

MIND BALLAST NEEDED TO KEEP EVEN COURSE

BY JOHN COLLINS
Supervisor of Safety

Ballast is used to promote steadiness. It is used in a ship to keep it from overturning, and enables the pilot to hold it to its course. Ballast is used in balloons for a similar purpose. It is used between the rails of our tracks to make the road bed safe, solid and smooth.



The kind and the amount of ballast used is determined by an individual,

therefore, there is greater need for the right kind of ballast in the individual than in the things he handles, for he needs to be properly balanced with a good foundation, so he may steer the straight course of accomplishment.

Ballast at the Top

Most things carry ballast as a weight at the bottom, but the ruler of things carries it at the top, in his head or in his mind.

Each person gets his ballast from the things with which he comes in contact. He is continually loading, constructively or destructively.

We are all affected one way or another, by the things we meet—obstacles or people. The great trouble is that most of us let many of these things excite our passions. They irritate us, make us mad, make us jealous, antagonize us, and cause us to resent proper control.

Steer a True Course

Our whole endeavor should be to let these things stimulate our intelligence. This is the right kind of ballast, and the kind which enables a man to overcome obstacles, and steer a true course through life. Your thoughts are your ballast.

The man who thinks accidents cannot be prevented, cannot prevent them. The man who thinks when he has one accident, that he must have two more to complete the cycle of three, will not be satisfied until he has had the three.

Realize That You Can

You cannot prevent accidents until you think you can. It all centers in the way you think, and we should be

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Competing Barbers Offer Trainmen Lunch With Shave

A CERTAIN barber shop in competition with Mac's shop near Division One, advertises hair tonic free with every hair cut.

Mac goes them one better and says he has made arrangements with the Railway lunch to give every trainman a hot dog with every shave and a bowl of soup with every hair cut. He says the only restriction he places on this free lunch is you mustn't try to eat the hot dog when you are getting shaved, as he does not make a practice of removing tonsils.

—Kohl.

Ha, News! Division Chiefs Learn To Run Street Cars

An instruction class for division superintendents and other executives of the transportation department was conducted last Friday by Dan Healy, chief instructor. This trip carried out a part of the plan of the division superintendents to put in at least two full days on the lines of their divisions familiarizing themselves with the actual conditions of traffic and service.

The mechanical features of the multiple-unit cars were explained at length so that hereafter trainmen who are called into the office of a division superintendent will find that the chief is thoroughly familiar with the outside conditions and the possibilities that existed for promptly offsetting mechanical troubles.

Supervisors Ficked for Vacation Relief

A vacation relief supervisor for each of the five divisions has been selected and announcement of the names will be made within a few days. The preliminary instruction work has started so that these men will be ready to take hold the traffic duties as soon as the regular supervisors begin the spring and summer vacation schedule.

"Are you a messenger boy?" asked the near-sighted man of a boy in the street.

"No, sir," was the indignant reply. "It's my sore toe that makes me walk so slowly."—London Tid-Bits.

Big Shrine Parades Will Keep Outside Downtown District

ARRANGEMENTS being made for the five big parades that will be outstanding features of the coming Shrine convention, provide for a minimum of interference with public transportation and general business. At a meeting a few days ago attended by members of the parade committee on convention arrangements and representatives of the Los Angeles and Pacific Electric Railways, it was announced that the parades will form on streets south of Washington. The territory extending from Washington to Adams Streets and Grand Avenue to Estrella Street will be set aside for the lining up of floats and marching divisions, but the four boundary streets mentioned will be kept clear for moving traffic.

Elaborate Spectacle

The parades of the Shriners representing temples throughout the United States will undoubtedly be the most colorful and elaborate spectacles of the kind ever presented in Los Angeles. Thousands of dollars will be expended in preparing floats.

The line of march will be south on Figueroa Street to Exposition Boulevard, then over this street to the tun-

nel entrance to the Coliseum of Exposition Park. There will be no grandstands erected along the route of the parade by the Shrine organization but the reviewing stand will be in the Coliseum and the special spectacular features will be presented there for the benefit of the judges and the seated spectators.

Five Parades Scheduled

The parades scheduled are as follows: Tuesday morning, June 2; Wednesday night, June 3; Thursday night, June 4; Friday afternoon, June 5; and Saturday afternoon, June 6.

John H. Butler, former chief of police and at one time commander of the police traffic bureau, is chairman of the Shrine parade committee. He emphasized the importance of carrying out the arrangements in a systematic and orderly manner without interference with street cars and general traffic.

DIVISION 3 FIRST TO PAY COMMUNITY CHEST PLEDGE

Reports of Community Chest contributions show that Division Three is the first of the divisions to complete payment of pledges. Division Four has five dollars outstanding; Division Two has \$12.50 outstanding; Division Five has \$16.50 still to be paid; and Division One owes \$75 on its pledges.

In addition to Division Three, the following departments have completed their payments: Mechanical, auditing, purchasing and engineering. Only

five pledges are outstanding at the main offices.

The Los Angeles Railway bus division and the Los Angeles Motor Bus Company pledges are farthest behind. Bulletins directing the attention of bus men to this condition have been published.

Employees in all departments are asked to complete their subscriptions as soon as possible as the charitable and welfare work of this city is dependent upon payment of pledges according to the promised schedule.

"Lady Astor Admits She Likes Good Gin."—Headline.

Correct in a way. But there are a lot of people who would appreciate something more definite. Does she know where she can get it?

Lend me ten, old man. Pay you on pay day.

Here's five. But I asked for ten. That's all right, we both lose five.

Two subway guards were discussing a comrade who died the day before, "Bill certainly was a good man," said one. "Y-e-s," conceded the other, thoughtfully, "but don't you think he was a little weak on the bell rope?"

"How's collections at your church, Brudder Jackson?"

"Well, we ain't nebber had to stop in de middle of a collection to go an' empty de basket."

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Two Kinds of Parades

IN THE arrangements for the parades of the national Shrine convention, every effort is being made to prevent interference with street car traffic and general business. The line of march will not come near the downtown district but will follow streets not used by electric cars and only slight inconvenience will be experienced in crossing the West Jefferson tracks.

The men in charge of the local arrangements for the convention and the delegates who will come from all parts of America are men who recognize the importance of local transportation and the regular conduct of general business. They recognize that interference with these factors in a large city should be avoided. This is characteristic of big men in business.

A few nights ago a part of Los Angeles was celebrating the turning on of new street lights and a parade over the street, which is served by one of the principal car lines, was scheduled. It might have been said that the parade was "arranged" but on the contrary there was no semblance of arrangement. The street was in a state of confusion from practically seven A. M. to eleven P. M. Four floats comprised the "parade" and they were followed by an unruly mob in automobiles, tooting the horns and staging what might have been a fine New Year's Eve demonstration, but which had no connection with the turning on of street lights.

The operations of two kinds of groups are well illustrated by the paragraphs above. Men of recognized business ability see the parade situation in the right light and recognize the interests of others. The light celebration is typical of what Los Angeles has experienced for many years and shows why Los Angeles street car riders are put to wasteful and unnecessary delay by frequent parades and why downtown business houses often sacrifice a normal day's business to some enterprise that seeks to advertise itself by marching through the business streets and creating a barrier against incoming and outgoing shoppers.

When Service Means Most

DURING the last heavy rain, service was interrupted at several points in the city and while there was no general tie-up, operating conditions were extremely difficult. It is well known by trainmen that a heavy rainfall covers the streets from curb to curb in several sections of the city. Automobiles and trucks drive on the crown of the road to avoid the storm water near the sidewalks. This results in a slowing-up of street car movement.

Most people are inclined to be reasonable under such conditions and to recognize that the street railway men are doing the best they can in the face of adverse conditions over which they have no control. There is not much fun in being out in the rain under any conditions and street car riders may get a little impatient at the delay. When in such a frame of mind they are likely to be critical of minor defects in service. It is important that at such times, trainmen exert a particular effort to render the best possible service.

Look for the opportunities to give a little extra help to someone. When the passengers see that you are doing your best they are more likely to give what help they can, but if you allow yourself to scowl and be as gloomy as the weather, you are going to make your work much harder than is necessary.

MENTAL BALLAST NEEDED TO KEEP ON EVEN COURSE

(Continued from Page 1, Col. 1)

very careful how we think, because thought is the most powerful thing on the face of the earth today, and is capable of the widest range, destructive thought reaching as far in one direction, as constructive thought reaches in the other.

Thought is given to each one of us to use as freely as we wish, constructively or destructively, but we must abide by the consequence.

We cannot prevent the fog which is occasionally heavily laden with smudge smoke and oil, from making

our rails slippery, but we can recognize the fact.

We cannot always choose our associates, nor the things or problems we meet. We cannot choose our environment, but there is nothing to keep us from choosing our own thoughts.

Do you think it would make any difference to you as an individual, and to us as a group, if each day of this year, you added a little of the right kind of ballast to your make up?

BULLETINS

Issued March 16, 1925

BULLETIN NO. 40
Notice to Trainmen

Entirely too much damage is being done to fenders on account of their being allowed to drop when being lowered by trainmen at the terminals. This especially applies to fenders on the multiple unit type of cars.

Under no circumstances must fenders be allowed to drop after the chain has been unhooked, and it will be necessary to hold trainmen strictly accountable for damage done in this way.

BULLETIN NO. 41
Notice to Conductors

Regarding transfers for line "C": In operating new schedule effective March 10, conductors will disregard the schedule note providing for the issuing of In Trip transfers on trips when the car is routed east from Temple and Belmont instead of south via the regular route.

Cars making the trips over this diverted route will issue Out Trip "Turn Back and Diverted" transfers.

Conductors issuing In Trip transfers when leaving the terminal at Douglas & Kensington, will place a punch mark at the right of the word "From," and conductors leaving Temple & Belmont will place a punch mark to the left of the word "From."

Such transfers will be good north or west on cars of the connecting leg of line at Temple & Edgeware Road.

BULLETIN NO. 42
Notice to Conductors

Fireman's Pass Book No. 21595, issued to William A. Mannix, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 43
Notice to Conductors

The following passes are reported lost:
1227—issued to P. A. Lawson and men, Foreman Way and Structures Dept.

3197—issued to Mrs. Inga T. Campbell, wife of C. H. Campbell, Conductor, Division No. 2.

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. 224 March 4th, 1925
TO ALL OPERATORS:

Operators of pull-in buses on regular schedule must not leave the last time point shown on the time card ahead of time, and from that point in to the garage, they must not violate our safety rules and traffic ordinances.

BULLETIN NO. 225 March 5th, 1925
TO ALL OPERATORS:

As City Ordinance provides that all vehicles make turn around the button at an intersection, you are under no circumstances to cut the button unless ordered to do so by traffic officer on duty.

Failure to observe this will result in an arrest for traffic violation.

Please observe this closely.

BULLETIN NO. 226: March 9th, 1925

Conductor or operator when taking a bus out of the garage or when making a relief, must compare the register reading with the record of such reading as shown on the register card, to see that they compare.

If any discrepancy shows, a supervisor or some responsible employee's attention must be called to such discrepancy, who will after examination verify the error by signing his name and his O.K. to verify the mistake.

Figures as endorsed on the card by the register inspector must not be disturbed.

Supervisors who take the register cards from the buses and place others for the following day, must be especially careful to see that the register cards and the reading of the register compare.

F. VAN VRANKEN,
Manager.

Customer (over 'phone)—"Is this Sherman Brothers?"

Answering Voice—"No, marm, this is Joe. Ben's gone to town."

GLENDALE MEN INSPECT SERVICE

A delegation representing the Glendale Chamber of Commerce and communities served by the Glendale and Montrose railway made a trip over the north end of line "E" through the downtown business district and returned to Glendale Junction, last Thursday afternoon. The trip was arranged by officials of the Glendale and Montrose line to impress upon the business men of Glendale the importance of the line and the connection with the Los Angeles Railway system.

One of the multiple-unit cars was supplied by the Los Angeles Railway to meet the party at Glendale Junction. L. A. Recappe, superintendent of schedules, and Dan Healy, chief instructor, represented the Los Angeles Railway and invited the Glendale visitors to have another cigar.

In addition to showing the service possibilities of the connection between the two systems, the trip familiarized those present with the business territory and traffic conditions along the route of the Los Angeles Railway line.

Night Santa Fe Ave. Buses Discontinued

Night operation of the Santa Fe Avenue bus line, which runs from Slauson and Santa Fe to Florence Avenue, has been discontinued, with the approval of the City of Huntington Park trustees, because there was practically no demand for this service.

Another bus has been added to the Wilshire line during the afternoon rush, providing a maximum of 13 buses.

Professor—I am going to speak on "Liars" today. How many of you have read the 27th chapter for today?

Nearly every student raised his hand.

Professor—Good, you are the very group to whom I wish to speak. There is no 27th chapter.

Appreciation

Co-operative Association,
Los Angeles Railway.

Gentlemen:

I wish to express my thanks to the members of the Co-operative Association for their help and condolences on the occasion of the death of my wife. Also for the beautiful floral wreath.

Yours truly,

WILLIAM EBERSBACK, Jr.
Motorman, Div. 5

Co-Operative Association.

Gentlemen:

Yours of recent date received and I want to assure you I appreciated your letter very much and it gave me much pleasure to receive the check amounting to \$28.00, for which I feel grateful and I sincerely thank you.

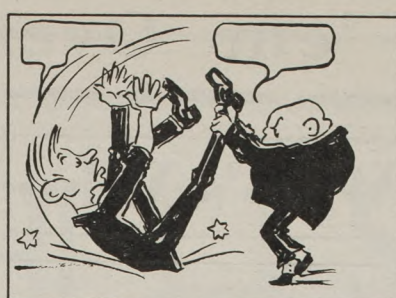
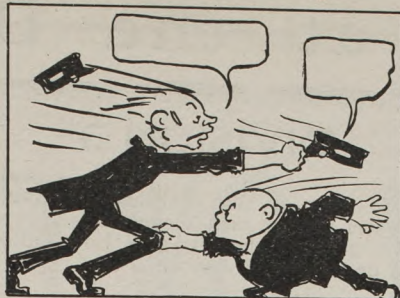
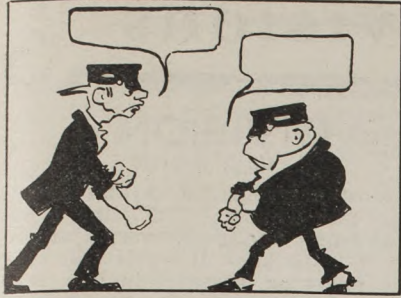
I am glad to inform you that my health is improving rapidly and I hope to be back at Division Number Two in the near future.

With best wishes for all, I remain,
Sincerely yours,

F. W. BISHOP,
Phoenix, Ariz.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

For Motr. T. N. Short, Div. 1

Los Angeles Railway. Gentlemen:

I had occasion after lunch to ride through the city on Seventh Street in the vestibule of an "R" car.

I was very much pleased at the courtesy and interest with which the motorman answered requests as to streets, and so forth.

I believe that such service as he was giving will do much to create good feeling toward the Los Angeles Railway Company. I do not know who the man was, but his number was 2129.

Yours very truly,

J. M. DAVISON

1516 Industrial Street

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For Condr. F. S. Holland, Div. 2

Los Angeles Railway. Gentlemen:

Maybe it will interest you to know that I have ridden the street cars in about all of the cities of importance in the U.S.A. and some in Canada—and find your men the most courteous of any place.

Conductor 532 on the "S" line is exceptionally courteous to ladies and children.

Yours truly,

RAY S. MADSON

1937 Taft Avenue, Hollywood

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For Condr. R. L. Soule, Div. 3

Los Angeles Railway. Gentlemen:

I have had occasion several times to ride on the "E" car between town and Eagle Rock. I have taken special notice of the conductors and found them very obliging and courteous.

This evening I was coming out from town and the conductor of the car drew my especial attention. He had a kind word for everybody and was very courteous to the women and young children. His number is 1494. I believe that any conductor that can keep his head to the extent that he can—be as cheerful as he—deserves some encouragement.

Very truly yours,

W. H. MONTGOMERY

5317 Maryland Avenue

□ □ □

For Mtr. A. C. Beck, Div. 4

For Condr. J. P. Koulan, Div. 4

Los Angeles Railway. Gentlemen:

While on the Griffith Avenue car a short time since, was pleased to notice a very kind and courteous act of Operator 1039. He stopped in the middle of the block to allow an elderly lady (who was running to get to the corner) board the car.

That same day, same time, about 11 a.m. Operator 2089, attracted my attention, when he let a crippled lady off at a point, to save her unnecessary walking over the rough street. He repeated that kind act this morning.

Yet some people say the street car men are grouchy and discourteous. I fail to find them so and have been riding on the street cars for the past twelve years.

MRS. SWENSON

932 1/2 East 39th Street

□ □ □

For Condr. T. J. Trabue, Div. 5

Los Angeles Railway. Gentlemen:

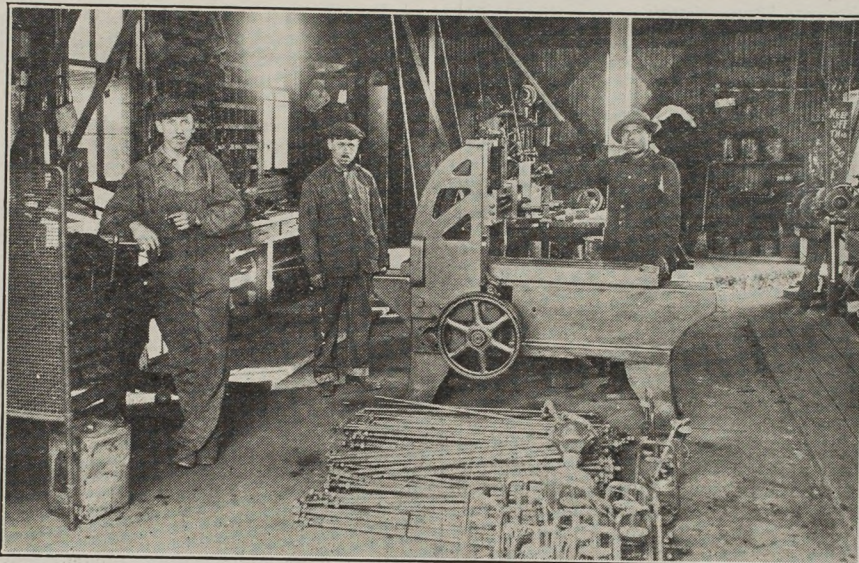
I wish to commend your conductor 2350 for his kindness to me recently when I was taking my sick nephew across town on his car. He extended every courtesy to the boy and myself.

Very truly yours,

MRS. H. D. AUSTIN

1040 West 78th Street

Vernon Has Machine Shop That Is "Little But Oh My!"



SOUTH PARK has its big machine shop with three big rooms of up-to-date equipment for car construction and maintenance, but down at the Vernon Yard there is another machine shop that is not so "much of a much" to look at but it turns out a lot of

work on tools used for track work.

The three handsome mechanics who look after the shop are Louis Schmidt, foreman, who stands on the left in the picture above, J. Ayala, who holds the center of the stage and D. A. Wturiaga.

Division 4 Men Average 6.20 Witness Cards Per Accident

FEBRUARY showed a gain over January in the average number of witnesses per accident, procured by trainmen. The figure for the month is 5.29 as compared with 5.24 for January.

Division Four went to a high point of 6.20 witnesses per accident.

This high point was instrumental in keeping the system above the average of five, because Divisions One and Five dropped below this mark. Division Three was second for the month with a good mark of 5.58.

The detailed figures are as follows:

Division	Number of Accidents	Number of Wit. Cards	Average Witness Cards per Accident
1	266	1,283	4.82
2	406	2,089	5.14
3	316	1,764	5.58
4	226	1,402	6.20
5	241	1,160	4.81
Total	1,455	7,698	5.29

"Millionaire" Lauds Our Service And Borrows Nickel Car Fare

Mr. Geo. Baker Anderson, Transportation, Los Angeles Railway.

My dear Mr. Anderson:

Enclosed herewith you will find a buffalo nickel for which please render receipt in full account transportation furnished this day and date on one of your yellow cars.

It all happened when I boarded one of your "N" cars Eastbound at 12:10 noon today, and being in the millionaire class now-a-days, the smallest change I had on me was a \$5.00 bill.

I want to take this opportunity of commending conductor No. 2982, who was more than courteous to me when

I told him that I was sorry but had no change, in fact he was so nice that he took a nickel out of his cash register and handed it to me for my fare. Will you please see that this conductor is commended for the courteous treatment accorded me?

With kind personal regards, I am, Yours very truly,

F. R. SMALLEY,

Manager and Office Boy, Parlor Car Tours, 515 So. Spring.

Note: Conductor J. L. Salvato wears badge 2982, and Mr. Smalley was formerly the Charlie Means of the San Diego street railway organization.

On The Back End (Contributed)

Dutch de Jager of Division Four will appreciate the cooperation of his colleagues in keeping secret from Foreman B. B. Boyd the fact that he did a hitch on the miss-out rock pile. Sure it will be a secret, Dutch. Nobody knows it but us 5475.

Operator F. A. Geel bought from Conductor Dickson the dog that Dickson purchased from Conductor MacKenzie. MacKenzie is still \$1.50 to the good, but Geel has to have his car reupholstered because he hitched the hound to a Ford instead of hitching it to a star, as the inspirational books teach.

Identified

"Do you think that Professor Kidder meant anything by it?"

"What?"

"He advertised a lecture on 'Fools.' I bought a ticket and it said 'Admit One.'"

We understand Conductor Schroeder took his wife to a photographers last Monday to have her picture taken.

"Full length or bust?" asked the photographer.

Schroeder gave a hearty laugh and slapped him on the back.

"Alright, young fellow," he said, "make it full length and if the machine busts I'll pay for it."

Conductor Sonnenberg insists that when he gets married he intends to give his fiancé a solitaire with three diamonds in it.

THE REAR GUARD IN DANGER A negro regiment was stationed in the front line trenches in France during the World War, awaiting the zero hour for their first charge in actual battle. As they were untried troops, the precaution had been taken to station 6,000 seasoned white soldiers in the immediate rear as a support.

As the moment approached for them to go over the top, they grew more and more nervous. Finally a little undersized negro private turned to his buddy at his side, a great giant of a man, and said: "Mose, what you reckon de papers back home goin' ter say 'bout us in de maw'nin'?"

And Moses replied: "If de rest of you niggers feels like I does, de headlines is goin' ter read 'bout like dis: 'Six Thousand White Troops Tromped to Death.'"

1 A. M.

Mother (from upstairs)—"Pauline, dear!"

Pauline—"Yes, Mother."

Mother—"Don't think of letting Mr. Neverlove go out on a cold morning like this without taking breakfast with us."—Austin Co. News.

Two chance acquaintances from Ireland were talking together.

"An' so yer name is Riley?" said one. "Are yez anny relation to Tim Riley?"

"Very distantly," said the other, "Oi was me mother's first child, an' Tim was the tenth."

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

Conductor R. W. Brigham, who works on the "D" line made a stop at 5th and Spring in his usual manner when a lady came up to the car and sticking her head in the door inquired: "Is this 'U'?"

Brigham replied, "No, lady, this isn't me, this is 'D.'"

A man was seen loitering around the car barns and when asked by the switchman what he wanted he replied he was looking for his teeth. Said he lost them on a "J" car some time during the day. Up to the time this went to press they had not been found. We suspect he must have been riding on Motorman Yocum's car and when Yocum made one of his famous stops the jolt made the old gent swoller them.

A new conductor reported at this division last week by the name of M. D. Pittman. It will be remembered that Pittman worked at this division once before not so long ago, but on account of a peculiar growth that has formed on his upper lip during his absence, some of the boys might have difficulty in recognizing him, therefore this introduction.

Conductor E. H. Langston took a few weeks off to make a trip to Arizona, overland in his trusty (rusty) Ford. Langston says he will try to lasso a ground hog on his way back so Division One will have a mascot.

The waiter over at the Rusty Spoon Cafe, otherwise known as the Railway lunch, told me the other day that since Shorty Cormier has been telling everybody how generous they are with their butter, their hot cake business has increased wonderfully and to show their appreciation they have started in to give every trainman two wafers of butter with every three hot cakes served. But Dick Rowe says he always forgets to eat butter in a restaurant because the portion is so small he always overlooks it.

"Happy Jack" Hathwell who is trying to disguise himself with a pair of Valentinos so the instructors won't recognize him, says it is an awful feeling when you walk up to the mail box and see a letter there for you and you know good and well that it must be "demerits," and you begin to think of all the things you might have done and you about decide you probably left something off your mileage card and then with renewed courage you grab the envelope and tear it open and out falls a pink slip giving you ten credits. Oh boy! Ain't it a grand and glorious feeling.

DIVISION 2

J. A. Madigan

Conductor F. B. Slaughter, who has been learning the intricacy of the operating department, has been appointed extra clerk. Slaughter says that his gray hairs are beginning to show.

Conductor G. A. Frost has been granted 90 days leave to rest up a little.

Motorman G. Schultz is back on his run after three months leave of absence.

Conductor J. L. Stevens, who has been spending the last two months in a hospital, may be found at his home recuperating from an injury received while working his run.

To be bright and cheerful often requires an effort; there is a certain art in keeping ourselves happy; in this respect, as in others, we require to watch over and manage ourselves almost as if we were somebody else.

Owing to the scarcity of news this

Who's Who



H. N. COLE, conductor of Division One, began street car service in Washington, D. C., as a conductor for the Capitol Traction Company. His service dated from 1909 to 1917 at which time he went into the automobile tire business on his own account. He finally found the weather was not to his liking in Washington, the air being entirely too hot during sessions of Congress. He came to California in 1920 and soon afterwards started as a conductor at Sixth and Central. For some time he was Division One Scribe for Two Bells. Last year he was in the special bonus money and is rated as one of the best men of the division.

BUS DIVISION

Elmer Wood

Foiled! E. C. Fitts' method of missing trips has become worthless as the garage has solved the problem. Last week Fitts had three flat tires on three consecutive days, thinking that he would get to lay over a trip, as usual. However, he was given another bus instead in each case. That's sure tough luck, Fitts!

They called her "Wrigley" because she was always after meals.

Little Girl to Printer: "You drive fast, don't you?"

Printer: "No, I only hit 25, little girl."

Little Girl: "Do you kill any of them?"

"Well, I guess it's time for my re-leaf," said the tree as spring set in.

N. Lewis: "You should have seen that Follies girl run when it started to rain!"

Bridger: "Was she frightened?"
Lewis: "Well, the color left her face alright."

Well, no marriages or births, nobody leaving on a vacation. In other words, everything is the "pig's whiskers."

"In Iowa they don't hang men with wooden legs."

"Zat so?"
"No, they hang 'em with rope!"

Small Boy to McDonald: "You say your hair used to be like snow?"

McDonald: "Yes, that's right."

Small Boy: "Well, who shoveled it off?"

Dwyer says that most wives are like umpires—they never think you're safe when you're out.

week and the lack of time in preparing same, this column will in the future be edited by our stenographer, H. T. Hansen.

DIVISION 3

Dan Hanley

So long as the overhead drainage system proved such a success last Friday, perhaps the city will now build an underground elevated.

Conductor White—"My motorman has been in bed a week with pleurisy."

Conductor Campbell—"The sun of a gun."

Conductor Dilts returned from the wilds of Idaho after a year's absence and brought with him a bride of one week. Yes, we have no particulars.

"Seeing that you do not play the races, I cannot give you a tip," remarked Motorman Hetze to Myrtle the other day after he had finished his dinner.

"Gee, that guy's tight, ain't he?" remarked Motorman Weeks, who was sitting near. "He must be saving up for a rainy day."

"You said a rainy day," chirped Myrtle. "That guy is saving up for a flood."

Conductor Lattimore, of the National Guard game, was on guard duty one night when his captain's wife and daughter, whose name is Berry, approached him when coming home from a show. "Halt," cried Lattimore.

"That's all right," said the women. "We are the Berrys."

"You may be the cat's pajamas for all I know, but you have got to give the pass-word," said Lattimore.

Have your fares ready, please, and I will be pleased to meet you on some corner any day, except Saturdays, Sundays or when it rains.

DIVISION 5

F. J. Mason

A foreman's dream of heaven, "No Trippers."

Omissions on mileage cards are rife. Don't forget your punch impression. Your motorman's name and badge number are also supposed to go on too. It don't need brains to do that—you can do it.

After that one, I believe I'll take my vacation.

On the level, though, if we had as many witnesses to accidents as we have omissions on mileage cards, we'd be sitting pretty. Let's get more witnesses and less omissions.

"I ain't agoing to work with you no longer," yelled the irate conductor to his motorman. "A horse and an ass can't get along together anyway."

His motorman: "Don't you call me a horse."

Sorry to announce that Conductor R. P. Messersmith got somewhat badly bent last Saturday when working on line "E." Seems that he got tangled up with an auto at the end of the line and got badly bruised about the head. Glad to say that he's able to be up and around though, and dropped in to see us last Tuesday. Yes, he dropped in to see us—we couldn't see him for bandages. He said he was R. P. Messersmith when I asked him who he was so I guess it was him alright.

*Mary had a little lamb,
And was rather short on dresses,
And when the gentle winds did blow,
She go! a lot of witnesses.*

How do you like that? Not so good, eh? Ah, but you should have seen Mary.

I've said my piece. Now you tell one.

DIVISION 4

C. J. Knittle

Most everyone knows that a week ago last Thursday, "C" line had a shake-up. And most every trainman on "C" line knew it would take effect the following Tuesday, in fact, there was probably only one who didn't—Motorman L. B. Dundas. He wanted to start his new schedule Sunday so he appeared at the relief point three hours before starting time.

One of our student motormen, recently from Louisiana, was overheard telling this one about two colored men in church to his line instructor:

"Rastus, who is dat solvent looking gentleman speculatin' up an' down de aisle wid de gold obstacles?"

"Don't yuh organize him?"

"No, ah don' organize him. Ah's never been induced by him."

"I's franchised yuh don' organize him. He's de mos' confiscated man in our whole diaphragm. He's de new pasture ob our church."

The sympathy of Div. Four trainmen is directed to Motorman I. J. Madsen whose one-year old child passed away of whooping cough last Wednesday afternoon.

Well, as we were saying—

The rube motored up Broadway to Seventh in his ancient Packard and deliberately attempted to make a "U" turn.

"Hey, there," yelled the cop, "don't you know you can't turn around on this street?"

The rube peered studiously over the side, toward the front.

"I think I can make it alright, sir," he announced.

Here lies Miss Winks, a Juliet, Who puffed a wicked cigarette— She wore a curl between her eyes And hid her face with diamond dyes.

According to the Florida censors, a bathing suit is something that begins nowhere and ends at once.

And that's about all!

THROUGH WITHOUT CHANGE

The tired little man sat by the table—the children all in bed, his wife at his elbow following the figures which he added on a bit of paper.

The figures always added up too much.

Item after item was crossed out with faint and patient sigh. A woman's hat and a man's overcoat sank to rise no more. Rent was fixed, but groceries came in for a budgeting that would have frightened General Dawes himself. Life insurance looked pretty big and tempting on the list.

"Could we drop a little of that?" asked she.

A patter of bedward rushing feet was heard from above.

"Not a penny," replied he.

"You poor dear!" sighed she, resting her soft cheek against his shoulder.

And when he slept that night his good angel took him through the air and showed him many things—

Showed him throngs coming from the opera with jewels glittering under the lights.

Showed him great cars rushing over long white roads to gleaming country clubs.

Showed him men waging his year's salary on the turning of a card.

Showed him palatial homes with rooms too far apart and children in efficient, professional nurseries.

"With whom would you wish to change?" asked the angel.

And then the tired man felt that soft cheek—still against his shoulder.

"With no man," he replied.