

TWO BELLS

VOL. VI

JUNE 29, 1925

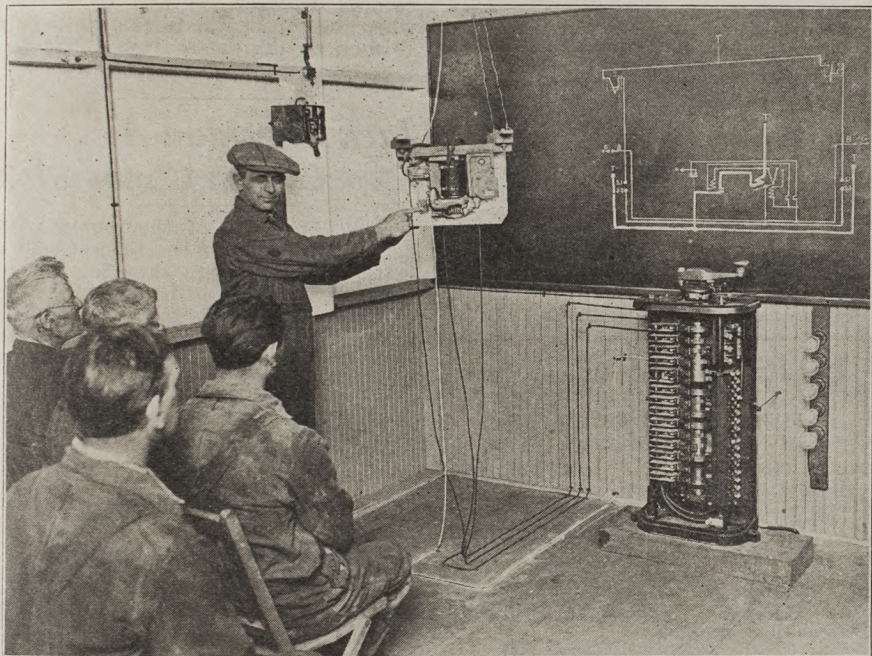
No. 5

A Herald of Good Cheer and Cooperation Published by and for Employees of the Los Angeles Railway

Edited by J. G. JEFFERY, Director of Public Relations

Cars To Stop One Minute July 4

Instruction Room Equipped By Mechanical Department



AN INSTRUCTION room in which the actual operation of mechanical equipment can be demonstrated, is being worked into first class shape at Division Two, under the supervision of W. T. "Billy" Brown, general foreman of car houses. The instruction room is located on the west side of Division Two storage tracks and has been wired for the operation of a street car controller, as shown in the picture above.

The cameraman caught A. H. Mason pointing out some of the details of a new piece of equipment that is being tested. The instruction at present is centering on multiple unit cars.

Each street inspector, each assistant day foreman and two repairers from each division, attend a two-hour session once each week.

These men are arranged in six groups, one group being instructed every day except Sunday. The same instruction is given each day for six days when a new subject is taken up by Mr. Mason, who teaches the group.

Classes for night men are held two nights per week. The assistant foreman and two repairers from each division and one street inspector are included in this second group, which is in charge of E. C. Muse. Classes for day and night foreman will be in charge of Mr. Brown.

One of "Billy's" hobbies is to have a fully equipped instruction room, competent instructors, and a bunch of live wires growing up.

These classes and instruction room should help to turn the trick.

Civil War Hero 72, Takes Bride; Cited For Valor

George W. Reckard, 75 years old, and an active pattern maker in the South Park Shops was married last Wednesday to Anna M. Johnson, 62, and they have departed on their honeymoon.

Mr. Reckard is a brother of Joe Reckard, cashier of the company. He was a drummer in the Civil War and the picture shows him drumming up enthusiasm in a patriotic celebration held at the shops. He won praise for his bravery during the Civil War.

The citation for his latest deed of valor is written in verse by Ted Gray, poet laureate of the mechanical department drafting room.

*Listen my friends and you shall hear,
Of the greatest "Reckard" of the year,
All single men, will kindly heed
And profit by this gallant deed,
Of Mr. "Reckard" who I introduce,
As the latest victim of the noose;
A man of courage in heart and hand
At seventy-five he took the stand
To prove his worth in a love so true
For his blushing bride of sixty-two.
Thru the Civil War he drummed his way*

*Gallantly to victory in the fray
And once again, it seems to be
Another beat for victory
Shower of blessings and shower of cheers,
We extend to the couple with young ideas.*



G. W. Reckard

DEFENSE DAY ARMY TEST AIDED BY COMPANY

The Los Angeles Railway will cooperate in the National Defense Day test which is sponsored by the federal government and is being organized by the army. A similar test was conducted on Armistice Day last year.

All street cars will stop for one minute at 12 o'clock, noon, July 4, as a silent recognition of the sacrifice made by those who gave their lives for the country and the inspiration to sane patriotism which their memory brings.

Men Asked to Enroll

All men between the ages of eighteen and forty-five years are asked by the government to enroll as one-day volunteers, and blanks for such enrollment are available at the divisions and in all departments of the company. Those who sign are asked to give name, age, residence and previous military service, if any. The enrollment carries no obligation for military service but is merely an endorsement of the National Defense plan.

Skeleton Organization

The organization of the country in case of a military emergency under the National Defense plan is in three divisions, namely, the regular army, the national guard, and the reserve corps. The latter division is fully officered in all branches of service by men who hold reserve army commissions. With this skeleton organization it is believed by army authorities that an efficient military organization could be put on its feet in a comparatively short time by enlistments and selective service.

The blanks for enrollment of men who approve of this system and are of military age will be available up to July 4. On Independence Day, patriotic services will be held at the University of California, Southern Branch, for those who wish to attend, but attendance is not compulsory.

Melrose Bus Line Extension Asked

An application for permission to extend the Melrose avenue bus line from Larchmont boulevard to Western avenue was filed last Wednesday by the Los Angeles Railway, with the Board of Public Utilities, the service to be started upon the completion of the improvement of the center strip of Melrose avenue.

The line at present runs from Larchmont boulevard to Fairfax avenue. The extension would establish a connection with the line "S" street cars and the Western avenue crosstown bus.

It is proposed that west of Larchmont boulevard the one-way fare will remain the same, five cents with no

transfer privilege, but that east of Larchmont boulevard the fare will be five cents, including transfer between Los Angeles Railway street car lines. A ten cent fare on any part of the line will include transfer to and from connecting Los Angeles Motor-bus lines.

DOLLAR DOWN—DOLLAR FOREVER

Liza—Dat certainly is a beautiful engagement ring. What size is dat d'iamon'?

Rastus—Dat is de 20-year installment size!

The boss was dictating to the new pretty and sophisticated stenographer. Suddenly he stopped.

"Am I too fast for you?" he asked anxiously.

She considered him and then replied: "Oh, no, indeed, but you're a trifle old."

AND JERICHO

Waiter: "Has your order been taken?"

Waiter: "Yes, and so has Bunker Hill."—Missouri Showme.

Nurse—"Are you the young lady who was with him when the car went into the ditch?"

Visitor—"Yes. I thought it would only be fair to come and give him the kiss he was trying for."

Lover: "Can there be any sweeter words than 'I love you'?"

Writer: "Yes, 'Check inclosed.'"

Speeder: "Sure. 'Not guilty.'"

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Winning Confidence

WE RECEIVED quite a long letter from a resident of Annandale Boulevard, a few days ago, telling of an interesting experience on an inbound line "W" car. The passenger wanted quite a bit of detailed information about the location of certain buildings and the schedule of owl cars. He said he had frequently encountered trainmen who qualified the information they gave with "I guess that's the street" or "maybe the transfer is all right."

It was to the motorman that this passenger addressed his questions and while talking to the motorman is not in strict accord with the city laws, there is all the difference in the world between an idle conversation that distracts a man's attention from his work and straight questions and answers that have to do with the service every trainman is expected to give. The passenger received accurate and positive information from the motorman.

This little incident puts a question in the mind of every trainman as to whether he can give positive and accurate information when asked about questions concerning his line or division.

* * * * *

Do you start out on your run with a feeling of confidence in yourself that you know your line thoroughly or do you start out with a hope that no passenger will ask you some of the questions which you realize you cannot answer?

The trainman who knows he is right and applies his knowledge along the lines of courtesy and genuine service which this company advocates is in a secure position in all his dealings.

Two trainmen may meet the instruction department requirements and make equal scores but one may be interested enough to do a little reading in technical books or trade magazines about the way brake shoes are made. The two men with an equal score in the instruction department may appear to be on even terms but the man who is sufficiently interested to "dig in" to his job a little further gains more than a mere technical knowledge. He gains a confidence in his own ability that unquestionably brings him the confidence of those who employ him and those who pay fares on his street car.

Well Worth Reading

THE attention of all members of the Los Angeles Railway organization is directed to the current issue of the Saturday Evening Post dated June 27. On page 46 there is a story "Reporting for work in the Public Utilities Field" which will interest men and women in this company. It is a narrative of the development of a street railway company around the policy of one man who grasped the value of friendly relations with the general public, and the way in which every employe played a part in the fulfillment of this successful plan.

WILSHIRE BUS EXTENSION RENDERING GOOD SERVICE

The Wilshire boulevard bus line which is now running to Fairfax avenue and Wilshire boulevard, is rendering a new service that is receiving an encouraging patronage. Alternate buses are turning south on La Brea from Wilshire boulevard and running to Country Club Drive, returning via Detroit avenue. The other buses are running to Wilshire and Fairfax, providing a six-minute service on the main line and a twelve-minute headway on both divisions beyond the intersection of La Brea and Wilshire. The ten-cent fare has been retained. Additional equipment recently purchased has made possible the extension of this service.

Except for two single deck trippers in the evening rush hour, the line is served entirely by double deck buses daily and Sunday.

Layover is made on La Brea and Country Club Drive loop on the northwest corner of La Brea and Country

Club Drive before turning into Country Club Drive and at Fairfax Avenue on the southwest corner of Fairfax Avenue and Wilshire Boulevard.

Passengers boarding outbound Fairfax Avenue bus at points East of La Brea Avenue may be transferred upon request to Country Club Drive bus at La Brea Avenue or from Country Club Drive bus to Fairfax bus.

Passengers boarding inbound Fairfax bus, west of La Brea, may be transferred to Country Club Drive; or passengers boarding Country Club Drive bus south of La Brea Avenue may be transferred to westbound Fairfax bus at La Brea Avenue.

Conductors are instructed to issue regular form of 10c ticket SBU 2 in exchange for 10c cash fare except when passenger desires to transfer to buses at La Brea Avenue as outlined in paragraphs above in which case regular bus transfer will be issued, punching out the word "STOP."

BULLETINS

Issued June 29, 1925

BULLETIN NO. 99 Notice to Trainmen

In the future, in placing markers between the rails as an indication of the exact point at which a car is expected to be brought to a stop, the old style of cast iron "Stop" plate will be discontinued, and such points will be marked by a row of four metal discs set in the pavement. These similar to the ones now being used by the Police Department at Santa Barbara and Figueroa, and at certain points on North Broadway.

Trainmen will observe and make stops accordingly.

BULLETIN NO. 100 Notice to Conductors Pass Found

Pass No. 2555 belonging to T. C. Sheldford, Carpenter, Mechanical Department, reported as lost in Bulletin No. 97, has been recovered.

BULLETIN NO. 101 Notice to Conductors

The following passes are reported lost: 1512—issued to A. McLaughlin, Truck Driver, Line Dept.

1930—issued to H. H. Brown, Car Repairer, Mechanical Dept.

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

BULLETIN NO. 102 Notice to Conductors

Fireman's Pass Book No. 24657, issued to Fireman James V. Klein, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 103 Notice to Conductors

Public Schools will close on Friday, June 26. School tickets are not to be honored after that date and until further notice.

P. B. Hill

BUS BULLETINS

LOS ANGELES RAILWAY BUS DIVISION

BULLETIN No. 260 June 18th, 1925

Until such time as the street work on Florence Avenue is completed between San Pedro Street and Moneta Avenue there will be allowed walkover privilege for ten-cent fare for transferring passengers between the Moneta Street Car Lines and the Florence Avenue Bus Line.

Operators and Conductors please be governed accordingly.

BULLETIN No. 261 June 23rd, 1925

The Los Angeles Railway Uniform Department is in position to make repairs on Bus Operators' uniforms.

This for your information.

BULLETIN NO. 262 June 22nd, 1925

Beginning at once Conductors on the Wilshire Boulevard Line on their trip leaving Wilshire and Fairfax when issuing transfers to be used south from Wilshire and La Brea will punch out the word "Main" which will signify that the transfer is not good on Wilshire Boulevard westbound from La Brea, or in other words, punching out of the word "Main" will stop a round trip being made on Wilshire Boulevard between Fairfax and La Brea Avenue.

BULLETIN No. 263 June 23rd, 1925

In a few days a Los Angeles Railway Company telephone will be installed on the line pole at the intersection of Florence Avenue and Pacific Boulevard. This phone may be used by Bus Operators in calling the Dispatcher and the Garage.

BULLETIN No. 264 June 23rd, 1925

Beginning Saturday morning, June the 27th, the turn around of the Florence Avenue Bus Line in Huntington Park must be made as follows:

From the intersection of Florence Avenue and Pacific Boulevard north on Pacific Boulevard to Saturn, east on Saturn to Rita, north on Rita to Zoe, west on Zoe to Pacific Boulevard.

Lay over should be made on the north side of Zoe Street, immediately east of Pacific Boulevard. In the very near future a 50-foot Bus Zone will be established by the painting of the curb the proper color and marking it.

F. VAN VRANKEN,
Manager.

ONLY 17 MERIT CARDS BELOW 90 PERCENT

According to a detailed summary compiled by clerks of the merit and bonus system records, omission on mileage or report cards was the chief cause for demerits during the month of May. Exactly 254 cases in this classification were reported as against 300 for last month, with Division Two leading with 74 and Division Four the lowest with 39. Giving bells too soon caused 180 demerits, and running ahead of time was the next highest on the list with a total of 177.

The principal source of credits was for securing witnesses and reporting accidents. Fifty-one cases of courtesy were awarded credits while during April 67 citations were given.

Two men were automatically dismissed when their efficiency ratings dropped below 75 percent. Division Three and Division Five each lost a man.

One hundred and twelve men had records between 90 and 99 percent when the report was issued, while only 17 men on the entire system had ratings lower than 90 percent.

Jack Sheridan At Grotto Convention

Jack Sheridan, of the employment department, who is the busiest fellow in the company with the exception of that one-armed wheel-barrow pilot who has a wrist-watch, is in the east. Jack steered his course for Atlantic City to represent the local Grotto at the national convention.

Anna M. Westcott, stenographer of the same department, is on her vacation touring California.

DRAFTSMAN WEDS

Howard Taylor of the drafting room at the main offices returned to work a few days ago and found the rest of the India ink boys in line to extend congratulations and collect cigars. Mr. Taylor married Miss Dorothy Dehde and then the newlyweds departed to Lake Arrowhead for the honeymoon. They returned to sweep out the old shoes, rice, and "just married" signs at their home, 1301 West Forty-Second street.

Veteran Returns Home After 44 Years Away

P. E. Peterson, watchman at Division One and a former conductor of Division Two, who has been with this company for 35 years left with his wife June 2, for Sonder Brug, Denmark which is his home-town, and which he has not visited for 44 years.

They are expected to be away about nine weeks in which time they will visit Paris, London, England, Germany and the graves of the American soldiers in France.

They will celebrate the Fourth of July in Copenhagen, Denmark.

"Now, Bobby, if Aunt Kate tells me when I get back that you've been a good boy, I'll give you 5 cents."

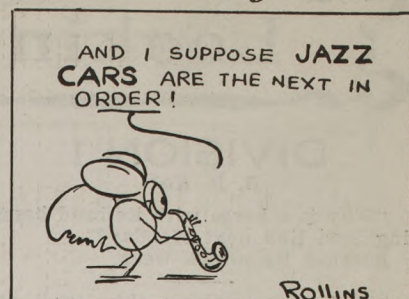
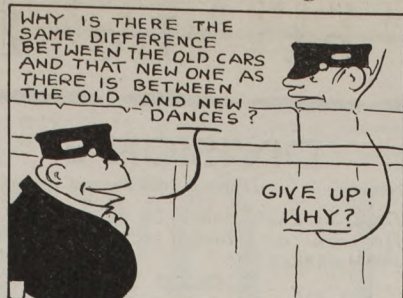
"A nickel! Gee whiz, mother, you're always lookin' for bargains."—
Boston Transcript.

Bride (to salesman)—Please, sir, I'd like a little oven.

Salesman—Er—pardon me. Not while your husband's around.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

100 Percent Courtesy Campaign To Continue

On The Back End (Contributed)

For Condr. O. N. Haggard, Div. 4
For Condr. A. McKinzie, Div. 4

Los Angeles Railway.
Gentlemen:

I am an old lady sixty-five, with rheumatism, hence slow in getting on and off your cars. Yesterday morning, I experienced such kindness and gentlemanly courtesy from the conductors in both going and coming from church on the Pico line.

No. 2012 helped me on and was so gracious, and 2296 helped me off and kindly told me to take my time, so I concluded to report them for special courtesy.

Sincerely,
MRS. EDWARD T. ADAMS,
1409 South Crenshaw Blvd.

By George Baker Anderson
Manager of Transportation

A woman got on a "C" car at Fountain and Vermont going to town.

Lady to Conductor. "Where does this car go, Conductor?"

Conductor. "Lady it would be better if you would tell me where you wish to go, then I will direct you."

Lady. "I want to know where this car goes."

Conductor. (Wishing to accommodate her, routes the whole "C" line to her.)

Lady. "Conductor, I asked you a sensible question and I want a civil answer."

For Condr. L. Rogers, Div. 2

Los Angeles Railway.
Gentlemen:

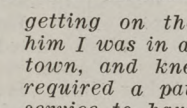
Yesterday, I noticed this occurrence: a woman, who wished to leave the car near Virgil street, and at a street with a very similar name, stayed inside of the car until the conductor, 1994, had stopped the car at Virgil, where he had understood her to say that she wished to get off—then she came to the exit and proceeded to tell the conductor, 1994, what she thought of being carried by, and she was very hateful about it. He maintained the poise and equilibrium that he has always shown in the discharge of his duties. I have noticed that he is always very courteous and efficient.

I wish also to mention Supervisor No. 20 on the "H" line, whom I have observed on duty. He seems to have his heart in his work.

Very respectfully,
MISS MABEL PALMER,
4276 Beverly Blvd.

THERE was laid on my desk a few days ago a letter from a well-known business man from which I quote the following:

"This morning about 8:20 I boarded a _____ car at _____ street. A \$10 bill being the smallest in my possession, and being without change, same was offered to Conductor No. _____ with the statement that I regretted to do so, but was unable to avoid it, at the same time showing him I had no smaller bill. He asked me why I had not changed the bill before getting on the car etc. I told him I was in a hurry to get down town, and knew of no law that required a patron of any public service to have a certain denomination of money on his person. He informed me that it would have been all right to have presented a \$5 bill, but that he was not a bank, and said I would have to get off and have it changed.



"I recalled a similar occurrence on the _____ line, and wishing to avoid unpleasant controversy, told the conductor to give me his number and I would get off. This he refused to do, called me a 'wise guy,' with the further statement that he 'did not think much of me, anyway.' The argument continued until we reached _____ avenue (about eight blocks), when he again ordered me off the car, and I left. I missed three cars before I could get the bill changed."

At the meetings at the various divisions during the two weeks preceding the great Shriners' Convention, I was greatly impressed by the radiant good humor of all trainmen with whom I had come in contact, and as the result of this inspiring experience I returned to my routine work convinced that courtesy, good nature and consideration of the public were, indeed, three chief ideals the attainment of which was desired and sought after by all of the men who have made the name of the Los Angeles Railway synonymous with "splendid service" throughout the country.

Discourtesy Diminishing

In spite of the recital of the patron from whose letter I have quoted, I still believe that the trainmen who deport themselves in the manner described in the second paragraph of this letter are very small in number, and growing still less numerous.

Courtesy is the brightest jewel, and yet the cheapest. Though priceless, it costs absolutely nothing.

Reasonable excuses for the technical violation of some rules may be presented, but I never yet have heard of a reasonable excuse for wilful, deliberate insolence, nor the exhibition of a discourteous attitude toward any passenger, regardless of sex, race, color or disposition.

An Insult to Self

No man should expect others to respect him unless he respects himself; and, of course, if he respects himself, he will not insult himself by exhibiting an insolent attitude toward patrons. It is hard to be compelled to discharge an otherwise good trainman, but with ninety-nine per cent holding high records for courtesy, the one per cent stand out conspicuously as an avoidable blemish on the fame of the organization as a whole. And it will make for better public relationship to remove those few blemishes as they are found.

It is my firm conviction that this policy will be applauded by every trainman who has learned the great value of courtesy, good nature and a scrupulous regard for the rights of those dependent upon him for good service.

For Condr. H. A. Hansen, Div. 2

Los Angeles Railway.
Gentlemen:

I wish to thank you for the courtesy and consideration shown to passengers by Conductor No. 1910, Maple Avenue line.

This man is first class in every way and is a distinct credit to your company.

Very truly yours,
JAMES L. WALLACE,
319 South Reno.

PRIZES for May suggestions are awarded as follows:

First prize goes to Nate Robinson, motorman, Division 1, who suggests that in posting open runs for bids, the notice be made to show the name of the regular man working the other end. This is in order that it will not be necessary for a man considering bidding on such a run to ask the office force for the necessary information, and the plan will be followed out in the future.

Second prize is awarded to C. T. Morgan, motorman Division 3, and is in regard to better shading of the lights on the open ends of cars in order to improve the motorman's vision after night. The matter will be investigated so as to determine whether or not any improvement can be made.

Third prize is awarded to F. L. Osting, conductor, Division 4, and was in connection with lighting conditions at the Kensington terminal of line "C." He advised us that the street light at that point had been out for some time, leaving the terminal entirely dark, and suggesting that steps be taken toward having the light put in repair and properly maintained.

With the close of the current month, the awarding of cash prizes for suggestions will be discontinued on account of lack of interest on the part of other than a very few trainmen,

For Condr. J. W. Head, Div. 1 (Acting as Motorman)

Los Angeles Railway.
Gentlemen:

I was a passenger on a Ninth Street car going west, yesterday A. M. I want to report the good behavior of the motorman on that car. He avoided an accident which might have been very serious. As usual, a man driving a car was to blame.

This is the third time I have reported the good behavior of a motorman. I feel the company should know the good things as well as a few of the bad ones. The number of the car was 696. It was about 8:30 A.M.

Very sincerely,
MRS. KATHERINE LOVE,
833 Beacon Street.

and beginning with July 1, while we will appreciate and acknowledge all suggestions sent in, those considered meritorious will be given special recognition by awarding credits.

This, it is anticipated, will enable a large number of men to profit by sending in good suggestions, and it is hoped that every man who notices any condition which he thinks should be called to the attention of the management will forward his suggestion to this office promptly.

Lack of Interest Ends Cash Prizes; Credits To Be Given

For Condr. C. W. Stevenson, Div. 4

Los Angeles Railway.
Gentlemen:

It gives me great pleasure to notify you of the courtesy that is given the public by Conductor 3216. His human treatment of the aged is very pleasing during this day and age. On three occasions this morning I noticed him assisting three very elderly ladies on and off the car, and I think he should be commended very highly for his conduct.

Yours very truly,
ED. E. GOOCH,
524-528 Metropolitan Bldg.

Smile and you will win friends.

Motorman F. A. Smith was asked if he would take a regular run on the funeral car, so he said he would as he had always tried to help the conductors out of the hole while alive and was willing to help them in the hole when dead. He says he has pulled a lot of dead conductors around for a long time but since bidding in his present run and finding a live conductor he thinks he will stay with him as live ones are hard to find.

Division Five received a card from Motorman H. Gorton, who is flivvering back to Canada. Says he arrived in Trinidad, Colorado, on June 16. Says he drove over some very bad roads, broke one axle and lost one day getting it fixed but otherwise had good luck.

Wonder what he'd call bad luck. Guess the next time we hear from him he'll say that he drove into a lake somewhere but the water was fine.

"Don't get hard boiled," said the hen as she laid another egg.

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

"Why is a horse with its head hanging low, like next Monday?"
Because its neck's weak.

"If I was working this car," remarked an old gentleman, after watching the motorman reset the overhead, "I'd just tie that thing with a piece of string so it couldn't jump over that way."

The Railway lunch opened this week after an unexpected delay caused by the cook misplacing the hot cake turner. The management regrets to announce that the special program arranged for the opening night had to be called off on account of some of the stars of the cinema world being out of town. It was a great disappointment to the "Controller Quartette," as they had prepared some special ballads for the occasion, one of these being "Moonshine and Pretzels" words and music by C. E. Yocum.

Strange rumors are circulating around about one conductor Impusene and a Miss working in Peet's hot dog stand. It is said that Impusene has consumed so many hot dogs lately that he is beginning to bark.

Results of the beauty contest between Conductor Tinsley and Motorman McCormick will be announced next week. At a late hour last night McCormick was in the lead due no doubt to the fact that he recently dyed his mustache. The winner has been promised a long term contract by Mack Sennett to substitute for Ben Turpin.

Conductor Ed. Urban, who recently returned from a combined cross-country race and fishing trip, wishes to give a little advise to parties who are taking fishing trips, and that is to take along plenty of pork and beans, as the fish are as hard to find sometimes as polar bears in the tropical zone.

Mac, the barber, says that during the warm weather, he has instructed his barbers to fan a customer for three minutes after every shave. What's the use of going to the seashore to get cooled off?

DIVISION 2

Hoyle, Batting for H. T. Hansen

The stork paid a visit to the house of Conductor J. B. Regalado last week and left him a present of a beautiful baby boy weighing 7 pounds. Mother and new arrival doing fine. Thanks for the smokes.

Division 2 extends its deepest sympathy to Motorman C. S. Haldeman, whose father died at Sawtelle during the past week, also to Motorman C. H. Kellogg who lost his only daughter. Kellogg's daughter had been ailing for sometime, and thinking a change of climate would make some improvement, he sent her to his home town in Kansas. She made the trip safely but had a relapse a few days later.

We are glad to see Conductor J. D. Robertson back in harness after a long illness at the Roosevelt Hospital. His brother H. Robertson, register clerk, is taking his vacation at present and is busy taking in the sights at the various beaches.

Motorman A. Brumet has secured a two weeks' leave and departed for San Francisco in his Hudson. Here's hoping you don't have to pack much water. Ah!

Word has been received from Hansen, ye scribe of this division that he is having some vacation, and during the short time remaining to him, he will be located at Santa Rosa, Calif.

Who's Who



Most of you subscribers have seen Noah Allinikov as leader of the company Hawaiian quartet dressed up in his white duds like a Standard Oil station operator about to ask "and how's the oil?" When he is not directing the Hawaiian quartet of Argentinians, Portuguese and Greeks—as the little song goes, he is a conductor at Division Four.

At the division smokers, Dick Smith had a lot of fun about the nationalities of our Hawaiians and told everyone that Noah Allinikov was of Russian birth. Sure he is; just like Bob Pierson, for they both hail from Iowa, and the nearest thing to Russian that state develops is a few Bolshevik senators.

Before joining the Los Angeles Railway gang, Noah was a salesman and a teacher for a local music house. He enjoys the musical tingle of the fare box and is doing good work.

"Say, sonny, why's your milk pail empty? Didn't the old cow give anything?"

"Yep, eight quarts and one kick."

BUS DIVISION

Elmer Wood

We wish to give operators this reminder:—In turning corners with double deckers, be careful you don't strain your back, as this is what happened to E. C. Fitts last week.

E. A. Hagen goes down in the society column this week, for purchasing a new Essex Coach.

Did you notice the new name on the miss-out list last week? C. W. Brown is the one I am referring to. For two years Brown has been driving single-deckers on the Shuttle lines, but he got the chance to drive a double-decker on Wilshire for the first time, and says he will be glad when he gets back on the singles, but he missed out again, before he had finished his first penalty. That's tough.

As it happened E. J. Minazzi stopped for a man who was running for the bus. About 200 feet behind him was a woman with a baby in her arms, also running towards the bus, so Minazzi waited for her, but when she reached the bus, instead of getting in, she went to the window and kissed her husband good-bye. Ain't love grand?

Everybody is looking forward to the usual shake-up which is conducted every three months and which will be held about July 1.

Introducing new men: Pat H. McKay and L. L. Kidder who were driving buses in Casper, Wyoming.

DIVISION 3

Dan Hanley

Dust to dust, ashes to ashes,
He ran a trolley car, too many smashes—

GONE

Motorman Ritterhaus joined the National Guard. He read the sign saying "Join us and have a two weeks' vacation" and he was asking us what hotels they stop at and where they eat.

Being a careful driver, he made the left turn right.

Clerk Deane is now getting ready for his vacation. Has already bought himself an overcoat and some red flannels.

The night we spend with thee, dear heart,

Are filled with you and bliss, although,

At times we'd like to kick you all apart
Our radio, our radio.

It's hot, I'm hot, you're hot and so I'll let you all off easy this week.

DIVISION 5

F. J. Mason

Well, here it is June 27, just three more days to go, and not a June bride in sight. Who's holding out on us?

Heine's back boys. Walked in last Tuesday singing "O Sole Mio." He took a 14-day trip to a place called El Verano, United States of America, and reports a rip-snorting time. He made a wonderful hit with the residents of this El Verano joint; in fact they wanted him to stay and said they would make him chief of police. He told us afterwards they only had one constable and he was 83 years of age.

Said he got wonderful service at the service stations on the road. At one place he told them to fill his gas tank up and after said operation the attendant wanted to charge him for 15 gallons. Heine said, "Why you're crazy, I've only got a 10-gallon tank and I had about 5 gallons left."

"Well, that's all right," said the attendant, "five and ten is fifteen."

"All right," said Heine, "here's a dollar for the five, now we're square."

Motorman Charlie Durrett has taken a 60-day layoff on a trip to St. Louis, Mo.

Motorman D. H. Hershey has decided to pack around a "gat" and buzzer, and is off for 90 days to try out on the police force.

Motorman A. A. Schoepp has taken a 30-day leave of absence—going east.

Received a card from Motorman W. Otte, who is in Rochester, Minn. Says everything is going fine, but he's getting kind of lonesome for L. A.

Clerk Ed. Tyler decided the weather was too nice for one to work, so hopped off on his vacation. He and his ball and chain are running around the country in the Chevy Coop—have no fixed abode—just dodging from one place to another.

Muck's working Ed's shift, so if you want off ask Muck and then try and get off.

For Condr. C. R. Certain, Div. 3

Los Angeles Railway.
Gentlemen:

This morning I was on car No. 935—L car—and I want to commend conductor wearing No. 2736 on his cap for his surely extremely, kind and courteous service to a very old lady.

ETNA M. SULLIVAN,
Wilkinson College of Swimming.

DIVISION 4

C. J. Knittle

The name of MacKenzie is very familiar to many readers of this column. The best reason for Conductor MacKenzie's popularity, is that he does his own "press agenting." But an item came in last Thursday about him from another source which isn't exactly uplifting and as the shortage of news is keen this week, we'll slip it to you.

MacKenzie got up a large fishing party recently and they returned from the cruise with much more fish than they could use, so MacKenzie said he would bring what they didn't want over to the division. He never did show up, but an honest man tells us he was seen peddling fish the next day in Boyle Heights.

The farmer and the sailor toil

Alike to some degree,
For where the farmer tills the soil
The latter plows the sea.
(Dedicated to the gobs and leather-necks of the Pacific Fleet.)

While we're on foreign subjects:—The laundryman brought the wash back the other day and Mrs. Ye Scribe says, "See here, look what you did!"

"I can't see anything wrong with that lace," said the driver.

"Lace?," exclaimed the Mrs., "That was a sheet!"

Well, folkses, that is all the news that came in this time except that this scribe is ringing off for the summer months—going to National Guard camp next month and will take up "scribing" again the latter part of September. May you have a happy vacation.

Good night, lads and lassies.

If I possessed a shop or store,
I'd drive the grouches off my door.
I'd never let some gloomy guy
Offend the folks who came to buy;
I'd never keep a boy or clerk
With mental toothache at his work,
Nor let a man who draws my pay
Drive customers of mine away.

I'd treat the man who takes my time
And spends a nickel or a dime
With courtesy and make him feel
That I was pleased to close the deal,
Because to-morrow, who can tell?
He may want stuff I have to sell
And in that case then glad he'll be
To spend his dollars all with me.

It is good business to be fair,
To keep a bright and cheerful air
About the place and not to show
Your customers how much you know
Whatever any patron did
I'd try to keep my temper hid,
And never let him spread along
The word that I had done him wrong.

—AUTHOR UNKNOWN.

Customer (at country store)—"Look here, you say you won't sell me a shovel unless I get a permit from the authorities and sign my name in that book. What's the big idea?"

Proprietor—"Well, you see, it's this way. We ain't a takin' any chances. The gov'ment's pretty careful these days. You fellers buy a shovel, dig up the ground, plant barley, make it into malt, and there you are... No sir-ree!"—Cougar's Paw.

A minister from Tennessee
Accidentally sat down on a bee,
But the darn little bee
Just chuckled with glee,
And said, "That's a good one on me!"

—Penn Froth.