

Big Seventh St. Track Job Planned

FLORENCE BUS STARTS ON 20-MINUTE SERVICE

The Florence Avenue bus line was put in service last Wednesday, and on 108 trips between 5:20 A.M. and 11:05 P.M., carried 127 passengers. The service was started earlier than was originally planned and residents of the territory were not aware of the service until the end of the week when the local newspapers made the announcement with enthusiasm. It is expected that the patronage will increase steadily.

The first bus was driven from Florence avenue and San Pedro street at 5:20 A. M. by Operator Stean Parker, and carried a delegation representing the Florence Avenue Chamber of Commerce. This organization has been active in arousing interest in the bus line.

Due to the laying of a sewer system on Florence avenue, west of San Pedro street, the buses are unable to run to Moneta avenue as yet, although they will make that point the terminal as soon as the streets are in a satisfactory condition.

The buses run east on Florence from San Pedro to Pacific boulevard, Huntington Park, then north to Zoe street and return over the same route. Two white buses are used and a twenty-minute headway is maintained.

Advertising Chief of G. E. Says Hello

T. J. McManus, advertising manager of the General Electric, Incorporated, with headquarters in Schenectady, New York, visited the Los Angeles Railway offices a few days ago. Mr. McManus was enroute to the National Electric Light Association convention in San Francisco. He was shown some of the automatic substations which have General Electric equipment and was particularly interested in the noise-proof construction of the artistic substation buildings that have been erected in residential territories.

Has Oak Block From Independence Hall

A PIECE of oak from a beam which supported the floor of the Declaration Chamber, in Independence Hall, Philadelphia, is the pleasing souvenir which has been received by W. T. Travers, flagman, from Mayor Freeland Kendrick of Philadelphia. The Declaration Chamber is the room in which the Declaration of Independence was adopted and signed July 4, 1776. The beam was removed by the city in 1897 during restoration of the hall.



W. T. Travers

Mayor Kendrick was one of the delegates to the Shrine convention and was entertained here by Mr. Travers, who is a close personal friend of many years standing.

The piece of oak is mounted in an artistically decorated case.

Orchestra Practice Transferred to Div. 3

The company orchestra has transferred its rehearsals from the lecture room of Division Four administration building to the upper floor of Division Three. The arrangement will prevent any interference with the instruction department work and will give the trombone player a little more elbow-room.

Schedule Head on Vacation; Maps Timetable for Chipmunks

Trainmen can be sure of living the remainder of the month in reasonable peace without trying to memorize new time tables, as L. A. Recappe, superintendent of schedules and inventor of some of our best double-ended, self-starting time tables, is on his vacation.

He has departed to the tall timber, where he can amuse himself figuring headways for the chipmunks that run around the trees and the red ants that land on the breakfast flapjacks ahead of schedule.

Ben Schupp Welcomed With Requisitions

Ben Schupp, purchasing agent, returned from a trip to principal eastern cities last Thursday, and said that he was glad to get back to Los Angeles and again place his feet, on or under, the familiar desk.

Mr. Schupp was a delegate from the local association of purchasing agents to the convention of the national organization.

His office was attractively decorated with red carnations and pink requisitions to welcome him home.

According to convention reports, the purchasing agents decided to stick to the modest hues of the rainbow in selecting paper for the various forms involved in procuring an office pencil and adopted the slogan "Bigger and Brighter Requisitions."

THIRD RAIL TO BE REMOVED EAST OF MAIN ST.

One of the most important track reconstruction jobs of the year will start shortly on Seventh street between San Pedro and Alameda streets. Three-rail construction exists on this street as the track was jointly used by the Los Angeles and Pacific Electric Railways for a number of years. The Pacific Electric has practically discontinued the use of this street, which makes possible the removal of the third rail.

The Los Angeles Railway track department will begin to work on the east side of San Pedro street and continue to Alameda. The special work near Alameda, which was once used for car storage and shop facilities will be removed by the Pacific Electric, as will the third rail from San Pedro street to the Pacific Electric yards, which are adjacent to the Sixth and Main depot.

The work is expected to start soon after the completion of the Melrose Avenue extension between Normandie and Western Avenues.

Appreciation

Los Angeles Railway
Co-operative Association.

Gentlemen:

Be it acknowledged, with grateful appreciation, the kind expression of your sympathy.

Yours truly,

J. O. BAUER AND FAMILY.

Los Angeles Railway
Co-operative Association.

Gentlemen:

I wish to thank you for all of the kindness and sympathy you have shown during my recent bereavement.

Sincerely,

KATHERINE EDEN.

(MRS. E. J. EDEN.)

In "NATION'S BUSINESS"

By Fred W. Kelly

"I TRIED the experiment of going into one of the most famous jewelry stores in the world, a place where the sale of a \$50,000 gem is a commonplace happening, and consulting them about repairs on the dollar watch I was carrying. Just as I expected, they were as polite as if I had been thinking of buying a pearl necklace. The man who waited on me tried to put me at ease and let me think he was really glad I came in. All of which explains why they are able to keep their name a household word. He that is courteous about little things is inclined to be polite and decent in greater."

The Los Angeles Railway is a fifty million dollar corporation engaged in selling a FIVE CENT COMMODITY!

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

The Way To Make Friends

A GOOD illustration of the value of a kindly act is contained in the following article which appeared in Don Ryan's column "The Merry-go-round" in the Evening Herald, May 27, 1925.

DEAR DON:

The other night I was going home on a Pico car, and it was cold and drizzly and late, and just as we were whizzing past a far-out corner an old gentleman came running up, waving his umbrella, and I thought:

"Isn't that too bad!"

And then the motorman, who was way past the corner, stopped and waited for the old gentleman to catch up and I, who had been kinda chilly and only half sold on California just before, decided it was a pretty good place after all.

And then, just as I was making up my mind to tell the motorman what I thought about it, this nice old gentleman, with what we used to call a goatee and a Chesterfield overcoat and an air and everything, marched up ahead of me and said:

"That was a very graceful thing to do, sir."

And the motorman said as he kinda scratched his head down in the collar of his shabby old overcoat:

"I dont' want to pass up nobody at this time o' night, mister."

And I think the nice old gentleman slipped him a bill, and I hope he did, because I was in such a hurry getting off that I didn't get the number of the car, as I intended to, and write the street railway company about it. But ever since, when anything has gone the least bit wrong on the cars I ride, I just think about that motorman and get a kinda warm, funny feeling down in my chest, and whisper to myself:

"It's a pretty good old world after all."

"I thank you.

G. L. P."

Given \$4000 for Courtesy

A SHORT time ago, James Gray, a conductor in Washington, D. C., was willed \$4000 for courtesy rendered a little gray-haired lady in getting on and off his car. He would often leave his car and escort her to the curb. When the lady died she left him \$4000.

This is one of many incidents where courtesy pays.

A story is told of J. Gould, who started across the ferry in New York and found he had forgotten his money. He explained this to the conductor and showed him his card and told him that he had very important business in New York and that it was imperative that he be there on time. He asked the conductor if he would pay his fare. The conductor refused and told him that he or no other man could cross the ferry without paying. Mr. Gould later stated that had the conductor allowed him to cross it was his intention to give him a position in his office at three times the salary that he was then receiving. Of course the conductor was within the law in refusing, but as a matter of courtesy he had lost a wonderful opportunity.

Although it may not be so pronounced as in the case of James Gray, there are hundreds of cases in Los Angeles where courtesy has been rewarded.

Supt. R. B. Hill Thanks Friends for Sympathy

I wish to express my heartfelt appreciation to my friends in every department of the Los Angeles Railway for the expressions of sympathy extended to me in words, spoken and written, and in the beautiful floral pieces, on the occasion of the death of my beloved sister. The weight of sorrow was lifted by your words of sympathy and comfort. It is beyond me to express the deep feeling of gratitude that is in my heart, but I am sure you will recognize my deep appreciation in the simple words "thank you."

R. B. HILL,
Superintendent of Operation.

Fifth St. Extension Nearing Completion

The special work at Fifth and Olive, which is a part of the Fifth street extension job, has been installed and the paving completed. The track department is now at work at Fifth and Flower and will have the new line ready for operation shortly.

The crossing at Fifth and Main is being renewed with new steel and the special work curve from east to north is being removed. This curve has not been used for several years.

Doctor—"Have you taken every precaution to prevent the spread of contagion in your family?"

Rastus—"Absolutely, doctah. We've done bought a sanitary cup an' we all drink from it."

BULLETINS

Issued June 22, 1925

BULLETIN NO. 94 Notice to Conductors

Local Bus Transfers issued by the Florence Avenue Bus Line will be punched as issued by Line No. 9.

These transfers are not to be honored on cars of the Los Angeles Railway at any point.

BULLETIN NO. 95 Notice to Conductors

Commencing Wednesday, June 17, a Bus Line, known as Florence Avenue Line No. 9, will be operated from Pacific Boulevard and Zoe Streets, Huntington Park, via Pacific Boulevard and Florence Avenue to Florence and San Pedro Streets.

This line will sell at 10c pink ticket—Form S-BU-6—which will be accepted on connecting lines of the Los Angeles Railway, and full local transfer will be issued upon request.

This ticket will also be good for walk-over privilege at Florence and Moneta on line "M", and will be honored southbound to Manchester Avenue only.

Northbound line "M" cars will honor ticket, and will issue transfer upon request. See copy of ticket in case at the Division.

Los Angeles Railway 10c ticket—Form S-BU-3—will be honored on the Florence Avenue Bus where the coupon will be detached, and the body of ticket when presented to connecting lines of the Los Angeles Railway will be honored and transfer issued upon request. "M" will be good for walk-over to Florence and San Pedro.

The first bus is scheduled to leave Florence and San Pedro at 5:20 A. M.

This form of bus ticket sold on line and from Pacific Boulevard and Zoe Streets at 5:40 A. M. The last bus leaves Florence and San Pedro at 11:05 P. M.

and leaves Pacific Boulevard and Zoe Streets at 11:20 P. M.

Trainmen will be governed accordingly, and will give passengers this information upon request.

BULLETIN NO. 96 Notice to Conductors

The following Firemen's pass books are reported lost:

No. 23619 issued to Daniel J. Casey.
No. 23704 issued to Charles T. Hamil.

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

BULLETIN NO. 97 Notice to Conductors Passes Lost

The following passes are reported lost: 1262 issued to E. Martinez, Welding Laborer, Way & Structures Dept.

1526 issued to E. A. Cook, Laborer, Line Department.
1644 issued to C. J. Tupper, Rigger, Electrical Construction Dept.
2555 issued to T. C. Sheford, Carpenter, Mechanical Dept.

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

BULLETIN NO. 98 Notice to Conductors Pass Found

Pass No. 3374 issued to Mrs. Nettie P. Marion, wife of Motorman W. M. Marion of Division No. 5, reported as lost in Bulletin No. 92 has been recovered.

R. B. Hill

BUS BULLETINS

LOS ANGELES RAILWAY BUS DIVISION BULLETIN NO. 256

June 13th, 1925

On Wednesday, June 17, 1925, bus service will be inaugurated on Florence Avenue (Line No. 9) between San Pedro Street, and Pacific Boulevard, and Zoe Street (Huntington Park) via the following route:

ROUTE:

From Pacific Boulevard and Zoe Street (Huntington Park) South along Pacific Boulevard West along Florence Avenue to San Pedro Street.

Turn around at Zoe Street and Pacific Boulevard to be made in intersection making layover on Southeast corner before making turn.

Turn around at San Pedro Street will be made via Towne Avenue, 73rd Street, San Pedro Street, to Florence Avenue making layover on Southeast corner San Pedro and Florence, headed East after turning corner.

FARES AND TRANSFER PRIVILEGES

Bus Operators working Florence Avenue line will secure supply of following tickets:

- (1) Bus transfer (No form number).
- (2) 10c Bus Ticket S-BU-6.

One way fare 5c between Zoe St., and Pacific Boulevard and San Pedro Street including free transfer to and from points on San Pedro Street bus line South of Florence Avenue. Florence Avenue bus operator will issue Bus Transfer upon request to passenger paying 5c fare when boarding Westbound bus between Zoe Street and San Pedro Street which will be honored by Southbound bus operators on San Pedro Street Bus line. San Pedro Street bus operators on Northbound buses will issue transfer as at present on 5c fare which will be honored on Florence Avenue buses. Southbound bus operators on San Pedro Street or Santa Fe Avenue will not under any condition issue bus transfer on 5c cash fare.

Regular form Los Angeles Railway Street car transfer or regular form of school ticket not good on Florence Avenue.

Fare 10c one way between Zoe Street and San Pedro Street to include free transfer to and from connecting Los Angeles Railway street car or bus lines.

Florence Avenue operators will issue Florence Avenue 10c ticket Form S-BU-6 in exchange for 10c fare and conductors on connecting Los Angeles Railway street car lines will lift entire ticket issuing regular Los Angeles Railway form of transfer if passenger desires further transfer. Bus operators on connecting bus lines will also lift entire ticket issuing regular bus transfer if passenger desires further transfer.

Conductors on connecting Los Angeles Railway street car lines, or Santa Fe

Avenue or San Pedro Street bus lines, will issue regular form of 10c bus ticket, Form S-BU-3, in exchange for 10c cash fare. Florence Avenue operator will honor contract with coupon attached, detaching coupon and returning contract to passenger if further transfer is requested on connecting street car or bus lines.

There is no interchange between Florence Avenue bus line and Pacific Electric Railway Watts line at Long Beach Avenue.

Study carefully and retain for future reference.

BULLETIN NO. 257 June 12th, 1925.

The First Methodist Episcopal Church located at 8th and Hope complains that the men making reliefs at this point sit on the steps of the Church and scatter cigarette and cigar stubs and remnants of food all over the premises. They state that they have no objections to the steps being used as a seat but ask that you refrain from littering up the place as it gives the Church a very untidy appearance.

Please discontinue this practice at once so that this sort of complaint can be eliminated.

BULLETIN NO. 258 June 12th, 1925

There are several cases which recently have arisen where buses carried the wrong destination or route sign on the front of the bus. Your attention is called to Rule 2, Item D, under the heading "Double Deck Operation" which reads as follows: (D) For the proper display of headlights, interior lights, tail lights, destination and route signs."

Kindly give this matter your careful attention.

June 16th, 1925.

My attention has been again directed to the fact that a number of accident reports are not made out in full and also that errors are being made in the time and place of the accident and in a number of cases the statement of the whole matter of the accident is not shown in the space provided for that purpose at the bottom of the accident report.

When reports are not properly made they are really of no service to our Claim Department and do not convey the information so very necessary to determine where the responsibility lies and particular attention is called to the fact that reports of this kind frequently result in the loss of money in making settlements.

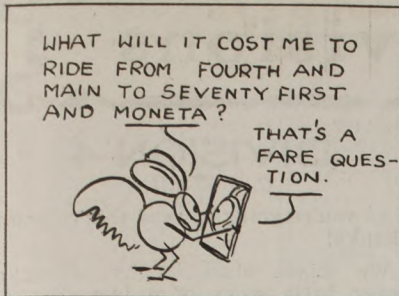
Operators and Conductors will be held personally responsible for not complying with instructions and rules regarding the matter of making out accident reports.

Your very best co-operation is asked for.

F. VAN VRANKEN,
Manager.

Conductor Dina and Motorman Ding Ding

Bu Rollin



Bouquets And Things (Hand Picked)

For Condr. C. S. Murphy, Div. 1
Los Angeles Railway.
Gentlemen:
I wish to report to you an incident which occurred on the R, "Melrose" car line, with which I think you should be acquainted.
Through carelessness on my part I boarded the street car and discovered much to my dismay and chagrin that I had left my money in a suit of clothes at home and I was without even five cents for car fare.
As I am an old resident in the district where I live, I asked Conductor Murphy, No. 3134, to allow me to pass inside the car where I would no doubt see someone I knew and who would advance the needed amount. Mr. Murphy very kindly assured me that it was not necessary for me to do that as he would take care of my fare and I could reimburse him on another morning.

Very truly yours,
W. W. MILLER
600 Larchmont Blvd.

For Motr. L. B. McCreery, Div. 2
Los Angeles Railway.
Gentlemen:
Allow me to commend the motorman on the "S" car that leaves the corner of 7th and Spring at 2:05 A.M. daily for his excellent work in preventing what might have been a serious accident both to life and property, at the corner of Jefferson and San Pedro recently. As we were going south at Jefferson, some unknown driver without light or even sounding a horn ran out in front of us and only quick thinking and a cool head is all that saved a bad loss to the company and to the motorist.

Respectfully,
C. L. CHRISTOPHER
Patrolman 1463

For Condr. T. Thoreson, Div. 3
Miss Virginia Calhoun, 1640 West 11th Street, wishes to extend her congratulations to the LARY and thank them for one of their conductors of their city lines—Conductor 864 on the Eleventh Street cars. He manages to be 100% perfect and plus, with all and everybody in particular and at the same time. Again, thank you.

For Condr. D. D. Briggs, Div. 3
Los Angeles Railway.
Gentlemen:
I took the Washington Street car, and transferred at 10th and Broadway at 8:15 A.M. The conductor was very courteous in helping me in and out of the car. As I am 75 years old, you may know that I appreciated this kindness. I meant to write the company to give him a good word and a credit as you mentioned in your AZURIDE.

Yours truly
MRS. CHARLOTTE ESCUDE
2123 Longwood Avenue

For Condr. H. B. Sonnenburg, Div. 4
Los Angeles Railway.
Gentlemen:
You often hear complaints about your conductors but I am going to commend one to you—No. 1960, on the C line—who is not only courteous to all passengers, but I noticed him exceptionally nice to an elderly man and lady—also same trip to a poorly dressed old lady, whom he helped upon the car and seated, then waited while she searched a pocket for her fare.

MRS. B. J. RAFTERY
1046 South Grand Ave.

"Black boy, what yo' all runnin' for?"
"Ise gwine to stop a fight."
"Who's fightin'?"
"Jes' me an' nother nigger."

--- and Vernon Yard Just Keeps on "Sawing Wood"



IN the Vernon yard visitors can find enough rail to build a street car system, enough lumber to build a small town, and enough Irishmen to start a respectable battle.
The yard is one of the most interesting places on the Los Angeles system. It is the storage center for the way and structures department, and rock ballast, ties, and steel rails can not be cramped into a small space. In one corner of the yard is the Vernon sub-

station, in another is a sand drier, and in all four corners is the distinctive odor of the adjacent packing houses.
When the photographer shut his eyes and snapped the picture shown above, three of the carpenter shop crew happened to be in front of the lens, grouped around the circular saw, that is usually busy cutting ties and building timber. They are from left to right: Fred C. Hale, A. Carron, and C. F. Tumbleson.

Lights To Replace Gates At Alameda St. Crossing

An illuminated signal will replace the railroad crossing gates at Seventh and Alameda streets soon, as part of the plans made by the police traffic department for facilitating movement of vehicles and pedestrians at that point.
The city, the Southern Pacific Railroad, and the Los Angeles Railway are co-operating in the arrangement.
The lights will be similar to the green and red "stop" and "go" flashers now in use at some of the busy intersections. The lights will be manually operated by a police officer stationed in the tower from which the railroad gates are now controlled.
Pending the installation of the light

signals, a change in the use of the drop gates will be made. These gates are now in four sections, two being on the east side of Alameda and two on the west. It is proposed to remove the south gate on the east side of Alameda and the north gate on the west side. This will leave a gate to halt traffic moving on the right hand side of Seventh street in both directions, but it will enable automobiles to make a right hand turn, east or west, from Alameda to Seventh street. The change also will prevent the tie-up frequently caused by machines getting under one gate and being blocked by the other.

DIVISION 5

A Division Five fishing party consisting of "Commodore" Conklin, Conductor "Buck" Buxton, Conductor "Tommie" Maitland and "Jimmie" Holliday representing the mechanical department, put forth from Redondo last Monday and showed up late that eve with 25 nice barracuda and quite a few mackerel and other species. Whether luck was with them or whether fish were selling very cheap on the wharf, ye scribe cannot say, but we can testify to the fact that the barracuda was excellent and that the bunch sure brought home the (fishy) bacon.

Yes, we have no Myrtle at Division Five, but we have some others of the same specie who think that butter is the last course and that it is an

insult to give you silverware until you ask for it. Keeno.

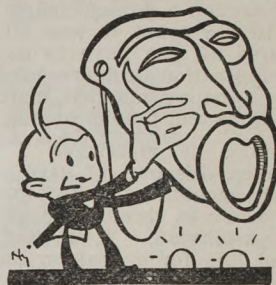
Milwaukee-Wauwautosa - Pewaukee-Nashota-Nagawicka-Neumobin - Okauchee-Oconomowoc. No, this is not a new brand of cross word puzzle nor King Tut's evening prayer, but a few stations the conductors have to call between Milwaukee and Watertown, Wis. (Hain't we lucky?)

Motr. J. W. Paul and Condr. J. F. Luther have resigned during the past week. The former is leaving for Portland, Oregon, and the latter for other work. The best wishes of Division Five goes with them.

The sympathy of Division Five is extended to Conductor H. H. Stout on account of the death of his father last week. Details are lacking, but it is

On The Back End (Contributed)

Hamlet at Division One!



"The new janitor you see around the division this week is Mr. Hamlett, who is taking the place of Ed. Sweets while he is on his annual vacation. Mr. Sweets announces he will spend most of his vacation in Mexico and other sea ports."

Next Week: "East Lynn."

It's a danger. Cash Receiver MacGregor counted nickels so fast the other night that the Buffaloes stam-

Not a little excitement was caused at Division Five Monday when Motr. Schoepp (just off his run) rushed up to the window and, holding his sides, blurted: "You needn't pay me anything for today's work, I've already been paid."

Clerk Safford looked puzzled and Schoepp went on: "My wife undertook to board my car, front end, uptown and I slammed the door in her face and told her to go around the back way."

A sign on a palm tree near Division Five reads, "FOR RENT FLAT" and the gosh-durned tree is just as round as you please.

Conductor Ketchum of "C" line tells a sad one of a Scotchman who boarded his car at Vendome street and handed him a half dollar to change. As he was dropping his fare in the box one of the dimes dropped and rolled off the platform out the left side of the car. The car was moving swiftly so although he had paid his fare he jumped off at the next stop to go back and look for it. The sad part is, Ketchum found the dime on the step when he reached Belmont.

Our idea of a mean guy is the fellow who rides three blocks past his stop to keep a lady from getting his seat.

Conductor—"You must have made a mistake lady, this is the smoking car."
Lady—"Fine, won't you please give me a cigarette."

understood that his father was shot during the hold-up of a bank of which he was president.

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

We are staging a little contest this week, a beauty contest I might say, in which are figured two of our most popular trainmen, Conductor D. W. Tinsley and Motorman J. F. McCormick. It seems to be impossible for these two gentlemen to get together on deciding which is the best looking, so they have decided to put it up to the trainmen of this division for a vote. Please refrain from stuffing the ballot as we want this to be a fair and square contest, and may the best man win.

Motorman F. A. Smith, known among the boys as "Barney Google" Smith, came in the other day with a funny look on his face and blushing passed around a box of cigars, but refused to say what it was all about. Of course all you have to do is use your imagination to figure out that he is now a happy married man. Congratulations and thanks for the cigars.

Speaking of marriages I almost overlooked this one. I dare say you are all acquainted with Conductor Kiser, who was recently appointed an extra switchman. Well, Kid Cupid knocked him for a goal on the night of June 11 at 5:00 P.M., when he was married to Miss Mary McKee. They are planning a trip into Old Mexico on their honeymoon. More congratulations and more cigars—maybe.

Conductor Ed. Urban returned this week from a rather fast fishing trip which extended as far north as Portland. Just seven days was spent on the entire trip and Ed says as well as he can remember the scenery was beautiful. He reports having caught several flying fish on the fly.

It appears that L. A. Ry. trainmen like hot dogs better than the Germans like their beer, according to the record kept by Pete, who runs the hot dog stand on the corner. During the past week ninety-seven hot dogs were consumed by Conductor Payton, Mot. Hoke took second place with 96½ and Motorman Roberts, third, with 87¼. The boys are still working.

Janitor Rafferty appears at the division each morning wearing some bright flowers and carrying a highly polished cane. We expect next that he will be wearing a high hat. But don't get alarmed, for he is only practicing up for his vacation when he is going to some swell seaside resort and pass off as a retired banker.

Someone said that the Owl beanery is going to sell their player piano, as they never play it any more since Shorty Cormier started eating there. The noise he makes in gurgling his soup drowns out the sound of the piano entirely.

DIVISION 2

Hoyle, Batting for H. T. Hansen

Our correspondent, H. T. Hansen, has secured his vacation this month and has departed by boat for San Francisco. He deputized your humble to write up his column during his absence.

Vacation time is here and lots of the men seem to be taking the rest cure.

Cond. Hal Henley has secured 30 days' leave and has started for Vancouver, B. C., driving his Studebaker. He is taking Wm. McClellan, an old-time motorman of this division with him to pull the switches and flag the crossings.

Cond. A. B. Hughes has taken over Hansen's typewriter while he is away on a vacation.

Our chief dust inspector, Janitor E. C. McCrary, has been away from work this last week suffering from stomach trouble.

Cond. L. F. Finn has secured a tem-

Who's Who



BILLY McKELLIP is one of those deliberate thinking Irishmen whose mind "stays put" once he has reached a definite conclusion.

It took him twelve years, which he spent as a motorman on the Des Moines city railway system, to decide that California climate was a little better than Iowa. He arrived here in 1918 and started on the cars. He resigned in February, 1919, but soon came back and has been doing good work at Division One.

He weighs about 200 pounds and this helps to keep the car from rocking when it crosses an intersection.

porary position as watchman at the Bus Division.

Mot. P. Fitzgerald has secured a month's leave to visit Murietta Hot Springs for his rheumatism.

Mot. Pagliosotti, 10 days' leave; Mot. Hamilton, 7 days; Mot. M. Mason, 7 days; Mot. F. W. Osburne, 7 days; no details.

Some people buy their auto parts at the regular agency, others live at railroad crossings.

BUS DIVISION

Elmer Wood

Westley and Floyd Nolf returned safely from their two weeks' vacation, most of which was spent in Yosemite Valley.

On most buses there is a small pipe running up inside, this is a vent pipe to your vacuum tank. Do not plug it up with matches if it overflows, but notify the garage.

Louis Foster, mechanic in the garage, is the proud father of a six-and-a-half-pound baby girl. Mother and daughter are doing fine. Smokes were exquisite.

F. G. Hunter had a narrow escape from female wrath when the vacuum tank vent pipe sprung a small leak and the wind carried the gasoline spray inside the bus. A woman sitting in the front seat got up and was about to knock Hunter for a goal when the wind blew again and she saw where the gasoline was coming from.

Wilson Turner, a mechanic on the night shift, is also the proud father—I mean adopted a ? one of those things with glass windows, and a seat for two, they are usually driven by darn fools or dance hall sheiks, (but this one's not) in other words, a Ford Coupe.

Some one said C. A. Pruter took a Sunday off to see his girl and when he got there found she was married, no wonder you feel so blue, Carl, was she a blonde?

DIVISION 3

Dan Hanley

Ding Dong, Ding Dong, and as the beautiful music pealed out from the old church bells, Conductor Melcher and Miss Briggs clinched, the minister read \$10 worth of wonderful words from the book of "Famous Battles," some one threw a handful of rice, the old folks wept, some old shoes walked in and the happy young couple started on their honeymoon, determined that no lawyers would even interview them. The first 50 years will tell. Good luck and thank you for the cigars.

And then we shut off the gas and coasted up the hill.

And the pole cat's papa cut him off without a scent.

Motorman Hollenbeck has completed his course of breaking in for the office and is now a full fledged clerk and after finishing the night shift was seen down town at the Army and Navy Store, asking if they had a suit with two pairs of pants.

Here lies sheik Malone,
Unexpectedly, daddy came home.

"I see Motorman Naggie is a friend of yours," remarked Clerk Gilmore to Clerk Allen, as Naggie passed Allen a cigar. "I don't know," replied Allen, "I haven't smoked the cigar yet."

And the most difficult thing to do at Division No. 3 is to open a box of shoe polish with a dime.

Triplets at Division No. 3.

Motorman W. W. Wright, nine-pound motorman.

Motorman J. T. Edmison, eight-pound girl.

Motorman J. N. Utz, six and one-half-pound girl.

Which proves that the motormen
Congratulations to all
from the boys.

Conductor Coneybear (Speed) appeared the other morning on the 5 o'clock report with a doughnut in one hand, the "Literary Digest" in the other and reported himself absent. Clerk Allen told him to take a seat, but to be careful and not put his feet on the overstuffed furniture.

You very seldom hear of any firm or corporation express delight when you add an expense to their upkeep, but I heard a member of the Claim Dept. remark that the boys were sure causing the company to purchase witness cards. "Just think," he said, "a year ago a few thousand would get us by but now we have fewer accidents and use hundreds more cards and I am sure pleased."

"And may it never rain again in June."

DIVISION 5

Ed. Tyler Batting for F. J. Mason

This week items by E. C. Tyler, pinch-hitting for F. J. Mason, who is at home recuperating from a severe attack of tonsillitis, brought on by mixing too many Inglewood fogs with Hollywood breezes and Honolulu atmosphere. "Freddie" is doing nicely however and we hope to again see his feet adorning the desk in the editorial sanctum before this goes to press.

It is with the deepest regret that we announce the death of the wife of Conductor J. O. Bauer, last Friday evening, after a long illness. The sympathy of the entire personnel of Division Five is extended to Conductor Bauer, who accompanied the body to Wheeling, West Virginia, for burial.

Vacation time is surely with us. Requests for leave-of-absence covering one week to ninety days are coming in thick and fast. Such requests as "sixty days" (reason) "mother-in-

DIVISION 4

C. J. Knittle

So you're going to read this colyum? Thanks!

We might start off by telling a clever little story of a low class of high brow young girl who boarded an "F" car last Tuesday and handed the conductor a half fare ticket.

"How old are you, little girl?" asked the conductor, thinking she was over twelve.

"Well," she replied snappily, "if the corporation doesn't object, I'd prefer to pay full fare and keep my own statistics."

We notice Safety Operator, Clerk, Conductor, Switchman Ervin has added a new Chevvy touring car to his worldly goods.

And that Motorman Kennard, who loth a front tooth hath got a new one and don't have to lithp anymore.

Kennard took one of his English friends to a ball game last Sunday. It was the Britisher's first time at a game.

"The bloomin' pitcher is deucedly clever," he remarked as the game progressed.

"What makes you say that?" asked Kennard.

"Well, dontcha know, he hits the bat so often," replied his friend.

Twenty of Division Four's most prominent reel and rod devotees, headed by Conductor MacKenzie, hied to the briny June 11, and brought back an enormous amount of fish. A little prize money was raised for the one catching the first big fish. It amounted to five dollars and was won by MacKenzie himself. A second prize of \$4.70 was awarded to Conductor Dusty Rhoades for catching the second big fish.

Mrs. Ye Scribe wonders if the reason apartments are so small in this town is so there will be no room for complaint.

The man in the street says: "He took his wife up Temple—then Custer."

It is reported a gentleman on a "W" car offered to hold a woman's hand while she stood up.

H. C. Larson, who was a motorman at Division Three two years ago when he resigned, is back on the boards at this division, glad to be back and all that sort of thing.

Motorman Hommel's only weakness is that when he pulls into the yard he steers the car up one track, but lets the trolley go up another.

Now you may go. Come again.

law coming on a visit." (Future address) "Unknown, as will be traveling" are rare but not unusual.

Motr. H. Gorton has left for Canada, via the Ford route and expects to dispose of some property, if he has any left by the time he gets there.

Condr. J. C. Clarke puts in his request for just a plain old-fashioned vacation.

Condr. R. G. Curry is visiting his old home in Keener, Ills. and expects to be gone sixty days.

Condr. W. D. Sindlinger is also paying a visit to his old home in Waterloo, Iowa, for the same period of time.

Motr. N. Kettle is taking sixty days for a vacation, but we understand he is searching for a lost tribe of Mongolians in the high Sierras.

Motr. J. E. Croff is visiting his brother in North Tonawanda, New York.

Condr. H. C. Johnson has left for Axtell, Nebr., his former home and promises us full report on the 1925 corn crop when he returns.