

South Park Paint Shop Makes 4726 Dash Signs

Showing signs of activity with three styles of car signs, are L. Lauber (left) stenciling dash plates and B. Goss, painting roller signs and roof letter indicators.



"AH, SIGNS of activity," commented a visitor as he saw a stack of freshly-lettered "Lincoln Park" markers in the shops.

The making of signs for cars is one of the principal jobs of the paint shop at South Park, which is under the supervision of Harry P. Koster.

The plates for the roof letter signs are made in the tin shop by punching out holes which give the outline of the letter or numeral desired. In the paint shop the letters are marked in white and the background in black. The holes being punched out make the signs visible at night, when the roof indicators are lighted.

The roll signs are lettered by hand after being removed from the metal holders. The rolls are spread out on a wide table and after the paint is

dry they are replaced in the holders and returned to the cars.

Dash Signs Stenciled

The making of the metal dash signs is one of the most interesting features of the paint shop work.

There are 4726 metal dash signs in use on the system. In some cases a car has to carry eight dash signs for use on different trips because it operates to various terminals. Signs are available for special runs to the principal crossovers. The maintenance of this large number of metal signs and the proper placing of them is an important job that rests with the switchmen of the divisions, and with the car crews.

Swinging Frame Used

A piece of silk bolting cloth the size
(Continued on Page 2, Col. 3)

New Type Car Due Soon

Why Ratings Drop To 75 Percent

A couple of our officials took a ride over one of the lines the other day and were interested in the way the conductor was calling the streets. They could not understand him, every street sounded like "umpty, umpty ump." It got on the nerves of one so he went up to the conductor and in a nice way said:—

"Can't you call the streets better and plainer, young man?"

"Who are you and what difference does it make?"

"I'm the Superintendent of this division," replied the man, showing him his pass.

"I can't help that," replied the conductor, "What do you want at my salary, Grand Opera?"

—Hanley

LOW LEVEL FLOOR AND FOLDING STEPS TRIED

An improved type of car which will be the equal of any street railway equipment in the United States is scheduled to be delivered within a few days. It was shipped from the factory of the St. Louis Car Company, March 19.

This new piece of rolling stock embodies several features not found on cars used by this company at present. It will be operated on various lines and close observation made of its performance and the attitude of passengers toward the improvements.

Doors and Steps Fold

The outstanding feature of the exterior appearance is that the car has folding entrance and exit doors and steps, operated by air. The body lines are similar to the type "H" and "K" cars now used in two-car train operation, except that the floor is lower. The floor level is only one step from the street, which is a point expected to prove of great value in facilitating boarding and alighting of passengers. The folding steps and doors will mean that, as with the safety cars, step accidents will be practically impossible.

First of 2500 Series

The new car will be numbered 2501. It has no bulkheads. Cross seats and longitudinal seats are installed. At each end of the car is a longitudinal seat with a row of cross seats opposite. At the end of the longitudinal seat is a row of cross seats with another longitudinal seat on the opposite side. This arrangement of alternate cross and longitudinal seats is made to provide adequate passageway for passengers and to minimize jamming of the aisles.

The leather straps are replaced by a white composition handhold placed above the longitudinal seats, but not above the cross seats. The car will accommodate 56 passengers.

The car will serve as a guide to the company for further purchases and will be put through every possible test.

The electrical and air brake material will be installed at the South Park Shops. Arrangements have been made to complete this work quickly so that the car can be in service within a short time after it is delivered. It will be equipped with variable load brakes.

111 Cars Run On New "M" Schedule

The new schedule on Line "M" effective March 29, provides for operation of 111 cars in maximum service. The Grand and Moneta line is the heaviest of the system in the point of passengers carried. The new schedule calls for 1099 car hours of operation which is an increase of 45 over the old schedule. The mileage has not been compiled to date but will be somewhere in the neighborhood of 11,000 car miles daily.

All Line "M" cars operate out of Division Five and the new schedule has been a matter of foremost interest at the Seagull's Roost for the past week.

Bus Routes Changed By Eighth St. Work

Due to the installing of a city conduit on the north half of Eighth Street between Olive and Grand, the Wilshire and Figueroa Street buses were re-routed last Monday.

The Figueroa Street buses run on Ninth Street instead of Eighth Street between Olive and Hope.

From the intersection of Eighth Street and Grand Avenue, Wilshire Boulevard buses are routed east over the south half of Eighth Street in the section that is being torn up, north on Olive Street, west on Fifth, south on Grand, west on Eighth, thence over the regular route.

Many a man fails because he never tries.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Be Alert To Serve!

Some phases of street railway service can and must be covered explicitly by printed rules. The flagging of railroad crossings is an example of this classification. Due to the accident hazard involved the regulations covering flagging are given in detail so that any man can understand them and carry out the instructions.

Ranking with safety in this company is the rule of courtesy, and yet it is impossible to define the rule of courtesy in words that will cover every situation that may arise on the cars. One of the essentials of courteous service is that trainmen anticipate as far as possible the wishes of passengers and comply with all reasonable requests quickly and cheerfully.

If a passenger is attempting to open or close a window or adjust the shade, and experiences some difficulty, it is the duty of a trainman to give assistance immediately.

The man who is quick to notice the needs and wishes of passengers and moves quickly to meet them shows that he is thoroughly "on the job."

The man who is "on the job" in looking out for the wishes of passengers is less likely to have a step accident report to make, due in whole or in part to his carelessness, than is the man who methodically cranks the fare box or opens and closes the door as passengers board and alight. Every trainman should practice being thoroughly alert to prevent accidents as well as to render accommodating service.

Think In Terms of Safety

VIOLATION of the safety rules governing operation of cars at steam line intersections has virtually ceased. The work of instructors, supervisors and others assigned to make close observation of practices in this regard have not been relaxed but there has been a very general appreciation on the part of trainmen of the vital importance of this subject.

It will be recalled that every effort was made to reach every trainman to impress upon him the urgency of the situation. Printed instructions governing rules of these intersections were distributed to all trainmen and flagmen so that there could be no question as to whether the information had been properly issued.

Considerable "follow up" work was necessary but the instructors found that a good spirit was being shown by all concerned. The resultant uniform practice of the required safety measures has reduced the accident hazard to a minimum. This has been a demonstration of efficient work on the part of all crews.

My Employer Says:

DO NOT lie. It wastes my time and yours. I am sure to catch you in the end, and that is the wrong end.

Watch your work, not the clock. A long day's work makes a long day short, and a day's short work makes my face long.

Give me more than I expect, and I shall pay you more than you expect. I can afford to increase your pay if you increase my profits.

You owe so much to yourself that you cannot afford to owe anybody else. Keep out of debt, or keep out of my shop.

Dishonesty is never an accident. Good men, like good women, look away from temptation when they meet it.

Mind your own business and in time you will have a business of your own to mind.

Do not do anything here which hurts your honor. The employe who is willing to steal for me is capable of stealing from me.

You may think it is none of my business what you do at night, but if dissipation affects your work next day or if your moral character is such as to reflect on my business and your fellow-workers, then you and I must part company.

Do not tell me what I would like to hear, but what I ought to hear. I do not want a valet to my vanity, but I need one for my dollars.

Do not complain if I complain. If you are worth while correcting, you are worth while keeping. I do not waste time cutting specks out of rotten apples. —Exchange.

BULLETINS

Issued March 30, 1925

BULLETIN NO. 49 Notice to Trainmen

Line "H" cars on southbound trip and scheduled to turn back at Vernon and Wall, will display red light in letter sign, and through cars scheduled to 53rd, will display green lights.

This effective Monday, March 30.

BULLETIN NO. 50 Notice to Trainmen

The Chamber of Commerce of Hawthorne has provided toilet accommodation which is available for use by our trainmen, these facilities being located in the Chamber of Commerce Building, which has been erected at a point about one hundred feet south of the terminal of line "E."

Trainmen will, therefore, in the future avail themselves of this privilege and will discontinue the use of toilet in the garage across the street.

Special request is made that trainmen do not walk on the lawn but make use of the walk which has been provided, and conduct themselves in such a manner as will be a credit to the Los Angeles Railway.

BULLETIN NO. 51 Notice to Conductors

Firemen's Pass Book No. 23497, issued to Charles Kelley is reported lost. If presented for transportation, take up, collect fare, and send Pass Book to this office with report.

BULLETIN NO. 52 Notice to Conductors

Pass No. 1264, issued in favor of E. Martinez, laborer, Way & Structures Department is reported lost. If presented for transportation, take up, collect fare, and send Pass to this office with report.

P. B. Hill

Superintendent of Operation.

BUS BULLETINS

LOS ANGELES RAILWAY
BUS DIVISION

BULLETIN NO. 229 March 19th, 1925

The 10c bus ticket issued by conductors or operators of the Vine St., Western Ave. and Vermont Ave. lines for transfer to Wilshire Blvd. bus line, is good for additional transfer to the street cars of the Los Angeles Railway Company. Consequently conductors or operators on the Wilshire Blvd. bus line when issuing bus transfer in exchange for the above mentioned 10c ticket, will not punch it "Stop," but instead will punch the time and line only.

BULLETIN NO. 230 March 19th, 1925

To All Operators and Conductors:
Beginning at once, operators and conductors in making out accident reports will use the new form (155C and 156C) in reporting accidents, instead of the old form.

BULLETIN NO. 231 March 23rd, 1925

To All Operators and Conductors:
The quarterly general choice of runs will be held in this room at 8:00 P.M. March 30th, and at 10:00 A.M., March 31st. Runs chosen will become effective April 1st, 1925.

Men should assemble at the time stated as near as possible in order that the entire choice of runs may not be delayed by reason of the oldest seniority man from time to time, in the course of choose ups, not being present to choose a run.

Two hours time will be the limit to wait before the next man in seniority will be given the privilege of choosing. It therefore behooves the oldest seniority man to be on time in order to save delay to the next man or men in the seniority choosing.

BULLETIN NO. 232 March 24th, 1925

Beginning at once operators and conductors when purchasing new caps will secure them from Desmonds.

It will be necessary to pay cash at the time of purchase.

BULLETIN No. 233 March 24th, 1925

The ornamental light electroliers on Olive Street, between 5th and 8th St., are so placed that there is danger of striking passenger on the upper deck.

Operators will therefore be very cautious when pulling in close to the curb for any reason.

F. VAN VRANKEN,
Manager.

DIVISION CHIEFS TO SMOKE OUT NEW IDEAS

Evening meetings of the division superintendents and other members of the transportation department staff will be started in the near future and devoted to cigars, pipes and a little street railway business.

The plans are being made by R. R. Smith, assistant superintendent of operation, and will be along a slightly different line from those that have been conducted monthly for the consideration of service suggestions made by trainmen, and other matters of company business. The evening sessions will follow educational lines with topics assigned for 30-minute discussion by one of the superintendents.

Most of the subjects will be matters that come in the regular handling of the division or situations that may arise at any time.

POINT PROVEN

"You say you come from Detroit," said the doctor to his fellow passenger; "that's where they make automobiles, isn't it?"

"Sure," replied the American with some resentment; "we make other things in Detroit, too."

"Yes, I know," retorted the doctor; "I've ridden in 'em."—Store Chat.

4726 DASH SIGNS PAINTED FOR CARS

(Continued from Page 1, Col. 2)

of a metal dash sign is put in a wooden frame and treated with a composition of thick black color varnish. When this is dry the desired lettering is painted on this cloth. The lettering is then carefully scraped away with a knife, bringing with it composition material so that the letters are outlined on the fabric of the silk. The sheet of silk can then be used as a stencil and is placed on a swinging frame as shown in the picture. Blank metal plates are placed at both ends of the table. The arms attached on one end to the frame and on the other to the edge of the table are swung so that the cloth stencil falls on one plate. Yellow paint is put on the screen and rubbed across the lettering with a squeegee, similar to that used in cleaning windows. This forces the paint through the fine screen of the cloth where the composition has been scraped away, leaving the impress of the lettering neatly on the dash plate. The frame is then swung to the plate at the other end of the table and a similar operation performed. In this way from 160 to 200 dash signs can be turned out daily.

Appreciation

Annie and Alice Wilson wish to express their heartfelt gratitude and appreciation for the kindnesses extended to them by their friends during their recent bereavement.

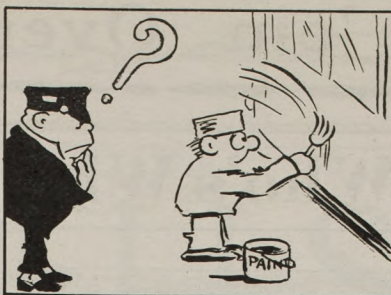
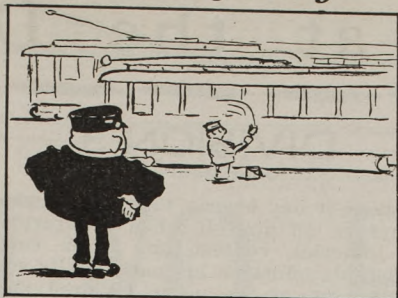
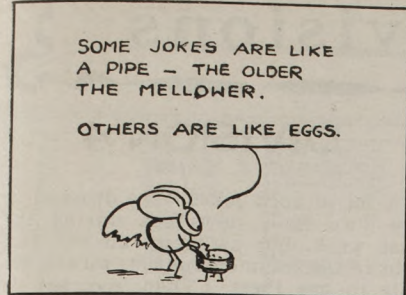
ANNIE AND ALICE WILSON,
322 West 97th St., City.

We wish to acknowledge with sincere thanks the kind expression of your sympathy.

P. C. KRIEWALD AND FAMILY.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

For J. G. Visser, Div. 3
For L. Rogers, Div. 2

Los Angeles Railway, Gentlemen,
It gives me pleasure to commend to your attention the kindness and courtesy of Conductor 2530, "L" car line, and Conductor 1994, "H" car line, and particularly the unusual politeness of the latter. Recently while waiting in the safety (?) zone for the "H" car, was nearly run down by a reckless auto driver. Your conductor 1994 was very helpful and kind—and I thought you would be glad to know that your representative carries out your wishes for the welfare of your patrons.

Yours very truly,
Mrs. M. B. F. JOSLYN,
264 South Coronado.

□ □ □
For Condr. A. J. Konecny, Div. 5

Los Angeles Railway, Gentlemen,
I take a few minutes to write a commendatory letter concerning Street Car Conductor 1042.

This man on several occasions has shown great kindness in assisting passengers both on and off the cars and also in giving helpful information. This morning getting on a street car at 54th and 6th Avenue, I discovered I had left my money in my other trousers' pockets and was therefore without the necessary nickel for my transportation down town. Conductor 1042, learning of my predicament, promptly paid my fare out of his pocket, thereby rendering me a great convenience and courtesy.

Very truly yours,
GEORGE W. ANUNDSON,
Investigator City Planning Com.

□ □ □
For Condr. L. Zukoff, Div. 1

Los Angeles Railway, Gentlemen,
Just to tell you of the courteous assistance rendered to an elderly and very feeble lady by Conductor 1258 of the West Ninth line, December 11th.

Very truly,
NELLIE D. BENNETT,
1501 South Figueroa.

□ □ □
For Condr. C. L. Walinder, Div. 2

Los Angeles Railway, Gentlemen,
I wish to mention your conductor No. 146 on the "H" car line as being particularly kind to me one evening when the car was crowded, he gave me his seat.

MRS. A. B. FURLONGE,
611 South Carondelet

□ □ □
For Condr. R. C. Campbell, Div. 3

Los Angeles Railway, Gentlemen,
I have ridden on the L. A. car for a number of years and have met many good men in your employ, but there is one I especially want to call your attention to. He works on the "E" car (Badge No. 3130). I have been riding with him every morning for the past month and have found him to be one of the most courteous and kind conductors, to all passengers. I have ever known and rather than tell him I am taking this course of showing my appreciation to the LARY Co. You have a fine class of men in your employ.

Respectfully,
L. DREWSEN,
5516 Pine St., Box 327, R. 1
Inglewood, California

□ □ □
For Condr. H. B. Sonnenburg, Div. 4

Los Angeles Railway, Gentlemen,
I want to compliment 1960, who was in charge of the car I went home on last night at half past five. He seems to take such an interest in his passengers, warns them when we are coming to a curve so that those who are hanging on will be

Monthly Awards Are Made For Service Suggestions

MOTORMAN NATE ROBINSON of Division One, noted that in Walnut Park a Fire Station was established just around a blind corner, which created a somewhat dangerous situation; as no notice of the location of the station had ever been given trainmen, a good many cars were passing at too high a rate of speed. His suggestion for the installation of Fire Department "Slow" sign therefore won him first prize in the monthly awards for suggestions for service betterment.

D. H. Rom of Division One, noticed that a number of prospective passengers were apparently waiting for a car at Kenmore Street on line "N," because a special sign at Catalina advised the passengers to take the car one block west, while the stop sign was really located at Fedora Street, two blocks west of Catalina, and his suggestion that this sign be changed, won second prize.

Frank Cimmarusti of Division Three, won third prize for a suggestion regarding giving of credits for certain conditions and the posting of the names of those earning such credits in "Two Bells." His suggestion was considered an excellent one by the entire committee, but will probably not be available before the beginning of the next Merit System year.

One motorman made the suggestion that at points where loading zones are designated by traffic buttons, if the motorman makes a practice of stopping his car with the fender at the property line button, passengers alighting from the car will be in no danger of stepping on other buttons, and thereby subjecting themselves to injury. His idea is a good one, but is exactly what the Instruction Department has been putting over to the motormen for some time past, and therefore could not be considered as being original.

On The Back End (Contributed)

In last TWO BELLS we read of a lad in Division Two who is so accustomed to writing while the car is in motion that when he writes a letter at home he gets his daughter to shake the table. One of our lads reports that a few nights ago when his alarm rang off he thought it was a "Go" signal and in giving two yanks on the bell cord jerked the reading lamp down.

Kittle.

* * *

Conductor Dickson bought a radio loud speaker. The first day he got Honolulu, the next night he got the dog pound on Central Ave.

* * *

Motorman Nelson Kettle would like to reduce. He suggests putting in a cinder bath and a shower track at this division. I'll try anything once, even a cinder bath, but I'll sure wear my overcoat.

* * *

Conductor Heebing to Myrtle, as he looked over the bill of fare: "How's the chicken today?"

Myrtle: "Fine, kid, how's yourself?"

THANKS EXPRESSED FOR FINDING VALUABLE WATCH

The following letter was received from a patron in appreciation of the prompt and efficient service tendered at the main office in locating a wrist watch which was lost on a car and was found by another passenger.

Los Angeles Railway, Gentlemen:
I wish it were possible for me to fully express my appreciation of time spent, advice given, and courtesy shown by at least five of your employes, every one of whom was helpful to me in securing the return of a much treasured wrist-watch with bracelet attached recently lost on a "W" car.

An advertisement in the morning "Times" brought no response.

Your Mr. Grimm reported it for me early the following morning to the "Lost and Found" department in your office. I am confident it would never have been returned to me but for the kindly interest and co-operation of Mr. Loop, Mr. Clothier, Mr. Van Volkenburg and his assistant Mr. Williams. To these gentlemen I feel indebted for much more than I can ever repay.

Very sincerely yours,
(Mrs) Maud G. Smith,
2849 San Marino St.,
Los Angeles, California.

prepared; announces the streets in a voice loud enough to be heard and asks the passengers to speak up so he will be sure to hear them; asks if every thing is all right before he gives the motorman the bell to go ahead, and in numerous other ways lets everybody know that he is doing the best he can to take care of everybody.

He has a delightful chuckle for the funny things that occur and everybody is happy.

Very sincerely yours,
ANNETTE E. DRYG,
3535 Ellsworth Street.

□ □ □
For Condr. A. J. Bowen, Div. 4

THE POOR FISH

The codfish lays a million eggs,
While the helpful hen lays one;
But the codfish does not cackle,
To inform us what she's done;
And We scorn the codfish coy,
But the helpful hen we prize;
Which indicates to thoughtful minds
That it pays to advertise.

—Detroit Legionnaire.

Los Angeles Railway, Gentlemen,
I should like to let you know that the courtesy shown me by Conductor 1698 the other morning when I could not find my purse was very much appreciated.

Sincerely,
CLARA TWISS,
83rd and Vermont.

IMPROVED SPECIFICATIONS

Manager (to applicant for office boy vacancy)—"Aren't you the boy who applied for this position a fortnight ago?"

Boy—"Yes, sir."

Manager—"And didn't I say I wanted an older boy?"

"Yes, sir. That's why I'm here now!"—London Evening News.

SOMETIMES DOWN

"Do you go in for aviation?" asked the professor of English as he met an alumnus.

"No, professor, not for aviation. One goes in for sea bathing, but for aviation I think one goes up, doesn't he?"

—The Western Christian Advocate.

SAT UPON

Dad—"Stella, who sat on that newly painted bench in the garden?"

Stella—"Harold and I."

"Well, you must have ruined your clothes—both of you."

"Not both—only Harold's."—American Legion Weekly.

Heard on the Back Of a Street Car

(From the Florence Messenger)

When the car stopped at the intersection a well dressed man came aboard. He was no sooner seated than he was on his feet again demanding to be left off immediately, for the car he had boarded had turned south while he had thought it was routed to go east.

"Let me off," he demanded. "At the next corner," Conny told him. "But I want to get off here," roared the excited passenger. "You can't," said Conny. Then the passenger started to abuse the faregatherer unmercifully and Conny flared up a bit and it looked as if blows would be struck. But just then the car came to a stopping place and the man got off, but not without a few parting shots that were even more offensive than the rest.

On the roadway the abusive one turned to another man who had disembarked at the same time. "That blankety-blank conductor—" he was saying when the other stopped him with the assertion, "The conductor was right and you were wrong. You got on the car without looking at the sign on the front and you didn't discover your mistake until the car was moving. The trip to the next corner was the penalty you had to pay for your own carelessness and you got off lightly. You had no excuse for abusing the conductor, who was but doing his duty, and you ought to make it your business to apologize to him." Then he stopped abruptly. "I guess you are right. I kind of lost my head," he meekly admitted. "Come and have a cigar." But the other didn't smoke.

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

Conductor J. Hensel who has been off sick for some time is now in the Sanatorium at Compton and wishes some of the boys would come and see him if they happen to be out that way.

Conductor Barney Olson who has been on the sick list for some time owing to a case of pneumonia was seen around the division this week feeling much better and hopes to be back to work soon.

Motorman Pope and Conductor Kramer of the Stephenson Owl car have a couple of watch dogs on their trail to see that they leave the cemeteries on time. When these dogs start to bark and run after the car they know it is time to leave and they are escorted out of the private right-of-way.

St. Patrick's Day cost Janitor Rafferty ten cents when he was forced to pay for a souvenir that Conductor Pittman lifted off a peddler.

News From Division No. 1

Mechanical Department

By J. Bradley

H. Sprague is the proud owner of one of those well known make of cars, a Ford Sedan. Purchased on the pay a little now and then plan.

Not Foot or Mouth Disease: There was quite a few inquiries being made around the division the other day among the mechanics as to what Instructor Mawby of multiple unit fame was limping for. Well no alarm, boys, just one of his understudies let the hammer fall on the professor's foot.

Prosperity must be shining on some of our mechanics for it reaches us that O. E. Lund, one of our multiple unit experts is building himself a home out in Home Gardens. By the way all the mechanics of this division are moving out to Home Gardens, we suspect it will be known as an industrial center before long.

DIVISION 2

H. T. Hansen

We would appreciate any suggestions you have for news items in Two Bells. The suggestion box is waiting for your contribution. Any funny or comic incident that happens during the day's work, anything that you happen to hear of which you think would be of general interest, will be good to send in. We all have the success of Two Bells at heart, so let's co-operate in the future towards this end.

Motorman J. Haynes was struck by an auto and severely injured while enroute to his home about 8:00 p. m. March 20. Mr. Haynes is in a critical condition at the Roosevelt Hospital. We all hope for his speedy recovery.

Conductor J. E. Lewellen, has been granted 30 days which he will spend in Arizona recuperating from ill health.

Motorman J. D. Brubaker granted 60 days to rest up.

Those of you who have not registered as voters since January 1, or who have registered and have changed their address, are earnestly requested to do so before April 4, 1925. See the stenographer for registering.

Do not fail to have your watch inspected.

Who's Who



NOT all the fellows who break into print in the Who's Who column are old timers because they have got to start somewhere, sometime. Conductor A. J. Boyer, of Division Four, is not an old timer in the organization yet as he is only 23 years-old, but he is steadily acquiring weight and dignity, and has 210 pounds of the former material already. Boyer was born in Lindsey, Ohio, graduated from high school in Fremont, Ohio, in 1921, then worked in the stock room of the Willys-Overland organization in Toledo until the fall of 1924, when he came to Los Angeles for his wife's health, and started on the cars last January.

BUS DIVISION

Elmer Wood

BUG HOUSE FABLES

Our idea of a "gentleman" is the bird who cuts in front of you, and then blames you for hitting him.

E. C. Fitts had a mind reading job Monday. As the loop on Wilshire was reversed Fitts was detailed to tell prospective customers, between Sixth and Seventh Streets, of the change.

R. F. Crang has resigned to go back to his former position as a motor cop. He has two offers but has decided to accept the one at Santa Monica, so whenever you want to see our old friend, boys, just speed through the beach city.

ON THE NIGHT SHIFT

Claude: "What have you got?"

Andy: "Four Aces."

Claude: "What's your other card?"

O. O. Obenchain has returned from his thirty-day leave which he spent in Fresno visiting his wife's relatives.

Introducing new men. W. L. Clements, William McDonald, Bertine Pickney and J. T. McCarthy. Mr. Clements has formerly driven for Sutherland's Tia Juana Stages. Mr. McDonald was with the City Water Department, driving a truck to the Weed Dam at Lake Hollywood. Mr. Pickney drove a truck of his own, and Mr. McCarthy has been driving trucks up north.

A FAMILY AFFAIR

"Did you give the penny to the monkey, dear?"

"Yes, mama."

"And what did the monkey do with it?"

"He gave it to his father, who played the organ."—*Boston Transcript*.

DIVISION 3

Dan Hanley

Well it has been a task this scribe imposed on himself when he started a Limerick contest and after considerable effort on his part, finally selected out of the many hundred answers received the one he considered the best.

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?"

(Close your eyes, I'm going to turn turtle.)

The last line was supplied by H. A. Russell of the Transfer Bureau who wins the first prize, a silver mounted hammer to be used to pound down the wire of the transfer pads so that the conductors will not have their fingers all torn up. Donated by Rears Sorbuck.

Conductor Wolfe was coming home the other evening and was sitting down inside of a "W" car reading. When it got to Temple Block it had a standing load and Wolfe happened to look up and saw a stout lady standing beside him. Tapping her on the elbow he said, "Pardon me, but won't you have my seat?" "Thank you very much" she replied as she turned around and then she looked at Wolfe and said, "Just where did you get up from."

Register Clerk Miller and Cashier Sutherland had a friendly argument the other morning in regard to babies.

Says Sutherland, "I often go visiting with my wife to see some of the folks we know who have just had a baby and it amuses me to hear them kid the parents, 'Oh doesn't he look just like his father or mother,' or vice versa. Then every one wants to hold the baby but not me for various reasons, the main one is that I might let it fall and I'd hate later on in years to come across the child probably not fully developed in mentality and have some one say I was the cause." Then Miller queered the beautiful argument by saying, "Judging from some of these cards I get off the cars, I think some of the boys must have experienced some such accident when they were young."

DIVISION 5

F. J. Mason

Motorman T. C. Clarke, says, "Hurrah for the 17th of Ireland." No, not because he's Irish but on account of the arrival of a 9 pound baby girl. Mother and baby are doing "foine." Congratulations T. C. and thanks for the cigars.

Conductor L. P. Johnson is an inmate of the Old Soldiers' Hospital, Sawtelle, suffering from an infected knee. His motorman, E. U. Butcher, reports that he is getting along nicely and that he would like to see any of the boys of this division who happen to be along that way.

Say fellows, do you know "Heine"? Yes, that nice quiet fellow. Never has much to say. He's switchman and works traffic during the evening. Well, now that you know who I'm talking about, I'll tell you something about the guy. "Heine" is a veteran of the World War. You can easily tell that; just leave something lying around for a few minutes and he's got it. Well one of the boys left a paper, (news-paper of course—fly papers he's wise to) lying around and, true to form, "Heine" glommed on to it. The headlines in this paper caught his eye, they being pertinent to the Soldiers' Bonus. It was a senatorial speech telling the

DIVISION 4

C. J. Knittle

A lot of good jokes were dropped in the Two Bells news box during the past week, but as many do not pertain to the common subject, we are unable to use them. Then, too, one is about a romantic hobo. It's bum, and another is about a rat trap, which is a stale one, having been sprung so often and then there's another about a bath house door which many readers would not see through, but anyhow, friends, let's get started.

Conductor E. B. Sonnenberg called on his lady friend last Sunday evening and as the hours sped swiftly by, he said: "Do you love me, darling?"

"Why, of course I do, Sam," she replied.

"Sam?" exclaimed E. B., "My name's Edward."

"Oh, sure," she agreed, "I keep thinking this is Monday."

The only thing that keeps a lot of people from being deaf and dumb is that they're not deaf.

An antidote for carbolic acid poisoning has been discovered. The victim is given arsenic. Then he won't die of the carbolic acid. He dies of the arsenic.

Conductor D. W. Gibbs of "C" line reports an old lady got on at First and Broadway last Thursday and said, "I just came up on the East First car. I got on with a crowd and handed the conductor a dollar. He told me to sit down a minute and he would bring me my change. He forgot, tho, and so did I so you owe me ninety five cents."

"Young man," said the tea kettle to the stew pot, "I want you to be more polite when Mother Hubbard comes in, and take off your lid."

We understand Conductor Dusty Rhoades and Motorman T. S. Speed went to the ball game the other day, arriving about the fifth inning. When they learned the score was nothing to nothing, Speed said, "Well, we haven't missed anything, even if we are late."

THANKS!

boys how much they had coming to them if the nation did the right thing by them. and after reading it through word for word, "Heine" got to figuring how much he had coming to him. After figuring, very conservatively, he had his Nash traded in for another Nash and a couple of castles built up on the Mesa hill, and various other little changes in view, all of which would make life worth living. He then showed the good news to one of the boys and this guy turned out to be a regular kill-joy. He blew "Heine's" castles down in one breath "Look at the date." The wonderful news was dated June 1st, 1922.

"Honey, I'd go through fire and water for you," said he.

"Alright, light the gas and wash the dishes, and I'll see you when you're through," said she.

A meek little old gentleman was sitting in the inside section of a crowded car and standing immediately in front of him was a big burly six footer. The meek looking gent kept looking up into the face of the giant. His glances turned to a stare until the big boy could stand it no longer, and in a voice which almost took the roof off the car said "Don't look at me so hard stranger, I don't want to sit in your seat." Whereupon the meek one replied, "I wouldn't look at you so hard stranger if you'd just get off my feet."