

ALL LOADING PLATFORMS TO BERTH TRAINS

All loading platforms on the system are to be made 110 feet long to accommodate two-car trains. This work has been completed in Eagle Rock and on South Vermont Avenue, Moneta Avenue and along the private right of way on Sixth Street line, between Third and Sixth Streets. The last part of this job is being carried out on Santa Barbara Avenue and in Hawthorne. On the former avenue the loading platforms are made of concrete and the length is being practically doubled.

With the new cars available for service in two-car trains as well as single units, the additional facilities for loading platforms have been made necessary. The big cars are being operated on new lines from time to time and are particularly popular with passengers.

EIGHTH ST. TRACK TO BE REMOVED

The track department will start removal of the westbound track on Eighth Street between Hill and Figueroa Streets within a few days, by arrangement with the city, to accommodate a power conduit to be placed in this street. The track has not been used since the general re-routing of lines in 1920.

Renewal of the track intersection at Sixteenth Street and Vermont Avenue is another job to be started shortly.

Lost and Found Dept. February Trade Good

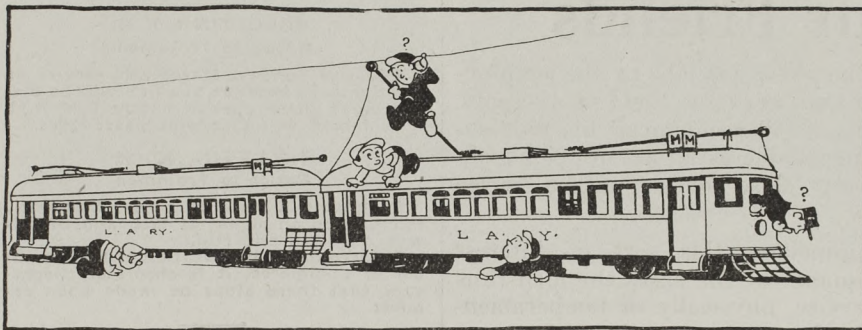
Out of 2089 articles that entered the lost and found department during February, all but 170 were claimed by owners. The total of 2089 articles is rather high and was due to the frequent showers during the month that brought up the list of umbrellas to several hundred above the average.

The lost and found bureau, which is efficiently handled by Fred Clothier, renders a very valuable service to the company and is the means of making new friends for the Los Angeles Railway every month.



Looking For Trouble On Multiple Unit Cars

By DAN HEALY



THE following article contains a list of hints that I trust will be useful in case of mechanical trouble on multiple unit cars. First of all, if it appears that the car will be delayed, call dispatcher at once, and while waiting for some one to come, try the following on a single car.

If Your Car Won't Move

First, look for air pressure. You need 35 pounds or more.

Second, listen for noise of groups coming in. If B. O., then,

Third, examine control fuse in reset box. If control fuses continue to blow, examine junction boxes on outer ends of car. Switches should be off.

Fourth, set air, reverse car one or two points. If car moves back, look at both reverse in rear controller and reverser under car.

Fifth, examine overload relay. If out, reset by hand.

Sixth, then look at *Main Fuse* on roof. If O. K., try cutting out motors. Remember that *Main Motor* switch, at side of car, must be *in*, except when working on groups.

Two Car Train

On two-car train it is seldom that both cars are B. O. At the same time, although this could happen, if the drawhead got wet and shorted the connections, cut off both junction boxes on either side of coupling. This will allow one car to push or pull the other one, as the case may be. If one car

seems to drag, and brakes are O. K., try re-setting overload trip. Remember that the repeated blowing of overload trip indicates motor trouble, if you are feeding car properly. Before pulling out with a two-car train, check the following things:

Trolley, front one only to be on. Jumper, junction boxes, main and bus line switches, pump switches, extra fuses, and signal bells must be O. K. See that angle cocks are turned properly. Test brakes. Control switches should be off except at operating end.

Air Troubles

If no air, examine snap switch, fuse, governor, and pump motor brushes. Pull trolley for protection. If brakes go into emergency, examine angle cocks, or conductor valve. If O. K., examine emergency valve under car, tapping it lightly with gate handle. This may remove the trouble. If not, cut it off from supply and drain cylinder. Close drain and open cut-off cock slowly. If trouble persists, cut off again and couple to following car. Air not acting properly in the service positions sometimes indicates dirt or scale is in the emergency valve. Setting the air in emergency might blow this dirt out. On a two-car train if one car releases its brake a little slower than the other one, look for a dead pump on one car.

Yours truly,

D. HEALY,
Chief Instructor

In Navy Hospital

P. C. Riggs, motorman of Division Four, wrote recently from the Navy Hospital at San Diego that he is regaining his health rapidly and expects to be back on his feet soon. He will appreciate a letter from any of his friends of Division Four.

Bridegroom: "Yes, every man should marry. Now what excuse have you for being single?"

Bachelor: "I was born that way."

Champion Supervisor

L. D. Champion is a champion supervisor now. He was assigned to the regular list March 1, as having served as extra supervisor since May last year. He was formerly a motorman of Division Four.

INSPIRED REPORTING

"Miss Beulah Blank, a Batesville belle of twenty summers, is visiting her twin brother, aged thirty-two."—Arkansas Taxpayer.

CHANGES MADE IN PRINTING NEW SET OF TRANSFERS

The plates used in printing transfers are being corrected to cover changes in rules made by bulletins during the past few months.

One of the principal changes to be made will be discarding the wording "Good at any transfer point up to 8 A.M. of following day," which is printed beside the circle that is punched out when transfers are issued after midnight. Some passengers have interpreted this wording as making the transfer good up to 8 A.M. of the following day regardless of the time it was issued and the punch marks shown in the body of the transfer.

The rule governing the issuance of transfers after midnight will not be changed and the circle will be continued in the same place on the transfers for use as heretofore.

Owing to the large number of transfers used, a big supply must be printed and maintained, consequently changes cannot be made on a day's notice and the printed supply must be exhausted to prevent excessive waste.

DIVISION HEADS INSPECT LINES

The five division superintendents have been riding forth on their lines during the past week in conformity with a plan adopted at one of the recent conferences. The division chiefs intend to get away from their desks a little more and watch the actual conditions under which service is being given on their lines.

In addition to keeping closer watch on the personal phases of service delivered by trainmen it is considered important that the superintendents familiarize themselves with changing traffic conditions in various parts of the city.

Deacon: "I tramped at least twenty-five miles a day on my vacation."

Friend: "Yeah, I know. I bought a second hand car myself."

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Use Voter's Privilege

ARRANGEMENTS have been made for a deputy registrar of voters to be at the five divisions on a regular schedule, as shown in the bulletins issued this week.

Registering and voting are duties that go with the privileges of citizenship. During the last presidential campaign the efforts made by all parties to reach a maximum registration and balloting brought home the importance of these duties in emphatic manner to the benefit of the country as a whole.

Every voter should express his choice of men and propositions placed before the public at election time. Every effort is being exerted by organizations, business, social and political, to have Americans express themselves 100 per cent at the polls, and every person eligible to vote should take advantage of the opportunities given.

Register and vote.

Jobs For Our Friends

TRAINMEN quite frequently take their friends to the employment department in an effort to find work for them on the cars. It is a good indication when a man will recommend his particular line of work to a friend and is commendable as an act of friendship because most of us have to keep a pretty close contact with a source of bread and butter.

The employment department appreciates this sort of interest shown by a trainman but in a large number of the cases the men thus introduced are not fit for street-car service, physically or temperamentally, or are outside the age limits. Conductors are employed between the ages of 23 and 40 years. The age limits for motormen are 25 to 40 years.

Every trainman will recall that in making out his application it was necessary for him to give the names and addresses of persons who had known him and could vouch for his character. This is necessary in cases where trainmen bring their friends to the employment department but it is frequently found that the men seeking work on cars have only a recent acquaintance with the man now at work and the proper recommendation of character cannot be given for this reason.

Trainmen who desire to place their friends in Los Angeles Railway service should look at the situation from the standpoint of the employment department as well as their own and recognize that they must be able to vouch thoroughly for the men they introduce and that these men must be of such material as will maintain a high standard of service.

130 February Complaints Mark Lowest Since 1921

DURING February, 130 complaints were recorded which is the lowest mark for the short month of the year since 1921 when only 94 complaints were registered. In February last year, 199 written and verbal "brickbats" sailed through the transportation department offices.

Last year there were 83 discourtesy complaints made in February and this year this figure was cut to 45, which is

seven less than were received in January, and better than any month of 1924.

Fare and transfer trouble complaints were 10 less than in January and the complaints from passengers charging that they had been carried past a stop were cut from 15 in January to seven in February.

The report is a good one in every way.

The detailed summary is as follows:

Classification	Jan.	Feb.	Loss or Gain
Discourtesy	52	45	-7
Fare & Transfer Trouble	46	36	-10
Starting too Soon	8	6	-2
Passing up Passengers	5	5	0
Carrying Passengers Past Stop	15	7	-8
Dangerous Operation	5	5	0
Short Change	4	6	+2
Miscellaneous	19	20	+1
	154	130	-24
Commendations	68	51	-17

BULLETINS

Issued March 9, 1925

BULLETIN NO. 33
Notice to Employees
Operating Department

In order that every employe of the Operating Department may have opportunity to register as a qualified voter, it has been arranged for Mr. R. S. Bliss to appear at the different Divisions on the schedule shown below, from 1:00 to 5:00 P.M. on the dates indicated, and any employe not able to meet Mr. Bliss during the hours specified may leave word at any time with his Division Foreman or the Clerk on duty and Mr. Bliss will arrange to take care of the case.

Mr. Bliss will be at Division No. 1 between the hours indicated above on March 2nd, 9th, 16th, 23rd, and 30th.

At Division No. 2 on March 3rd, 10th, 17th, 24th, and 31st.

At Division No. 3 on March 4th, 11th, 18th, 25th, and April 1st.

At Division No. 4 on March 5th, 12th, 19th, 26th, and April 2nd.

At Division No. 5 on March 6th, 13th, 20th, 27th, and April 3rd.

Every employe who is qualified to register as a voter is earnestly requested to take this opportunity of so doing.

BULLETIN NO. 34
Notice to Trainmen

Trainmen on all lines approaching 12th Street on Hill, Broadway or Main Streets, will call "12th Street—Chamber of Commerce."

BULLETIN NO. 35
Notice to Trainmen

Effective Sunday, March 8th, service on the Santa Fe Avenue bus line will be discontinued after approximately 6:30 P.M. Trainmen will so advise passengers.

BULLETIN NO. 36
Notice to Trainmen

Complaint is made that cars frequently fail to stop on signal at 12th and Broadway and 12th and Hill.

On account of the location of the Chamber of Commerce, it is absolutely necessary that these stops be made upon request.

BULLETIN NO. 37
Notice to Conductors

Firemen's Pass Book No. 21770, issued to Engineer Charles H. Stearns, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 38
Notice to Conductors
Passes Found

The following passes have been RECOVERED:

No. 3581, issued in favor of Mrs. Orrie Rishel, wife of H. H. Rishel, M. of Way Dept., and reported as lost in Bulletin

BULLETIN NO. 39
Notice to Conductors
Passes Lost

The following passes are reported lost: 1267, issued to D. Ramirez, blacksmith helper, Way and Structures.

1490, issued to J. E. Whitehouse, helper, Line Department.

3296, issued to Mrs. Frances Ann Millican, wife of Motorman W. Millican, Division No. 3.

4130, issued to A. Bartman, Safety Operator, Division No. 4.

4180, issued to A. J. Bourdy, Conductor, Division No. 1.

6445, issued to M. Mason, Motorman, Division No. 2.

No. 27.

No. 5469, issued in favor of Motorman W. R. Mellor of Division No. 4, and reported as lost in Bulletin No. 28.

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

P. B. Hill
Superintendent of Operation.

BUS BULLETINS

LOS ANGELES RAILWAY
BUS DIVISION

BULLETIN NO. 220 February 27th, 1925

Employes must under no circumstances stand on the rattan seats of the upper deck of buses. To do so often results in the breaking of the rattan and afterwards tearing the clothing of passengers who use the seats.

BULLETIN NO. 221 February 28th, 1925

My attention has been directed to the fact that the subscriptions to the Community Chest have not been paid by a few of the men who subscribed.

The other departments of the Los Angeles Railway and the Pacific Electric Railway have nearly all met their obliga-

NEW SCHEDULE INCREASES LINE "C"

A new schedule will be put into effect on line "C" next Tuesday, increasing the service by approximately 20 per cent and changing the route of cars running to Angeleno Heights. During the rush hours a 3½-minute service will be operated to Clinton and Virgil Streets in the South Hollywood district, with a seven-minute headway to the terminal at Fountain and Edgemont, which is within two-minutes' run of Clinton and Virgil. The longer headway to the terminal is necessary because of the single-track used for a short distance.

In the Angeleno Heights territory, service to Douglas and Kensington Road terminal will be provided by line "C" cars operating over the regular line "C" route on Temple Street from Broadway to Edgeware, then over new track on Edgeware Road. Shuttle car service will be provided between Bellevue and Edgeware Road and the Post-office. These cars will be marked "Bellevue to Edgeware Road."

Appreciation

Editor Two Bells.

Dear Sir:

I wish to state through the columns of your valuable paper that the benefit received from the Co-Operative Association during my long continued illness, was greatly appreciated and I wish to impress upon other employes' minds, that considering the small amount it costs each month, it makes a very valuable insurance against sickness and accidents. It helps our brother employes and also their widows and orphans. I also wish to thank the employes who visit the sick as being courteous and gentlemen in every respect.

Yours truly,

J. A. JOHNSON,
5606 So Main St.,
Los Angeles, Cal

"Niggah, I'se goin' to mash yo' nose all ovah yo' face; I'se goin' to push dose teeth down yo' throat and black both yo' eyes—et cetera."

"Black man, you don't mean et cetera, you means vice versa."

tions, and I do not like to make the admission that we are behind in ours. I urge each man personally to make a special effort to pay up without any further delay.

BULLETIN NO. 222 March 2nd, 1925

Whenever a bus becomes bad order to the extent that it necessitates it losing a trip or a portion of a trip, Los Angeles Railway dispatcher must be notified promptly, stating at what point the bus is delayed.

The dispatcher must also be notified of any serious delays for any other reason.

This is absolutely necessary in order that the remedy may be applied to avoid as much delay as is possible to do. This is very important and must be complied with strictly.

BULLETIN NO. 223: March 4th, 1925

Quite frequently boys are riding the bumper on the rear end of single deck buses.

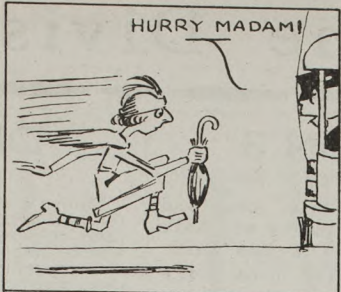
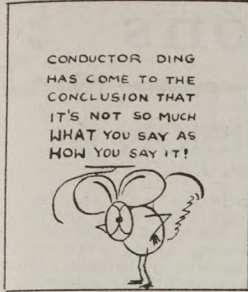
This is a very dangerous practice and operators must give this matter close attention to the end that they are not allowed to ride in this manner.

When necessary stop the bus and put them off.

F. VAN VRANKEN,
Manager.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

For Cond. C. J. Knittle, Div. 4
Los Angeles Railway,
Gentlemen,
Just a word of commendation for Conductor 488 on line "P."
I boarded the car today on Pico street and a little incident happened that would have caused many men to have lost their temper.
Conductor 488 was very kind and acted like a gentleman.
The conductors of the LARY are much more courteous than those of some street car lines that I have seen in other cities.
Sincerely yours,
C. Logan Landrum,
536 South Hope St.

For Condr. L. L. Sweet, Div. 3
Los Angeles Railway,
Gentlemen:
Allow me to direct your attention to the courtesy and efficiency of conductor wearing cap number 1672. I was riding to the Garvanza district recently but did not know the nearest stop to my destination. Conductor 1672 was very accommodating in giving me this information and directing me to the street I wanted, thus saving me a loss of time. I read recently in your cheerful little A-Z-U-R-I-D-E that such letters are of value to trainmen under the bonus system so I am glad to call the matter to your attention.
Yours very truly,
Miss Eleanor Barnes,
289 East 47th St.

For Mtr. George Pape, Div. 5
Los Angeles Railway,
Gentlemen,
I notice in reading the A-Z-U-R-I-D-E that acts of courtesy extended to patrons by your trainmen count toward employee's service bonus.
The following is to give your motorman 1931 on the "E" car line credit for an act of courtesy and incidentally counter-act a complaint that may be reported against him.
A woman claimed that she told the conductor that she told him to let her off at Vernon Avenue. The conductor either did not hear or was busy taking up checks for the 5 cent limit—anyhow, this woman edged forward and stood within sight of the "PLEASE CALL YOUR STREET"—never a peep out of her. Result was, she was carried past Vernon Avenue and the motorman very courteously told her he would stop the car in a safe place so she could alight and did so.
Her words were far from courteous and your motorman 1931 is to be highly praised for his conduct.
Yours truly,
J. A. Williams,
141 Hillsdale,
Inglewood, Calif.

For Condr. A. C. Nipher, Div. 1
Los Angeles Railway,
Gentlemen,
I wish to report an act of courtesy by one of your conductors.
I am an old man, and have a bad leg, therefore, it is a hard matter for me to stand on a moving car.
I boarded a car on the 6th Street line and conductor 1758 handed me his stool, and with a smile said, "Have a reserved seat."
Please give him a big white mark and oblige,
Dudley Talbot,
2430 Ocean View Avenue

For Mtr. J. A. Wear, Div. 2
Los Angeles Railway,
Gentlemen,
I ride on your street cars as much or more than any one man in Los Angeles, coming in contact with many of your employes. The object of this letter is to speak a word of praise for Motorman 1711. I do not know his name, but he runs on the "U" line—men like him are worthy of promotion.
Yours very truly,
F. H. Warren,
National Credit Exchange
637-639 I. W. Hellman Bldg.
124 West Fourth Street.

Prohibition Test Given Draftsmen of Main Shops



"THE DRAFTSMAN'S LIFE"

These rules are printed with apologies in mirth, Of a draftsman's life on this weary earth;
He sits and thinks, and rubs his head,
He tries to look wise, but his brain is dead;
He's lean and lanky, without any vim,
You swear he's not human to look at him,
And yet they say he has a snap,
With the job he has life's just a nap;
When he draws the job, like he's told to do,
And all goes wrong, like it's bound to
He takes the blame, he carries the yoke,
It's a draftsman life, for he's the goat
When he does his best to make things go,
He swallows the gab of "I told you so."
He is used to it all, the bull and the bluff,
You can get used to hanging if you hang long enough,
And all thru this verse I've tried to tell,
That a draftsman's lot is a lot of H—.

TED GRAY, Mechanical Engineers' Office

WHEN the editorial office of Two Bells received the above verse from Ted Gray of the mechanical engineers' office, immediate investigation was ordered to determine whether any other draftsman had been drinking that sort of stuff.
Here let it be said that the draftsman follows a noble and ancient profession that dates back almost to the time when the first blue prints were made for mah jongg sets. He draws designs that are intricate as a four and a half tube radio set, crossed with a cross-word puzzle. He earned his name during the construction of the ark. Noah felt a draft on the back of his neck and on turning around he saw a strange individual approaching with an armful of tracings and a slide rule. "Look what the wind blew in," remarked the first advocate. "We will call him a draftsman."
But back to this investigation—The India ink boys of South Park,

Mrs. Mathews was learning to drive her new car and was very much thrilled over it.
"Of course," she said, "I could never change a tire myself. Why I can't even lift one. You know that they have eighty pounds of air in them in addition to the weight of the tire."

(meaning the draftsmen again, not the colored car washers) were intrigued into having their picture taken beside a piece of track, the theory being that those who instinctively put a foot upon the rail would betray their earlier habits.
It was arranged that J. R. Brittain, mechanical engineer, should say to the photographer "I want a print of the picture," then everyone who said "I'll have the same" betrayed himself anew.
The efficiency of this test is apparent. Ted Gray stands third from the left and look at his foot. The extra prints of the picture ordered by the nine draftsmen have been delivered.
The names that they have arranged to give in case of arrest are, reading from left to right:
Dan G. McCormick, G. H. Coqueugnot, Ted Gray, C. Hatch, John Randolph Brittain, Rex L. Guignard, D. J. Sullivan, H. Stockman, P. C. Long.

Modern Maid: "You tickle me, Duke."
The Duke: "My word, what an extraordinary request."
Freshman: "Say, Prof. how long can I live without brains?"
Professor: "That remains to be seen."

On The Back End (Contributed)

DRAMA?—RAWTHER!
You hear the warning bell at the railroad crossing; the great traffic gates go down and cause busy hundreds on cars steps and limousines to halt; vehincles pile up in an ever-lengthening line; the warning bell continues incessantly through a dramatic pause;—then two Mexicans go sliding past on a hand-car.
* * *
Funny thing happened last Thursday night over at Division Four. "C" line had a shake-up. (No, stupid, not sea lion, "C" line.)
* * *

Woman Passenger: Well I must say you are the most polite and courteous conductor I have met since I have been in Los Angeles, and I suppose you have been on this depot line a long time?
Conductor Walinder: Thank you lady, yes I enjoy my work thoroughly, and how long have you been here, may I ask.
Woman Passenger: Oh, I just arrived this morning. Where's the Rosslyn?
* * *

Confused Passenger: "Whittier Boulevard is Stephenson Avenue wasn't it—er—that is Stephenson Avenue was Whittier Boulevard now isn't it?"
* * *
Bill Huddy, of Division Four, was telling us last Tuesday afternoon he had wrestled with a cop at the gymnasium that morning.
"I'll bet you downed him," spoke up one of the boys.
"What makes you think so?" asked Bill.
"Because you're an expert at throwing the bull," he answered.
* * *

The nerve of some people is only surpassed by their "tonnage." Frinstance, Henry Mast came in the office the other day and asked for an order for ONE pair of trousers.
* * *



Our restaurant yell:
"Hot Cakes, Hot Cakes
"Haw, haw, haw.
"Then we eat them
"Raw, raw, raw."



Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

Aha! The truth will come out: We wondered why Motorman Bridge looked so happy lately, but we never suspected what it was until we heard he was just recently married. You just can't keep it a secret, Bridge, although you did try mighty hard. Now bring on the smokes.

Speaking of smokes, we sure enjoyed that box of cigars that Motorman Tommy Ryan passed around—and there you guessed it, Tommy was married last week. The best wishes from the office force for a long and happy married life.

Did you know that just one little piece of twine string could cause a five-minute delay to a street car? Well, that is just what happened to Conductor Hennings, who holds forth on the four C's line. After a five-minute search the string was found wrapped around the trolley wheel, disconnecting the current from the wire to the trolley pole.

Oh why, oh why, do the cars pass so slowly along 57th street and Pacific Blvd. of late. Those who are curious to know, just ask three or four of the old-time motormen on the "J" line. They will be glad to explain to you in detail the cause.

T. H. M. says: "If all the people who steal their car rides by trickery or otherwise, go to Hell when they die: Where in Hell will the Devil find room for the rest? We give up.

Shorty, the Butter Boy, came in one morning to get his hot cakes, singing the latest songs. Mary, the waitress, heard him and this is what she said, "Shorty, if I had your voice do you know what I would do? Shorty said he didn't know, so she said, "Well, I would go out peddling bananas, you should be a great success." Hazel was right when she said that Shorty can't take a joke.

Callahan, the tailor, found his window broken the other morning and immediately blamed it on Fat Corley, thinking he had pushed two or three of his roughneck friends through it. But Corley convinced him that he was not guilty, proving that he was home in bed at exactly 6:20 P.M. Now all the other merchants along the block have taken out insurance to protect their windows from possible damage.

Motorman Geo. Newberry took a little time off to visit Mac's barber shop on his return to Division One. Mac reports that George has an entirely new line of—stories that he picked up from down at Division Three, snappy ones, we'll say.

More cigars received in honor of a big bouncing baby boy at the home of Motorman J. J. Lynn. Congratulations.

DIVISION 2

J. A. Madigan

At the present time we have 35 men on the sick list, so if you have been unable to get off you will know the reason. The extra men are working plenty. If you don't believe it, ask them.

In addition to the men who are sick, we lost the following extra men: A. L. Smith, S. S. Douglas, H. E. Farmer, E. A. Graham and W. Kelley, the first four having transferred to Division No. 4 as Birney operators and Kelley transferring to Division No. 5.

Cond. S. D. Selby left for his home in Iowa last Monday, after receiving a telegram that his father was very low.

Who's Who



FREDK. J. MASON, stenographer at Division Five, was born in London, England, through no fault of his own, so don't hold that against him. He hid himself to Toronto, Canada, and was there two years when war broke out. He enlisted with the Canadians and served as a sergeant, overseas, for four years and was with the Army of Occupation on the Rhine.

After the war Fred went back to Toronto, Canada, and was connected with the Palmolive Company of that city in the capacity of head shipper. Fred was told that Americans laughed more than the English, so he came on down to California in September, 1920, to get in on the laugh. He got in on it, but on the wrong side. Found out the reason for the extra mirth was on account of the Americans having the English to laugh at. He says, though, that a smile will go a long, long way.

He started to work for the Los Angeles Railway Company April 21st, 1921, on the back end, up until July last, and is now, as we said before, playing the Underwood at Division Five.

We sincerely hope he finds his father improved on his arrival.

Cond. A. A. Harris is walking around again and feeling pretty good, after his stay at the Roosevelt Hospital, where he left his appendix.

Did you see that aeroplane doing a few stunts over Division No. 2 last week? That was Mot. S. D. McKinney, formerly of the Aviation Corps. Mac met one of his old buddies at a local flying field and induced him to rent him the machine for awhile. McKinney had Mot. I. McBroom with him.

Conductor J. E. Roberts and J. R. Miller room together. One morning last week they each had a morning tripper. After working a night run the night before, Miller got out of bed, but Roberts would not. After pulling in off the trip, Miller imagined if Roberts had shown up and on being told he had, remarked, "It's a good thing he did. I tried to get him up and he wouldn't get up, so I turned on the gas before I left and told him to either get up and turn it off or sleep forever."

Mandy to Sambo, reading evening paper—"Listen heah, yo! Ah didn't buy yo' dat papah fo' entertainment! Jes' confine yo'self to dem want ads, niggah!

DIVISION 3

Dan Hanley

After all that has been sung and written by our jokesmiths we will have to take our hats off to Old Man Stork, he has been kidding the world for a great many centuries.

And as the wind blew it shook the doughnuts off the pantry.

"Hey, Myrtle, this chicken is as tough as a paving stone, said Con. Wall.

"Well, you ordered Plymouth Rock, didn't you?" replied myrtle.

A nice new schedule on "E", "R" and "H," good runs, big cars and everything, so the crews on that line are quite happy once more.

Here's a little good advice. If you want to be a steady reader of Two Bells, do not dispute the right-of-way at a railroad crossing with a freight or passenger train, when in charge of your car.

Bank cashier gets 10 years for robbery. So it goes to show that if a man steals, no matter what it is, he will live to regret it, said Cond. Scott to his wife. "But you used to steal kisses from me when we were courting," remarked Mrs. Scott. "Well, you heard what I said," replied Cond. Scott.

Motorman Williams—I just bought a new Ford. Have you a car?

Motorman Bidwell—Yes, I have a Rolls Royce.

Motorman Williams—That's a good car, too.

GET WITNESSES.

BUS DIVISION

Elmer Wood

E. T. Fleming has left on a 30-day leave for a spot of rest in the San Fernando Valley.

Introducing New Men

Mr. S. C. McCormic and Mr. M. Chamberlain have broken in as operators.

"They say Mahaffey hasn't slept for ten days."

"How's that?"

"He sleeps at night."

Hagen: "Are you fond of autos?"

Hunter: "Am I? You should see the truck I ate for lunch."

An over-dressed woman to Conductor F. E. Pelcher: "Do you stop at the Ambassador Hotel?"

Pelcher: "Not me, madam, not on my salary!"

Hooray! Here at last, a wedding, even if it is late it's a marriage just the same. George Oliver and Margaret McBain were united on the sly before she went East last January. Arden Arblaster, with the help of H. Hinze and Westly Wolf, managed to telegraph the bride and get her off the train in Pasadena when she was returning to Los Angeles last Saturday. Meanwhile, George and a number of friends were waiting in Los Angeles for her arrival. Not knowing the reason his wife did not come, George decided she had missed the train and went home disappointed. Due to the fact the boys had to work the next day they got good-hearted and brought the bride home to the groom later in the day. Was he surprised? Just ask him!

"Thanks for the cigars, George!"

Betty: "Is your Packard friend coming tonight?"

Billie: "No."

Betty: "Dodge Brothers?"

Billie: "No dearie, this is Willys Knight."

DIVISION 4

C. J. Knittle

Ladies and gentlemen, as a special offer this evening, we are giving free with each and every package of McCohen's world-famous chewing candy, many valuable presents consisting of brooches, hosiery, wrist watches, compacts and vanity boxes for the ladies and for the men—garters, watches, knives, forks, spoons, napkins and other chow house souvenirs. Thank you for your very kind attention.

Hulda, our chief woman car cleaner, will now sing, "When mother serves a picnic lunch, we prepare for the wurst."

Conductor C. E. Robinson says his Ford is "100 per cent A Merry Can."

Owing to the breakdown of our linotype machine, the births, deaths and weddings will be postponed until next week.

Conductor W. W. Fast, who lives about a mile and a half beyond the west end of Pico line, was walking in last Wednesday morning about 4:30. Two men in a small machine offered him a lift. Fast accepted and a few minutes later was ordered to hand over his money. He did. It amounted to about five dollars.

Motorman W. H. Wisdom returned to work last Monday from a four weeks' siege of lumbago. (Glad to see you, Bill.)

"Mac," the night mechanical foreman, called our attention to the following notation on a car report card last Wednesday:

"This car had axedent with ottombile bo step."

A Viennese scientist has discovered a liquid which, it is claimed, makes the old young, the tired fresh, the weak strong, and the timid courageous.

Sounds almost like beer—a liquid once obtainable in this country.

DIVISION 5

F. J. Mason

First Con.—"Hello, what do you know?"

Second Con.—"Not a gosh darn thing."

First Con.—"Good, lend me a five spot."

Overheard one of the boys telling another about a good picture he saw at the Carlton this week. He said the hero was a poor artist who fell in love with a girl worth a couple of hundred million smackers, but couldn't marry her on account of certain ideals which he had, and it was out of the question for him to marry a girl with so much jack. The listener to this narrative was one of our knock-'em-dead shiek motormen, and when the story was completed, said "That's just where that painter guy's ideals and mine don't jibe—I wouldn't marry any woman unless she had two hundred million coaxers."

I saw that picture and thought it was pretty good—especially where the guy turned down the two hundred million.

No, "Shorty" Hague has not discarded his ear muffs. Got a hair cut, that's all.

Surprising what a woman will make a fellow do, isn't it?

We regret to announce the death of the wife of Motorman W. Eberbach, which occurred Feb. 27. All trainmen of this division take this opportunity of expressing their heartfelt sympathy to Mr. Eberbach in his bereavement.