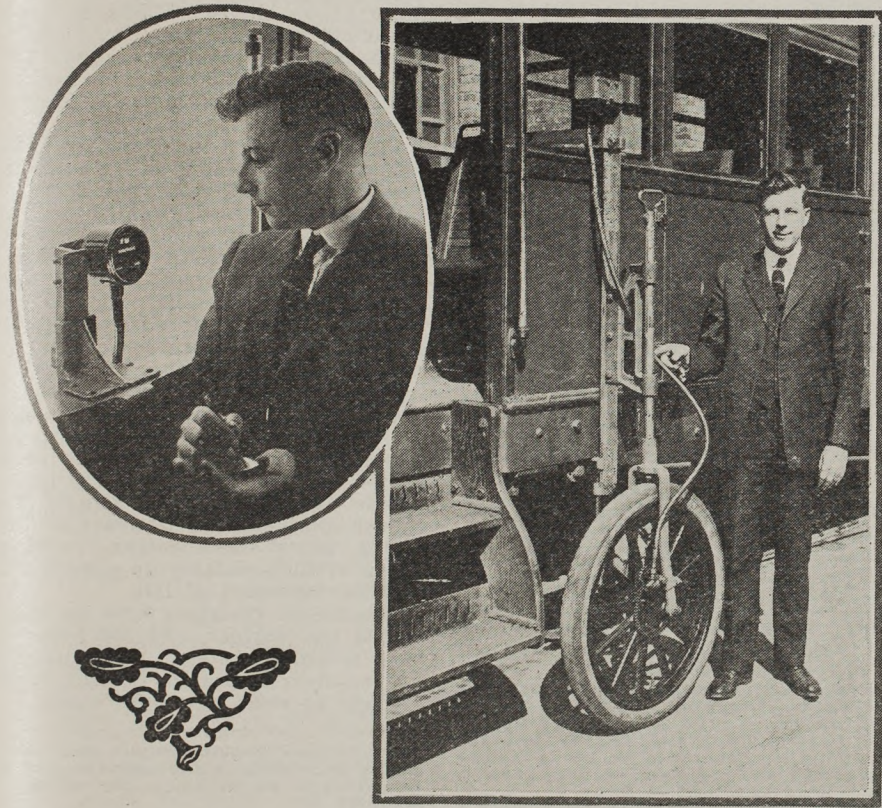


## Burbank Beaten When Car And Flivver Are Crossed To Produce a Speedometer!



LUTHER BURBANK, the scientist of horticulture, has crossed various kinds of fruit and produced new and tasty foods.

Daniel Healy, our Irish but honest chief instructor, has crossed a street car and a flivver to produce a practical street car speedometer.

Heretofore, efforts to cross flivvers and street cars have been confined to busy intersections and have only served to keep the claim department cross.

Hitched on the side of a street car of any type in use by the Los Angeles Railway, this speedometer will register the number of miles per hour at which the car is traveling, and for the use of students in the operating department, data will be compiled by means of this instrument which will show the rate of speed at which the various types of cars will travel under given conditions.

Mr. Healy, who is shown demonstrating the mechanism of the instrument in the picture above and taking notes on the speedometer readings, is justly proud of the new equipment, for he has perfected it for use in the

instruction department after other types of speedometers for use on street cars had failed. The engineering department built the speedometer from plans submitted by the chief instructor. As Dan himself says, "Nobody but an Irishman would think of a simple thing like that."

The speed registering contraption weighs just 100 pounds, and is clamped to the side of the street car just back of the front wheel. The dial faces inside the window above.

When former attempts were made to attach a speedometer to the wheel of the street car itself, it was found that a different gauge had to be used for each type of car because each type had wheels of a different size. Also, going over track intersections, heavy jolts would throw the mechanism out of place. The cost of such equipment for each type of car was prohibitive. The virtue of the new speedometer lies in the fact that only one is needed for all types of cars; it can be adjusted in a couple of minutes; and it is flexible enough in operation that heavy jolts do not throw it out of place.

## Community Chest Leaders To Plan Campaign Tactics

The majors of the Community Chest organization within the Los Angeles Railway have practically all appointed their captains and lieutenants, and within a few days a meeting will be called in the main offices for the purpose of outlining in detail the plan of campaign for the Chest Appeal, November 9 to 19. The Los Angeles Railway is in the Establishments division of the central campaign organization, of which public utilities constitute a subdivision.

All heads of the Establishments Division will meet at 8:00 P.M., November 3 at Chest headquarters to unify the plans for reaching every employe and campaign procedure in general.

## Bus on Alvarado To Start Nov. 15

Fifteen-minute bus service on Alvarado Street will be started about November 15 on a test basis. The exact date depends upon date of delivery of bus equipment that has been ordered. The route will extend from Sunset Boulevard to Twentieth Street, and service will be continued on a permanent basis if the trial shows sufficient patronage to warrant such operation. Three buses will be in service on this line.

## New Loading Plan For "S" Terminal

The method of loading cars of Line "S" at Western Avenue and Santa Monica boulevard terminal will be changed Nov. 8. At present, cars are pulling up to Santa Monica boulevard and discharging their passengers, then running down to Sierra Vista Street, a short distance south of the boulevard, so that following cars can operate to the intersection. On order of the Board of Public Utilities and Transportation, this plan will be discontinued, and cars will stop at the intersection after they have unloaded passengers. This will mean that patrons on following cars will have to alight some distance back from Santa Monica Boulevard, owing to the frequency of service, particularly in the evening rush hour.

### DAUGHTER ON STAGE

"Officer, you must let me in the stage door. My daughter is appearing in this show. She is dressed as a butterfly and has forgotten her wings."

"Orders is orders, lady; she'll have to go as a caterpillar."—Whiz Bang.

# DISPATCHERS TO DIRECT BUSES NOV. 1

Bus division conductors and operators will report in case of trouble to the main dispatching board which directs the movements of street cars, beginning November 1, according to the announcement of F. Van Vranken, manager of the bus division. Heretofore movements of all buses have been directed from the garage, relief work being ordered from that point.

Since many of the bus lines operate from car terminals, no addition to the dispatching telephone lines has been necessary, and the change has been made without great trouble.

A more efficient operation of bus lines through the central direction of all transportation service is aimed at, in the change of bus movement control.

### Dispatchers Ready

"The dispatchers are all set to do everything in their power to cooperate with the bus division in regulating the movements of buses, and every dispatcher has made himself thoroughly familiar with the conditions of every bus route in order that he will be in a position to give the best possible directions on occasion," J. A. Bodley, chief dispatcher said when announcement of November 1 as the date of the change was made. "For the next 60 days, the new system of bus conductors and operators reporting to dispatchers instead of to the garage will be in a formative state; that is, it will be open to such changes or improvements as may be necessary to insure the fullest efficiency."

### When Reports are Wanted

Bus conductors and operators will now report to dispatchers by the first available telephone in the following cases:

- (1) In all cases of accident in accordance with the rules in force.
- (2) When bus is sufficiently late to lose a headway on the line on which it is operating.
- (3) In all cases of diversion of bus from regular route.
- (4) When relief is not made on time.
- (5) When buses are defective.

Mr. Van Vranken, manager of the bus division, has issued orders that bus division supervisors will conduct their duties the same as heretofore, and will cooperate closely with the dispatchers at all times.

# Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

## To The Riding Public You Are "The Company"

ONLY too frequently the expression, "You can't please the public" is used to cover up people's own shortcomings and their own unsuccessful attempts to please the public. Errors will happen, and then there is some temporary delay in the service, the customers naturally feel that they have a just grievance. At that moment an impertinent answer or a showing of lack of interest will cause resentment against the company rather than the individual; a feeling of resentment which sometimes has far-reaching effects.

On the other hand a bit of courtesy and tact, and a careful explanation of how the error or mishap occurred, frequently can smooth out a difficulty and leave a good impression both of the company and the individual. It is trite, but true, that "a soft answer turneth away wrath."

An unguarded or thoughtless word may mean the loss of much goodwill toward the company and perhaps a considerable monetary loss. Conductors, motormen and those in contact with the public are the company's diplomatic corps.

For that reason it is of greatest importance that each one strive to create a favorable impression with the public. Aside from the satisfaction that will be theirs in having handled a difficult situation with tact, it will be of material advantage to the employes, for their own progress is gauged by the company's favorable progress. A favorable, gratifying progress is possible only where everybody, employes and public alike, pull together for broader service.

"If a man has been, or thinks he has been wronged by his grocer," said a prominent public utility man recently, "he goes to some other grocer; but if he thinks he has been robbed by a utility his anger sinks in and sours, so to speak, and that is mighty bad for the company."

Public utility people therefore must be more polite, more kind, more considerate and more reasonable than other kinds of officers and employes, because they have prejudices and erroneous opinions to overcome. Before these erroneous opinions can be corrected it is necessary to find out what those opinions are and how they came into being. In other words, patience must be exercised as well as tolerance, broadmindedness and appreciation of the other fellow's viewpoint.—*British Columbia Electric Employe's Magazine.*

## Annual Count of Paper Clips And Car Wheels Completed

THE stores department completed this week the annual job of ascertaining how many paper fasteners, car wheels, and other pieces of equipment are owned by the Los Angeles Railway. The inventory at the South Park Shops is the biggest job in the annual stock-taking. It is supervised by C. A. Bollette, storekeeper of South Park. Other stores are located in the mechanical departments of the five divisions, Vernon Yard, the Sixteenth Street Garage, and at the main offices, there is a storeroom for stationery. J. B. Buchanan, general storekeeper,

has charge of all supplies.

The inventory of the Los Angeles Motor Bus Company, which is jointly owned and operated by the Los Angeles and Pacific railways, is to be made to show stock on hand November 30, which is one month later than the date of the Los Angeles Railway inventory.

When the detailed lists of material are completed, they will be turned over to the auditing department, which will fix the prices of the various commodities and establish the total valuation.

## Coupon Books Sold At Div. 3 Restaurant

Meal tickets in the company restaurant at Division Three have been replaced by coupon books which sell for five dollars, and which contain \$5.25 worth of tickets. It has been found that this system facilitates the bookkeeping of the restaurant, and is more convenient for the customers, particularly in the purchase of five, ten, and fifteen-cent items. The price of the coupon book is the same as was charged for the meal ticket.

The restaurant is developing an increasing business, and the efficient service being given under Harry Tuttle's management is proving very popular with patrons.

## Top Bonus Men Being Selected

Carrying out instructions of R. A. Pierson, supervisor of the Merit System, the division superintendents are compiling lists of about 50 conductors and 50 motormen who have good records under the Merit and Bonus System and who will be contenders for the extra cash prizes given to the ten top motormen and conductors of each division and the ten top safety operators of Division Four.

The lists are expected to be compiled by November 10. Thereafter there will be held a series of conferences to select the actual winners. Final selections will not be made until the end of the Merit System year, November 30.

# BULLETINS

Issued November 2, 1925

## BULLETIN NO. 183

Notice to Conductors

The following Firemen's Pass Books are reported lost:  
No. 3720 issued to Fireman Manuel V. Mello.  
No. 12530 issued to Fireman John Mele.  
No. 27016 issued to Fireman O. C. H. Russell.

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

## BULLETIN NO. 184

Notice to Conductors

Pass No. 2591 issued to Geo. C. Monaghan, Car Repairer, Mechanical Department, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

## BULLETIN NO. 185

Notice to Conductors

While there is no interchange of local transfers between the Melrose Bus Line No. 7 and our lines "S" and "H" at Western and Melrose on a 5c fare, it is sometimes necessary for the Melrose Bus to issue local bus transfers, punched No. 7 in exchange for Motor Bus Company tickets.

Conductors on lines "H" and "S" may therefore honor bus transfers from line No. 7 when presented at Melrose and Western, and issue regular transfer on request.

## BULLETIN NO. 186

Notice to Trainmen

Attention of trainmen is called to Rule 10 on page 3 of the Operating Rules. This rule will be strictly enforced in the future.

Trainmen in purchasing goods on contract must inform themselves in every case as to whether such contract constitutes an assignment of wages in case the employe defaults in meeting his payments.

## BULLETIN NO. 187

Notice to Trainmen

Effective Sunday, Nov. 8th, the operation at Santa Monica and Western on line "S" will be changed, and trains—whether single or double units—will discontinue pulling down to Sierra Vista Street before leaving time, and will take all lay-over at the terminal.

Trains waiting at crossover must be ready and in all cases pull into terminal promptly on departure of leader.

*P. B. Hill*

# BUS BULLETINS

BULLETIN NO. 337 October 24, 1925

Rules Governing Show Ups and Miss Outs

All previous bulletins and also the fourth paragraph of rule No. 50 showing on the top of page 20, "Book of Rules," all in reference to reporting for duty and penalty for failure to do so is hereby cancelled and beginning at once the following rules will be in force:

- SHOW UPS—**
1. Conductor or Operator marked for show up at Bus Division Garage must do so in person.
  2. Conductor or Operator becoming sick must notify Division Foreman's office not later than 5:30 A.M., if he is on an A.M. run or show up, and not later than 12:00 (noon) if on a P.M. run or show up.
  3. Conductor or Operator after reporting sick will be required to report to Division Foreman's office in person by 4:00 P.M. of the day preceding the day he wishes to return to duty.

- MISS OUTS—**
1. Failure to report for duty within 30 minutes of time ordered to report will be considered a miss out for which a penalty of 3 days on the extra board, exclusive of day on which miss out occurred, will be assessed.
  2. If report in person is made within 30 minutes of reporting time, but too late to take out run, the penalty will be the day miss out occurred.
  3. Serving a penalty of 3 days on the extra board for missing out three times in one month, renders the employe liable to dismissal.
  4. The number of hours per day a man is held on the floor while serving penalty will be at the discretion of the Division Foreman and will in no case be less than number of hours shown on guarantee sheet or more than ten hours.

BULLETIN NO. 338 October 26, 1925

Bus Operators on the North Lincoln Park bus line when stopping on the west side of Sierra Street at the north terminal will please pull bus down to the vacant lot and shut off the motor while laying at the terminal, as the noise of the motors is objectionable particularly at night to the occupants of the house immediately north of the vacant lot above mentioned.

BULLETIN NO. 336 October 23, 1925  
Effective November 1, 1925 the Los An-

# MISSING OUT LEADS IN DEMERITS

Eighty-nine trainmen have a rating between 77 and 99 per cent in the efficiency records of the Merit and Bonus System, according to R. A. Pierson, supervisor of the system. Forty-four of the 89 rate between 94 and 99 per cent. At Division One, only 13 men rate between 77 and 99 per cent, of whom 8 are above 84 per cent. Divisions Four and Five are close seconds, with 16 and 17 respectively, who are below 100 per cent, and at each of the latter divisions, 14 of the number are between 94 and 99 per cent. The number of men rating below 100 per cent at the end of September is the lowest it has been for six months.

A total of 1729 demerits were given during September, a decrease from the 1783 of August. There were 49 cancellations, 25 more than in August; three automatic dismissals, and 1139 automatic cancellations. In August there were only 930 automatic cancellations.

Credits awarded in September were 353, the same number as last month; and, as last month, the greatest number of credits were awarded for reporting accidents, and for reporting accidents and securing witnesses. Nineteen credits were awarded for courtesy shown patrons.

Demerits given for missing out at divisions and missing relief are in the majority, as they were last month; however, a decided improvement is shown in the fact that there were 239 for this cause in August and 206 in September. Giving the bell too soon caused 204 demerits in September, as against 143 in August. A general improvement shows in decrease of demerits given for speeding, running ahead of time, passing up passengers, and leaving terminal late.

Twenty-five trainmen have no clear record for courtesy, and 393 have no clear record for safety. In August, 19 had no clear record for courtesy, and 413 had no clear record for safety.

Los Angeles Railway dispatchers will issue such orders to conductors and operators of the Bus Division as pertain to the operation of buses.

Conductors and operators will therefore report by the first available telephone as follows:

- (1) In all cases of accident in accordance with the rules in force.
- (2) When bus is sufficiently late to lose a headway on the line on which you are operating.
- (3) In all cases of diversion of bus from regular route.
- (4) When relief is not made on time.
- (5) When buses are defective.

When reporting such defects it is positively necessary to give dispatchers such information as will enable them to know whether to send out the emergency truck or a relief bus. Operators will be held personally responsible for ordering change of buses in cases where they know it is not positively necessary.

The dispatcher upon receiving the above mentioned information, or other information concerning the operation of buses will give such instructions as are necessary in each case.

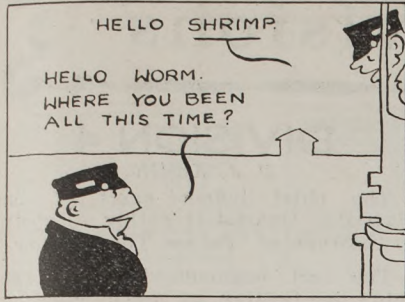
It is anticipated with close co-operation that a higher degree of efficiency will be attained as there is always a dispatcher on duty at any time of day or night. Bus Division supervisors will conduct their duties the same as at present and will co-operate closely with the dispatcher at all times.

Should a supervisor be present at the time of some delay or interruption to service he will immediately personally take charge of it and notify the dispatcher of what action was taken. This in order that the full information may be recorded on the dispatcher's sheet.

*J. Van Vanken*

# Conductor Ding and Motorman Ding Ding

Ding, Where Have You Been? - By Rollins



## Bouquets And Things (Hand Picked)

For Motor. S. Pancevich, Div. 1  
Los Angeles Railway,  
Gentlemen,  
A word of commendation of your motorman 1429.  
During the rush hour, 5 o'clock, Oct. 15, he was conspicuously courteous to the passengers who crowded him on every side, and more than that, made a second stop at 8th and Spring to pick up a crippled boy on crutches.

E. DAVIS,  
848 1/2 So. Berendo.

□ □ □

For Condr. H. E. Shultz, Div. 2  
Los Angeles Railway,  
Gentlemen,  
Please give credit to Conductor 2154 and Motorman 701 on the "V" car—8:30 A.M.—Oct. 3rd, westbound, for courtesy extended to me, when they saw me running to catch the car.  
Thanks for AZURIDE, also information on window shades. Will keep it in mind.

Respectfully,  
MRS. M. L. FORRY,  
1807 East Vernon

□ □ □

For Motor. D. O. Moore, Div. 2  
Los Angeles Railway,  
Gentlemen,  
I had the pleasure of riding on the street car driven by Motorman 2217 on car 647—"U" line, who was so courteous and civil to all the passengers he came in contact with.

I just had to commend him to you.  
Yours sincerely,  
H. DAVIDSON,  
2700 East 7th St.

□ □ □

For Condr. Lee Howell, Div. 3  
Los Angeles Railway,  
Gentlemen,  
I have occasion to ride street cars about every day and in so doing observe the conduct of your conductors. I wish to commend 2338 as a very gentlemanly and courteous employe, not only to me but to all passengers. Most people are prone to report all the bad things and overlook the good qualities.

Very truly,  
NELLIE HOLT,  
1189 West Adams.

□ □ □

For Condr. I. Gasparro, Div. 3  
For Motor. F. J. Cimmino, Div. 3  
Los Angeles Railway,  
Gentlemen,  
May I call your attention to the courteous treatment of patrons by Motorman 363 and Conductor 662.  
I have witnessed on several occasions that they are very polite and courteous to all who ride on their car.

Very respectfully,  
EMMA G. ELLIOTT,  
2410 Verdun Ave.

□ □ □

For Condr. L. Smith, Div. 4  
Los Angeles Railway,  
Gentlemen,  
Arrived here from the east a few days ago and am not very well acquainted with the streets. Yesterday I boarded a car on Griffith Avenue, and asked the trainman about a certain street. He was very courteous and told me just how to reach my destination, which I appreciated very much. His cap number was 3027.

MRS. D. C. HERNANDEZ,  
526 1/2 North St. Louis.

□ □ □

For Motor. J. L. Burns, Div. 5  
Los Angeles Railway,  
Gentlemen,  
Commendation due Motorman 2061 on "M" car this afternoon for great consideration to crippled passenger on at 8th and Broadway and off at 22nd and Grand (about 2:45).

Yours truly,  
MRS. WILLIAM C. MORRIS,  
421 West Adams

## Rule 10 On Assignment Of Wages To Be Enforced

AS A RESULT of several cases in which trainmen have sustained considerable financial loss, and the company has been put to inconvenience, rule No. 10, which prohibits assignment of wages without the approval of the superintendent of operation, will be strictly enforced. A case recently cited in *Two Bells*, in which a trainman was forced to pay \$33.75 to settle a bill of \$11.75 is typical of the situation that has arisen through dealings with establishments that make assignment of wages the basis upon which credit privilege is given.

**Ignorance of Assignment Common**  
It has been well recognized that the clause covering assignment of wages often is made inconspicuous in a mass of small type in the contract which the purchaser signs when he buys goods on a deferred payment plan. In the majority of cases in which merchants have attached the pay of men who made an assignment of wages, the trainmen have declared that they did not know that they had made such an assignment in signing the contract. For these reasons, the rule prohibiting unauthorized assignment of wages has not been rigidly enforced.

**Superintendents to Help**  
To help trainmen keep out of these financial entanglements, and to put an end to ignorance being the excuse for falling into these difficulties, the division superintendents will be called into a conference at which the various forms of contracts used by credit stores will be analyzed. The superintendents then will be in a position to give trainmen advice. Those who patronize the credit establishments are urged to

utilize the counsel of the division superintendents, which will be made available by letting them look over the contracts on which a store requires the signature of the purchaser. Such inspection will enable the division superintendents to advise men as to whether any assignment of wages is involved.

On the other side of the problem, the stores which sell merchandise on a credit basis have a right to expect regular payment from purchasers, and to take whatever steps are necessary to protect their interests. Some of the credit houses do not do business on the basis of assignment of wages. Other houses make customers conform to a very strict contract.

**Stores Will Cooperate**  
Recognizing the standpoint of the merchants as well as that of the company and its employes, the Los Angeles Railway has notified the majority of these establishments that it will enforce the rule against unauthorized assignment of wages, as is done by many other companies. In cases where employes are delinquent in payments made under a contract, not involving assignments of wages, and garnishment of wages by court procedure is contemplated, the stores are asked to notify R. B. Hill, superintendent of operation, before taking such legal action. This notice will be forwarded to the trainman concerned, and will give him an opportunity to make an adjustment without the cost of court procedure being incurred and assessed against him. Replies that have been received from some of the stores indicate that this cooperation will be generally given.

## Discharged Motorman Fails Badly As "Expert Witness" in Damage Suit

DISCHARGED twice from the employ of the Los Angeles Railway because of repeated failure to come up to the standards of efficiency of that company, a former street car motorman professed to be an "expert witness" in testifying for the plaintiff in a suit against the street railway company. By means of the new speedometer equipment recently perfected by Dan Healy, chief instructor, this "expert witness" was made to prove the falsity of his assertion that a car traveling 20 miles an hour could be stopped in a space of 30 feet.

Judge George O. Monroe, in whose court the suit of Helen M. Wetzel for injuries alleged to have been suffered in a street car accident is being tried, on last Wednesday moved the court to Fifty-third Street and Moneta Avenue, the scene of the accident, to show the jury the actual conditions. The ex-motorman tried to stop the car at the stated speed within the distance he claimed was feasible, and succeeded only in showing the jury that he could not stop a car going 20 miles an hour within less than 114 feet, the speedometer attached to the car registering the speed.

The street car speedometer, now a part of the equipment of the instruc-

tion department, will make it impossible in the future for such a trainman, who, after the Los Angeles Railway had given him a second chance to make good, failed to qualify as an efficient operator, to be accepted as an "expert witness" simply because he was once employed as a trainman.

## Chief Engineer Back From Extended Trip

P. B. Harris, chief engineer, who attended the convention of the American Electric Railway Association in Atlantic City, is scheduled to arrive in Los Angeles Monday, having made the return trip via the Panama Canal. Mr. Harris spent some time before the convention visiting various eastern railway systems, and combined his vacation with the convention trip. At the convention, Mr. Hill read a paper which was voted the best on the subject.

**Instructor—"What is the quickest way to produce sawdust?"**  
**Student—"Why — er —"**  
**Instructor—"Come! Come! Use your head, use your head."**

## On The Back End (Contributed)

Conductor Foote says the reason his name is not "Head" is because some durn fool would want to know why it wasn't "Foote."

Conductor Hays had a sick spell last week. It seems he met a girl at a dance, took her home, and kissed her good night. He had a touch of painter's colic, or so the doctor said.

We don't like to say anything about the patrons on the Wilshire line, but this one made a pretty good hit, so here goes. A woman boarded the bus at Wilshire and Fairfax, and asked Conductor W. McDonald if the bus was green. He politely told her it was not, so she declared that it ought to be green, and she didn't see why it wasn't. She said she wasn't color blind, and she rode out to Fairfax on a green bus the day before, and all that sort of stuff. You know how they are.

Motorman Keefer is adding to his general efficiency by calling the streets. Supervisor "Red" Atchison will vouch for this because a few days ago Keefer pulled up to Vermont and yelled "FIGUEROA!"

Door Keeper at Railway Hallowe'en Dance: "Say, didn't you read the rules? Take off that mask."

W. Hellwig: "Honest, mister, I'm not masked."

Conductor G. W. Hargrove was instructing a student on West Ninth Line, and he took him up to Ninth and Spring to make a relief when the run pulled out of the barn. Boner No. 1.

The other morning I followed a man who got on the "I" car (Condr. 2762) who dropped a dime in the fare box and asked the conductor for his change. The Conductor explained the dime was gone after it went in the box and the man told him he could grind it out as he'd seen them do lots of times. The conductor patiently tried to explain to him it was charged against him but to pacify him handed him a nickle. He took the nickle and threw that too in the fare box and told the conductor to "Keep his dum nickle."

Howzat for hitting on all six?  
E. H. Martin, 315 So. Broadway

## Four More Cars Put on "W" Line

Four more cars have been added to the morning rush hour service on Line "W", at the north end of the line. This makes a total of ten cars added on the "W" line within the past two weeks. There will be a 2 1/2 minute headway in the morning rush hour, and a two-minute service in the evening.

# Looking 'em Over at the Divisions

## DIVISION 1

D. B. Kohl

Motorman E. R. Rath was called off his run rather suddenly on the night of October 20 and a few hours later called the Division Clerk and proudly announced the fact that he was now the papa of an eight-pound baby girl. Congratulations and thanks for the smokes.

Motorman C. G. Whitney, a newcomer around this division, quietly slipped in the other day and very shyly asked for a week off as he was going to get married on October 24. We don't know many of the details, but we do know that we are getting ready for the cigars, yes, sir.

Conductor H. G. Solt who gained much popularity in the short time he was with this division, resigned this week to return to his old home town in Pennsylvania. Solt said that as the cold weather drew near, his ears began to itch to return to the land of snow and sleet.

Clerk C. L. Farrah returned this week from Mexico, Missouri, where he has been spending his vacation for the last two months. Farrah reports a very enjoyable time although the weather was rather disagreeable, it registered 105 in the shade one day and a cyclone the next.

"Old Dan," who runs the shine stand across the street, says that he is putting on a special this week for employes of Division One only. With each shine he will give absolutely free a copy of the new song hit entitled, "Dan the Shoe Shine Man" composed by Conductor L. Zukoff. This offer applies to cash customers only.

Conductor Curley Adams almost got an Irish Bob without asking for one the other day when he dropped into a shop on Main street. Guess the barber was looking for material to make a switch.

Motorman Hoke has been talking about buying a car for the last two years but hasn't found one to suit his fancy yet. Any of you fellows having any old Fords, from the 1914 vintage up to the present stream-line design, that you wish to unload, might do well to call on Hoke.

Famous last words: "Mr. Superintendent, I was unable to get any witnesses to the accident."

## DIVISION 2

R. C. Hoyle

Motorman E. Clark, has secured an indefinite leave to visit the Santa Barbara mountain region to try and recuperate from his recent lengthy sick spell.

Conductor B. Germain has started out to visit Frisco in his trusty Ford. He says he may have to get out and push, but will finally reach there just the same.

Motorman Van Soest has been granted a three months layoff to rest up.

Conductor R. H. Chisholm came around and asked for a week's leave. He didn't say how, he didn't say why, he didn't say what, he didn't say where. He just left, that's all.

Motorman W. E. Hancock was discovered climbing the stairs at 3 A.M., the other morning. Now Hancock's run does not pull out until 4:45 A.M. So we are wondering whether Hancock thought it was Easter and was about to attend the sunrise service.

Motorman S. R. Dickson wants to know—why they call a frankfurter a hot dog? Will some one come to his rescue.

The air was filled with excitement

## Who's Who



A FARMER from Montana was Harry E. Hill, when he entered the employ of the Los Angeles Railway as motorman at Division Four last February. Besides being a farmer, Harry was a stationary engineer for a year with the Northwestern Improvement Company, of Red Lodge, Montana. Harry was born in Missouri, as are so many of our good Californians.

## SHOPS

Jack Bailey

We all make mistakes. If we didn't the man who showed us how to carry erasers on the end of our lead pencils would not have made a fortune at it. But when we do make a mistake, correct it as soon as possible. Do not let it get by. We do not want them to come back to us as complaints that involve considerable expense.

"Stand with him while he is right and part with him when he goes wrong."

"Will you lead us in prayer, Mr. Boyce?"

There is a certain man in the paint shop who asserts the ability to speak seven languages. We wonder if six of them are mangled as bad as his English vocabulary.

George Cooper and Ed Vance of the store department up for traffic violations:

Judge: "Listen men, one fool at a time!"

George: "You go ahead and speak, Judge."

They say the city has authorized a plan to construct subways at the popular school crossings. This doesn't seem to eliminate the danger for the kiddies from being run over?

(Note): Don't tell this to an Englishman on Saturday. He may laugh in church.

Going through the Truck Shop:  
E. Kinion: "Harry, I want a job!"  
C. Beachler: "Gimme Cigarette."  
B. Cinnamon: "What's cher car number?"

O. Apple: "Gimme a '7/32.'"  
A. Kasper: "Do you like my soap?"  
W. Morgan: "Want yer pants Ed?"

Mr. Robert Ward, Carpenter, is leaving us early next month for his native sod (either Scotland or Ireland). Bob says he is a long time gone. We will all miss Bob and will welcome his return if he changes his mind. Are you in on the farewell dinner?

O-live - Oil

when Conductor C. W. Hannon came into the office with glowing news of his marriage to Miss E. V. Hawkins of Los Angeles. Here's hoping you have much happiness and Oh! Thanks for the cigars.

## DIVISION 3

Dan Hanley

"What is it, a 'he' or a 'she?' inquired Conductor Adams, as he rushed home to hear the good news. "Neither," replied the nurse. "It's 'they.'"

Whatsamatter, no shake-up this week.

The difference between the Scotch and the Irish is that when a Scotchman dies, he's dead, but when an Irishman dies, they sit up with him three nights to make sure. (Overheard from an argument between Register Clerk Miller and Conductor Meehan.)

For your information. Prominent manufacturer of bathing suits for women, says that the suits will be shorter at each end for 1926.

We are showing a decided improvement in the getting of witness-cards, so let's keep up the good work. One crew turned in 29 names. See if you can beat that—it's a record, I think.

Ikey Hellman sent his wife to Catalina the other day, and before going he told her to put her jewelry in a safe-deposit box. "But I wanted to wear it on the boat," said Mrs. Hellman. "That's all right, Rebecca," replied Hellman, "but suppose you get drowned and the body can't be recovered?"

They had a fire drill at the Division the other day, and each man in the office is supposed to rush to wherever the fire is treated with something to help put it out. There are several buckets of water stationed around, and so when the time came we grabbed one and rushed to the supposed blaze. Clerk Gilmore arrived at the fire with bucket all right, but no water in it. When asked why the empty bucket, Gilmore replied, "You didn't think I was going to carry that water all the way to the end of the barn, did you?"

Switchman Chamberlain would like to exchange his radio for anything. What have you that isn't any good?

Let's all rise up and close the evening's entertainment by singing that beautiful little song entitled, "Grandpa, wind up your whiskers, Mother's going to serve the soup."

## BUS DIVISION

Elmer Wood

When you help a lady on a bus, be sure there are no mud puddles around, and take a firm hold of the lady. This is the advice rendered by Supervisor Erskin. Experience is the best teacher.

W. W. Morneau stepped out of our class the other day, and is now paying for a new Hudson Coach. Pretty sporty of him.

### Personals

From the Hometown Weekly: If H. C. Lehnhart, who deserted his wife and baby thirty years ago, will return, the baby will knock him for a row of tombstones.

### Notice (Bus Men Only)

Where have you seen this sign? "Speedy, Economical, Luxurious, and Safe." If you don't guess the first time you are out of the Intelligence contest.

This may be late, but it's true, just the same. W. T. Crawford had to get a boxing glove to crank his car. I won't tell you why, or what kind of a car it is, because Crawford always was such a nice boy.

Come in the gate at Sixteenth Street "SLOW."

Introducing New Men: W. F. Helsten and Guy Osborn, both former truck drivers.

## DIVISION 4

C. J. Knittle

The chief indoor sport of our Hawaiian Quartet is eating spaghetti to the tune of "Follow The Swallow."

The best bughouse fable we can think is—Getting so much news for "Two Bells," the paper would have to be enlarged.

Speaking of "hit-and-run" drivers, we're all guilty. We "hit" a time-point and "run" along to the next one.

Mrs. Ye Scribe tried some of that beauty clay that is guaranteed to make one feel twenty years younger. Being eighteen years old, she felt like two years before she was born.

Motorman Kennard works a day run but he brought in an owl last Saturday morning. It was one of those hoot owls that jump up in front of fivvers. At least that's how he caught it. Knocked it unconscious.

Lots of people sneer when we speak of Lady Luck or the Jinx. "There haint no sech animule," they say. It is hard to believe that a person can be obsessed by a spirit that brings him good luck or bad. But listen to this one about Adderman, a student motorman. On the 19th, Adderman was assigned to Motorman R. W. Harry for instruction. About noon that day a machine ran into the side of the car as they were turning onto First Street from Broadway. The next day while standing at Brooklyn and Rowan terminal a tractor knocked off part of the step. Nothing happened the third day but on the fourth a man jaywalked in front of the car on Broadway and all the alertness in the world could not have averted what happened. The following trip a truck with a large body brushed against the car when it was standing at First and Los Angeles, shattering the mirror. Two days later a machine crashed into the rear of the car as it was standing at one of the stops on "F" line. That evening Adderman shook hands with Harry. "I want to thank you for patience," he said, "I'm through. The jinx has got me."

Bill Wotchamacollim bought a used fivver the other day. Harry Travis asked him if it was a good one. Bill replied, "If it ain't, I'm out \$8.00."

Good-bye, folks. The fire engine just went by!

## DIVISION 5

F. J. Mason

Well boys, tonight's the night we don masks and costumes and try to outdo each other in the role of "village cut-up."

Let's confine it strictly to play though, and lay off the rough stuff.

There will be lots of "Fools" and "Clowns" running around, some in costumes and others just naturally.

Let's be natural. Who threw that last brick first?

"Shorty" Hague is going to dress up as "Cupid." Ain't that cute?

"Inky" Blackwell says he has the most economical make-up of all. He's a Toreador.

Don't throw away the rind cut from melons—this makes good slippers.

I will impersonate "THRIFT." Borrowed a Scotchman's outfit from a Jewish friend and won't even put any wind in the bagpipes.

Look out for slippery rails.

Follow Dan Hanley's advice in last week's issue.