

Dates Set For Division Smokers

SHRINE WEEK SERVICE PLAN IS TOPIC

The smoker meetings for trainmen of the five divisions which have been called to present the plans of the company for Shrine Week street car service, June 1-6, will be conducted on the following schedules.

Division One.....	May 20
Division Two.....	May 22
Division Three.....	May 26
Division Four.....	May 19
Division Five.....	May 28

Three meetings will be held at each division and the hours are 10:00 A.M., 2:00 P.M., and 8:00 P.M. Heretofore the afternoon meetings have been held at 1:00 P.M., but it is believed that the change in hour will accommodate a number of men.

Anti-Tobacco Idea

R. B. Hill, superintendent of operation, who is expected to speak at the meetings, says the gatherings will be devoted to the anti-tobacco movement and that every trainman will be invited to cooperate in burning up the cigars to be provided by the company.

Considerable interest is being shown in the fact that the transportation department orchestra composed of motormen and conductors is appearing at these meetings. The musicians will play for at least fifteen minutes if they are not stopped by the police.

Men who find it impossible to attend any of the three meetings are requested to notify their division foreman and he will endeavor to make the necessary arrangements so that they can participate in one of the smokers.

Cars to Run Direct

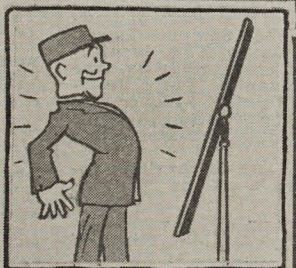
The preliminary plans for service during the Shrine convention week contemplate the operating of cars from practically all parts of the system direct to the Coliseum. Large cloth banners with the words "Direct to Coliseum" are to be printed and arrangements will be made to put them on the cars for the special trips. It is estimated that there will be approximately 200 extra cars in special service to Exposition Park in addition

(Continued on Page 2, Col. 4)



We Give Them Fits

This is the slogan of the uniform department men who see that every garment fits properly. C. C. Beers, who has charge of the department is shown above in the largest pair of trousers that has been ordered this year. The others are, left to right: J. G. Robles, V. Mangigian, H. H. Beers, H. Mosikian, H. Kraatz, R. I. Windsor.



250 Uniforms Cleaned Monthly

The uniform department cleans approximately 250 suits every month for trainmen and gives a degree of co-operation which makes it possible to maintain a high standard of neatness on the cars.

C. C. Beers, superintendent of the department has made arrangements to handle a particularly large amount of cleaning and pressing business during the next few weeks in anticipation of the Shrine convention, during which

it is hoped that trainmen will present a particularly creditable appearance.

Cloth and linings from the factory that turns out the uniforms are available at the department for the benefit of trainmen who believe in the "stitch in time saves nine" theory.

The best of material goes into Los Angeles Railway uniforms and the best of service is the continual aim of the department.

BASIS FOR COMING TESTS ON RULES, BULLETINS GIVEN

BY R. R. SMITH

Assistant Superintendent of Operation

YOU have noticed in recent issues of Two Bells that arrangements are being made to give all trainmen an examination on rules in the near future. This examination is to be followed up by others at reasonable intervals.

Attention has been attracted to the necessity of this periodical examination by the display of gross ignorance of some of the simplest rules on the part of certain trainmen.

It is a well known fact that rules have to be made for the guidance of the least competent men in the service, as the best men could, on account of their excellent judgment, be trusted

to give good service almost without rules, but after the rule is made it then affects all men alike and all men good, bad, or indifferent must be familiar with the rule and comply with the requirements so far as is humanly possible, good judgment superseding any rules in an emergency.

How Rules Are Given

In preparing for these examinations, the following facts should be kept in mind; rules are found:

- 1st: In the general rule book.
- 2nd: In the annual folder issued to conductors and operators.

(Continued on Page 2, Cols. 1)



More Bus Men See More of Morelands

A second trip to the Moreland plant at Burbank was conducted last Tuesday. A party of drivers, conductors and garage men left the Sixteenth Street office at 10 A.M. and returned at 1:30 P.M. Some of the night men who were on the previous trip, April 28, arranged to relieve the day men last Tuesday. The visitors were shown through the Moreland plant and entertained at lunch.

Two Divisions 100 Percent in Association

Superintendent Dye of Division Three and his co-workers are to be congratulated upon bringing the division to the point of 100 per cent membership in the co-operative association. Division Four has rated 100 per cent in this respect for some time and the other three are still a little below the perfect score.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Auto Driver a Queer Bird

OF COURSE there are exceptions to all rules and, like the Ten Commandments, these strictures do not apply to you; but have you ever considered the mental change which overcomes a man when he drives an automobile.

When he is walking and accidentally collides with another person, he humbly begs pardon. Put him in an automobile and under the same circumstances he assumes an air of injured dignity and wants to know why n'ell dontcha look where you're going.

He fumes with impatience at the street car in front of him, but he thinks nothing of blocking the one behind him. Let 'em wait!

Once he considered the motorman as charged with the duty of promptly delivering him and the other 75 passengers to their destination. Now the motorman is only a contender for the right-of-way, and he will fight him for it.

No matter how wide and free the street may be, the average autoist must drive on the car tracks. A street car gong makes no impression on his mind, but watch him jump when the menacing bell of an auto bus sounds its warning behind him.

But behold our friend in a high-powered car. What a mighty man is he! With head erect and chin up he bids defiance to the laws of God and man. He steps on it till it registers 30—40—50—60—open her up, ain't nature grand—and then at the whirr of a rear approaching motorcycle, a look of terror spreads over his face. He can run from 60 to 30 faster than a sky rocket coming down. At the sight of a motor cop his lion heart trades places with a chicken's. His brave manhood slumps to the meekness and timidity of a jack rabbit. His memory of speed fails him; his countenance grows apoplectic and his voice trembles with abject respectfulness. So pathetically helpless is he at this juncture that his wife assumes control of the situation while he takes a bawling out like a school boy caught cheating in examinations.

Oh yes—the average automobilist is a queer bird indeed.—From Pacific Retail Adviser.

Majority of Bulletins Seek To Make "Horse Sense" A Rule

(Continued from Page 1, Col. 3)

3rd: On the reverse of trip sheets.

4th: On the reverse of transfers, or on certain forms of tickets.

5th: In the bulletin column of: Two Bells and in the bulletin books at the divisions.

6th: In special notices posted on the bulletin boards at the divisions.

The first four classes of rules, as shown above, are available to every trainman at all times, and with perhaps the exception of certain forms of tickets, are expected to be in his possession at any time when he is on duty, and any man who has been in the service for 90 days or more has therefore had ample opportunity to become familiar with them, and should, when examined, be able to give in a few words an accurate interpretation of any rule contained in these four classes.

New Men Given 90 Days

It was in order to impress upon the minds of the trainmen the necessity of preparing for this examination that Bulletin No. 65 was issued recently and that all new men reporting at their divisions are now being informed that they will be examined on rules after a period of 90 days in the service.

While it is necessary at times to establish new rules by bulletin, the most important of these also are published in the form of a circular, a copy of which can be placed in the hands of the individual trainman, in order that he may have a better opportunity to study it and therefore prepare himself for the required observance of the rule and for passing an intelligent examination on the rules.

System of Bulletins

A number of bulletins, however, are merely a reiteration of rules already in effect, and it should not be necessary for us to re-publish such rules at all. Other bulletins are made to cover

local situations where a display of ordinary judgment would make the bulletin wholly unnecessary. For example: Any competent man should know that when laying over at the terminal a car should not be allowed to stand in a position where it would block a cross street or the entrance to a garage or oil station. He should know that excessive speed should not be used down grades. He should know that it is not safe to double an electric switch which is in commission, or to meet other cars in curves, and it should not be necessary to bulletin an especially dangerous cross street or other dangerous point, or even to display a slow sign, as the fact that it is a danger point is the best warning that an intelligent man can have, the situation speaking for itself.

Should Not Be Necessary

It should not be necessary for us to issue bulletins regarding the throwing of old transfers, scraps of paper or other rubbish off the cars at terminals or along the route, causing lawns to become littered up and giving cause for complaint from residents in the vicinity. Any man owning his own home and taking pride in the appearance of his lawns can readily realize how disagreeable such action can be.

It should not be necessary to bulletin regarding the dropping of fenders, slamming of seats, or loud talking at terminals or cross-overs. You, yourself, do not like to be awakened by an unusual or unnecessary noise when you are trying to sleep, and you should remember that some of you, as well as a great many other people have to sleep in the daytime; and above all there should be no necessity for any bulletins regarding courtesy, as pride in your own qualifications as a gentleman should influence you in being courteous on all occasions regardless

BULLETINS

Issued May 4, 1925

BULLETIN NO. 71
Notice to Conductors

Los Angeles Motor Bus Company Identification Cards, as per sample on display at Division No. 5, may be honored on line "M" cars only between Western Avenue and Division No. 5. This effective Monday May 11th, 1925.

BULLETIN NO. 72
Notice to Conductors
Pass Found

Pass No. 5604, issued to George Newberry, Motorman, Division No. 1 and reported as lost in Bulletin No. 67, has been recovered.

P. B. Hill
Superintendent of Operation.

BUS BULLETINS

LOS ANGELES RAILWAY
BUS DIVISION

BULLETIN NO. 244 May 4, 1925

Beginning May the fourth a slight change in the route of the bus operating on pull-in and pull-out trips between Division Three car house of the Los Angeles Railway and the North Broadway and Lincoln Park Avenue Line will become effective. At that time operate over North Broadway, Daly Street, Avenue 26 and Idell Street.

BULLETIN NO. 245 May 5th, 1925

Effective May 10th, the Wilshire Boulevard Bus Line when making the east terminal loop will operate in the reverse direction as operating at present, viz: east on 8th Street, north on Grand Avenue, east on 5th Street, south on Olive Street, and west on 8th Street.

BULLETIN NO. 246 May 5th, 1925

Please note the copy of Identification Card carried by Members of the State Railway Commission of the State of California, posted in the Sample Ticket, Transfer and Pass Case. This Identification Card, when presented by the proper person whose name appears thereon, is good for transportation over bus lines of the Los Angeles Railway Bus Division and also Los Angeles Motor Bus Company's lines.

The Identification Card is the kind referred to in Rule No. 84, Page 28, Book of Rules.

BULLETIN NO. 247 May 6th, 1925

A new schedule covering Saturday and also week days except Saturday and Sunday will become effective May the 11th. The new schedule provides for the elimination of the time point at Melrose and La Brea and also provides for the entire lay-over time for the round trip at Larchmont and Melrose and also a slight change in running time.

Please be governed accordingly.

F. VAN VRANKEN,
Manager.

TRUE ENOUGH

The office boy made a slight mistake and the boss was now finishing a long tirade on his general inefficiency.

"You're a fine kid, you are!" he howled. "Here I've taught you everything I know and still you don't know anything."

She: "Do you remember when you were first stuck by my beauty?"

He: "I think so. Wasn't it at the masked ball?"

of the provocation offered. These are only a few of the things which are frequently done, and regarding which a display of "horse sense" and not the publication of rules should suffice.

What About Failures?

Notices on bulletin boards usually cover temporary or emergency cases, and if they establish a permanent rule, follow as a bulletin in the next issue of Two Bells.

In closing I wish to ask a question and I will appreciate a reply from any trainman, "What are you going to do and what do you expect us to do should you "fall down," or as the college boys say "flunk" when the time for these examinations on rules comes?"

SUPERVISORS TO HAVE NEW NUMBERS

The cap, badges and numbers of supervisors are being called in by W. B. Adams, director of traffic, preliminary to the re-assigning of numbers according to the seniority of the men in the department. The cap badges with the word "Supervisor" are to be gold plated to match the teeth of some of the traffic men.

Numbers will be issued to all men on the staff except W. H. Snyder, assistant director of traffic, and the following district chief supervisors. S. J. Beals, C. W. Bruffett, A. H. Warren, Chief Clerk, A. L. Londraville.

J. A. Gough, who has been a supervisor since 1904, heads the seniority list with badge number one.

The other members of the staff in order of seniority are: W. P. Flannery, W. R. Pierce, J. G. Phebus, F. Wescott, J. Drayer, Wm. Cox, A. Craig, C. V. Polchow, E. G. Gilmore, B. R. Davis, W. H. Shirley, L. P. Bean, W. P. Perry, W. A. Smith, F. La Rue, C. E. Bates, M. C. McLemore, H. W. Bailey, S. J. Whitelock, M. R. Ballard, C. D. Burnett, O. G. McDermith, H. M. Farr, P. J. Bowsby, O. W. Marden, H. S. Atchison, W. H. Morgan, N. L. Goddard, H. S. Best, G. T. Wuertz, W. E. Gillibrand, E. J. Pecoud, G. Moss, G. Pratley, A. E. Seyers, F. Monnier, L. D. Champion, John Turvey, A. A. Blaubach, O. D. Sutton, E. F. Manchester, C. H. Conrad.

In connection with the re-assignment of numbers to supervisors an announcement is made by Mr. Adams that hereafter it will be impossible for him to arrange interviews with trainmen who seek positions on the staff. A blank application form is available at the office of the director of traffic and the filling out of this blank results in investigation of the applicant's ability. If there is a vacancy near and the investigation shows the applicant to have the desired qualities he is called into the office for an interview by Mr. Adams.

Dates Given For Division Smokers

(Continued from Page 1, Col. 4)

to the regular cars serving that territory.

A special schedule will be operated on line "V" during the mid-day. This is to accommodate the heavy transfer business anticipated on the cross-town line.

Cars will be stored on Dalton Avenue and Vernon Avenue for the "break up" of the events in the Coliseum and all available loaders will be used to facilitate the return trips from the park.

The schedule of parades is as follows:

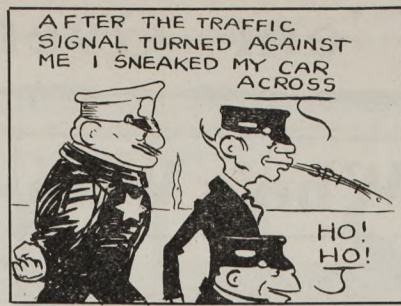
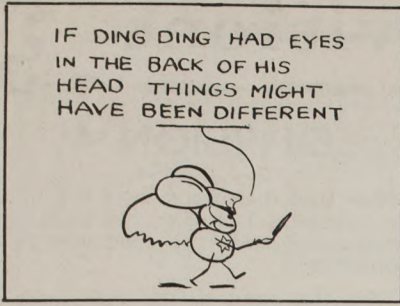
Tuesday, June 2	10:00 A.M.
Wednesday, June 3	10:00 A.M.-8 P.M.
Thursday, June 4	10:00 A.M.-8 P.M.
Friday, June 5	10:00 A.M.
Saturday, June 6	2:00 P.M.

NOT A SLOUCH

They were talking about inventions. "The man who invented the flyin' machine was a great genius," said Pat. "Hi think wireless is the greatest invention," said 'Arry. "Vell," said Ignatz, "the fellow that invented interest was no slouch."

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

For Motr. B. H. Hellman, Div. 4
Los Angeles Railway.
Gentlemen,
I want to put in a good word for Motorman 1493, on the Pico line. Twice lately he stopped the bus by ringing his bell very hard, or I should have had to wait 40 minutes for another bus.
Yours sincerely,
Mrs. H. T. Daltn,
1603 South Orange Grove Ave.

For Condr. W. G. Gerrie, Div. 1
Los Angeles Railway.
Gentlemen,
Having been informed that you like letters of appreciation for good service by conductors and not always finding it, I wish to tell of the conductor on the West Ninth Street car No. 876, which took the passengers from the Santa Fe depot yesterday at about 5:50 P.M. Think the train was about 10 minutes late as the time of arrival is 5:40. The conductor was so alert, prompt in reply to questions and clear in calling the streets that, I thought he rendered very good service.
Yours truly,
Alexander Spencer,
2317 West Boulevard

For Condr. O. E. Splitter, Div. 5
Los Angeles Railway.
Gentlemen,
Just a card of appreciation of courtesy. I was on an Eagle Rock City car last week and inquired of Conductor 1332 the car I should transfer to in order to reach a certain point. I was much pleased at the interest he took and trouble he went to in order to advise me in the best manner which car would take me to the nearest to my destination. I hope he may get credit and be encouraged in his courtesy.
Mrs. A. L. Wilson,
3304 Pepper Ave.

For Condr. H. W. Corneth, Div. 3
Los Angeles Railway.
Gentlemen,
I am only a tourist here, but please allow me to commend one of your conductors. On December 16th I was on the West Adams line, Hill Street, late in the evening. The weather was extremely cold, it was raining and the car was packed. In as much as Conductor 2522 was polite, pleasant and untroubled. I think the incident is worth mentioning.
Yours sincerely,
Nellie Lloyd,
Denver, Colorado.

For Condr. W. C. Hodgdon, Div. 2
Los Angeles Railway.
Gentlemen,
This is to certify that Conductor 2926, of the "U" car line, rendered very kindly assistance to an elderly lady on Christmas evening and I wish to show my appreciation of same.
Louise J. Oatman,
1661 West Adams St.

Association Reports Sick Men Improving

The Co-operative Association reports that Motorman G. L. Daniels, of Division One, who has been with the company for six years is recovering at the General Hospital from a major operation in which a piece of his shin bone was grafted into his backbone and other tricks played behind his back, as it were. Two of the flagmen, who are veterans of war service, F. E. Brown, and E. J. Eden are at the Soldier's Home Hospital at Sawtelle and are improving nicely.

L. A. Bowling Team Dons Foxy New Uniform Shirts



The principal reason for printing this picture of the Los Angeles Railway bowling team is to show the nice, clean, white shirts the boys are wearing as some of the faces have been seen in print before. The pin smashers play in a house league at the Pico Alleys in the basement of the Braun Building, Pico and Main. In addition to seeking local honors, F. R. Hoffman and A. J. Monteverde will compete in the Pacific Bowling Congress at San Francisco the week of May 11. Members of the team are, left to right: F. R. Hoffman, H. B. Goodwin, A. B. Hughes, R. T. Monteverde, A. J. Monteverde.

On The Back End (Contributed)

Not that I am slow—but a fellow lost two years of time on my car the other day—two calendars.

ON A PICO CAR
Lady: Conductor, I want off at Arapahoe.
Conductor: We don't stop there, lady, we stop at Magnolia.
Lady: Well, I don't see why you don't stop there, it's a bigger street than Magnolia.

A sign on Temple St. reads—
For sale Dodge auto, good condition in rear.

Dorothy—I've looked all through this Mother Goose book, but I can't find that poem about "Little Bo-Peep Has Lost Her Sheik."—
Life.

"Where are you going, son?"
"Going to the circus, father."
"Where did you get the money?"
"Mother gave me a quarter for telling her that I saw you kissing the maid."

"Here's half a dollar, son; go back and tell her what an awful liar you are."—M. I. T. Voo Doo.

Three Reasons Why Div. 3 Men Hustle

Herewith we depict three reasons why pay day is an important event at Division Three.



First, we introduce Annie Cimmino, 20 months' old and daughter of Motorman Frank Cimmino, who in his younger days was known as "Kelly."



And here is Mildred Irene Workman, four-year old daughter of Motorman R. L. Workman. The big hat supplies Western atmosphere which is appropriate when on her pony at

she goes riding the ranch of relatives near Hemet.



The youngest of the trio who has already learned the value of a smile is Dorothy Hildreth Workman, the youngest of the family who feels the full dignity of her six months busy existence.

April Complaints Five Below Total For March

A DROP of 14 in the "fare and transfer trouble" classification results in a reduction of five complaints below the March total, according to figures compiled by the transportation department. A total of 135 complaints were received as against 140 for March. Discourtesy complaints showed an

Classification	Mar.	Apr.	Loss or Gain
Discourtesy	33	46	+13
Fare and Transfer Trouble	49	35	-14
Starting Too Soon	2	6	+4
Passing Up Passengers	8	7	-1
Carrying Passengers Past Stop	11	6	-5
Dangerous Operation	6	10	+4
Short Change	1	3	+2
Miscellaneous	30	22	-8
Total	140	135	-5
Commendations	50	43	-7

Bill Bourland Boiling
William C. Bourland, traffic checker of the schedule department went to Murietta Hot Springs, Sunday, May 2, and will be there for two or three weeks to benefit his health.

"You're a lawyer, aren't you, Uncle George?"
"Yes, Bobbie, I am! Why?"
"Well, you see, I'm afraid ma is going to ask me who took the jam, and I want your advice before I answer."
—London Daily Mirror.

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

Well qualified: Motorman Eastman recently applied for a position with the L. A. Pretzel Company. When asked why he thought he was qualified for this position he replied, "Well, I am a motorman on the 'D' line, and I ride to and from work on the 'C' line, so being used to making so many curves I ought to turn out some good pretzels."

Nerve: A crowded street car, a boy sitting down trying to flirt with a girl standing up.

A certain crew on the "R" line had an accident the other day and out of thirty passengers on the car they got twenty-seven witnesses. If these boys can do that, why can't you?

Get more witnesses.

Motorman A. Light is the latest victim of the "Irish Bob" craze. He says this style works fine as you can run the cooties out in the open space and then attack them.

Conductor C. J. Groth took the wife and kiddies down to the beach to spend the day. Along about noon they felt the pangs of hunger creeping on them and so to a hot dog stand to indulge in a bit of that choice morsel and a drink of pop or two. Daddy Groth had it all figured out just how much the bill was going to be, but when said bill was presented it was 45c more than he thought it would be. He asked how come and was informed that on account of a raise in the price of ammonia, which is used in the manufacture of ice, which is used to cool off the pop, therefore they had to charge more for the pop. Groth did swallow this story, hook, line and sinker as the saying goes, and so went home quite content.

Motorman J. H. Schrader rushed in the barn screaming give me two conductors quick! I am past due out long ago. After being cooled down by a dash of water in the face he was informed by the clerk that it would be just one more hour before his run was due out. Most sheepishly did J. H. retire to the bench, where he engaged in a radical game of pinochle with his English brothers.

DIVISION 2

H. T. Hansen

Motorman O. C. Milton on leave visiting relatives in the east.

Motorman F. C. Wright was married recently to some young lady from Phoenix, Arizona. We regret to state that we do not know the young bride's maiden name. The smokes were fine. Thanks!

All you boys who are interested in Motorman Jake Haynes, will be glad to know that he is coming along good. That is, as good as can be expected under the circumstances. We are taking up a collection to help out Haynes, and if you feel that you can spare a little change for this very deserving case, just see H. T. Hansen, or the clerks at the window.

Conductor E. A. Moxley, has secured a ten-day leave to drive up and try fishing around Bishop, Calif.

A woman and a boy boarded the street car, and the woman handed the conductor a single fare. "You will have to pay for that boy, madam," said the conductor. "Well, I guess I won't, answered the lady, I never paid for him before, and I won't pay now."

"How old is he?" asked the conductor. "How should I know?" answered the woman, "I never saw him before."

A trusty at a prison farm drove the foreman into town one day to make a few purchases. The shop was very crowded and the foreman stepped to the door and told the trusty that he

Who's Who



J. A. WEATHERS was a motorman on one of the busy little electric cars used in the coal industry up to 1923 when he heard the call of the West and came to California and just naturally gravitated into a motorman's job at Division Four where he is hitting the ball today. He started with the company in October, 1923.

BUS DIVISION

Elmer Wood

A near riot was staged at the Bus Division when B. F. Rogers mistook the janitor's water pail for a cuspidor and spit in it. Well, it looked like a referee would be needed, but Rogers convinced "Dad," it was only a mistake.

Father: Do you think silk stockings are necessary?

Daughter: Why certainly up to a certain point.

Boys: On Bus No. 802 there is an extra switch which controls an electric gasoline pump which is used in place of a vacuum tank, keep this switch on (out) all the time.

John Doerr has been on a 15-day leave, and will be back about Friday.

C. W. Lewis took 30 days to rest up. Some of which he spent at the shore picking sea shells.

A second trip was made by the boys of the bus division to the Moreland plant in Burbank.

The girls in the office of the Moreland Company served coffee and sandwiches, also strawberry pie, (some pie too) to the men. On a previous date the men of the Los Angeles Motor Bus were given the same opportunity. Anyway, getting down to brass tacks, the girls were asked to decide which of the two bunches were the "best looking," and they picked out the Los Angeles Railway. Hurrah for our side.

The difference between a balloon tire and a fat man seems to be that the tire is only partly inflated.

It's often said, "What was the matter with those jokes I sent you." Well some of them I've seen before, the rest I haven't seen yet.

would have some time to wait. The trusty with a slight grin replied, "That's all right, don't hurry, I've got twenty years.

Conductor W. W. McFall resigned to engage in farming somewhere in the middle west.

Motorman J. T. Lewis resigned to try other work.

Any one having reliable information regarding a shake-up on the "S" line—notify Conductor F. S. Holland and Motorman S. R. Dickson.

DIVISION 3

Dan Hanley

This week's column will be made up of some stirring passages gathered from an old cook book.

Conductor Olexo's wife at the Butcher Shop—Please give me some lard.

Butcher—Pail?

Mrs. Olexo—"Oh my, I did not know it came in different shades."

I'm in favor of balloon trousers, remarked Motorman Stevens because you can take them off with your shoes on.

What care we if the sun don't shine, We travel all day and don't pay a dime.

We're all a jolly bunch and our work is fine,

For we love to run on the Brooklyn line.

Whatdoyoumean, sign at our restaurant. Golden Puree Soup; 18 carrot fine.

Lady to traffic man at 7th and Spring Sts.—How do I get to L. A. High?

Traffic Man—Aw get the "L" on Broadway.

Lady—Sir, I shall report you.

Heard at the Restaurant—Give me two in the water easy, must be eggs and have one fresh.

Motorman Neal and the strife and worry *mo'ored*, he has a Chevrolet, to Virginia City, we don't just know where this place is, but Neal swears that it is in the State of California and near Watts, last Thursday night for a big dance. Mrs. Neal said she never knew Henry threw such a wicked hoof. For fancy dancing lessons see Motorman Neal by appointment. Black coffee served with each lesson.

Conductor Butts to Conductor Moore—"Did you give Harry your order?"

Conductor Moore—"Yes, but I think he is keeping it for a souvenir."

Motorman Arnold took his girl out to Bimini the other night and asked her if she could swim. No, she answered, but I sure can wade.

"We have a beautiful home," remarked Conductor Hollander's wife to me the other day, and we call it "The Court." Where did you get that name, I asked. "Because all the furniture is on trial," replied Mrs. Hollander.

Motorman Cimmino to Company Doctor—Please vaccinate me.

Doctor—Roll up your sleeve.

Motorman Cimmino—I use my arms to operate the car.

Doctor—Then I will have to vaccinate you on the leg.

Motorman Cimmino—But I must walk.

Doctor—Then take off your hat.

Woman fainted at intersection in auto, reads headline in paper. Someone probably gave her the right of way.

They had boys week here a short time ago and had them act as Mayor, Councilmen, Policemen, and most every kind of a job, but you did not see any operating the front end of a street car. That's a man's job.

My fountain pen needs filling, so I think I'll step down to the post office.

DIVISION 5

F. J. Mason

Poor old Rufus Farmer has more trouble with his pipes than some of us single fellows have with our women. He celebrated his 53rd birthday last week and Mrs. Rufus bought him a dandy meerschaum. He smoked it for a day but had to revert to the old furnace, the one that raises Cain if it's able and we all know that it's very,

DIVISION 4

C. J. Knittle

Now that the existence of the L. A. Ry. orchestra is known, we might go further and state the conductor is a motorman.

"See that man sitting over there?" said Conductor Bill Taddy, "He's a sculptor."

"But he only has one arm!" exploded the trainman.

"Sure," answered Bill, "he holds the chisel in his mouth and hits himself in the back of the head."

Conductor S. T. Cooper of "C" line was breaking in a student and had sent him forward to tell a certain fat woman to "take that big hat off the seat and hold it in her lap."

A moment later he returned and asked, "What'll I do now? She says she ain't got no lap."

It was Election Day. "Ye scribe" arrived home weary and hungry.

"Hon," said Mrs. Scribe, "the grocery store was closed all day and—"

"I suppose I don't get any dinner," he cut in—feigning anger.

"No, honey," she gurgled, "the confectionery was open, and I've made you some nourishing jelly bean soup."

Policeman C. R. Long, formerly a Division Four conductor, was patrolling his beat the other night when a sour faced woman called him from across the way.

"I want to report the young lady next door, officer," she stated, "she continually neglects to pull down her shade when undressing."

"Very well, madam," answered Long, "I'll be glad to look into the matter."

Motorman Knudson was fuelling up in the Greasy Spoon last Thursday and paused to inform the waiter there was a splinter in his cottage cheese.

"Well what do you want?" yelled the hasher, "the whole cottage?"

Adios!

very able. Giving Rufus a meerschaum is like handing a raspberry to an elephant.

Conductor Mike Phelps's car had a collision with a Ford coupe driven by a lady. Mike climbed into the coupe to obtain the lady's name, etc., and when he tried to get out he couldn't get the door open.

Ford Coupes are just like women, Mike; you never can tell what they are going to do next, and if you'll take the advice of one who knows, you'll remain on the outside. You ought to know better anyway than to climb into a machine with a strange woman.

Red—"Writing another yellow boy, Bill?"

Bill—"Naw—a book entitled "Up-set Slumbers."

Single Conductor—"Things are surely moving fast these days. First thing you know somebody will invent a machine where you just drop a nickel in the slot and get yourself a wife."

Married Conductor—"Boy, they can't move too fast for me. I am waiting for somebody to invent a machine where I can put my wife in the slot and get a nickel."

"Andy," of the Instruction Dept., was riding with Motorman Schuetz on the "M" line and wanted to give one of our new motormen the onceover. They were going south and "Andy" didn't think he would have time to catch him leaving Manchester, so decided to get off at 84th Street and catch him going north. Schuetz, on his return trip, picked up "Andy" at 84th Street, and asked him how come he didn't get his man. He said "Why the blankety-blank-blank fool dropped his blankety-blank-blank sign and passed me up like a poker player would white chips."