



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

Storekeepers Ever Busy Keeping Track of Rail

The folks who man the office of the general store at South Park are, left to right: Maude Randolph, stenographer; Ruberta Stevens, stenographer; H. F. Barnum, chief clerk; Wm. T. Reynolds, assistant foreman; Charles A. Delo, foreman; C. A. Bolette, store keeper; J. B. Buchanan, general store keeper.

By C. A. Bolette
 South Park Storekeeper



DURING 1923-24 when much new equipment was purchased by the company the store department handled material valued at close to five million dollars without losing track of a single piece of rail.

The handling of stores is one of the most important parts of street railway work as it involves proper disposition and accounting for valuable supplies ranging from track ballast to trolley wire. A general store is maintained at South Park where some 20,000 articles of stock used in street railway work are kept on the shelves. These supplies are devoted chiefly to the construction and maintenance of street cars, including motors, wood and metal work.

At Vernon Yards there is a store department that handles all material used in track work. The line department storerooms are at Sixteenth and San Pedro Streets and there is a storekeeper in the mechanical section of the five car house divisions.

J. B. Buchanan is general store keeper in charge of all the sections,



which are in turn supervised by the following: C. A. Bolette is in charge

of general store; R. E. Emerson, line department; H. L. Snow, track department; E. J. Miller, Division One; T. J. Hobson, Division Two; Charles Walters, Division Three; Ben Bradfield, Division Four; Wesley Wilson, Division Five; James W. Bowen, stationery department (pronounced stationary).

Headquarters at Shop

At the general store at the South Park Shops is the office personnel shown in the picture above whose duties are to confer with department heads on various requirements, handle invoices, receiving sheets, O. S. D. reports, tracers, expense bills, purchase requisitions, Purchasing Agent's orders, bills of lading, etc.

Second, we have section storekeepers, five in all, who are responsible for the condition of stocks of material at all times. Each maintains a stock book record governing several classes of material, which he checks accurately on a certain day in each month. In accordance with this record, our stocks are arranged in trays and tiers, reading from left to right, alphabetically and numerically. Each tray holds a standard quantity and carries an indicator showing that quantity. These trays are piled in tiers, and by multiplying the quantity in each tray by the number of trays in a tier, and adding the few extra items contained in the top tray, the section storekeeper has a quick and accurate check. This is what is known as the unit, or perpetual inventory

(Continued on Page 3, Col. 2)

My Honeymoon



"HONEY," said the colored boy, who courts "Milly" our star window washer, "when we gits married you ain't gwine to give up dat good job you has workin' for the traction company, is you?"

"But ain't we gwine to have no honeymoon an' take a trip on de train somewhere?" asked Milly, humbly.

"One of us might go, honey," answered her "Hoopa Avnoo" sheik, "Dey hain't a thing holdin' me, but you's got 'sponsibilities."

New Grand & Moneta Schedule Hatching

A new Line "M" schedule is being prepared and will be put in effect Sunday, March 29. The new time tables will be sent to Division Five within a few days. They provide for operation of an increased number of two-car trains and will give an increase in service. Line "M" is the heaviest in point of patronage on the system and in the evening rush-hour cars are operated on the main line on as low as a sixty-second headway.

A new schedule to cover school days and holidays on Line "V" is effective March 23. The rearrangement makes the total mileage 4,433, an increase of 41 car miles.

Two Relief Men For Dispatching Board

The dispatching telephone switchboard now has two relief operators. They are H. S. Porter and W. E. Gillibrand. These two men work part of the time as dispatchers and part as outside supervisors.

The men on the daylight shift at present are C. E. Pelsue, J. G. Richardson and W. J. Teehan. On the afternoon and evening shift are J. E. Marsh, L. D. Gordon and M. W. Ramsey. H. D. Ramer works the Owl shift.

Elmer Tower, who is a veteran in dispatching service, is absent on a 90-day leave of absence.

When I was up in the mountains once, I came onto an old prospector standing just outside a cave. He told me he just found a treasure hidden inside. "What is it?" I asked, "quartz?" "Naw," he whispers, "pints."

CLAIM AGENTS MEET HERE JULY 22

The advantages and disadvantages of presenting claims against automobile owners and others responsible for damage to street cars and other company property will be one of the principal subjects discussed at the annual convention of the Pacific Claim Agents' Association to be held in Los Angeles at the Biltmore Hotel, July 22 to 25.

This is the second time within five years that the coast association has held its convention in Los Angeles. C. M. McRoberts, general claim agent of the Los Angeles Railway, takes an active part in the affairs and is a past president of the organization.

Other subjects to be discussed are periodical re-examination and re-instruction of trainmen; methods of traffic relief; training men for positions as investigators and adjusters.

During the convention the delegates will be entertained by the Los Angeles Railway.

Two Standard Cars Added to Line "D"

Two type "B" cars, standard PAYE, are running on Line "D" with the center entrance cars that have been the standard for this line for several years. The two cars are No. 458 and No. 485, and have been recently equipped with four Westinghouse 38B motors. They have relieved two of the center entrance cars for shop overhaul.

Four-motor cars are necessary on this line on account of the steep grade on Sixth Street, west of Figueroa.

Monthly Dance Set For Next Saturday

The monthly dance will be held in Foresters Hall at 10th and Olive Streets, Saturday evening, March 28. These affairs are proving very popular and employees of all departments are invited to attend. A good program of vaudeville precedes the dance.

Opens Restaurant

Conductor S. B. Orndorff of Division Three, with his wife, is operating a restaurant at 209 West Twelfth Street, which is within a stone's throw of the main offices if the stone isn't too heavy. They invite the folks at Eleventh and Broadway to drop in and pay their respects or luncheon checks.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Service Made By Details

TO MEN engaged in street car service there is a considerable diversion in the continual change of passengers. The type of people met in different parts of the city furnish an interesting study to anyone who will see the diversity of street car work. Some trainmen have the happy faculty of deriving pleasure from their work while others find it merely a daily round with so many trips to make and so many people to carry.

Regardless of what a man makes of his job, there are certain more or less routine operations to running a street car. Naturally they become just bits of routine to trainmen, but to the passengers who wait on the street corners, they mean the difference between good service and dissatisfaction.

The correct handling of signs is typical of the routine of street car service which at times seems tiresome to a trainman, but is of the highest importance to the general public. Many of the lines have split terminals which results in cars running to different points on alternate trips. If a wrong sign is displaced the passengers living on one division of that line are seriously inconvenienced. It means they lose the benefit of one headway and the car practically wastes a trip.

The utmost care should be used in the handling of signs as they are practically the announcers for the street cars and make the bid for business.

Neatness Standard Good

BECAUSE Los Angeles attracts many visitors from eastern cities, a large number of the letters of commendation make reference to service in other communities.

It is particularly encouraging to note that many of these letters refer particularly to the standard of neatness maintained here. Most trainmen recognize the importance of neatness. It makes a man feel grouchy to be carrying two days' growth of beard on his chin and a dirty collar. Passengers are naturally antagonistic toward a man whose appearance is offensive. If he needs any help such as procuring witnesses, he is sure to be working under extreme difficulties, whereas a man who presents a pleasing appearance will not have the same degree of trouble.

The neatness of Los Angeles Railway trainmen has been placed on a high scale. Value of neatness has been proved. It is essential that this reputation for neatness be maintained.

Think of The Car Riders

THE following article headed "Show This To Your Delivery Boy" was printed in the "Pacific Retail Adviser," a publication that circulates among coast business houses, shows a considerable recognition of the importance of unobstructed movement of street cars:

Young man, you are entrusted with the driving of a delivery truck. This duty carries with it the grave responsibility of protecting your boss from damage suits and the public from injury. Should you injure a person or damage another automobile your boss will be held responsible for the bill—and he will have to pay it. You may be forced to pay a fine or go to jail. What is more, the boss may fire you and you will lose your job.

Remember—the streets do not belong to you and other drivers, you have not just as much right on the streets as everybody else. The streets belong to the people who are walking. Read that last sentence again. The people who walk own the streets and they give you the privilege of driving on them. You have no rights of any kind except those they give you and when you violate those privileges your boss is liable for damages and you invite punishment. Observe the traffic rules and play safe. Don't drive faster than 20 miles an hour at any time. Never hit a crossing faster than 15 miles per hour. Don't drive on the street car tracks. They belong to the street car company.

When you block a street car you are not holding up the motorman. Don't think you have as much right on the street as he. When you do this you block 50 people in the car and they are the ones to think of. The motorman is given a privilege on the streets which you can't block or disregard. He can't drive around obstructions as you can and the 50 passengers inside are more important than your delivery. So give him the right of way and keep off the car tracks.

BULLETINS

Issued March 23, 1925

BULLETIN NO. 44
Notice to Trainmen

In all cases where articles are found on the cars by persons other than members of the crew and are offered to the crew to be turned in, the employe turning same in will also obtain and turn in with the article the name and address of the party finding same.

Should parties finding such articles decline to turn same over to the crew, under no circumstances will force be used to obtain possession of the article.

BULLETIN NO. 45
Notice to Conductors

Pass Book No. 22272, issued to Fireman R. V. Hotchkiss, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 46
Notice to Conductors
Pass Recovered

Pass No. 3197, issued to Mrs. Inga C. Campbell, wife of C. H. Campbell, Conductor, Division No. 2, and reported as lost in Bulletin No. 43, has been recovered.

BULLETIN NO. 47
Notice to Conductors

The following passes are reported lost: 4521—issued to W. V. Dempsey, Conductor, Division No. 4.

4780—issued to R. Gilbert, Conductor, Division No. 5.

5024—issued to C. Holman, Conductor, Division No. 1.

6060—issued to W. L. Sullivan, Motorman, Division No. 1.

6181—issued to W. H. Vogt, Motorman, Division No. 2.

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

BULLETIN NO. 48
Notice to Trainmen

When approaching the east intersection of 9th Street on line "V", trainmen will call "9th Street—San Marino."

This on account of their being no stop at San Marino Street, resulting in passengers desiring that street frequently being carried to 10th Street, necessitating a much longer walk.

P. B. Hill
Superintendent of Operation.

BUS BULLETINS

LOS ANGELES RAILWAY
BUS DIVISION

BULLETIN NO. 227 *March 16, 1925

Beginning at once bus operators must not make any adjustments of their carburetors. This will be attended to at the garage by the Mechanical Department.

If, in your estimation, carburetor needs adjustment, make notation of it on your bus condition card, and proper attention will be given to it at the garage.

BULLETIN NO. 228 March 16, 1925

There are a few conductors and operators who are violating Rule No. 65; Page 23, in Book of Rules, which must be discontinued at once.

Conductors and operators are not permitted, when on duty, to have their coats off, except in extreme hot weather, and not then except the vest is also removed and a clean regulation uniform shirt is worn. Suspenders if worn, must not be in sight.

The character of the work makes this necessary in order that our employes may present the proper appearance.

F. VAN VRANKEN,
Manager.

E. Wilson of Uniform Department Dead

Edward Wilson of the uniform department passed away suddenly last Tuesday. He was known by many trainmen and well liked for his accommodating service. Funeral service was held Thursday afternoon, the arrangements being directed by the company Cooperative Association.

BUS MEN PASS TEST ON RULES

Bus operators and conductors of the Los Angeles Railway Bus Division will be required to fill in a questionnaire governing rules of service which is somewhat similar to the written examination given to new trainmen after they have been given preliminary instruction. Thirty-one questions are to be answered. Particular attention is given to accident prevention and proper care of the buses. In connection with this feature of instruction, F. Van Vranken, manager of the Los Angeles Railway Bus Division, addressed all operators and conductors a few days ago.

Instructors of the Bus Division have been supplied with copies of the principal points to be covered in training new men. The summary is concluded with this sound advice:

"Impress upon the minds of your students that no man can expect to make a success in the position he occupies unless he at all times performs his duties to the best of his ability, and the man who does not do so in all things, places in his pathway a stumbling stone which hinders his progress in reaching the 'Goal of Success,' which every real fellow desires to attain."

She: I wish God had made me a boy.
He: He did, I'm it.

Transfer Burros Broadcast Over Cellar Aerial



HEE HAW!
This is K. B. S. broadcasting a program through the courtesy of the Burros of the Transfer Bureau, located in the cellar, the white spot of

Los Angeles, Uncle Russ announcing.

The first spasm will be by Chief Clerk Emerson, who will sing a very touching hymn entitled "I wonder what's become of Sall-ee" by Jiggs.

The second jolt will be a musical selection by Ed. Smith, entitled "Johnny get out of that, you are on my schedule."

The third fracas will be a very delightful recitation by Eugene O. Baker entitled "Hickey has corns, but they're not on his feet" by Sitting Bull.

The fourth cramp will be a very jazzy song by Jackie Epstein, entitled, "Of all my wife's relations I love myself the best" by Ice Cream Cohen.

The fifth number will be a very touching melody by C. J. Hickey, entitled, "Oh Hat Checks! Oh Hat Checks! You sure get my goat."

The sixth number will be a grand finale by H. A. R. on his musical table entitled "We will have rubber-tired castors in the sweet bye and bye" by Heck.

This is K. B. S., Super Station, Loce Hongolese, California, come on in, lads and lasses, we have dust, but it's not gold dust."

H. A. R.

"It is the over-turns that help my turn-over" said the owner of the tow-car.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

For Mtr. W. D. Everett, Div. 1
Los Angeles Railway,
Gentlemen,
Am writing you to say a few words in commendation of Motorman 1033 on the "J" line.
It has been my good fortune to ride on his car for some time, at least 2 or 3 times a day and can not help but notice his courteous treatment toward passengers.
On a number of occasions I have seen just the opposite kind of treatment accorded passengers by some of your employes and it certainly does me good to see Motorman 1033 go out of his way to help the lady with a child tagging behind her in getting off the car.
Yours truly,
E. N. Cook,
1005 Mateo St.

For Mtr. T. C. Stroebel, Div. 2
Los Angeles Railway,
Gentlemen,
Permit me to call your attention to the kindness and courtesy of Motorman 2405 who drives an "S" car leaving the end of the Central Avenue line at 7:50 A. M.
I have been riding on this car for the last month or so and could not help but notice the courteous treatment everyone gets from this particular man, irrespective of age or appearance. I am just one of many who comment on his humane treatment and take pleasure in calling same to your attention.
Yours very truly,
M. EMERY,
The First National Bank of L. A.

For Mtr. T. L. Roberts, Div. 4
Los Angeles Railway,
Gentlemen,
I want to say a kind word for one of your motor-engineers, Mr. T. L. Roberts, whom I ride with quite often. I find him a most careful and serious man in his position. I have never seen him take his vision off of the street in front of him. On several trips only his quick action saved clashes that would have proven serious. I do not know of a more careful man on your 4th and 1st Street lines than Mr. Roberts.
Yours faithfully,
MICHAEL F. CAMPBELL,
444 South St. Louis

For Cond. J. Federbusch, Div. 4
Los Angeles Railway,
Gentlemen,
If you don't know, I want you to know what kind of a man and conductor 2274 is on the Crown Hill line.
This morning an old, infirm man, who walks with difficulty, boarded the car at Loma Drive. The car was crowded and when there was no seat to be had the conductor got busy shifted grips and luggage and gave his chair to the old man. As I continued to First and Broadway had ample time to note the welcome smile and courtesy for every patron in his car.
He is a stranger to me but I could not resist the temptation to tell you that in No. 2274 you have an employe, who merits all that you can do for him and more.
Most respectfully,
GEORGE B. DeSELLEM,
121 Temple Street.

For Cond. J. T. Chappers, Div. 4
Los Angeles Railway,
Gentlemen:
Permit me to recommend your conductor, 2114, for his pleasant explanatory attention.
Let us strive to appreciate these kind of co-workers ever raising each other on and on and upward to Universal Brotherhood.
The world is growing better.
RUTH VAN SAUN,
351 South Figueroa.

COMPANY STORES HANDLE SUPPLIES WORTH MILLIONS

(Continued from Page 1, Col. 2)
system, that allows one man to check accurately several hundred items within the course of a few minutes.
Perpetual Check Up System
After completing his check and entering same on his record, he compares that check with the previous month, taking into consideration any quantity of material received between the two checks, for the purpose of arriving at the amount consumed on any particular item. This amount indicates the average quantity consumed, and compared with the quantity on hand, both figures are used as a basis for ordering his new requirements. With the completion of his record, he takes into consideration surplus and obsolete materials of a similar nature that might be utilized in connection with any order that he might be preparing to make. He then passes his record, with necessary information, to the general foreman, then to the storekeeper, where same is given careful study previous to placing his order for purchase or manufacture.



Third, we have a reclaiming department, whose duties are to segregate second hand, salvage and scrap materials returned from mechanical shops and divisions. This department has a knowledge of all the mechanical features as applied to material, and with that knowledge, is in a position to reclaim for other purposes many kinds of material that heretofore have been scrapped, thereby saving the company in this department alone, several thousand dollars a year.
Fourth, we have a receiving department, which handles all incoming material, both new and second hand, and is responsible for reporting its condition when received, and attends to the distribution of same within our own department.
Fifth, we have a shipping department that attends to the shipping and issuing of all materials to the shops and mechanical divisions, and is responsible for reporting the quantities



of stocks on hand where same are below a minimum or are depleted, through filling division and shop requisitions.
Sixth, a tracing clerk compiles a record of the above reports and confers with the ordering department or section storekeeper, and follows the

Pounding Out Answers For The Question Box

Q—I think it would be interesting to a lot of Safety Operators to know why the east and westbound cars have to flag the crossing at Jefferson and Main while the north and southbound cars do not have to flag the Air Line when the flagman is off duty.
A—By agreement with the Pacific Electric, the Los Angeles Railway Corporation was relieved of the necessity of flagging these cars on Main Street, but the agreement did not include the crossing on Jefferson Street, therefore we are still compelled to flag the latter crossing.
Q—A man boarded my car at Denker and 54th Streets and showed me one of the old style Police Badges, No. 381, and insisted upon its being honored for transportation. Will you kindly advise whether or not such badges should be honored.
A—No. The only Badge which should be honored is the Gold Badge, a photograph of which is on display in the ticket case at your Division.

New Book of Routes Issued To Public

A new route book for public distribution, correct to March 1, has been compiled and is being supplied to information bureaus and individual car riders. The book contains a time table of early and late and Owl cars set in table form, which is an improvement over the arrangement in route books previously issued. A skeleton map of the system showing the lines covered by cars and buses, is a feature of the book.

Crossings Repaired In Downtown Area

The track department has repaired the intersections of Fifth and Spring Streets, Third and Figueroa Streets and Tenth and Broadway. The special work has been tightened and new paving put down.
For Cond. L. T. Staten, Div. 5
Los Angeles Railway,
Gentlemen,
I want to commend Conductor 2880, car 1294, line "M", T. R. 25 for his general demeanor of being a real up to date man and conductor.
Sincerely,
Leonard J. Scheck,
2622 Raymond Ave.

material from that point until our stocks are replenished.
The outstanding principle is to supply other departments with their needs at all times, and that we shall anticipate those needs in due time to have materials and equipment on hand when they are actually required, and we are continually extending every effort toward this end.

On The Back End (Contributed)

We hear that Motorman McMullin has started a laundry. He did not work one day last week, and when his conductor inquired about him some one told him he saw Mac down at the Chinese laundry trying to talk one of the Chinks out of his cue. That's all he needed to make his laundry complete.
* * *
"Gimme a dime for a cup of coffee?" said the veteran hobo, Slim Skeeters, to McCarthy the plain clothes man.
"Do you ever work?" asked McCarthy.
"Now and then."
"What do you do?"
"This and that."
"Where?"
"Oh, here and there."
McCarthy took him to the station.
"When do I get out?" wailed Skeeters.
"Sooner or later," growled the desk sergeant.
—McKean.
* * *

I am sure it would be quite a treat to see Conductors Tupper, Coburn and Hollander try to talk to one another on a cold day, with their hands in their pockets.

SAY IT WITH SAFETY AND SAVE THE FLOWERS

Say it With Safety and Save the Flowers
"Say it with safety and save the flowers."
A mighty good slogan for this company of ours.
Good for the ones who work with us,
Good for the soul of the careless cuss;
It's good for you and it's good for me,
A jim dandy crack of a fine idee.
"Say it with safety and save the flowers;
Good for employes as well as the powers.
Good for the speeder who goes whizzing by
With a sneerful snort and a hell-bound cry.
Good for this careless-made sad world of ours,
Say it with safety and save the flowers.
—H. E. Mashburn in Bell Telephone News.
* * *

What most annoys a bald-headed man is that every barber wants to use his head as an experiment station.—Lafayette Lyre.
Easterner: Indians ever go on the war-path?
Westerner: Nope. They feels so ridiculous in their automobiles.

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

"Motorman A. Lawler, who has been on the sick list for over a year, came in this week and said his hands were itching to get hold of a controller once more, so thought he would come around and see if we needed a good motorman. After assuring him that we were always looking for good motormen we put him to work. Noticing that he looked unusually happy, we asked him how come, and then he confessed up that he was married about a month ago. Congratulations, anyhow, if it is a little late.

Foreman J. B. Lair has been confined to his home during the past week with La Grippe. Clark Ruggles is acting foreman in his place.

It has been reported that Rafferty went up town bargain hunting for tobacco, and bought five or six packages that were on sale. He got so excited over his find, that he forgot to count his change and when he got home he found he was 39c short. You should play safe, Rafferty, and patronize your neighborhood store.

It has been suggested by some of the boys, that the Railway Lunch stand employ a red-headed waitress, and it will get more of the trainmen's trade. This matter has been taken up with the restaurant and they say they are perfectly agreeable if some one will just furnish the red-headed Mamma. Now, boys, here is a chance to put your sweetie to work. Applicants must furnish own strong box in which to carry tips home each night.

Conductor Sanders and Motorman Barnes have been in a dispute for the last two weeks as to what is the National Anthem. Will some kind soul please come forward with the desired information and relieve these boys of the suspense?

Motorman Daniel Buck, the Division One soap king, announces he has some soap of his own manufacture. He says it will remove anything from grease to carbuncles. Also recommended to use on the hair instead of Stay-comb. One application of this and "you will never have to comb your hair again."

DIVISION 2

J. A. Madigan

Talking about conserving electricity; the following serves as an example—Motorman L. E. Wheaton observed a certain conductor preparing his register card to pull out in the morning. Instead of putting up the trolley to turn on the lights, he very laboriously struck match after match and peered at the register through the dim flickering light. Such economy is sure unusual.

Motorman E. P. Davis is on a sixty-day leave to attend to some personal business in Billings, Montana.

Conductor L. F. Van Zile, returned from a 30-day leave, spent somewhere in the higher altitude. Van Zile's health has not been any too good, so he has decided to try flagging for awhile.

We of Division Two, extend heartfelt sympathy to Mr. M. R. Chamblin on the death of his wife, Saturday, March 14, 1925.

Motorman J. H. Roberts has 60 days off to rest up and Conductor I. F. Graham has 30.

STAGE EFFECT

The elderly passenger was talking

Who's Who



ANOTHER product of the farm is S.

D. Moody, conductor of Division Three, who hales from Tennessee, but is a native son by adoption. His first contact with the street railway business was with the San Diego Electric Railway in 1914 in the engineering department. From 1916 to 1919 he worked as a motorman and conductor and then tried business for himself in a grocery store for a short time, but returned to the cars. In 1920 he came to Los Angeles and entered service in the Los Angeles Railway as a safety car operator, but later transferred to the back end.

BUS DIVISION

Elmer Wood

St. Patrick's day, March 17, Mr. Van Vranken gave a talk at the bus division. He spoke to one group of men in the morning and to another in the afternoon. At both meetings it was voted to have a general shape-up every three months, starting the first of April.

*The guy that gives me a pain,
Is the bird that thinks
The world has all gone bad,
He's always sour,
When folks are glad,
So sometimes I hope
He's out some place,
And laughs—'cause then
He'll break his face.*

Joe McCormick: "I spilled a little acid on my hand and it sure made it smart!"

Oscar Fralin: "Why not drink some, then?"

E. T. Fleming has returned from his vacation. Ed. says he feels fine.

Dorothy: "I was riding in a \$10,000 car last night."

Ethel: "What was it—a Rolls Royce?"

Dorothy: "No, a Fageol bus."

Frank Maybury has been accepted as an operator. He formerly drove a Brown and White taxi.

to the conductor concerning the work on a bus.

"I shouldn't mind the driving," he said, "but I don't know how I should manage to do all the writing a conductor has to do while the bus is moving."

"Oh, you get used to that, sir," returned the man. "When I write at home, now, I have to get my little girl to shake the table."

DIVISION 3

Dan Hanley

The new folder, "Instructions to Conductors for 1925," are now out, so be sure you carry one in the rear of your trip sheet holder. They are just full of useful information.

Register Clerk Miller is sure a bear-cat for work. When anyone mentions "Get a hod of coal," Miller always rushes and opens the office door.

"Local and rural telephone service very poor on account of storm," reads a small town paper. We get that too, but we don't have the storm.

Motorman Neal is now waxing up his mustache, but suppose he meets up with some vamp that has hot lips. You tell 'em, Violet.

I've got a little secret, and I am going to let you folks in. If you want to see something swell; just drop a sponge in a bucket of water.

Limerick contest now on in this column. Can you fill out the last line? Several prizes will be awarded for the best answer. We will decide on prizes later. Winner's name will be published in next issue of TWO BELLS. Please drop answers in TWO BELLS' BOX.

We know a young waitress named Myrtle

Who serves us a soup called mock turtle,

She boba da hair

And says "What do I care?"

Clerk Gilmore is now back on the job, after quite a few days of sickness. Had kind of a touch of the "flu."

You don't know, I don't know, she don't know, he don't know, we don't know what this is all about.

DIVISION 5

F. J. Mason

Motorman A. W. Lawler wasn't feeling so good one day last week, and he said to one of the boys, "Say, did you ever wake up in the morning feeling blue?"

"No," replied the other fellow, "About the only way I feel when I wake up, is tired."

Eddie, our jovial janitor, was gazing wistfully upon the sign "Conductors and Motormen—Do You Want Off Today?"

He said "I've been here four years now and I'm still waiting to see this sign go up "JANITOR—DO YOU WANT OFF TODAY?"

Stick around, Eddie. We're having one made.

Cond. J. F. Crofts wants to know if this ever happened to you.

He was working Line "M" and was unloading passengers when one lady, who had one foot up on the seat, said "Conductor, hold the car until I tie my shoe, will you?"

Motorman M. C. Foth wishes me to announce that it was not in the L. A. Railway Restaurant that he lost a perfectly good tooth while masticating a portion of corn beef and cabbage. He says this happened in the Owl Restaurant.

Roy Banks, who keeps an eagle eye on conductors who persist in turning in too much money, poked his head around the office door, and as I did not glance up right away, he said, "What are you looking for Fred—a

DIVISION 4

C. J. Knittle

"Mandy," our chief woman car cleaner, blew into the office last Tuesday to tell the boss she had just finished her eighth year of service and rates a pass for her dependent husband.

Conductor G. S. Mattern is still wondering who took the "For Sale" sign from one of his lots, nearby, last Saturday and hung it on the car barn.

Motorman C. L. Seibert reports his little daughter came into the house last Wednesday bedraggled and weeping. "My goodness," cried her mother, "What a sight you are! How did it happen?"

"I am sorry, mamma, but I fell into a mud puddle.

"What! With your best dress on?"

"Y-y-yess. I didn't have time to change it."

Conductor Frank Deubert ran into a music store to see if they had "Yes, we have no bananas," and the clerk says, "No, we have no, 'Yes we have no bananas.'"

Motorman and Mrs. L. B. Dundas started to the Nebraska Society dance last Friday night.

"Is my hat on straight, Luke?" asked Mrs. L. B.

"Quite straight, my dear," answered Luke, impatiently, "now let's hurry. We're late already."

"No, hon, I must go back, then," answered Mrs. Luke, "this isn't the sort of hat that is worn straight."

—And now you tell one.

Customer: Can I try on that dress in the window?

Saleslady: No, ma'am, we have dressing rooms in the rear.

*Judge (to defendant)—Do you wish to challenge any member of the jury?
Ex-Fighter—I ain't feelin' jes' right,
but I don't mind goin' a few rounds
with the fat one on the end.*

—Austin Co. News.

Freddy: Doesn't that girl look like Helen Brown?

Teddy: She looks like H—— in anything.

Invention of the harp was an accident, we read. On the other hand, the bagpipe came as an inspiration to a Scottish Highlander who accidentally stepped on the cat, according to Punch.

joke?" Says I "Yes, step right in Roy."

I know a guy who is always raving about the good magazines he reads.

He thinks the Saturday Evening Post is a swell place to tie a horse to. That the Literary Digest is a sure cure for indigestion and that the Country Gentleman gives lessons on etiquette to persons contemplating taking up farm work.

Says he knows all about the Popular Mechanics—in fact he remembers when they came out on strike. As for Judge he thought there always was too much graft around when told that one could be bought for 15c. When asked about Life, he said that it was quite a problem these days—that it was just a gamble and all that sort of stuff.

As for "TWO BELLS," he said that they were the best two pieces of music he ever heard over the radio and that he knew the fellow who composed them.