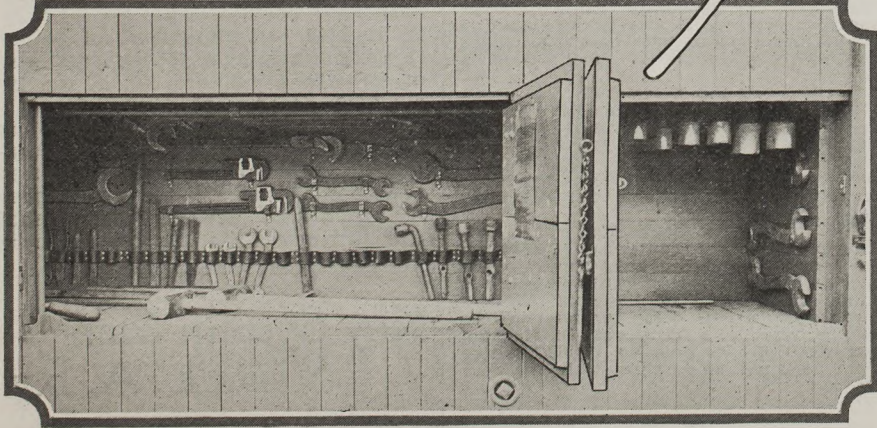
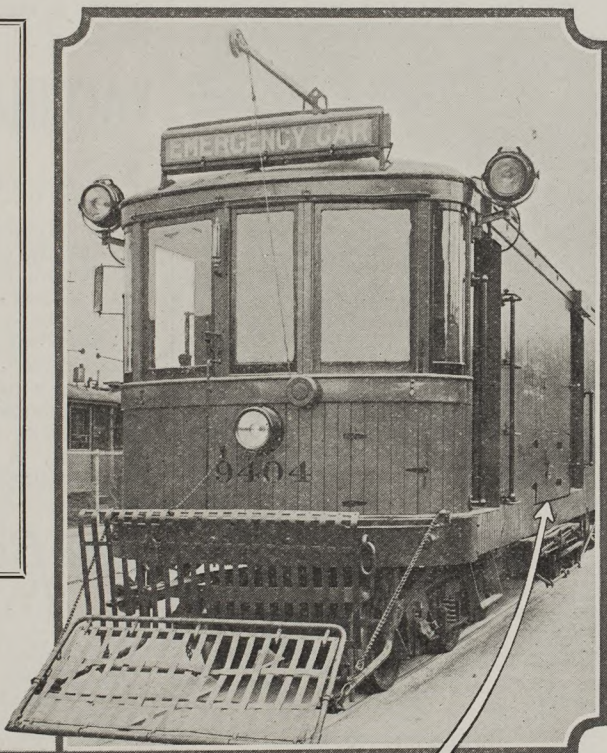


## Div. 4 Wrecker All Rebuilt and No Wrecks to Wreck

The Compact arrangement for tools and tobacco on the new Wrecker clearly shows the architectural influence of the early kitchenette and late Victrola periods



**W**RECKING car No. 9404 has been delivered to Division Four following an extensive overhauling job at the South Park Shops. The work has greatly improved the facilities of the wrecker, and made it a fine-looking piece of rolling stock. The ends have been rebuilt by adding glass fronts so that the motorman has a full view of the track and its

surroundings. Spotlights can be placed on any corner of the car and adjusted to any angle to make night work more convenient than heretofore. A new set of steel hose bridges has been placed on the car, and the inside tool equipment is so placed that jacks, etc. can be reached by workmen on the outside without having to climb in and out of the car.

### More Service Given

Increased service on Lines "J" and "N" became effective April 11, when all cars of Line "J" were scheduled through to Santa Ana street (Walnut Park), except the 4:00 a. m. and 4:00 p. m. pull in and out cars, instead of alternate cars turning back at Florence avenue; and on Line "N" cars instead of turning back at Second and

Los Angeles after 10 p. m. will be sent through to the Santa Fe station.

Line "J" cars will probably have increased business this week owing to the California Maid Exposition at the Shrine Auditorium, on Jefferson and Royal Streets, as plans of the Exposition point to an attendance of 200,000 during the week.

## CROSSOVER JOB ON SPRING ST. IS FINISHED

## BUS CONTROL BY CENTRAL BOARD A SUCCESS

Construction of a crossover or special work on Spring street has been completed pending the re-routing of Line "L" to terminate on Spring between First and Court streets. Schedules are in readiness for the change, which will take Line "L" from Main street and reduce the number of cars passing through the Plaza "neck" and the resulting congestion. The change will take place as soon as the necessary permit has been received from the Board of Public Utilities and Transportation.

### Bonus System Gets A Nice Bouquet

The Brooklyn City Railroad Company, one of the largest street railway companies in the world, is taking steps to put into effect a Merit and Bonus System modeled as closely as possible after the system employed by the Los Angeles Railway.

A recent letter from the General Manager of that company to the Transportation Department of the Los Angeles Railway says that "we have found nothing that quite equals your system and you are certainly to be congratulated upon developing such a plan as you are now using."

### Janet Converse Is Publicity Manager

Janet Converse, who for many years was in charge of the Los Angeles office of the state railroad commission, and prior to occupying that position had had extensive experience in newspaper work, has been appointed publicity manager of the company following the resignation of J. G. Jeffery as director of public relations. Miss Converse has been associated with the Los Angeles Railway for several years in publicity work. The publicity department is being reorganized and expanded under her direction.

### JACK TURNER HURT

Jack Turner, foreman of emergency truck "83" was struck by an automobile and severely injured while clearing a blockade caused by a B. O. switch at Vernon and Vermont, at 9:30 p. m., last Tuesday. He was given treatment at the receiving hospital for severe bruises and lacerations.

That the system of centralized control of both bus and street car operation by which the dispatchers order the movements of the entire transportation system has been successful since its inauguration November 1, 1925, is the opinion of J. A. Bodley, chief dispatcher.

Controlling bus and street car movement from one dispatching board is a new idea in local transportation, and the Los Angeles Railway is the only large company using the system. The working out of the details of the plan has been watched with considerable interest by other transportation companies.

One of the essentials of successful operation of a large transportation system, according to Bodley, is the control of all movement from a central point. This point is the dispatching board. Placing bus operation under the dispatcher has added greatly to the efficiency of both divisions of the system, the chief dispatcher said.

"The dispatcher is in a position to oversee the operation of the entire system. Telephones connected to his desk reach to all sections of the city. His model sheet contains the schedules of all buses in service, and the dispatching sheet contains all the bus numbers. A daily record is made of all bus movements on the dispatching sheet, including loss of time, turnbacks, or diversions, and entered opposite the bus involved. This information is used as a permanent record, and is filed for a period of five years.

An essential point in which full understanding on the part of operators is necessary, is that these reports must be given promptly and in accurate form. For the benefit of bus operators, Bodley said:

#### Prompt Reports Essential

"Your report of accidents, missouts, sick calls, or mechanical trouble, is entered on the trouble sheet. It is written as you report it. These sheets are a record of all irregularities occurring during the day, and at the close of the day's business, which is 4:30 a. m., are sent to the manager of buses. From his hands they are sent to the files for future reference.

"Reports must be given without delay. That is important; in fact very necessary. Suppose you have had an accident. It may appear very slight to you, and you think you will report it on the next trip or when you get to the bus division. While you are debating the question, the person involved makes a claim or complaint. The dispatcher is asked for information. He is unable to supply it because you have failed to protect yourself. Many an unjust claim has been paid and many blameless men censured be-

(Continued on Page 2, Col. 1)



## Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

### Success Comes With Service

**S**UCCESS with individual, company, or machine, depends upon the degree of service rendered.

Failures in business or in private life are often traced to the fact that the business was not based upon a real need, or that the individual was giving to his company or to himself the service that was required of him, and no more.

Trainmen, as servants to the public, are valued to the extent to which they carry out the policies of the company in their daily contact with passengers. Can you make yourself more valuable by giving better service to your passengers? Can you make of yourself a success in your work by being a success with your patrons?

You can. But not with the bare outward gestures of courtesy and service. There is a real need for true courtesy—on that you can base your efforts. But there must be something back of your smile and your hand or they will make no friends for you. There must be a desire to be of service that comes from a real interest in your passengers. When you have learned to do that you will have learned one of the secrets of success—putting yourself into your service.

The man who gives himself with his service is taking a vital interest in his job. He is putting himself in the place of his passengers and taking their point of view. He is on the lookout for ways in which he can be useful to them, and going a little bit out of his way to do more than is required of him as a conductor or motorman.

Success with yourself, or success with the world—it all comes with the service you give.

### The World Hears of Them

A letter appeared in the Times not long ago commending "Conductor No. 890" for the helpful way in which he called every street.

D. G. Blair, who signed the letter, was probably not a stranger in Los Angeles, but he realized what a convenience it is for those who are not familiar with the streets to travel with a conductor who understands the importance of calling them distinctly. It is unfortunate that, as Mr. Blair said, "Many of the conductors do not call out the names of the streets or, if they do, they mumble something incoherent." The man who attends to his duty in this respect wins the friendship and cooperation of his passengers, and such real efficiency does not pass unnoticed by the world.

### Company Library Now in Room 602

Come in and visit the company library, which is now in Room 602 of the Los Angeles Railway Building. P. C. McNaughton, well known to trainmen who have been with the company more than a few years, is in charge of the library, and it is planned to enlarge it to contain many desirable books on various branches of electric railway operation and other technical subjects. If there is a book you want that is not there, "Mac" will get it for you.

### Bus Control by Board

(Continued from Page 1)

cause of a tardy report.

"Failure to report mechanical trouble promptly may mean a stalled bus on your next trip. Never let a minor mechanical trouble go unreported.

"Don't be timid about calling the dispatcher. He is in a position to help you and keep you out of trouble. Remember, no questions are considered foolish. When in doubt, call your dispatcher," Bodley urged.

### New Trucks Here For Track Dept.

Four new Dodge screen trucks have been added to the equipment of the track department, replacing four light delivery Ford trucks. The new trucks are to be placed in service immediately, or as soon as the stewards at the garage have given them their credentials.

### SQUARE AND COMPASS HAS VAUDEVILLE

Some good vaudeville, and entertainment by the Los Angeles Railway Orchestra, were features on the program for the Square and Compass Club meeting in the Green Room of the Masonic Temple at Pico and Figueroa streets Saturday, April 17, according to announcements sent out by W. T. Shelford, secretary. If you get your Two Bells on Saturday, members of the club are urged to bring fraternal brothers, or prospective members of the Los Angeles Railway club.

## BULLETINS

Issued April 19, 1926

BULLETIN NO. 59

Notice to Trainmen

In a number of cases Conductors have given wrong information to passengers regarding the best route to take to reach the Figueroa Theatre at Figueroa and Santa Barbara, quite frequently passengers being instructed to take Line "U," reaching Vermont and Santa Barbara with all transportation used up, necessitating walking from Vermont to Figueroa Street. Passengers should be instructed to take line "M," "E," or "F" to reach this theatre direct.

BULLETIN NO. 60

Notice to Conductors

The following passes are reported lost: No. 2211, issued to H. Fairall, Painter, Mechanical Department.

No. 3028, issued to Mrs. Ora May Darby, wife of W. Darby, Claim Department. If presented for transportation, take up, collect fare, and send to this office with report.

*R. B. Hill*

## BUS BULLETINS

BULLETIN NO. 424

Operators and Conductors must not fail to get the license number of any machines in an accident with a bus, must also secure the driver's name and also the names of witnesses and when making out report must fill out the blank in full, giving all information possible. It is absolutely necessary that this be done in order that the proper information concerning accidents may be had and also that the Claim Department may be placed in a position where it can efficiently handle all activities pertaining to the settlement or adjustment of any claims. Care should be taken to cross out the name of Conductor or Operator at the bottom of the report opposite the place for signature.

BULLETIN NO. 425

There are some Operators driving in and out of the garage at too high rate of speed and also through the gateway from the yard onto 16th Street without bringing the bus to a full stop when leaving the yard. This must be discontinued at once. It is dangerous to do otherwise.

BULLETIN NO. 426

Yellow Coach Buses numbering from 1001 to 1005 inclusive are equipped with a double head sign. Operators and Conductors must see that the large side or left hand portion of this sign shows the line and the small sign in the right "The terminal."

BULLETIN NO. 427

Commencing April 15th, Santa Fe Avenue Bus Line will discontinue running around the block at both north and south terminals and instead will turn around as follows:

At the North End

Turn around in the intersection of Santa Fe Avenue and Center Avenue, which is located a short distance north of 58th Street. Center Avenue is not marked with a street name but it forms the north property line of the Western Pipe and Steel Company Plant.

At the South End

Turn around in the intersection of Santa Fe Avenue and Florence Avenue, laying over on the East side of Santa Fe Avenue, immediately north of Florence Avenue. The layover at the north terminal will be on the west side of Santa Fe Avenue, just north of Line Pole No. 16,480C, where a red zone will be established in the near future.

*J. P. Potter*

### Who's Who? Your Question Answered

Harold K. Conacher, whose picture appeared under Who's Who last week, but whose name was omitted through some mistake, in this way gains the rare distinction of appearing in the publication two issues in succession.

### "Myrtle" Is Back

The company restaurant at Division Three sends joyful word that Mrs. A. J. Bell, better known to the boys at Division Three as "Myrtle," is back on the job at the company restaurant after an absence of some months.

## DIVISION HEADS HOLD MEETING ON THURSDAY

Routine letters and procedure standardized was the principal subject discussed at a meeting of division superintendents held at Division Four Thursday afternoon.

The installation at each division of the new mark-up list for extra men in use at Division Four was decided upon. The system of posting runs for extra men has proven very successful at Division Four after a month's trial, and to a great extent has done away with confusion caused by men reading the list wrong. The new form contains just one day's assignments at a time, each directly opposite the trainmen's name, instead of the assignments for the next fifteen days.

Methods of taking care of the appearance of offices and waiting rooms at the divisions were discussed with a view to starting a general cleaning-up.

## VACCINATION OVER AT DIVISIONS

The vaccination campaign carried on at all the divisions has been closed, and results have been most satisfactory, it has been announced. The cooperation of trainmen in taking the necessary measures to stamp out the epidemic has been gratifying, and their cheerful willingness to undergo the inconvenience and discomfort of working in spite of suffering sometimes attendant, is greatly appreciated by the operating department.

## New Book Out For Trainmen's Use

Information regarding equipment, wages, hours, the Merit and Bonus System, promotions, the Co-operative Association, and policies of the company, is contained in a conveniently condensed booklet issued recently by R. B. Hill, superintendent of operation, and available to students and others who are interested, at the instruction department.

Dan Healy, chief instructor, has formerly embodied detailed information on these subjects in his lectures to students, but hereafter a great deal of time will be saved to both students and instructors by the use of these booklets.

## Key System Man Visits L. A. Ry.

The ins and outs of the company Merit and Bonus System were under the interested survey of J. P. Potter, superintendent of transportation of the Key System Transit Company of Oakland, last Tuesday and Wednesday. The Key System official is regarding it favorably with a view of instituting a similar system with his organization.

### Wishing Her Many More

Mrs. John S. Roberts, secretary to the general manager, completed on April 10 her twenty-eighth year of service with the Los Angeles Railway. Mrs. Roberts received a number of gifts commemorating the occasion, including a basket of flowers from the engineering department and flowers and candy from others who have been her friends through many years of service together.



# Conductor Ding and Motorman Ding Ding

Ding runs a Diploma Mill

By Rollins

DING HAS BEEN INSTRUCTING STUDENT CONDUCTOR ME-GOOFUS IN THE MYSTERIES OF TRADING SERVICE (NOT ROBT.H.) FOR NICKELS.

NOW LET'S SEE HOW MUCH INFO. HAS SOAKED IN - WHAT DOES TWO BELLS MEAN?  
THE L.A. RAILWAY'S BEST WEEKLY NEWS PAPER.

RIGHT. - WHAT DO YOU DO IN CASE OF A COLLISION WITH AN AUTO?  
GET WITNESS CARDS SIGNED BY EVERYBODY THAT THINKS THE AUTOIST WAS TO BLAME.

VERY GOOD. - NOW WHY IS THE PICO CAR LABELED "P"?  
BECAUSE THERE'S A POLICE STATION AT THE END OF THE LINE.

NOW LET - ME - SEE - IF YOU TRY SAFETY FIRST WILL IT LAST?  
RULES & REGULATIONS

## Bouquets And Things (Hand Picked)

For Mtr. S. G. Walker—Div. 1  
Los Angeles Railway.  
Gentlemen:  
It affords me real pleasure to call to your attention the courtesy extended me by one of your employes, Motorman No. 261, to pedestrians and automobile drivers while operating his car through traffic. I am prompted to write this note knowing that your company is interested in the performance of its employes.  
Yours truly,  
K. A. LUNT,  
Division Chief Clerk,  
Pacific Telephone & Telegraph Co.

For Condr. C. E. McClain—Div. 2  
Los Angeles Railway.  
Gentlemen:  
I wish to report the courteous attitude of Conductor No. 408, his strict attention to the running of his car, calling streets, handling the income and outgo of passengers when car was crowded, etc.  
Yours truly,  
JOSEPH R. CONWAY,  
904 West 28th Street.

For Condr. E. B. Keever—Div. 3  
Los Angeles Railway.  
Gentlemen:  
Have you ever heard of a round peg in a square hole? Well, if you have, take a ride on one of the 11th Street cars in charge of Conductor 928 and observe the way he handles the crowds and note the result he gets and if ever a man was intended for a diplomat, I'll say that man is and surely deserves something better than he has now.  
It is only occasionally that I ride on this car and I never saw the conductor before so have no interest in giving this recommendation, but he was so quiet and polite and the way the crowd moved up for him was so noticeable that one could not pass it by. You ask that passengers tell you of the good qualities your servants have and I thought that this man deserved it and if this can give him a boost he surely is welcome to it.  
Yours very truly,  
MARY W. JAMES,  
918 Security Building.

For Oper. A. Vejar—Div. 4  
Los Angeles Railway.  
Gentlemen:  
I live at the above address and frequently use the "one man car" which passes my door—I take pleasure in mentioning to you the courtesy I have noticed shown passengers by Motorman No. 816.  
Very truly,  
MRS. JOSEPHINE L. COOPER,  
Cooper Apts.,  
721 California Street.

For Condr. L. B. Fowler—Div. 5  
Los Angeles Railway.  
Gentlemen:  
Upon boarding a Grand Avenue car the other evening I was much surprised to find I had no money. The conductor was very courteous and kindly paid my fare. I am returning the nickel and wish to commend the conductor for his treatment of me.  
His name is L. B. Fowler and I think No. 70.  
Yours truly,  
A. B. COLSON,  
517 West 7th Street.

### MAIN OFFICE MEN SICK

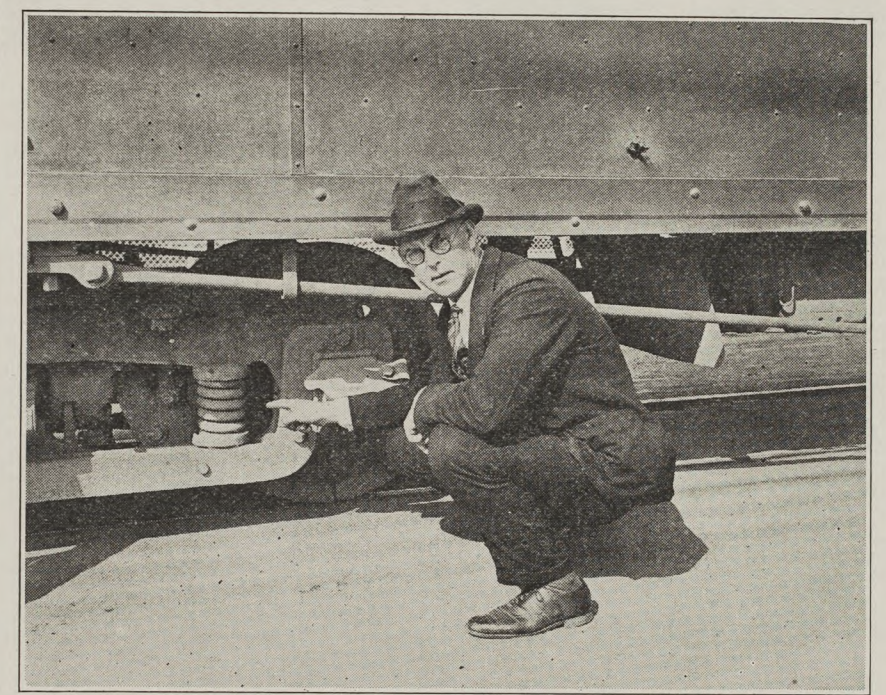
On the sick list at the main offices last week were Joe Finn, of the operating department, and Louis Recappe, superintendent of schedules.

### IT'S GRANDDADDY NOW

George Campbell is newly made a grandfather. The latest reason for the crowsfeet about his eyes is Miss Alice Lucille Horstman, who was born April 5. Mr. Campbell is chief draftsman at the main offices.

## Street Cars Lift Skirts To Keep Dry in L. A.

Regardless of modesty, street cars in Los Angeles realize that they must be protected from heavy rains. As W. R. Cavett, inspector of operating equipment, is pointing out in the picture below, motors and electrical equipment are higher in the newer cars.



THE reason why W. R. Cavett is looking younger every year in spite of his 32 years' service in the mechanical department of this company, is attributed by him to the constant improvement in equipment. Cavett, who is inspector of operating equipment, and who for many years was mechanical inspector on the street, says:

"A few years ago, a rain like the one we had just recently would have tied up service and put cars out of operation for days on account of water-soaked fields, armatures, and controllers, causing great expense to the company as well as inconvenience to passengers. The new equipment which is constantly being added to the service, particularly the cars in which motors, pumps and generators are higher from the ground, and couplings not exposed, is practically water-tight, which is a great protection to service during wet weather."

There has been no way found, Cavett said, to make water and "juice" mix, and it is impossible to build cars that

can operate through more than eight inches of water without the water getting up into the motor. When that happens, the line is cut and the car must be taken out of service, and the motor "pulled" and dried. This means that the car is out of service for several days.

With the newer model street cars, service was maintained through the stormy weather early this month with comparatively little inconvenience to passengers, and schedules were restored to normal within a short time afterward. Cavett, who started working for the Los Angeles Railway September 1, 1894, and was made mechanical inspector on the street in 1900, serving in that capacity until his appointment as inspector of operating equipment in February, 1926, has seen the evolution of modern street railway equipment from its infancy, and believes that the equipment of today has reached a high stage of efficiency. "Days pass," Cavett said, "when we don't have a minute's delay marked up against us for mechanical failures."

## ORCHESTRA PLAYS FOR CANADIANS

The trainmen's orchestra played for the Canadians Sunday, April 18, at Sycamore Grove, from 1:30 to 4:30 p. m. The occasion was the Canadian's Picnic. Saturday the musicians were scheduled to play at the Los Angeles Railway Square and Compass club meeting, at the Masonic Temple. Engagements of the Hawaiian Quintet were radio programs Monday and Wednesday, the orchestra also broadcasting programs over KHJ Tuesday and Wednesday.

## LIGHTNING DOES LITTLE DAMAGE

Lightning during the shower in the city last Tuesday evening struck the high line between the Edison West Florence substation and the Los Angeles Railway Centinela substation, and damaged an oil switch. The station was put back in service at 9:43 p. m., with no interruption to car service. At Pico and Magnolia at 6:55 p. m. during the same storm, lightning struck uncomfortably close to Motorman D. D. Rhodes, on a Line "P" car.

## On The Back End (Contributed)

Motorman Cimmino, of Division Three calls his baby coffee because it keeps him awake at night.

### What's Wrong With This Picture?

It was reported last Tuesday that "a man boarded a car with B. O. transfer. Crew attempted to put him off but failed. Man continued on his trip."

"Hey, these prunes look punk," moaned Conductor Thompson, as he gazed into the dish set in front of him at the Company restaurant at Div. 3. "So would you," replied the waitress, "if you were as stewed as they are."

Conductor E. V. Muckey, of Division Four, resigned last Saturday and has gone back to Minnesota to chase chickens. Conductor John Gourlay accompanied him on the Kinobby or whatever kind of an auto it was.

This is a very fine world to live in,  
To lend, to spend or to give in,  
But to borrow, to beg or to get your own,  
It's the derndest world that was ever known.  
Wm. F. Vellage, Div. 2

### FAIRY TALE DEPARTMENT

Once upon a time three men got on a street car. They each gave the conductor five pennies. The conductor burst into loud hearty chuckles of delight.

Conductor Burgard and his roommate, Bouchard, were having a bit of a chat a few days ago. "Where are your father and mother living?" asked Burgard. "My mother is living in Boston and my father in Chicago," replied Bouchard. Burgard concentrated on the subject, his detective instinct fully aroused. "Are they living together?" he asked. "What the heck do you think Chicago is?" replied Bouchard, "a Boston suburb?"

There was a man in our town,  
And he was a speedy guy.  
He turned the corners on two wheels,  
Crossed crossings on the fly,  
But yesterday, the Extras say,  
This wise man saw the light,  
His flivver stalled on the railroad track.  
Toot, toot! Ding dong! Good Night.

## Appreciation

C. J. Petersen and family wish to express their sincere appreciation to the members of the traffic department for the beautiful floral piece sent upon the occasion of their recent bereavement, the loss of their beloved wife and mother.  
P. C. Petersen (retired conductor)  
C. J. Petersen (traffic man No. 5)  
H. M. Petersen (motorcycle officer)  
K. J. Petersen (former conductor at Div. 2)



# Looking 'em Over at the Divisions

## DIVISION 1

*D. B. Kohl*

Born to Mr. and Mrs. Clarence Tucker on April 11, a baby girl weighing eight pounds. Mr. Tucker, who is a popular conductor of Division One, was all smiles and blushes as he passed around the cigars in honor of the event. Congratulations and best wishes for many more such occasions.

Motorman N. Robinson says he has worked out a plan to entirely eliminate missing out among the men of Division One. He says instead of giving them three days on the bench, to give them three days on the Mateo Street Shuttle. He is positive they will never come back for more. Sounds like Nate must have been there.

### Bug House Fables

Motorman Tom Forrester speaking: "No sir, I didn't attend the opening game of the baseball season this year, as I don't care for baseball any more."

On a rainy day last week Conductor D. B. Floyd and Motorman T. Ryan were propelling an "R" car through the mud and water. Floyd could not keep his eyes off a pair of new boots that Ryan was wearing, so Ryan being young himself once, and realizing that boys must play, let Floyd put the boots on and wear them for the rest of the afternoon. Floyd put his shoes back of the controller to keep them out of the wet, but he didn't see the water running down through the window sill and that night when he went to put on his shoes he found them full of water.

Motto: "Don't growl if your feet get wet, you can only catch a cold."

Conductor C. E. Anderson, who has been with the company since 1920, and who devoted the last few years of his service to watching the back end of a "D" car, has resigned. Mr. Anderson expects to go to Tampa, Florida, for awhile, and then after he is tired of seeing alligators swim around, he will journey up to New York where it is possible he will make his future home.

Motorman "Fat" Dickinson says it sure hurts his vaccination to wind up a controller, but when it comes to dealing out cards in a pinochle game, Oh, Boy! it just makes the old arm feel fine.

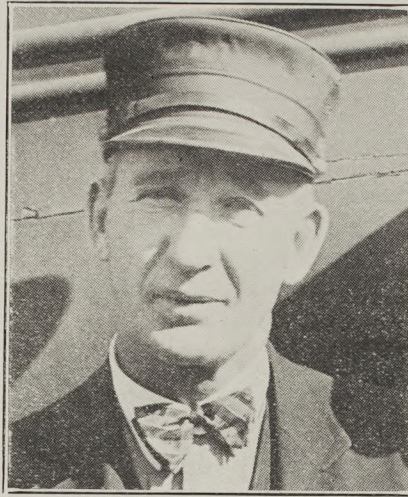
Barney Olson, the "Poet conductor" of Division One, is taking a sixty day leave of absence to visit his old home in North Dakota. We hope that while Barney is back there, with nothing to do but think and think and think some more, that he will hatch up some more good poems to put in "Two Bells" when he returns. Here's wishing you luck James Whitcomb Barney Olson.

Conductor "Happy Jack" Hathwell who deals out a smile with every transfer, recently received a letter of commendation from a man who was a passenger on his car. He went on to say that the conductor's pleasant attitude made the old world look brighter and even caused him to sleep better that night, which goes to show that a pleasant smile and a kind word will not only make you feel better, but will reflect on the people that you come in contact with in your daily work.

Statistics prove that fifty per cent of the married people in the United States are women.

See you down at the ball game.

## Who's Who



His name is Charles F. Wood. The worst his friends can say of him is that after eight years' service he found a bag containing first class whiskey, and turned it in. He came to work for this company October 26, 1917. Before that he had passed away the time for three years as salesman, then from 1911 to the time when he came to Los Angeles in 1917, was in business for himself in Victoria, British Columbia, in real estate for a time and then as ranch manager. Charlie was employed as a conductor at Division Three, and he and his family are making good Los Angelans although he was born in Canada.

## DIVISION 2

*H. F. Nelson*

Supt. T. Y. Dickey was seen this week riding in a Henry. What next? Twin nines, I suspect.

H. T. Hansen, stenographer, is improving rapidly, or as rapidly as you can on a pair of crutches. He expects to be able to return to the old job by the 20th.

Motorman F. I. Ray is back on the job again after being off sick for the past two months.

The following men have taken leave of absence: J. A. Godwin, R. A. Drake, W. F. Cooper and B. I. Furbish, to rest up, etc.

W. B. Zink has been trying to rest up for several months; threw up his run and worked trippers for awhile, then tried flagging for a month but finally decided the only way to get a rest was to stop work entirely, so took a ninety day leave and hopes to get a good rest.

H. D. Hathaway is hobbling around with his feet bandaged up. I thought perhaps he had been run over with a flivver or some such accident, but it was just old Sol getting busy while he was hunting moon stones at the beach. Next time he's going to wear long wool sox.

The office force have been having their hands full this week, trying to divide up three runs so two men could work them, due to so many men being off on account of sore arms. Cheer up boys, you can all be off next week—maybe?

Don't forget to fill out your questionnaire for the instruction department, and be sure that you have it right. Let's put the Division on top in this if we can't get witnesses.

## DIVISION 3

*Dan Hanley*

"I'm a self-made man," proclaimed Motorman Tearl, as he threw out his chest, and then as we all took admiring glances at him, Conductor Griffith spoiled it all by shouting, "Perhaps so, but you forgot to finish the upper story."

Keep your eyes on the "stars."

Pardon me, but let's all scratch.

Conductor Etheridge was visiting his girl-friend the other night, and he said to her, "You know, dearest, I have known you so long I can read your thoughts."

"Hardly," she replied, "or you wouldn't be sitting so far away."

Never mind, boys the "W" line,—you'll get yours some day.

It was a toss-up with me today whether I would go to the ball game or work traffic. But I went to the ball game, after tossing up fifteen times before I got "ball game."

Goodby, Jeff, and good luck.

## BUS DIVISION

*Elmer Wood*

I think the world ought to know the important part that buses played doubling for street cars and upholding the service during the recent storm, and how greatly they were appreciated by the passengers they accommodated, when mud and water blocked the tracks. Through buses were used each time the storm raged.

Operator P. F. Murray is taking a 30-day leave of absence, most of which he will spend in Seattle. Operator A. Arskine is taking 60 days for a visit to Salt Lake City.

Operator L. J. Potter was struck and injured last week by an automobile while on his way to work.

Operator G. A. Stannard has resigned.

Operator C. E. Holcomb spends his spot at 61st and San Pedro in the barber shop inquiring for information on how to fire a steam engine. He makes believe the chair is in the cab of the engine, and rehearses the instruction with great enthusiasm.

Introducing new men: R. D. Clark, and H. H. Houseworth, another one of the boys from the Casper Motor Coach Company of Wyoming.

## SHOPS

*By Jack Bailey*

Remember what William Cabbett said:

"When you write, bear constantly in mind that some one is to read and to understand what you write."

For the benefit of those wondering just how hard a street car must be hit to bend in her ribs: Let "X" be the answer. But first ask Mr. Aldrich how large the boulder must be. He will then tell you what "X" is equal to.

Who's to be congratulated? As a rule the Shops receive their expected list of wrecked and disabled cars after a rain storm which naturally results from our wet weather traffic difficulties. We are proud to say that considering the seriousness of the last storm not one car was sent to the South Park Shops for wreck considerations, and for less electrical or mechanical trouble under such weather conditions than at any time in the history of the company.

## DIVISION 4

*C. J. Knittle*

A strange trainman was noticed sitting in the trainman's room last Wednesday afternoon. He was undoubtedly bored, had read all the papers that were lying around, shined his shoes and looked over the bulletins. Finally he took a transfer envelope, wrote something on the back and dropped it in the "Two Bells" box. Here it is: "My name is William Jones, Sent over here from '3'. If you should need a motorman Just whistle out for me. My feet are cold, my face is hot I have a run and I'm on the spot."

Conductor E. T. Smith started his twenty-first year of L. A. Railway service April 18.

"Why don't you play with that beautiful dollie I gave you?" asked Motorman Dundas of his little daughter.

"I'm going to save it for my children," answered the young 'un.

"But what if you haven't any children?" asked the papa.

"Then I'll save it for my grandchildren," she answered brightly.

A certain well known travelling instructor boarded a "U" car at Vernon Avenue last Tuesday afternoon and stepped over in the corner of the car, unnoticed by the conductor. One of the things the instructor observed was that a man also boarded at the stop and handed the conductor a transfer. Then the conductor took off his cap, wiped the sweatband with the transfer and threw it away.

"Were you whistling 'Marching Through Georgia'?" asked one extra man of another.

"No," replied his friend, "That was a parody on it."

Division 4 turned in twenty forgotten umbrellas Thursday, April 8. Division 3 turned in twenty-three.

## DIVISION 5

*Fred Mason*

"Pretty soft," said "Shorty" Hague, as he scratched his head.

Several of the boys wanted to know why it was that "Tex" Hiller always orders two bowls of soup for dinner. I didn't know, so I asked "Tex" why it was. "Well," he drawled, "I'm very fond of soup and one's for my vest."

Motormen Bert Harris and M. C. Foth are in the General Hospital, Wards No. 301 and No. 230, respectively. They would appreciate a visit from any of the boys, so if any of you are around that way just drop in and say "Hello."

Conductor L. C. Stammers has taken a 90 day leave of absence to attend the Police School.

Conductor George Baltas reported an hour too soon for his run one afternoon last week. Said he did it on purpose, or rather for a purpose. He wanted to listen in on the radio. His kidding side-kick, Watson, was talking to him for a solid hour so I guess George wasn't lying—Hawthorne was on the air.

Ask Bill Stoll and Jack York who beat them playing pinochle last Sunday. Stay a long way from Bill when you ask him, though.

### Signs Seen on Fords

N'Ash Can; Oil by Myself; Sick Cylinders; The Stuttering Stutz; 100% Static; Rolls-Oats; Danger—20,000 Jols; Little Bo Creep.