lying."

L. B. McCreery who is on leave indefinitely, is in Colorado recuperating. A card received from him recently states that he is getting along O. K. and that he hopes to return to work in the near future.

Motorman C. Johnson has secured 90 days to visit relatives in Kentucky.

Division Two hopes that all of you have a nice time and come back with renewed energy to assume the responsibilities of your various positions.

IDENTIFIED

Judge—"Have you appeared as a witness in a suit before?"

Witness—"Yes, of course!"

"What suit was it?"

"My blue serge."

LOST

A double Eagle gold watch charm, representing the 32nd degree of Masonry. Finder will receive reward if returned to Motorman W. F. Vellage, Division Two.

DIVISION 5

F. J. Mason

Motorman Ed. Bradish is quite an aeronaut. He usually drops in and tells me that "he was up" this morning and did so many miles "as the crow flies." And as the bull flies he relates many a thrilling experience.

Don't get peeved because nature

DIVISION 3

By Dan Hanley

*Underneath this little mound
Lies Conductor Beatty,
At a masquerade ball
He called his wife his sweetie.*

"You know," said Motorman McCartney, who is a little religiously inclined, "it has got me wondering quite a bit how I am going to pull my shirt off over my wings." "Huh!" said Motorman Deskin, spoiling a beautiful thought, "You had better be worrying how you are going to get your hat on over your horns."

Condr. Holt phoning Dispatcher: "A man just swallowed a bottle of carbolic acid, what will I give him?" Dispatcher Ramer: "The last rites."

Conductor Jaynes, who knows the horses pretty well, was asked the other day what he knew about the Mongolian Race. "Well," said Jaynes, "Not very much at present but if you tell me what track it is going to be run on, I'll look it up for you."

"You are pinched for speeding," remarked a minion of the law as he stopped Mrs. Hollander the other day. "Why, officer, you can't arrest me, this isn't my car and besides I haven't any driver's license," she exclaimed.

Sergt. to Privt. Lattimore on guard: "If anything moves you shoot."

Privt. Lattimore to Sergt.: "And if anything shoots, I move."

Conductor Muse informs us he is going to get married Tuesday, June 16th to a young lady from Tennessee. Congratulations to both. Particulars later as to cake and cigars.

The height of nerve:

Car on Washington has an accident in which it loses step. On next trip pulling in crew picks up step and brings it to barn and then makes out miscellaneous report expecting credits.

A conductor's idea of a first class motorman—"One who passes them all up and follows his leader who is about two minutes sharp."

A motorman's idea of a first class conductor—"One who gives him two bells half a block away from intersection and changes ends for him at the terminal."

In answer to several queries as to what has become of Myrtle, will say that she will appear in print again, soon in this column.

didn't allow you to choose your own eyes, hair and nose.

You can always pick your own teeth.

Frank Adams was down at the ball game last Sunday and said the bleachers went wild when the score was tied in the ninth inning.

He was sitting between a couple of blondes. (You're out.)

If all conductors went to heaven just imagine how far they would have to go for a motorman.

Tex. Hiller says whenever he takes his girl to eat she never orders apple-sauce.

Condr. H. E. Estep is raising a moustache but said "Keep it quiet—it's a secret." That's alright sonny—that's a secret that never will be divulged. Even your lip won't split on you.

Motorman E. R. Blackwell, who used to whirl a wicked work train, will have his little joke. We happened to meet on our way to work one morning and of course we exchanged the usual morning greetings. Blackwell was wearing a nice new straw hat, and, to make his greeting more cordial, gave it a cute little tip, which act of politeness made me feel 99 cents higher up in the world. The sincerity of this act was so great however, that I had to rebuke him, telling him that I was

DIVISION 4

C. J. Knittle

Before going into the humorous happenings of the week, we are glad to state that Conductor Ira Mattern, who was painfully injured at Alameda and First Streets last Saturday evening is getting along finely. Ira had just hopped on his car, after flagging, when an auto struck the step squarely, crushing him slightly. He received a number of severe cuts and bruises.

Clerk Ellis says the electric parade a week ago last Thursday evening was a fizzle. Come to find out, he went home when the first half was over and didn't see the electric parade at all.

Conductor Frank Deuber bought his wife a beautiful summer fur of raccoon skin the other day.

"Oh!" exclaimed Mrs. Deuber, "It's wonderful. Can I wear it when it rains."

"Well," opined Frank, "did you ever hear of a raccoon carrying an umbrella?"

It is reliably reported that Motorman C. J. Faryewicz departed from Brooklyn and Rowan terminal last Saturday and after picking up a few people at First and Rowan, the "go-ahead" bells failed to come forth so he went back to wake up the conductor but found he had none. After searching high and low, he remembered the "con" had found cause to leave the car down at Brooklyn so he got out his rule book to see if he could back-track but by the time he found he could not, the next car caught up to him, bearing the lost nickel bandit.

Now let's go on.

The teacher asked Larry Smith's little boy what "b-e-d" spells.

"I don't know," admitted the child. "What do you sleep in?" asked the teacher, and the kid says, "My shirt."

Conductor E. B. Sonnenberg came home from work the other evening and found his bride in tears. He took her in his arms and tried to comfort her and asked what had happened.

"Oh," she replied, "I baked a cake for you today, dear, then I put it out to cool and the dog ate it."

"If that is all, cheer up, honey," answered E. B., "We'll get another dog."

And that's all except that Conductor Knowreck is wearing a red necktie.

a trainman once myself, and while I appreciated his courtesies, the hat raising act was a little too steep. He said: "Oh that's alright—you don't want to feel too good about it; it's just a habit I have of raising my hat when passing the dead."

Who does the embalming around here?

Freddie you got that at the Orpheum, too.—Ed.

Heine wants to know why so many flappers are carrying walking canes.

Will somebody please tell him why tires are put on automobiles.

Cashier "Abie" Black says he don't care where they hold the next convention just so long as it is not in Los Angeles. He was on his way out to Div. 3 to count the odd nickels and dimes when the car in which he was riding (H Type) got tangled up in the parade and Abie had to dig down into his jeans for \$1.30 for taxi fare.

Our Division Superintendent wishes to express his appreciation of the manner in which the trainmen of this division fulfilled their duties during Shrine week. It is a source of considerable gratification for him to know that, even though the circumstances be ever so trying, you can be depended upon to deliver the best you have, as you did during this particular week.