

New Double-Deck Buses Made Ready for Service

If these stately coaches followed the Pullman car company plan of using individual names like "Whosiswompus" we could introduce these buggies a little better but as their rear bumpers will doubtless say to foolish flivvers, "Pleasedtametcha."



FOUR new double-deck buses, manufactured by the Yellow Coach Company, have been received and are being prepared for service. Three of the new buses are pictured above, but when the photographer reached the garage it was found that the fourth bus had been taken to the South Park shops in an

ambulance for some repairs on the mezzanine floor, due to too close affiliation with some over-hanging trees on Griffin avenue.

The new buses are equipped with air brakes similar to those now in service. They carry 60 gallons of gasoline and weigh nearly seven tons.

SAFETY TALK AT BUS DIVISION

"Safety" was the topic for discussion at the Bus Division at two meetings held last Wednesday, March 31, at 8 a. m. and 10 p. m. F. Van Vranken, manager of the Bus Division, addressed both meetings. Enthusiasm was strong among those who attended and it was felt the discussions were a success from the standpoint of promoting safety and cooperation. Cigars and cigarets were passed around after each meeting.

Twelve Miss Credits For Perfect Courtesy

Twelve men did not receive clear records for courtesy during February, a decrease of six from the total for January. A decrease in the number not receiving clear safety records was also made. The total for February was 286, while the January figure was 291.

MACY ST. BRIDGE OPENS APRIL 5

Street cars on Line "B" will be operated through over the Macy street bridge beginning Monday, April 5. Time tables were sent to Division Three Thursday night covering the change, and a shake-up or choice of the 42 runs was held at the division.

The Macy street viaduct will not be opened formally to all vehicular traffic until April 10, when a celebration will be held to mark the event, in which civic organizations of Brooklyn Heights and Los Angeles will participate.

Orchestra Plays For Commercial Board

The company orchestra provided the entertainment on the program of the Los Angeles Commercial Board dinner at the Elite on Flower street last Wednesday night.

Radio At Front Lures Passengers To Move Forward

Conductor J. W. Head was fortunate enough to have a passenger board his car during the rush hour with a pocket radio, which he took up to the front end and gave a concert.

Everybody rushed up to the front to hear the music and Conductor Head didn't have to ask a one to "please move forward." He advises conductors to buy one of them and slip it in the motorman's pocket during the rush hour.

D. B. KOHL.

MANCHESTER BUS LINE IS STARTED

As a step toward crosstown bus service on Manchester avenue, the Los Angeles Railway started operation April 1 of a bus line from Central to Western avenues. Permission to operate on Manchester avenue was granted the street railway by the Board of Public Utilities and Transportation. A five-cent fare will be charged within each of two zones; between Central and Vermont and between Vermont and Western avenues. Ten cents will be charged for the through trip. A 30 minute headway will be maintained.

To the ultimate end of bus service the length of Manchester avenue, application will be made to the state railroad commission for permission to extend the service east from Central to Compton avenue, which section is outside Los Angeles city limits. The Manchester bus was recommended in the Kelker rapid transit survey.

Lumber Shed To Have Floor of Tie Blocks

A flooring consisting of a five-inch concrete base and wood blocks is to be built in the lumber shed at South Park, which has an area of 20,000 square feet. The use of wood blocks cut from ties has made a substantial and satisfactory flooring in part of the machine shop, and it has worn sufficiently well to warrant use in the lumber shed.

Appreciation

Mrs. Marie H. Paine and family of 4593 Marmion Way, have expressed their gratitude to the Cooperative Association for sympathetic service and flowers received during their recent bereavement.

TUNNEL TRACK READY FOR "E" AND "3" CARS

Track work at the North Broadway tunnel has been completed, including the installation of electric switches at the north and south ends of the track.

At this writing (Thursday) no definite time for the starting of service through the tunnel has been decided, but schedules and track were in readiness awaiting orders from the city to begin operation of cars through the tunnel.

It was definitely decided several days ago that the Line "E" and Line "3" cars should be run through the tunnel, and that the other cars using Spring street between First and Temple should be routed over North Main.

WORK SPEEDED ON VERMONT AVE.

Following the completion of track work between First street and Temple on Broadway, the work crew under Foreman Tom Casey has returned to Vermont avenue, and is working on the improvement between Florence avenue and Manchester.

William Staffer and his crew have completed the laying of new track on Main street between Ninth and Broadway Place and moved to the west end of the West Adams line to hunt for some track which the maps show as being in the Glen Airy district, but which have almost disappeared from view during the sewer construction and general changing of the landscape in that vicinity.

The westerly four units of the special work at Tenth street and Broadway are being renewed.

At Manchester and Broadway the intersection is being reconstructed and paved.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Tell Them Where You Go

DON'T harbor a grudge against humanity because so many people don't stop to read the signs. Your job is to serve the portion of humanity that rides the street cars, and if that service calls upon you to be the guardian angel of those who don't look out for themselves, make it a habit.

A street car is "in service" until it reaches the car house, and conductor and motorman are there for the prime purpose of taking care of passengers. When a car is bound for the car house, passengers may be taken on at any boarding point until the destination has been reached and the car is out of service.

Be sure, however, to make the situation known to passengers boarding your car, for in doing so you will save both patrons and yourself possible inconvenience and annoyance. Taking time only to glance at the route sign, the dash sign informing people that the car is bound for the car house is often overlooked by persons boarding, and a simple, courteous statement from the conductor is all that is necessary to make the circumstances known and avoid confusion.

It's Spring Cleaning Time

IN the Spring a young man's fancy—"but never mind, you know the rest of it. Somehow, we don't need the robin to tell us that winter has come and Spring has followed.

New grass, new leaves on the trees, new hats on the wives—and father gets out his last year's suit and has it cleaned and pressed so it looks as good as new.

You, too, may have that Spring-like feeling—just send your old uniform to the cleaning and pressing department, and you will feel like a new man.

Seriously speaking, though, you owe it to yourself and to the service to be "spruced up" in harmony with the Easter season, and in doing so you will add to your own spirit of well-being and to the appearance of the "Company" for you are the company, in the eyes of passengers.

Commendations Equal Third of Total Complaints in March

COMMENDATIONS of trainmen for courtesy and efficient operation were equal to a third of the complaints received in March. Letters commending trainmen during March numbered 51, and 150 complaints were received. Discourtesy complaints, increased during the month, and there were also increases in other classifications, making the total a gain of seven over February. A gratifying decrease was shown in cases of carrying passengers past stop. If the increased complaints may be laid to spring restlessness that came in March, it is to

be hoped that "April showers" will bring wandering minds back to the business of running a street car.

The detailed summary is as follows:

Classification	Feb.	Mar.	Loss or Gain
Discourtesy	37	42	-5
Fare & Trfr Trouble	44	48	-4
Starting Too Soon	5	7	-2
Passing up Passengers	6	7	-1
Carry Pas. Past Stop	15	8	-6
Dangerous Operation	6	8	-2
Short Change	8	9	-1
Miscellaneous	22	20	-2
	143	150	-7
Commendations	59	51	-8

Rastus—"Here's dat quatah Ah borrowed from yuh last year."

Sambo—"Yuh done kept it so long dat Ah don't know it it's wuff while for me to change mah 'pinion of yuh jcs' fo' two bits."

PURE LAZINESS

Foreman (to Irish laborer): "Look at that Italian carrying two scaffold poles at a time, and you're taking only one."

Pat: "Shure, he must be too lazy to go twice."—Oil Weekly.

Man (handing conductor crisp new dollar bill): "Here, go paper your bungalow."

Conductor (handing back twenty nickels): "Here, go feed your chickens."

"Why do you think that Doris doesn't like you?"

"I told her there was a fool in every family."

"What did she say?"

"She asked if I was an only son!"—Exchange.

BULLETINS

BULLETIN NO. 48
Notice to Trainmen
Pending reconstruction work on SOUTH VERMONT AVENUE, in the vicinity of Manchester southbound, Manchester cars will make the stop on the north side of 84th Place, and when taking the cross-over remain north of 84th Place until conductor has gone ahead to throw the switch. This in order to avoid blocking 84th Place by stopping the car at the switch point.

BULLETIN NO. 49
Notice to Trainmen
Under no circumstances are passengers to be carried in over the pits in any car house or yard.
Passengers must be unloaded on the outside.

BULLETIN NO. 50
Notice to Conductors
Some conductors are becoming very lax in notifying passengers of destination of car on pull-in trips where the car does not go through to the terminal.
This information must be given as passengers board the car in all cases.

BULLETIN NO. 51
Notice to Conductors
The following firemen's pass books are reported lost:
No. 24473, issued to Fireman Joseph V. Roquemore.
No. 23968, issued to Fireman H. M. Hancock.
If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 52
Notice to Conductors
Pass No. 3435, issued to Sarah A. MacElroy, wife of J. W. MacElroy, Information Man, and reported as lost in Bulletin No. 44, has been recovered.

BULLETIN NO. 53
Notice to Conductors
The following passes are reported lost:
No. 1609, issued to N. Fonda, Laborer, Bonding Department.
No. 2467, issued to John Paine, Repairer, Mechanical Dept. (deceased).
No. 6614, issued to W. J. Clawson, Motorman, Division No. 1.
No. 6657, issued to V. Chalker, Conductor, Division No. 4.
If presented for transportation, take up, collect fare, and send to this office with report.

R. B. Hill

BUS BULLETINS

BULLETIN NO. 414
March 24, 1926
Operators on Melrose Avenue Buses when westbound in the vicinity of the Fairfax High School will stop to pick up and let off passengers on the near side of Ogden Drive and Orange Grove Avenue and not between stops except the main entrance to the school.

BULLETIN NO. 415
March 24, 1926
In some cases not enough attention is given by Operators and Conductors at Wilshire and Fairfax to the approaching Pacific Electric Bus from the west. This connection must be made when the Pacific Electric Bus is in sight.

BULLETIN NO. 416
March 27, 1926
The Los Angeles Railway Company Telephone which was located at 7th and Lake Streets has been moved to Wilshire and Vermont Avenue to the southeast corner on the pole.

BULLETIN NO. 417
March 31, 1926
On Thursday, April 1, 1926, bus service will be established along Manchester Avenue between Central Avenue and Western Avenue which will be known as MANCHESTER AVENUE LINE NO. 15. Two five (5) cent fare zones will be established on this line: one between Central Avenue and Vermont Avenue and the other between Vermont Avenue and Western Avenue. NO TRANSFERS ISSUED OR HONORED.

Bus operators will collect five (5) cent cash fare from each passenger boarding bus in either zone and when reaching VERMONT AVENUE will collect additional five (5) cent cash fare from each passenger desiring to ride beyond Vermont Avenue into the other fare zone and place the fares so collected in fare box. Free transportation and tickets will be handled exactly the same as shown for Inglewood Line in Bulletin No. 321, dated October 1, 1925.

Turn around will be made on the east end of the line in the intersection of Central Avenue and Manchester Avenue laying over on the north side of Manchester Avenue headed west.

Turn around will be made on the west end of the line in the intersection of Manchester Avenue and Western Avenue laying over on the south side of Manchester Avenue headed east.

J. VanHanken

ARMY OFFERS SUMMER CAMPS

At the request of the U. S. Army information service, the following material relative to the Citizens' Military Training Camps is submitted for those who may be interested in the subject:

Schools throughout the country close some time in June, to reopen in September. What will the boys do?

This is a question which perplexes not only parents and teachers, but also the students themselves. Some lads are fortunately situated—trips to Europe, the mountains and the seashore are in order—but how about those who cannot afford such expensive pastimes? How about those who can afford them but prefer the enlivening companionship of boys of their own age; boys sharing the same pleasures, animated by the same ideals?

Young men desiring an answer to these questions, have found a satisfactory solution in the Citizens' Military Training Camps.

STARTED IN 1921

Since their inauguration in 1921, these camps have rapidly increased in popularity. Those boys who attended have returned fresh and alert in the autumn ready for work in school or shop. Everyone is "on his toes."

Arrangements for the camps this year, contemplate the enrollment of 35,000 students, the largest number to be enrolled in any one year. From the experience gained in conducting the camps during the five years they have been in existence, the War Department has recommended numerous improvements designed to make the training and recreation programs more attractive, if possible, than hitherto.

Each applicant who is accepted for the camps receives free transportation, food, uniforms, lodging, equipment and medical attention while in camp, with the opportunity of taking an examination for a commission in the Officers' Reserve Corps at the conclusion of the final course.

The various courses of training contemplate full terms of thirty days each summer for four years. The Basic course, for first year students without prior training, provides instruction in elementary military drills and has a maximum of athletic and recreational activities, the intention being to build up physically each candidate. First aid, camp sanitation and personal hygiene are handled by thoroughly qualified Army medical officers.

THREE COURSES OFFERED

Three other courses, the Red, the White and the Blue, follow the Basic course. In the Red course the student selects the branch of service which most strongly appeals to him, having choice of infantry, cavalry, field artillery, signal corps, coast artillery or engineers.

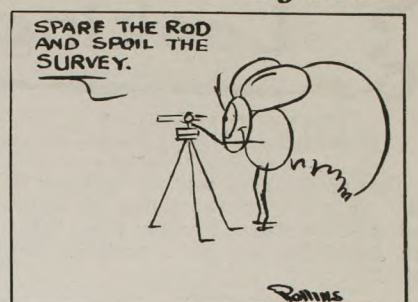
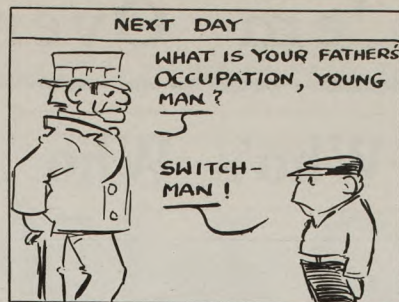
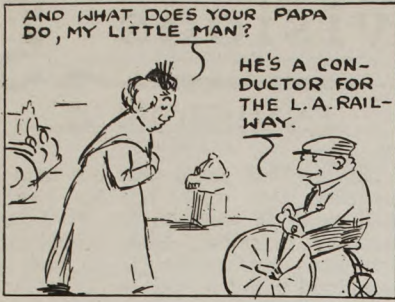
The White and Blue courses are still more advanced. Candidates continue to specialize in the branch they have selected, and at the completion of the final, or Blue course, the graduates are eligible for examination for a Reserve commission.

Theodore Roosevelt, in advocating physical training for young men, said of military training camps: "Next to the public school, the military tent, where boys sleep side by side, will go down in our history as the greatest agent of health and democracy."

Conductor Ding and Motorman Ding Ding

Not a Cheat 'em Switch, either

By Rollins



Bouquets And Things (Hand Picked)

For Condr. E. B. Adams—Div. 1
Los Angeles Railway.
Gentlemen:
A couple of times recently, it has been my pleasure to ride out to Huntington Park on a "J" car in charge of Conductor 2056.
This conductor was so courteous and such a gentleman that it attracted my attention, and I believe that he is entitled to a word of commendation.
What most attracted my attention was when he got clear down into the street to help a Mexican family on the car. There was the father and mother, each holding a tiny baby, and there were two little youngsters besides. The conductor lifted the two kiddies into the car, and then helped the mother on.
There was an old crippled lady on the car who wanted off at a certain street in Huntington Park. The conductor remembered at what street she wanted to get off, and he went clear into the closed section of the car and helped her until she was safely into the street.

Yours very truly,
HERBERT O. MAAS,
Tribune News Publishing Co.,
South Gate, California.

For Mtrmn. J. A. Godwin—Div. 2
Los Angeles Railway.
Gentlemen:
On February 20, at 11 a. m., Motorman No. 1333, on the "R" car very cleverly handled his car, successfully averting an accident. I told him I would be glad to write in and commend his skill and caution. Kindly give enclosed card to him that he may know I have surely written you, as I promised I would.
Very truly yours,
J. W. MULLIN, JR.,
Bank of Italy,
Seventh and Olive.

For Motormen: A. F. Cole, Div. 3; C. M. Evans—Div. 3; T. Walsh—Div. 4
Los Angeles Railway.
Gentlemen:
As I was badly injured over a year ago by a "hit and run" auto and still compelled to use crutches to get around, I appreciate courtesies extended by your street car employes. I wish especially to commend two motormen on the Brooklyn Avenue line, viz., Motorman No. 521 and Motorman No. 1213, who stop the car for me when I am not quite at the stopping point—at times a half a block away. Also Operator on the one man car on Evergreen, who waits for me when I am behind in transferring from the Brooklyn Avenue car. Some operators snap the door shut when I am within ten feet of car, but Operator No. 3089 always waits even if 25 feet away. I appreciate it very much.
Respectfully yours,
C. H. MURRAY,
2507 Boulder St.

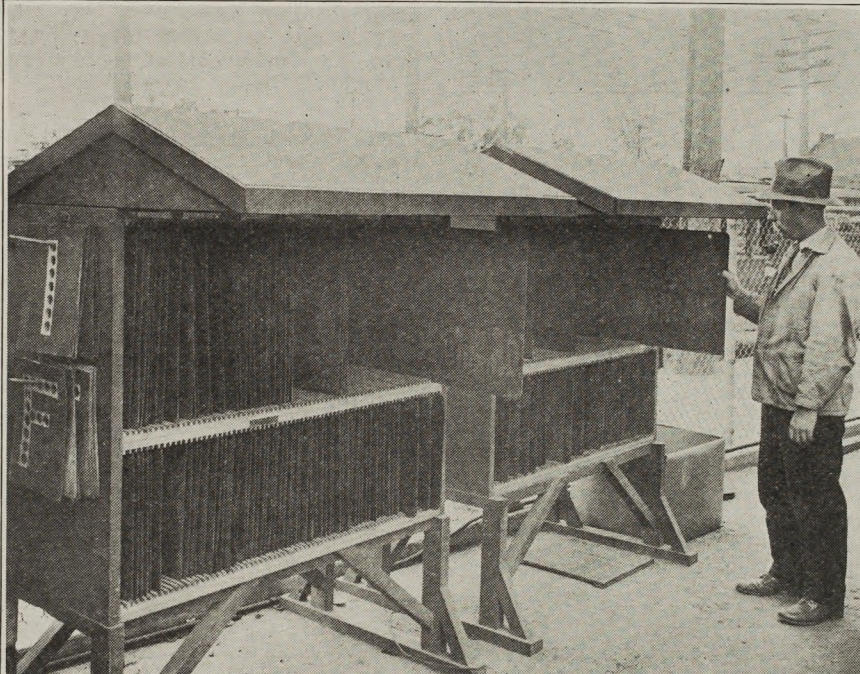
For Mtrmn. E. Reichelt—Div. 4
Los Angeles Railway.
Gentlemen:
Your motorman wearing cap 1225 and running car No. 436, line "P", at 6:45 this morning, at First and Chicago, deserves to be rewarded for courtesy.
His entire attitude was that of a perfect gentleman and these are rare. Instead of speeding up as most motormen do when one endeavors to catch a car, this motorman slowed down to help me catch his car. That wasn't all, for at First and Main where I got off, he very pleasantly replied, "All right" to my request to be let off at this intersection.
Yours sincerely,
L. S. KURZE,
542 S. Chicago St.

For Condr. F. Adams—Div. 5
Los Angeles Railway.
Gentlemen:
Your conductor on the 54th, "M", line No. 2996, was very kind and considerate in helping me transfer to the right car a few weeks ago.
Very truly yours,
KATIE VEE CLARKSON,
1225 West 56th St.

For Condr. R. H. Manning—Div. 5
Los Angeles Railway.
Gentlemen:
Will you please give this 20 cents to the young man on the "M" line, car 1226, at 116th and Broadway, whose number on his cap is 2882. He was very kind and courteous to my mother, who had no small change on the car Sunday afternoon. He loaned the fare to her and my mother says he was very kind.
Thanking you most kindly,
Sincerely,
BETTY LITZGUARD,

Racks Keep Signs Neat and Free From Scratches

"HASN'T scratched yet," but if Jack Barden, switchman of Division Four lets one of the dash signs fall from the rack on some unpolished gravel the work of the "scratch-proof" sign rack will be lost.



AFTER a test of several months, the new type of rack for holding the metal dash signs at the car house, has proved its superiority over the holders formerly used and has reduced the work of painting and lettering the signs considerably.
The signs were formerly hung on spikes on top of each other, and were subject to scratching and general wear and tear. The type of holder now used at all divisions consists of a series of slots in which the signs are placed individually, so that they do not come in contact with each other. The holder was designed by Al Plum-

mer when he assumed his duties of general supervisor of car service at the divisions. Mr. Plummer has charge of all street cars pulling out from divisions on time properly signed and in proper condition to render efficient service.
The switchman in each division is responsible for putting signs on and off the cars, and placing inside the cars other signs that will be needed during the day's work. Several signs have to be used on the split lines, and the crews are responsible for seeing that cars are correctly signed and changes made where necessary.

NEW SCHEDULES FOR "J" AND "N" APRIL 11

The new schedules will be effective April 11. They are on Lines "J" and "N".

On Line "J" all cars running through Huntington Park will continue to the terminal at Walnut Park, eliminating the turn-back of alternate cars at Florence Avenue.

On Line "N" all cars will run to the Santa Fe depot at night, eliminating the turnback at Second and Los Angeles streets.

A lady was about to engage a maid. "It seems to me," she said, "that you ask very high wages seeing that you've had no experience."
"Oh, no, mum," answered the girl earnestly; "you see, it's much harder work when you don't know how."

At a dinner on one occasion a professor thought he would ask a colored cloak room attendant a few questions about his memory.

As the attendant handed him his hat he said: "How do you know this one is mine?"
"I don't know that, suh," was the answer.
"Then why do you give it to me?" queried the professor.
"Cause you gave it to me, suh."

Fred: "What do women do in their clubs?"
Rose: "Think about the men. What do the men do in theirs?"
Fred: "Try to forget about the women."

Floorwalker, to much excited man who has just rushed into a department store:
"May I help you, sir?"
"Yes, I've lost my wife."
"I see, sir; the mourning department is on the tenth floor."

On The Back End (Contributed)

They sell "darn" good socks in Glendale. How do I know? Well, I was told by Sir Fritz Schluchter of the M. M. Office who has had a pair of them for at least two months.

Wives of married men remind us
We can make our lives sublime
Simply by remaining single
And be happy all the time.

Accident report reads: "We hit him and dislocated his fender."

Our best April 1 joke: There was a shake-up amongst the traffic men on this day. Gentlemen, take your corners.

THE STREET CAR.
Editor Omaha Daily News:
Get out your little Ford cars,
Your great cars, or your small,
But give me the trusty street car,
I like it best of all.

For I do not have to park it
Or dig it out of snow,
It takes me very safely
Where'er I wish to go.

I'd rather walk a block or two
Than be in an auto wreck,
Returning with a broken back—
Perhaps a broken neck.

The street car men are watchful,
Polite and very kind.
Those who choose to knock them
Have a dormant mind.

Just think of all their troubles
And all they have to bear,
Then if you fail to praise them
It's because you are unfair.

Their duty and your safety,
Together must entwine,
That is why you are safely guarded
All along the line.

You can board the street car,
Keep comfortable and warm,
And ride for miles and miles,
Safe from every harm.

Only a trifle will it cost you—
One little dime or less.
If you fail to get your money's worth,
You are a grouch, I must confess.

MODERNIZED JINGLE BELLS
Blow that horn, blow that horn, jump upon the gas,
Give her all that's comin', kid, we're touching eighty-nine.
Roaring down a concrete road, the surface sure and fine,
Oh, what red hot fun it is, another car to pass!
Ninety-five the meter says, the speed laws all are hash,
Holy sweet patootie, but we're heading for a crash,
Toll, oh bells, toll, oh bells, tolling all the day,
For another sorry dumb-bell's busy being laid away.

Cornell Widow

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

One of the boys wanted to know if the Company was building a swimming pool down at Division One. "Oh, no, John, they are just remodeling the pits."

With Dick Rowe acting as motorman for Conductor McArthur, the two found themselves stalled at the top of the Seventh and Boyle hill with a broken air line. Says Dick, "I'll just run on to the Cemeteries with the hand brake," so he started off down the hill. Well, the hand brake wasn't working very well, so they picked up a speed of about 60 miles per and on reaching the top of the next hill Mac goes up to Dick and says, "Thanks for the Buggy ride," but let's stay right here until someone comes along and pushes us in. And they did."

"Although the rumors afloat that barbers are going to raise their prices may startle some of the Division One sheiks, it shouldn't worry "Curly" Adams who only gets his locks sheared semi-annually."

SALESMANSHIP

S-elling's not just talking,
A-nd getting folks to buy,
L-eading them to want something
E-xplaining how and why,
S-alesmanship is more than that.
M-ore work and more fun, too;
A-dvancing modern methods,
N-ew ways, but tried and true,
S-ervice given, willingly,
H-ard work—a cheerful grin,
I-t's making friends, for that is what
P-uts you in line to win.

B. T. OLSON, Div. No. 1

Motorman G. Elder was injured in an auto accident a few weeks ago and is now confined in a hospital in Riverside. He suffered a broken leg and internal injuries.

SHOPS

Jack Bailey

The Los Angeles Stock Exchange and also Wall Street's big men of finance are green with envy now days all because of our friend John I. Glynn of the truck shop. John is known as the "Rabbit and Pet-stock King of the Southwest." It seems that John has rushed in where Angels feared to tread and cornered the market on rabbits, fancy dogs, canaries and etc. Watch for future reports on our John.

Girls used to marry a drinking man to reform him, but the modern sister weds him to find out where he gets it. However, that doesn't refer to a certain young man and his Baby Lincoln who have resolved that gasoline and booze will not mix.

Janitor Winston: "Ah feels po'ly, Ah does. Ah has me a stitch in de side an a wrench in de back."

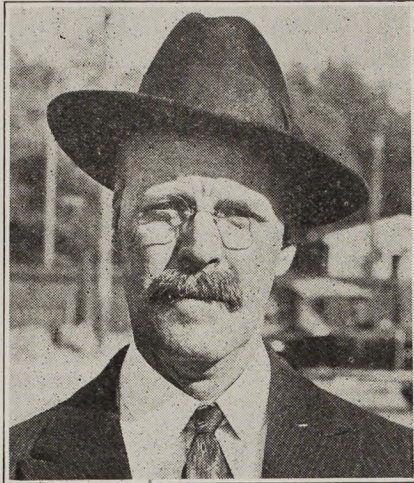
E. Sanford (Yardman): "Fo'de lan's sake man! Does yo want a tailor or a plumber to make de repairs?"

Miss: "Doctor, I think I ought to be vaccinated, but hate to think of the ugly scar showing. Where would you suggest as the best place in my case?"

Doctor Smith: "With the present styles you had better place the vaccine in a capsule and swallow it."

M. Christiansen brings a sack of English walnuts for his lunch, Andy Horn takes his check stub to the bank and leaves his check in his locker, Mr. Ellithorpe buys more Julian oil stock, F. Andrews takes his family to

Who's Who



ONE of the youngsters of the street railway business is Harry Trabue, who has only been with the company since 1904, and for six years before that was a grip man on cars of the Kansas City cable system.

Harry started as a motorman at Division 1, and when Division 3 opened in 1907, he went there to see that the business was run properly. He has served in the instruction department and the traffic department and was appointed later office utility man at Division 3. In this capacity he will keep a kindly eye on the men of the division and see that they have the necessary equipment with them at all times, that their uniforms are in a satisfactory degree of neatness and in a general way he will help trainmen give the kind of service that they want to give and that the company expects them to give.

Tia Juana and Ye Scribe drove his finger through a base ball. That concludes our program, folks, but we will be back with the air this time next week.

BUS DIVISION

Elmer Wood

Boys of the Bus Division who knew former Operator C. W. Kissinger were shocked to learn of his death on March 25. He was instantly killed in a collision at First and Alvarado streets when a Cadillac touring car struck the auto in which Kissinger and a friend were on their way home. The colored driver and occupants of the Cadillac were arrested and held on charges of manslaughter and driving while intoxicated.

Operator R. J. Wood has resigned to go in business with his father in New Mexico.

Bug House Fables: "Change over to conductor and get a daylight."

Social Events: The company held its monthly dance last Saturday, and who do you suppose was there? No, you could never guess. It was H. A. Groke himself. Among other noted people there were C. N. Marine and W. B. Decker, of the garage office.

Conductors W. F. Helsten and J. A. Riley have resigned for other employment. Riley will go back to the Pickwick Stages.

Introducing new men: L. E. Cook, formerly a clerk; C. M. Davis, a former salesman. E. F. King is a newcomer at the garage.

DIVISION 3

Dan Hanley

Sign in our Company Restaurant Window: Wanted: A man to wash dishes and waitress.

Chief Register Clerk Miller was listening in to the Angelus Temple the other night and was enjoying the program. He afterwards said the preacher queered the whole works by saying, "And now we will pass the plate." Miller said he had to shut off the radio right there.

Our latest sex story: A girl, eight pounds, eleven ounces. Congratulations to Papa Nottingham, and thanks for the Lucky Strike.

Sheriff Mead, to little girl: "How about the next dance?"

Little girl, to Sheriff Mead: "All right. The doctor advised me to swing a dumbbell tonight for exercise."

Two women were on an "E" car arguing about the window. Finally they called the conductor.

"If this window is open I shall catch cold and will die," declared one.

"If this window is shut I shall suffocate," announced the other.

They both glared at each other. The poor conductor was at a loss as just what to do when a man who sat near said, "First open the window and that will kill one. Then shut it and that will kill the other. Then we will have peace."

Yours till we go through the Broadway tunnel.

This week's contributions to helping pave the city streets: Conductor Thompson, \$50; Conductor Buchanan, \$25.

DIVISION 5

Fred Mason

Motorman F. Hoc has been granted ninety day leave to make a trip back to North Dakota to visit relatives.

Motorman H. M. Pankey resigned last week to try his hand at raising chickens. He is located about five miles east of San Diego and tells the boys if they are down that way in about four months to look him up and he'll put out a real feed.

Conductor F. L. Carnine took a couple of days off last week to rest up, and he didn't spend them around the waiting room playing cards either. ? ?

The cars of this company got too large for Motorman W. Hammond, so he resigned to try out these little fellows that run from Venice to Ocean Park on the "Sea Gull Ry." HONK! HONK!

The following Motormen and Conductors have decided to stay on the L. A. Police force and turned in their resignations: O. O. Sanner, H. R. Jordan, S. L. Anderson, C. E. Everett.

Motorman M. O. Swain has been granted thirty days to rest up.

H. T. Hansen, our "stenog," is slowly improving but thinks it will be several weeks before he will be able to be back on the job.

B. I. Derry has put in his order for a new six, when it comes we hope he

DIVISION 4

C. J. Knittle

This division came near not having any news this week, but Joe Federbush came to work in his Ford last Saturday morning. That would not have been news either if he had remembered using it, but he forgot and went home on a street car when his day was done. Of course that could easily happen and Joe did remember he forgot it after he had slipped into some dirty clothes and was doing some work around his house. So he came back to the division without dressing up and few of us recognized him. But that is not the joke. He left the key of his Ford at home in his uniform.

HONEST, I'M VACCINATED, DOCTOR. LOOK AT MY ARM.

Motorman Larson works one of the Pico owls, and a certain colored man rides every morning on his trip leaving Seventh and Broadway at 2:15. The other morning, however, the colored man was an hour later than usual and Larson came south on Broadway instead of north. Without thinking, the man boarded. As Larson came to a stop at Figueroa street a few minutes later, he came rushing to the front.

"Say, hain't you going to Boyle Heights?" he demanded.

"Why no," answered Larson. "We are going out Pico. Didn't you notice the sign?"

"Sign, nothing," replied the bewildered negro, "ah only looks fo' mah moto'man."

Crown Hill crews had a line shake up Wednesday evening.

Wee Wee!

brings it around and gives us a ride.

"Tex" Bourland has been pretty quiet for the past week, it seems that Kellogg took him for a cleaning on the checker board. Tex eliminated him in the tournament some time ago, but Kellogg has learned a lot about the game since then by watching Smith.

Mr. Collins' talk on March 23, worked wonders as a clear record was turned in for this division March 28. This kind of a record should be turned in every Sunday, so let's try to do it boys. But if you do have an accident be sure that you get WITNESSES.

When the "E" line goes through the tunnel "Shorty" Hague will have to bid in on another line or else pin his ears back.

Motorman W. E. Openshaw has taken a 60 day leave of absence on account of ill health.

Conductor L. L. Thompson has resigned in order that he may give the whole of his time to his real estate business, which he and his associate, G. E. Harper, recently established. In tendering his resignation he wishes to extend his kindest regards to all the boys of this division.

Motorman A. A. Slovensky writes from Brookside, Alabama, and says that he is having the time of his sweet young life. Says "Tell the boys hello."

Conductor Jack Carlin is breaking in as extra supervisor and is still wearing his green tie. Good luck to you Jack, but for your neck's sake throw that tie away.