

Bus Equipment To Be Increased

ELECTRIC RY. INDUSTRY BIRTHDAY MAY 4

May 5 has been designated by the American Electric Railway Association as National Electric Railway Day, marking the start of the thirty-eighth year of the industry. On May 4, 1888, the first electric car with complete overhead trolley system was operated in Richmond, Virginia. At the time the Richmond experiment was pronounced a proved success, there were 19 electric railways in the world, 10 of them in the United States, experimenting along similar lines.

Although Richmond is credited with the origin of successful electric railway operation, Los Angeles was one of the cities in which experiments were attempted. An electric car actually operated here in 1887 but it was not a success.

Today there are 880 electric lines in the United States with 42,000 miles of track and 100,000 cars. Last year they served sixteen billion passengers.

Car Riding Increasing

Despite the 25,000 common carrier buses operated, and the 18 million automobiles in the United States, federal census figures show car riding is growing. The average number of rides per person taken on electric railways has gradually grown ever since their inception. In 1890 the average number of rides per person in the United States was 32. In 1902 it was 61; in 1907 it was 85; in 1912 it was 100; in 1917 it was 109; and in 1923, the last year for which census figures are given, it was 117. Although the business of many industries in 1924 was off from ten to twelve per cent, electric railways carried practically the same number of passengers that they did during the previous year.

One In Every 100 An Employee

One person out of every 100 persons in the country is in the employ, either in whole or in part, of an electric railway company, or has an investment in it. There are 300,000 whole time employes, approximately the same number of part time employes, who make electric railway supplies, and 550,000 investors. About \$6,000,000,000 is invested in electric railway securities and more than \$4,000,000,000

SERVICE MEN TO MEET THURSDAY

A meeting of instructors supervisors and other men connected with the transportation department whose duties bring them in touch with the close observation of operating conditions and practices, will be held next Thursday. The meeting will be in two sections, ten A. M. and three P. M. to accommodate men on the different shifts. R. R. Smith, assistant superintendent of operation will be in charge of the meeting and will discuss some of the points in connection with compiling reports of service observations. The need for thorough knowledge of the rules and uniformity in handling reports of violations is to be stressed by Mr. Smith.

CHIEF ENGINEER TALKS ON BUSES

P. B. Harris, chief engineer of the company, spoke at a meeting of the Los Angeles chapter of the Society of Automotive Engineers, April 24, on "Motor Bus Operation in Los Angeles." He pointed out some of the features in which Los Angeles has led the United States in bus development, particularly the use of pneumatic tires and six-wheel construction in double-deckers.

Mr. Harris said that the bus has proved its usefulness in ascertaining the transportation requirements of a designated district, thus eliminating the uncertainty of the patronage that a street car would receive if it "pioneered" new territory.

The Foreman—"Send in young Clancy; I saw him smoking on a load of powder a while ago, and I'm going to fire him."

Rafferty—"Here's a part of his hat."

additional in plants for the manufacture of electric railway supplies, making a total of \$10,000,000,000 for the industry.

The development of the motor bus has been one of the most interesting features of the electric railway business during recent years. The traction systems are rapidly taking their logical place in the transportation field by operating both buses and electric cars. Bus service rendered by electric lines has grown 129 per cent in the last year. More than 3,000 buses are now being operated in conjunction with electric cars. Los Angeles is today the fourth city in American bus operation.

Cleaners Advance In Prices Boosts L. A. Uniform Dept.

Three men have been added to the uniform department to keep pace with the increase in business that has resulted within the past two weeks.

A large part of the increased business has been cleaning and pressing. The company price of one dollar for cleaning and pressing a uniform is being continued without any change although the rates for this service has been increased recently by outside concerns.

Bowlers To Compete In Coast Tournament

Motorman F. R. Hoffman of Division Two, who is captain of the Los Angeles Railway Bowling Team, will leave May 12 for San Francisco, with Conductor A. J. Monteverde of Division Five. They will compete in the singles and doubles tournaments of the Pacific Bowling Congress to be held in the Bay City and will roll in the five-man team of the Continental National Bank of this city.

HUBBY'S SOLE CHANCE

"So you enjoy showing your wife how to drive?"

"Yes, it's the first time she ever admitted that I could tell her anything."



19 ON ORDER FOR L. A. RY AND JOINT COMPANY

With the delivery of 19 additional motor buses, which are on order for the Los Angeles Railway and the Los Angeles Motor Bus Company, great progress will be made in the bus development which has now placed this city fourth in America in point of bus service.

The Los Angeles Railway has orders in for six single deck Fageol buses.

The ordering of five double-deck buses, which was announced several weeks ago, was divided between the Moreland and Fageol plants, with three to be supplied by the former and two by the latter. The Fageol double-deckers have been received.

The Los Angeles Motorbus Company is to have ten new double deckers, six Fageols and four Morelands.

The delivery of two of the new double-deckers for the Los Angeles Railway has made it possible to equip the Wilshire line with practically 100 percent double-decker service. A few single-deck buses will be required at times. Heretofore the lighter Sunday travel on the Wilshire line has been handled by single-deck buses but beginning May 3 double-deckers will be operated on this day as it is believed considerable pleasure riding business can be developed.

Lumber Shed Built At South Park Shops

A shed for storing lumber is being built at the South Park shops a short distance west of the paint shop. The shed will consist of a roof and heavy supports. The sides and ends will be open.

The young married couple entered the furniture store.

Young Hubby (bashfully)—"We want to look at a bedroom suite for our new home."

Clerk—"Yes, sir. Do you want twin beds?"

Young Wife (blushingly)—"Oh heavens no! Just a small cradle."

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

See Your Riders' Needs

PART of the job of every trainman is to watch for the needs and wishes of passengers and to meet them as far as possible with satisfactory service. The man who does not watch for these needs is not meeting the minimum requirements of this company.

The necessity for paying close attention to the wishes of passengers is illustrated in a complaint received from a patron living near the end of one of the lines. A man and his aged mother signaled for a stop by pushing the buzzer. The car came to a stop and another woman got off at the conductor's exit. The conductor had been busy counting transfers and had not looked up even when the buzzer was rung. He had pulled the signal cord that told the motorman to stop and when he got a fleeting glance of one passenger alighting he apparently presumed that only one passenger wanted to leave the car so he gave the motorman a signal to proceed, without having lifted his eyes an instant from his handful of transfers. The aged woman had not had a chance to alight and was carried to the next stop.

It is true enough that the conductor had signaled to the motorman to stop when he received a "stop" signal from a passenger who used the buzzer but such a disregard for the interests of patrons as was shown by this man is a long way from rendering real service. One of the most important duties of a conductor is to note the passengers who are attempting to board or alight from a car and to give them every reasonable help.

Aged people who cannot move as quickly as they did fifty years ago should command additional respect and consideration. It is the job of every trainman to give passengers, old and young alike, the best possible service by being on the lookout for their needs and meeting them to the best of his ability.

Representing Los Angeles

THE Shrine convention next month will bring to Los Angeles hundreds of men and women on their first trip to the Golden State. Every part of the country will be represented. The delegates will include men who are leaders in the biggest business establishments of the country and men who are from some of the smallest cities, some of them being too small for a street railway system. These visitors are accepting the invitation of Los Angeles, a metropolitan city, to be guests for one week.

Such an affair as the Shrine convention places a responsibility upon every citizen whether he recognizes it or not. It is not only the job of the local Shriners to arrange such facilities as will make the stay of the visitors enjoyable, but it is the responsibility of every Los Angeles citizen to see that these visitors are favorably impressed with the city. It is to the benefit of every Los Angeles citizen to see that these men return to their homes enthusiastic boosters for this city and Southern California.

The responsibility of showing forth the city in the best possible way falls particularly upon men engaged in public service, and on none more than on street car men. These visitors will have occasion to use the street cars a great deal. They will be strangers to routes, fare, transfer arrangements and every other feature of service, just as any Los Angeles man would be upon visiting a strange city.

The management of the Los Angeles Railway is confident that trainmen will meet the duties of Shrine convention week with the same ability that they have shown heretofore when extra effort has been required. Every trainman should remember that he will be a representative of Los Angeles in the eyes of the Shrine visitors and it is his duty to his company and his city to represent Los Angeles creditably.

Lennox Ave. Track Grade Is Lowered

The track department is lowering the grade at Lennox avenue on Hawthorne boulevard, Line "E". This is one of several crossings between Inglewood and Hawthorne which are being lowered for the accommodation of autoists and pedestrians but the work was delayed by changes necessary in the street paving at that point. Hawthorne boulevard has been paved on both sides of the track and is proving to be an important highway.

Another job the track department has under way is the repairing of the Bimini bridge. New timbers are replacing the old wherever necessary.

Two Motormen Are Made Supervisors

Two men who made good records as motormen at their divisions have been appointed supervisors. They are C. H. Conrad, formerly of Division Five and E. F. Manchester, formerly of Division Three. Conrad has been assigned to Line "C" and Manchester is looking after Line "W" on the night shift.

Smith—"So your son is in college? How is he making it?"

Smithers—"He isn't. I'm making it and he's spending it."

BULLETINS

Issued May 4, 1925

BULLETIN NO. 68
Notice to Conductors

Fireman's Pass Book No. 23718, issued to Leslie G. Combs is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 69
Notice to Conductors
Pass Found

Pass No. 1430, issued to O. G. Reed, Yardman, Line Department, and reported as lost in Bulletin No. 55, has been recovered.

BULLETIN NO. 70
Notice to Conductors
Passes Lost

The following passes are reported lost: 2013, issued to Clarkie B. Hubert, Fore-lady, Cleaners, Mechanical Dept.

3392, issued to Mrs. Marie Frazier, wife of R. P. Frazier, Motorman Div. Three.

7089, issued to J. H. Shaffer, Motorman, Division Four.

7626, issued to R. C. Smith, Motorman, Division Four.

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

P. B. Hill
Superintendent of Operation.

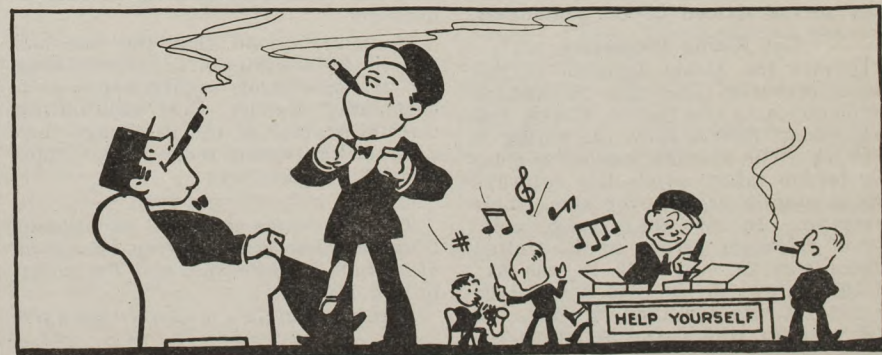
5 MONETA ORPHAN CARS RETURNED

The five orphan street cars which were held on the far end of the Moneta avenue line when the digging of a big sewer ditch at Manchester cut the car line, have returned to their brothers and sisters well and happy. The cars were held on the isolated stretch of track and shuttle service provided between Manchester and 116th Street. Mechanics inspected the cars regularly and although four cars met the maximum needs, five were held out in case of emergency. To the credit of trainmen and mechanics, no mechanical trouble developed on the five cars.

Through service was restored last Monday.

Prospective Tenant—"If I pay the rent you are asking, I'm afraid I won't be able to keep the wolf from the door."

Agent—"The janitor will attend to that, sir. No animals of any kind are allowed in this building."



SET SMOKER DATES NEXT WEEK

ARRANGEMENTS for the smokers to be held at the five divisions in the latter part of the month are under way and the exact dates will be announced next week in *Two Bells*. The purpose of the smokers is to acquaint trainmen with the plans of the company for special service during the Shrine convention next month.

The newly organized company orchestra, composed of motormen and conductors, will make its first appearance before trainmen at these meetings. The orchestra is meeting for

FERGUSON SHOWS DIVISION HEADS HOW TO EXPAND (MENTALLY)

The second instruction meeting of division superintendents was held last Thursday afternoon. The speakers were Superintendent G. E. Ferguson of Division Five and Superintendent L. L. Wimberly of Division Four.

Mr. Ferguson reviewed some of the methods discussed at the previous meeting by which a superintendent can help a trainman to improve his record and drew from his discussion some suggestions for superintendents to follow to improve themselves, particularly in the development of a broad viewpoint in dealing with men of varying temperaments. Mr. Ferguson proved himself equipped to show how a division superintendent can expand mentally—as well as around the waist.

Mr. Wimberly talked on cooperation between the division offices and other offices of the transportation department, also of the entire organization. He said that the work of a division superintendent dovetails with that of every department of the company and that mutual understanding of duties and responsibilities is essential to minimize waste of time, effort and money.

More of Morelands Shown to Bus Men

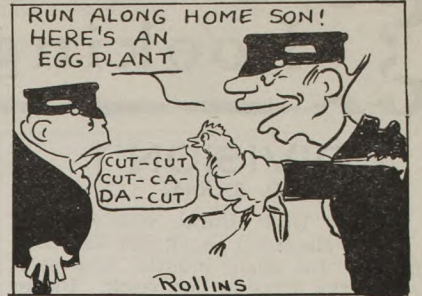
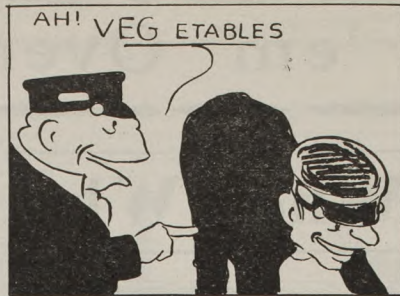
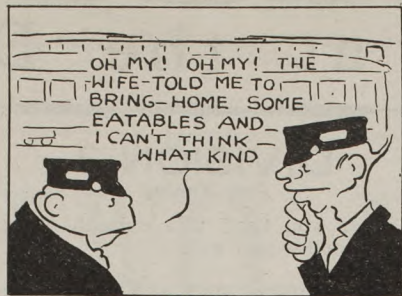
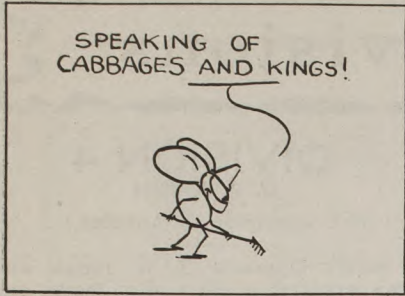
A party of Los Angeles Railway Motor Bus Division men, composed of drivers, conductors and mechanics, went to Burbank last Tuesday as guests of the Moreland Truck Company which has built some of the single and double-deck buses used by this company. The men were taken on a tour of the factory and were entertained at lunch. The trip was planned to give the men who work on the buses an insight into their manufacture, to show them how the parts are made and assembled, as such information is very valuable.

The same trips were made by conductors and operators of the Los Angeles Motor Bus Company last month and those who participated found the jaunt very valuable and enjoyable.

He who laughs last is usually the dumbest.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

For Condr. Lee Howell, Div. 3
Los Angeles Railway.
Gentlemen:
Being a regular rider on your road, both wife and I have taken particular notice of Conductor 2338, who seems to be more than courteous to his patrons. Feeling that you would appreciate this knowledge, I remain,
Yours sincerely,
MR. & MRS. JOHN H. COLLINS
3231 North Broadway

For Condr. H. Hazen, Div. 5
Los Angeles Railway.
Gentlemen:
This is not a complaint, but rather a little word of praise for Conductor 1442 of the "M" line.
Needless to tell you that during the rush hours in the morning and evening, line "M" cars are crowded almost beyond physical endurance. However, this in no way affects the efficiency of Conductor 1442, as he at all times acts in the most competent and courteous manner.
Yours respectfully,
MRS. W. J. BARINGER
417 West 50th St.

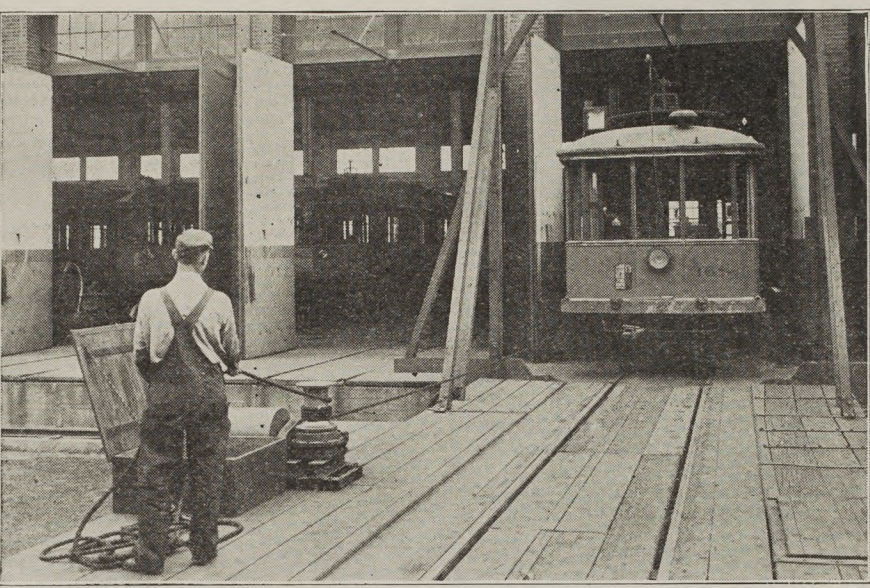
For Mtr. W. D. Everett, Div. 1
Los Angeles Railway.
Gentlemen:
Let me suggest a few merit marks for Motorman 1033.
In two cases he showed exceptional courtesy in assisting women with small babies to alight from the front end of the car, Line "J".
Yours truly,
L. R. FINKE
7259 Santa Fe Ave.

For Condr. H. E. Ketchum, Div. 4
Los Angeles Railway.
Gentlemen:
Too much commendation could hardly be spoken for the considerate and painstaking effort to please the passengers on a "C" car last evening, in the rush hour travel, more or less augmented because of the rain, when Conductor No. 698 transported a "capacity" load of people along Temple Street.
It occurred to me that it was most complimentary to him that they packed the car "full," and many seemed to know him, and accepted his jovial comments—which kept everyone smiling. None wanted the "car behind"—they all wanted to ride with him.
Very truly,
B. F. BERNSEN
Bond Dept., Union Mortgage Co. of Calif.
3rd Floor, 740 S. Broadway

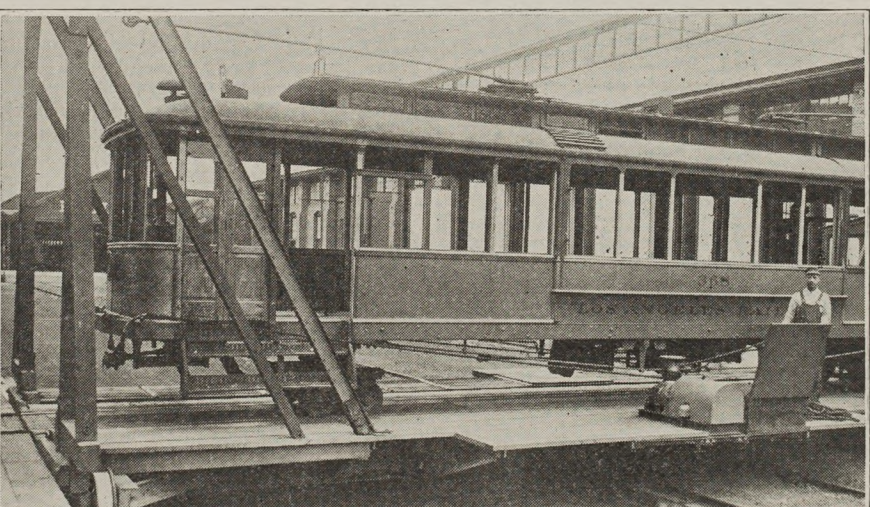
For Condr. J. F. Chappus, Div. 4
Los Angeles Railway.
Gentlemen:
Conductor 2114 on your Crown Hill line, attracted the attention of a fellow passenger and myself today by the most courteous way in which he helped an elderly lady on his car, and also his manner in directing passengers, answering their questions, etc.
Yours very truly,
F. B. LEWIS
1754 Camino Palmero
Hollywood, California

An old Irishwoman sent a parcel to her son, in which she enclosed the following note:
"Pat, I am sending your waistcoat; to save weight I have cut off all the buttons. Your loving mother."
"P. S.—You will find them in the top pocket."

Come Here Street Car



Here You Are!



A "car puller" has been mounted on the north transfer table of the South Park shops to pull cars in and out of the buildings. The transfer table is just large enough to hold one car and acts as a ferry in moving shopped cars from one building to another.
Heretofore it was necessary to call upon twenty mechanics who had strong backs as well as minds to push a car from the rail in the shops on to the transfer table, or vice versa. The job usually took five minutes, which meant a total of one hour and forty minutes time.
The car puller consists of a winch operated by an electric motor. A cable is attached around a car and the winch started. One mechanic pulls the rope as it wraps around the revolving winch and pulls the car from here to there.

Colored Ball Team Is Formed at Shops

Some of the colored boys of the South Park Shops, particularly those who work on the car washing racks, have organized a fast baseball team known as The Los Angeles Railway Panthers. J. Hines, who shakes a wicked mop at any particles of dust that blow into the claim department quarters at the main offices, is manager of the team, and J. Brown of the South Park store department is secretary. The team is playing in the Southern California Baseball Association and is putting up a very good game.
The Panthers will meet the Watts Monarchs at the opening of the Monarch Ball Park in Watts, Sunday May 3, at 2:30 P.M.
To reach the Monarch Park take a P. E. car to Watts station where there will be a free bus to the ball park; or by auto, drive south from Los Angeles to Leak's Lake.
The line-up is as follows: S.S.—Alexander; L.F.—Craner; C.F.—J. Walker, Jr.; R.F.—Goods; Catcher—J. R. Downard, Jr.; Catcher—R. F. Scott; 1st B.—J. Henderson; 2nd B.—Cass; 3rd B.—J. Walker, Sr.; Pitchers—H. Downard, Sr., W. Mack, Farley; Capt.—T. Akes; Coach—M. D. Winston.

On The Back End (Contributed)

Gentlemen, be seated.
* * *
The good lady entered the car and was followed by a dog. The conductor asked: "What kind of a dog is that, madam."
Passenger: "Spitz."
Conductor: "He won't in this car. City ordinance."
* * *
Motorman Dundas had just steered his Crown Hill car around the curve from Hill to Fifth and was heading toward the Biltmore when a man hurried to his side and asked "Isn't this a West Adams car?"
"No it's a Line "C" was the reply.
"Oh, I beg your pardon" said the confused passenger.
It's seldom they 'beg pardon' when they get on a wrong car.
* * *

Motorman are warned not to get too close to Fords. According to newspapers the pesky things are flying now.
* * *

"Supposing I'd slipped and broken a leg" said the passenger to the conductor who was in a hurry.
"Then you wouldn't have to jump for the car any more" assured the cash receiver. "We always stop for a man with a crutch."
* * *

Floyd Nolf, a mechanic in the garage was sent out on the road to repair a bus. Finding the carburetor float punctured Nolf asked a lady in the bus for her chewing gum which he used to plug up the hole in the float after the gas was drained out. This kept the bus in service until another float could be obtained. Smart boy! What?
* * *

"Hey Myrtle, where is that ox tail soup I ordered about 10 minutes ago" shouted Condr. Scantlan, kind of peeved. "That's all right" replied Myrtle "Ox tail is always behind so while you are waiting try a piece of pie." "Is it compulsory?" asked Scantlan. "No", replied Myrtle "Its mince."
* * *

Extra man arriving at his division off his first two-car train tripper:—"Gee, but that conductor on the front car is a slow bird."
DeMuth—"How come."
Motorman—"That conductor on the rear car got his bells through first every time." T. E. Davis.

Wife (with first checking account): "Oh, John, the bank sent me back all the checks I paid bills with last month, so I haven't spent anything!"
Dentist—"What kind of a filling do you want in your tooth, son?"
Boy—"Chocolate."

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

"Loader D. P. Burke who received a severe electrical shock and has been off duty for some months was seen around the division last week. Burke still walks with the aid of crutches but says he is feeling good and expects to be able to discard these in a short time.

Motorman J. D. Altizer should be awarded the Hungarian grass rope bell cord for pulling this one: Being in the stages of a heated argument with his conductor as to whether the ladies should wear their skirts above or below the knees he thoughtlessly carried his controller handles up from the end of the barn and tried to turn them into the clerk instead of his report card. Not being able to do business with the clerk he had to take his handles back and exchanged them for his report card.

Word has been received from Conductor A. J. Bourdy who left last month for Canada to visit his folks. He says he is having a great time throwing snow balls around and ice-skating.

Motorman G. D. Riley has the newest thing in hair cuts, called the "Irish Bob." Particularly cooling and refreshing but danger of sun stroke to those having thin skulls. Riley is safe.

In an accident report turned in by Motorman L. G. Nethersole he states, "Leg of cow sticking out of meat wagon scraped along side of car and bent hand rail." As this was a load of dressed beef we are wondering how Nethersole knew it was the leg of a cow.—Technical stuff.

DIVISION 2

H. T. Hansen

Conductor J. T. Brady secured a 60-day leave for the purpose of visiting his old home to attend to some business matters. Notice has come into our hands that the principal part of this business seems to be the serious one of getting married. Brady was married some time last week to Miss Fern Blackburn of Amarilla, Texas. Division Two extends the newlyweds its sincerest congratulations. May all their troubles be little ones.

That last crack is ancient but good.

Conductor—I've been on this train seven years.

Passenger—That so! Where did you get on?

Motorman F. V. Dennee has secured a leave of absence to recuperate from a spell of sickness. He is spending his time watching his garden grow out in Inglewood.

Motorman S. E. Angier changed to conductor, and Conductor C. D. Preskitt changed to front end. Among recent comebacks to this division is Conductor A. L. Smith. Smith was previously transferred to Division Four, as Birney operator.

"The man who is doing his best"
No matter how little he's getting;
No matter how little he's got;
If he wears a grin,
And tries to win,
He is doing a mighty lot!
No matter how humble his job is,
If he's striving to reach the crest,
The world has a Frieze,
For the fellow who tries—
The man who is doing his best!

Don't forget Vellage for City Council next Tuesday.

Who's Who



ON a now obsolete type of employment application William J. Williams inscribed his signature October 17, 1899 and told all and sundry that he was 31 years old, had lived in Los Angeles for the past eight years, and like Dan Hanley, had 'done a hitch' in the Philippines.

He stuck to the back end of one of the funny looking cars that capered around the streets in the last century until his feet began to itch and steered him to Portland. In the Oregon city he was a detective—false whiskers, gum shoes and all that—but 1910 saw him back in Los Angeles as a Pacific Electric conductor and he held the fort until 1916. Then he tackled the garage business for a short time and returned to his old love, the Los Angeles Railway cars, in 1917. He is a conductor at Division One and expects to stay till the end of the month at least.

Barber—"I came to ask if you could raise my salary."

Shop Owner—"It isn't pay day."

Barber—"I know that but I thought I would speak about it today."

Shop Owner—"Well, go back to your chair and don't worry. I've managed to raise it every week so far, haven't I?"

BUS DIVISION

Elmer Wood

At last! All the rest of the divisions had birth announcements in their respective columns last week, and now comes our announcement. A. J. Arblaster is the proud father of an eight-pound baby boy, the first in the family. Mother and son are doing fine and here's hoping the boy will be a good mechanic like his father.

George Riggs, the heavyweight of the garage, is learning to dance. The other evening after finishing a dance with a charming young lady he remarked, "That was the nicest dance I ever had." "I am glad it was, now I feel as though my slippers were ruined for a worthy cause," was the young lady's reply.

Operator (pardon) Mr. J. H. Schmitt attended the Cocomat Grove at the Ambassador Hotel last Wednesday evening with his aristocratic friends.

Conductor F. E. Pilcher is now on the Police Force.

W. E. Cowart has changed over to a conductor.

Foster: "Frank has a bouncing baby boy."

Frank: "How do you know—did you drop him?"

DIVISION 3

Dan Hanley

After you read this column try a cup of coffee and walk.

Any platform man who intends going with Motorman Morgan on his next fishing trip will please attend the night row boat classes at West Lake Park in order to familiarize themselves with the rough water.

Then the polar bear delivered a lecture in Polish.

Some of the boys gave Conductor Hollander a wedding anniversary supper, five years married, after which Hollander took them all to a box party at the American Theatre.

God's frozen children "The Esquimos."

I am now trying an experiment and if successful I am going to form a stock company. I have a tiger cat at home and a guy told me that if I fed it malt I could change it to a Maltese.

"The passengers may bawl me out" remarked Conductor Jennings "but I always tell them where to get off at."

Conductor Mead to sweet little thing "Haven't I danced with you before?" S. L. T. to C. M. "You've tried to."

Now let's start tomorrow and resolve that "I will read a rule every day and become a better man in every way."

Motorman Covington is quite a cigar smoker, so he has found a labor saving device when he starts home he lights up the weed, crawls in the Lizzie and "Don't you know" says Covington, "I never have to shake the ashes off."

Conductor Millican gave his dad a surprise party on his birthday the other night Mama Millican baked a swell big birthday cake and put a candle on it for every year. When everything was already, she lit the candles and brought in the cake. It was reported that several of the guests fainted from the heat.

Gimme a bid card.

DIVISION 5

F. J. Mason

Some of the lost articles turned in at this division during the last week were good, while some were not so good.

Number one was a little puppy dog found by Motorman L. Blackburn. That was good.

Blackburn took it home but his wife objected, and when a man's wife objects to anything—well that's not so good.

Number two was a baritone horn. The guy that left this on the car must have got tired of tooting his own horn.

Then along came Motorman Earl Downing with a meat chopper. Earl wanted Blackburn's dog saying that he could draw a better tune through his meat chopper than anybody else could through that baritone horn.

Nobody cared to hear K-9 broadcasting so the pup still has its tail to tell.

The guy that left his golf club on the car must have been all teed up. Many a golfer has fallen down on the 19th hole.

J. T. O'Hara says he had a woman on his car and she sure could jaw.

DIVISION 4

C. J. Knittle

(With apologies to Ananias.)

Safety Operator T. R. Bates who was granted a sixty day leave and started a motor trip to the north, April 4, is back already, the reason being a collision with another machine up around 'Frisco.

Dispatcher Gordon phoned over a bit of news last Tuesday night which disqualifies one prospective candidate for our Dumbell Society.

Conductor W. M. Bowling called in and reported a broken window.

"What kind was it?" asked the dispatcher and the answer came quickly—"A glass one."

Conductor C. E. Robinson has started for his home town in Nebraska by fivver.

Safety Operator Martin Grammer is spending thirty days in San Diego.

Then too, Conductor E. B. Sonenberg is married and says he has been for some time. That's all we found out about him. Truth is, he wouldn't even tell just when we missed out on the cigars.

You tell 'em, cabbage, celery won't lettuce.

Joe Michels called 'round the other day to resign definitely, having officially accepted the stenographic position at the county jail.

And thats all we have to offer. Sorry.

My Record

*I wonder why my average is low,
For on the bells I am not slow.
As for transfer points along the line,
I try to call them all the time.
I watch my step just like a ferret,
For I hate the sight of a demerit.*

*My first offense was only five,
But on repeats they multiply.
I started out for double bonus,
Between you and me I must be Jonas.
And as each day I pull my run,
I have my grief and have my fun.*

*When my task is finally o'er,
I ask myself—what is the score?
If score is on the credit side,
I feel at ease and satisfied.
But if by chance it's on the other,
Look for note—"Come see me brother."
J. T. O'Hara.*

Said she had a tongue a foot long but didn't use it as a rule.

Who's the conductor who said that eating eggs made him feel funny, in fact full of yokes?

Englishmen should get that one before it goes bad and Scotchmen might note that the eggs shelled out.

He—"I got a long distance call from New York at 4:00 o'clock this morning."

She—"What was the trouble—some relative dying?"

He—"No, the operator had the wrong number."

Jack Nester says that Harry Travis was the fellow he was telling you about last week.

GET MORE WITNESSES

Mr. Henry Mast. Positively no—antelope should not be eaten with a spoon. Try canteloupe.