

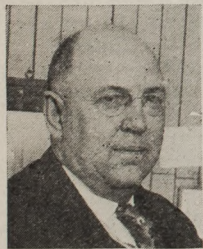
# 199 Extras To Run Shrine Week

## PROMPT CALL ORDERED TO CUT DELAY

By R. A. PIERSON

### Supervisor of the Merit System

There seems to be some mis-understanding in regard to the rule about reporting accidents and delays. There is an increase in the number of cases where the crew fail to call the emergency supervisor and give this information. A part of this mis-understanding may have been caused when the name "dispatcher" was omitted in the last rule book and these men were officially called "Emergency Supervisors."



The rule states that where a car is delayed five minutes conductor must report this to the emergency supervisor (who is the dispatcher). This is required so that adjustments can be made to take care of the delay and maintain regular service.

### Emergency Equipment Ready

If this information is given to the dispatcher he immediately sends the emergency auto truck that the blockade may be cleared as quickly as possible. He also notifies the supervisor in the district affected that he may make the necessary adjustment of his line to cover up the long headway caused by the delay. We have an emergency auto truck which is used for the express purpose of clearing up blockades, thereby eliminating the service delay as much as possible.

### Service Must Be Regular

The first question asked the new men when entering the service, in the written examination, and which also will be asked in the questionnaire that will be given to all trainmen in the near future, is "What are the three fundamental principles in good street car operation?" One of these three principles is "regularity of service." This, of course, cannot be accomplished when tracks are blocked and service tied up, regardless of the cause,

(Continued on Page 2, Cols 1)

## Every Trainman Expected To Attend Division Smoker

EVERY man who is not on sick leave, is expected to attend one of the smoker meetings to be held at the divisions beginning May 19 and continuing until May 28. The meetings are called to present the plans of the company for service during Shrine convention week next month when the huge crowds will present a test of transportation.

The company orchestra will play and cigars will be provided at each meeting. Attendance records will be kept. The meetings will be held at 10 A.M., 2 P.M. and 8 P.M. on the following schedule: Division One, May 20; Division Two, May 22; Division Three, May 26; Division Four, May 19; Division Five, May 28.

## Uniform Brushed Three Times Daily Avoids Cleaners Bill

THE way to keep a uniform clean is to keep it from getting soiled. This rather trite advice is given by Motorman E. A. Hilty, Division Five, and he has proven the theory to his own satisfaction and economy. Motorman Hilty visited the uniform department last Tuesday to order a new outfit for Shrine Convention week and invited "Curley" Beers, foreman of the department to guess the age of the uniform he was wearing. The correct answer was sixteen months, but everyone agreed that the uniform looked no more than eight months old, due to the excellent care that it had been given.



Mtr. E. A. Hilty

During the sixteen months that Motorman Hilty has worn his uniform, and he has worked steadily, it has never been to a cleaning shop because the owner has consistently followed his plan of keeping his uniform clean by not letting it get dirty. He brushes the suit well three times a day, and if he gets any grease or oil on it he removes it with cleaning fluid at the first opportunity. A pressing once a month is the only expense the uniform has necessitated in sixteen months and it is still in good condition.

Any trainman who will take reasonable care of his uniform can add to its life and appearance and save himself considerable money by using ordinary judgment, according to Hilty. "Rough-housing around the division waiting rooms results in a lot of damage to uniform that can easily be avoided," he says.

## Mrs. Maloney Off To Startle Stanbough

Mrs. Pat Maloney, the little ray of Swedish sunshine who has smiled at the auditing department for many months left for the metropolis of Stanbough, Michigan, last Thursday. Mrs. Maloney is the daughter of Motorman Livisay of Division Three.

She was married a few months ago, her husband being in the United States Naval Service, but he has since completed his term of enlistment and will build the proverbial rose-covered bungalow in his home town in Michigan.

## Special Cars Run To Glendale Junction

Seven special cars are provided to carry passengers from Glendale Junction to the downtown business district of Los Angeles during the morning rush hour. The first car leaves the junction at 6:10 A.M. and the others at thirty-minute intervals until 9:10 A.M. This will relieve the heavy loads on the "E" line.

These seven cars are diverted from line "L" and run over the regular line "E" route to the downtown district then fit into the line "L" again at Eleventh and Broadway. This service was established Friday and is provided daily except Sunday.

## PLAN SET TO TRANSPORT THOUSANDS TO PARK

During Shrine convention week 199 extra cars will be operated to the Coliseum to carry passengers from all parts of the city to the central point at which the public demonstrations in connection with the conclave will be staged. Direct cars to the Coliseum will run over the following downtown streets: Main, Spring, Broadway, Hill, Fifth and Seventh Streets. Large canvas banners with the words "Direct to the Coliseum" will be displayed across the front of the cars.

A large part of the special service to the Exposition Park Coliseum will be provided by routing morning rush-hour cars, which ordinarily pull into a car house, through the downtown district over the regular route to a point where they can be diverted to the Coliseum. Arrangements will be made to place the banners on these cars as they leave the terminal on the last inbound trip over their established routes.

### Divert to Park

As an example, the line "P" cars which ordinarily finish their last inbound trip from Pico Street at Fourth and Broadway and return to the carhouse via Spring and Eleventh, will be equipped with banners as they leave the Pico Street terminal on the last "in" trip and will run to Exposition Park from the downtown district via Spring, Eleventh and Grand avenue. A similar system will be followed with the night cars which will carry the crowds to the Coliseum to view the wonderful electrical parades.

Cars on lines "M", "F", "E", "U," and "V" which pass Exposition Park on their regular runs will carry the canvas "Direct to Coliseum" signs all day.

### Loaders at Park

Every available loader will be on duty for the break-up of the demonstrations to direct the crowds to the right cars and dispatch them with as little as possible delay.

The details of how this general plan will be carried out, will be explained at the division smokers so it is essential that every trainman who is not on sick list attend one of the meetings.

## Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

### "Call The Dispatcher"

"Call the Dispatcher."

This is the safest rule for trainmen to follow when the slightest delay develops during service. With cars scheduled at intervals of only a few seconds on the busy lines where the passengers will average nearly 100 to the car, a very slight delay soon disrupts a line and inconveniences hundreds of people.

Expecting the unexpected is an important part of street railway business. If there were no blockades and no accidents the system might be run without dispatchers and supervisors but it must be recognized that accidents are bound to occur, regardless of whom is to blame, and that immediate action is necessary to prevent lengthy delays. Years of experience have shown the fastest procedure in cutting down the delay created by an emergency when notice is received by the dispatcher.

Straightening out delays and blockades is a work that is handled by specialists. The main responsibility on the part of a trainman is to give an immediate telephone report and the safest rule is, "When in doubt, call the dispatcher."

### The Value of a Library

A RECENT survey made by Everett R. Perry, Librarian, shows that twenty-five sections of Los Angeles are without adequate library service. Appeals made to the Library Board from residents of these sections have resulted in the proposal to issue \$500,000 worth of library bonds. Proposition No. 2 on the June 2 ballot enables voters to register approval of the plan to erect more branches.

It is pointed out on behalf of the branch library proposition that this city has ten less branches than has Cleveland whereas the area of Los Angeles is seven times that of Cleveland, and the population 200,000 greater. The estimated cost of the proposed \$500,000 bond issue is less than ten cents to the average property owner in Los Angeles. According to the Library Board, no bond issue will be requested to finish the new Central Library building.

"A branch library is in reality an informal university," Mr. Perry said. "We believe that a man's judgment is no better than his knowledge. That is why we emphasize the educational work of the library. It is our job to help the man who has his eye on a better position and more pay. The more branch libraries we have, the better we can do that."

### Prompt Use of Telephone Necessary To Avoid Delay

(Continued from Page 1, Col. 1)

and the only way to cut the delay down to the minimum is for the first conductor, when he arrives on the scene of a blockade of this kind, to give the information to the dispatcher as quickly as possible in order that he may get the supervisor and emergency truck on the job at once.

#### Delays Avoidable

Recently there was a twenty-two minute delay on Line "S," north bound, on San Pedro, and during this time there was possibly seven or eight cars in the blockade. Information was not given to the dispatcher until the tracks were clear, consequently no supervisor or emergency auto truck was on the job. The first car in this blockade, going through town with his regular headway, plus the additional 22 minutes delay, with six or eight cars immediately following, is a poor representation of "regularity of service," and practically the entire delay can be attributed to the first conductor in the blockade not following the rules, as this could have easily been cleared by the crew of the emergency truck in a very few minutes.

#### Cars Turned Back

It was necessary to turn a part of these cars at Sixth and Vermont and Third and Western Avenue in order to get them back on time, which of course does not take care of the passengers beyond Third and Western.

However, the supervisor in charge deserves credit for catching pull-in cars from other lines, sending them to the west terminal to take care of the situation after he received belated notice of the delay. The neglect of duty by the first conductor in the blockade was directly the cause of an unnecessary delay, discommodating a number of passengers, and causing four of his fellow-employees to work over time.

#### Pay Calls Refunded

When it is necessary to report any trouble of any nature to the emergency supervisor, or dispatcher, where pay telephone is used, a refund will be made on miscellaneous report. We have the emergency auto equipment, the company pays for the use of the telephones, so with your co-operation in calling the dispatcher—Metropolitan 4629 or Tucker 6472 (the latter number is preferred)—I am sure we will be able to eliminate a great deal of the unnecessary delay which we are continually having at the present time.

#### HUBBY'S PART

"You admit you heard the quarrel between the defendant and his wife?"  
 "Yes, sir, I do," said the witness.  
 "Tell the Court what the husband seemed to be doing."  
 "He seemed to be doing the listening."

## BULLETINS

Issued May 18, 1925

#### BULLETIN NO. 73 Notice to Conductors

Fireman's Pass Book No. 21622, issued to Bayard H. Evans, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

#### BULLETIN NO. 74 Notice to Conductors

The following passes are reported lost: 864, issued to L. J. Robinson, Janitor, Division No. 4.

2621, issued to Hallie King, Regular Car Cleaner, Mechanical Dept.

3313, issued to Mrs. Ruth Driggs, wife of W. A. Driggs, Transfer Clerk.

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

#### BULLETIN NO. 75 Notice to Trainmen

Some misunderstanding seems to exist regarding the flagging of two-car trains over the Santa Fe Crossings at the west end of the Seventh Street Bridge.

It is necessary for a motorman to get a signal from each flagman, obtaining the signal from the flagman on the nearest crossing first and then from the flagman on the second crossing before proceeding.

A signal from the first flagman only is not sufficient.

#### BULLETIN NO. 76 Notice to Trainmen

The practice of throwing papers, transfers or transfer stubs in the pockets of drop windows on Safety Cars and the newer types of two-man cars must be discontinued at once.

*P. B. Hill*  
Superintendent of Operation.

### Here's The Story Orchestra Will Tell



As many of the trainmen may wonder what selections the company orchestra is playing when they attend the division smokers, C. J. Knittle, Division Four's scribe and one of the violinists of the orchestra has arranged the following little story built around the names of the selections to be played.

"I've found my sweetheart, Sally," chirped *Nee Wah*, the boy wonder, "She was having *Tea for Two* with a *Poet and Peasant* in a roadhouse *On the Way to Monterey*."

"Ah ah!" I cried, "you've been *Cheatin' on Me!*"

"Oh, *Heinrich!*" she gushed, "He is my cousin who came from *Arizona—In Command of the Sons of Australia* on the *NC4*."

"But why did you leave me *All Alone?*" I asked.

"To see if you would *Keep smiling at Troubles*," she answered.

"*Show me the way*," says I and there 'neath the *Moonlight and Roses* she danced the *Grand Valse Brilliant* till *Morning. Ain't my Baby grand?*

#### Panthers Make 'Em Pant

The L. A. Panthers baseball team, composed largely of colored boys who work at the South Park shops, won their last game by puncturing the General Tire team with a 3 to 0 score. A good game of baseball was played by the winners, only two errors being made.

## CALIF. ELECTRIC RY. MEN TO MEET HERE

The next meeting of the superintendents committee and the public relations committee of the California Electric Railway Association will be held in Los Angeles in November. The invitation to meet here was extended by George B. Anderson, manager of transportation, at the meeting in Sacramento, May 8 and 9.

The meetings of superintendents of California Electric Railways are held semi-annually. R. B. Hill, superintendent of operation, is chairman of the program committee this year.

At the Sacramento meeting talks were made by Mr. Anderson on traffic congestion relief and by F. Van Vranken, manager of the Bus Division and the Los Angeles Motorbus Company, on bus operation practices. The talk included some highly interesting figures on tire mileage and other subjects which are engaging the attention of the transportation companies interested in automotive service.

Those who attended from Los Angeles were: Mr. Anderson, Mr. Van Vranken, Mr. Hill, C. V. Means and J. G. Jeffery.

### Wilshire Bus Line Will Be Extended

The Wilshire Boulevard bus line will be extended from the present terminal at Wilshire and La Brea to Wilshire and Fairfax, following action by the board of public utilities last Tuesday in approving the application of the Los Angeles Railway for permission to give this additional service. Alternate busses will run to Fairfax and an extra five-cent fare will be charged. The other busses will loop via La Brea, Country Club Drive and Detroit Avenue. Practically all the service on Wilshire Boulevard will be given by double-deck busses. The new schedule is expected to be established before the end of the month.

Auto Demonstrator (who had been trying for three hours to sell the car): "Now I will throw in the clutch."  
 Uncle Eben: "I'll taker her then. I knew if I held off long enough ye'd give me something to boot, b'gosh!"

### Move Made for Bus On Florence Avenue

The next bus line to be established by the Los Angeles Railway is expected to be on Florence Avenue from Moneta to Huntington Park.

As the territory from Moneta to Central Avenue on Florence is in the city of Los Angeles a permit will be requested from the board of public utilities. The state railroad commission has acted favorably on the application for permission to render this service. Service is proposed on Florence Avenue from Moneta to Pacific Boulevard and on Pacific Boulevard as far north as Zoe Street. The starting date of this service will depend upon the repairing of a part of Florence Avenue.

#### NO TRESPASSING

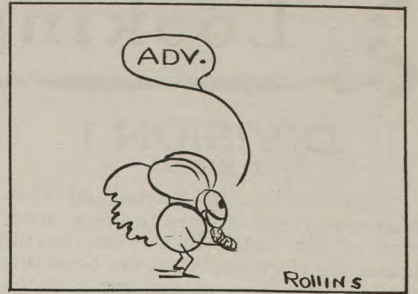
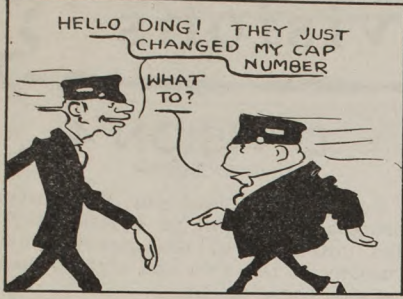
The wife and daughter of Colonel Berry, camp commander, came to the gate after taps and demanded admission. The sentry objected.

"But, my dear man, you don't understand," expostulated the older woman. "We are the Berry's."

"I don't care if you're the cat's whiskers," retorted the sentry. "You can't get in at this hour."

# Conductor Ding and Motorman Ding Ding

By Rollins



## Bouquets And Things (Hand Picked)

For Condr. A. J. Hathwell, Div. 1  
For Motr. W. E. Shoenbaum, Div. 2  
Los Angeles Railway.  
Gentlemen:

I am indeed pleased to report to you Motorman 337 on the West 6th Street line, as being a man who is an asset to any corporation. While waiting on the crowded corner of 6th and Rampart it was almost impossible for me to get to the car and I held up my hand. Motorman 337 held the car for a few seconds until I reached the same.

Very truly yours,  
R. S. MIESSE,  
429 I. W. Hellman Bldg.

For Condr. S. L. Anderson, Div. 2  
Los Angeles Railway.  
Gentlemen:

I wish to express gratitude for kindly conduct and courteous manner shown me while without change I boarded a "V" car. One, S. L. Anderson, 2292, proffered the much needed half dime, which carried me to my destination.

Being very tired and having but a \$10.00 bill upon my person, which I had tried at that hour many times to get changed without success.

Most sincerely,  
MRS. J. E. HURST,  
1238 South New Hampshire.

For Motr. W. H. Vogt, Div. 2  
Los Angeles Railway.  
Gentlemen:

I want to tell you how much I appreciate the fact that Motorman 937 on the "U" line stopped for me this morning when he saw me running for the car, at 28th Street.

Very respectfully,  
DR. CHARES A. CALE,  
516 O. T. Johnson Building,  
Fourth and Broadway.

For Motr. L. C. Murphy, Div. 3  
Los Angeles Railway.  
Gentlemen:

I desire to call your attention to an incident that took place on Hill Street near Fourth today. Your conductor, 1412, on the "A" line—car 561—picked up an elderly lady who was crippled and afraid and carried her from the car to the sidewalk, tipped his hat, attracted the crossing policeman's attention of her plight and went about his business as if he were doing these things hundreds of times a day.

Respectfully,  
L. A. MARYETT,  
1025 West 78th St.

For Condr. L. Jurick, Div. 3  
Los Angeles Railway.  
Gentlemen:

To report extreme courtesy shown by Conductor 2086 to two aged matrons—patrons of your "M" line. It was so gracious and unlooked for that, I feel it my duty to report same.

Cordially,  
MRS. ALDEN BRALEY,  
988 Fedora.

For Condr. L. B. Evans, Div. 1  
Los Angeles Railway.  
Gentlemen:

Please forward the enclosed 5 cents to conductor 2832, on the "J" line, who loaned it to me in payment of fare.

Also please attach to his efficiency record credits for his kindness and consideration.

Yours very truly,  
MRS. J. W. HILL.

## L. A. RAILWAY A LEADER IN MOTORBUS OPERATION



WITH 32 single deck buses and 12 double deckers in service and three more of the latter type scheduled for delivery within a few days, the Los Angeles Railway is taking a leading place among the electric railways of the country that have entered the automotive transportation field. Including the buses operated by the Los Angeles Motorbus Company, this city rates fourth in number of buses used. Los Angeles is exceeded only by New York, Chicago and Detroit.

The picture above was taken early

Sunday morning before many of the buses had been dispatched to their lines. The brick building in the background is the garage at the Sixteenth and San Pedro yards which was constructed specially for the accommodation of buses.

The three new double deckers that are scheduled for delivery, are products of the Moreland plant. The other double deckers are Fageols.

Most of the single deckers are Fageols and the remainder are Morelands, Whites and Reos.

## APRIL ACCIDENT WITNESS AVERAGE SHOWS NEW GAIN

THE onward movement for bigger and better witness lists to accompany accident reports went to a new mark last month when an average of 5.62 witnesses per accident were procured for the 1,575 accidents or near accidents requiring reports. Every division was well over the desired aver-

age of five witnesses and Division Four continued to set the pace with an average of 6.15.

Division One made a particular improvement, showing an average of 5.56 witnesses per accident.

The monthly summary is as follows:

Division	Number of Accidents	Number of Wit. Cards.	Average Witness Cards per Accident
1	286	1593	5.56
2	412	2195	5.32
3	351	1990	5.66
4	290	1784	6.15
5	236	1293	5.47
Total	1575	8855	5.62

## DIVISION HEADS FINISH SERIES OF CONFERENCES

THE last of the series of educational meetings for the division superintendents in which one of the division heads has discussed some detailed phase of executive work, was held last Thursday in the lecture room of the instruction department. Owing to the division smokers being scheduled for

the next two weeks and the Shrine convention coming in the third week, the meetings of superintendents will be discontinued until the middle of June when they will be resumed for discussion of new subjects.

Last Thursday Superintendent Williams of Division One addressed the

## On The Back End (Contributed)

Last Tuesday we were askin' Conductor Christ where he got his awful cold and he said: "It's not a cold, it's hay fever. I got it dancing with a grass widow last night."

You can take our word for it—  
A woman hurried into a hardware store at Third and Main and said, "Gimmie one of them rat traps and be quick about it. I want to catch that 'F' car."

The motorman who gets peeved when he gets a short bell to stop is the same guy that orders roast beef and when it's just about ready, wants it changed to a T-bone steak.

The conductor who gets peeved when asked what street his car goes down, is the same guy that goes into a restaurant, sees every pie before him, and asks "What kind of pie you got?"

Foreman J. A. Madigan has decided to build a trunk on the back of his Ford sedan. He has avowed his intentions of visiting Tia Juana on his vacation. Madigan has come to the conclusion that he needs spiritual guidance and that trunk would come in handy in packing it around.

"Shorty" Cormier has changed his feeding place from the Railway lunch to the Owl, reason for change unknown. It could have been any number of things such as shortage of butter, nullification of credit standing, or perhaps the resignation of a certain waitress. Who knows? Aha, 'tis a secret, says "Shorty." And a secret it is.

Motorman made out accident report which read: "I stopped suddenly and conductor fell off stool."

### OR MORGUE

"What can be done with the by-products of gasoline?" asks a contemporary. Usually, they are taken to the nearest hospital.—The Humorist (London).

Little Boy (on train): "Mother, what was that last station?"

Mother: "I don't know."

Little Boy: "You don't know the name?"

Mother: "No, and what's more, I want you to stop bothering me. Be quiet for fifteen minutes."

Little Boy (after interval): "Mother, ask the porter. I dropped your purse out the window at that last stop."

meeting on the most efficient means of handling an extra list.

Dan Healy, chief instructor, spoke on methods of training new men and advocated the use of the decentralized plan by which instructors would be placed at the five divisions.

# Looking 'em Over at the Divisions

## DIVISION 1

D. B. Kohl

Motorman O. A. Goetz and Conductor E. B. Adams are the new members of the "Irish Bob" Club, having taken the third degree some time this week. This is a secret organization and the members only expose their identification when they tip their hats to the ladies.

Condr. H. I. Frey was suddenly called east on account of the death of his mother. The boys extend their sympathy to him in his sorrow.

Motorman N. J. Tiss and Motorman B. C. Byrd both took a short leave of absence to take a little vacation around town and up in the mountains.

Motorman S. G. Walker and Condr. C. M. Braem both took a short leave of absence to visit their parents in the East, to return by the time the Shrine Convention starts.

It has been reported that Conductor J. M. Walker, an ex-motorman, became so confused while out riding in a Ford coupe with three ladies, that he tried to beat a "J" car to the crossing by going around the left hand side. Fortunately he got stuck and had to back up about a half a block and let the car in ahead of him. We don't know whether to lay this to the close quarters he was occupying at the time or whether he had other things to look at besides where he was going.

Motorman C. N. Reddick wishes to announce through this column that he deeply appreciated the generosity of his many friends and otherwise who contributed to a fund which was used to buy his breakfast on a certain rainy morning not so long ago. Reddick says of course he had the price of eats and all that, but he just wanted to see how it felt to gather up a few nickels. If he is so fond of gathering nickels he should change over to the back end.

Anyone caring for some fresh vegetables just call on Motorman F. H. Barry or Supervisor Goddard and they will be glad to share with you the crate of vegetables they found out on West Third street. They especially would like to get rid of some choice lettuce leaves so if you have some rabbits or goats, bring them around.

## DIVISION 2

H. T. Hansen

Motorman F. W. Bishop, who recently had a severe spell of asthma, was back here to pay us a visit, after a two months' absence. He has secured an extension to his sick leave, and returned to his home in Phoenix, Arizona.

Motorman B. M. Ihrig has secured a week's leave for the purpose of resting up.

Conductor C. R. Wilkins is breaking in as extra stenographer.

Conductor J. W. Parker has taken three weeks off to build a house.

Motorman W. F. Heil and C. D. Preskitt have secured temporary positions as flagmen.

There was once a driver named Morning,

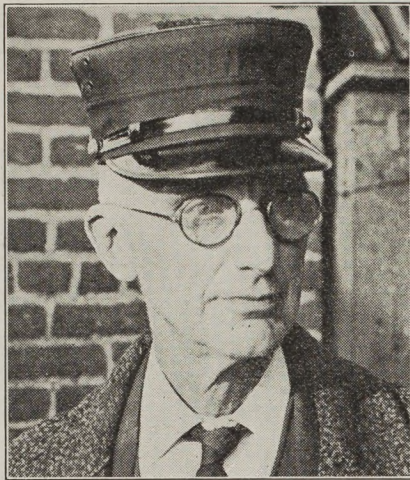
Who refused to heed any warning.  
He drove on the track,  
Without looking back.  
Now they're mourning for Morning  
this morning.

Overheard at division office window: Motorman reporting after missing his run: "I'm here, Clark!"

Clark: "What made you late?"

Motorman: "Oh I was riding to

## Who's Who



IN THE last seven years Conductor L. C. Welch of Division Two has made excellent progress in the big job of remembering to place his punch mark on his daily report card. Superintendent T. Y. Dicky of Division Two is confident that another seven years will enable Mr. Welch to eliminate this shortcoming and rate as a 100 per cent conductor.

Before entering Los Angeles Railway service, Mr. Welch always had his hands on a lot of dough. The explanation is he worked for two of the big bakeries here. When he decided to move to the street cars, he found that he did not have to use much crust and the fact that he is still with us shows that he does not think that street railway work is a crummy game despite his previous employment.

## BUS DIVISION

Elmer Wood

G. MacDonald, the chief clerk, is on his two weeks' vacation. Mr. Redland is taking his place.

ON TOP OF A DOUBLE DECK  
The bus was going down Wilshire,  
The wind was getting colder,  
Her ankles were frozen, and so she  
Drew her coat about her shoulder.

The company has equipped all buses with a gear shift extension. "Pretty soft now."

Izzie: "A.B.C.D. goldfish."

Abe: "L.M.N.O. goldfish."

Izzie: "O.S.A.R. goldfish."

The faster you read this the better the meaning.

J. J. Piloso, has resigned and gone back to Chicago from whence he came, "home sick," I think.

When a woman gets too fat to get into a telephone booth, it's no use talking.

R. B. Dwyer has also left for the East, he is driving back with his father, in a Dodge, they will go through Texas and Kansas, to Ohio.

"No parking in bus stops."

No matter if you are in the central traffic district or are going to make a left-hand turn, if you have to stop, pull as near to the curb as possible.

Introducing new men: S. Parker, L. C. Clark and H. C. Pierson, the latter worked for the company many years ago, out of Vernon yards.

work in the car and the trolley came off."

Conductors O. R. Raglin and J. T. Brady are back with us once more after short vacations.

## DIVISION 3

Dan Hanley

?26?

Conductor Ridell wrote back east to a friend and said, "Come to California, it's God's Country." His friend answered, "Thanks, old timer, for the invitation, I'd like to but it's no place for me, I'm an atheist."

Conductor Beatty pointing to counter in back of Harry at the restaurant, "Is this the head cheese." "No," replied Harry, "he's gone east."

Now is the time to shop and save money, buy heavy underwear, furs, rubber boots, mittens and overcoats.

"Mtr. Downey is sure a brave man" remarked Condr. Cox. "Howsat," asked Condr. Holt. "Well, it was like this," said Cox. "Downey was at a theater the other night when a fire broke out and he led all the others out to safety. You see, he was the first one out."

It was sure a dry day Thursday when Register Clerk Miller (Scotch) and Conductor Meehan (Irish) stepped into Bruce's drug store to have a coco-cola and Meehan didn't have any money.

Good resolutions: "I swear I'll never smoke another drop or drink another smoke."

"Oh, Dan, don't you know that one of the greatest ambitions of my life is to get into the movies," remarked Mrs. Olexo, to me the other day. "Zatso," says I, "that's easy, I'll get you in." "Really, can you," breathlessly asked Mrs. Olexo. "You know I'd be so grateful." So I gave her 50c and told her to go to Grauman's.

Mtr. Bidwell: "Be careful of the burns, barber."

Barber: "What burns?"

Mtr. Bidwell: "Sideburns."

Condr. Erickson says his girl told him he was a perfect knock-out as he always leaves her cold.

I think some of our conductors and motormen belong to the Foreign Legion, their minds are so far away.

Cash receiver Sutherland has just returned from his vacation spent at Catalina. "Suth" was undecided where to go until he found out the company gave rates.

I have just been ordered by the doctor to take more exercise, so I am going to feed the canary.

See next week's issue.

?26?

## DIVISION 5

F. J. Mason

There was a general shake-up Thursday, May 14, 1925. Do you all believe it now?

It was very noticeable to the office force.

Charlie Detrick wants to know if he can waive his rights and wait for his conductor. Yer darn right, Charlie. You don't know how close you came to having somebody waving a few lefts at you at the last shake-up.

One of our conductors was calling up his sweetie, telling her that he wouldn't be down to see her Thursday on account of having a shake-up. "Say kid," she said, "if you all want to stay cuddled up to this sweet

## DIVISION 4

C. J. Knittle

Before going into our little week-end prattle we call ye Division Fourites' attention to the smokers next Tuesday at ten, two and eight o'clock. Let's be there on time.

It is report that on a recent evening Mrs. Ervin, wife of our good-looking night switchman, held a surprise party for him in which several of the office boys participated. It seems Mr. Ervin, not knowing what was in the air, refused to lay off, so Mrs. Ervin brought her troubles to Foreman Boyd. The night of the affair, Ervin came to work as usual and found he was suspended, reason not stated. A bad case of blues gripped him, but were promptly dispelled when the gang arrived at his home and Mr. Boyd assured him his services were still required at the division.

Conductor Brown fell off a sixty-five-foot ladder the other day. But he wasn't hurt. Because he fell off the first round.

Cash Receiver Earl Culley has been flirting with the cemetery lately.

Last Wednesday he was asking why they made the hand on the Statue of Liberty eleven inches long.

O' course we'd give up and he'd say, "Because if they made it twelve inches it would have been a foot."

The following angling artists favored Santa Monica with their presence last Friday: Motorman Bray, A. Bertman, J. Weathers, Dusty Rhoades and W. H. Snow. None of the party was seasick and not much fish was caught, but as usual—when good fellows get together—

(To be continued)

"Take back that heart you gave me!"  
The angry Prep girl cried;  
The butcher gave her liver,  
And the maid was satisfied."

"No," said the elevator boy, thoughtfully, "I'm not married, but I've raised a good many families."

That's all there is, folks.

There isn't any more.

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."

mamma you wanta stay outa that dice game. Them rolling bones don't even gather moss. Don't use yer head wrong kid, and drive a nail in your own coffin, c'mon over."

Teacher—"Willie, why are you late again this morning?"

Willie—"You know, teacher, we have twins at our house."

Teacher—"You told me you had triplets last week."

Willie—"Yes, but one of them died."  
J. T. O'HARA.

Heine and Frank Adams were "Nashing" home from their little traffic stunt the other night when Heine said to Frank, "Do you smell rubber burning?" Frank said, "I sure do; you'd better pull your neck in."

At the next company dance I'm going to look for the girl who said "Gee but I like to dance with you—it's just like dancing with nothing."

Don't forget you start your new run on Monday, May 18.