

TWO BELLS

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No. 39

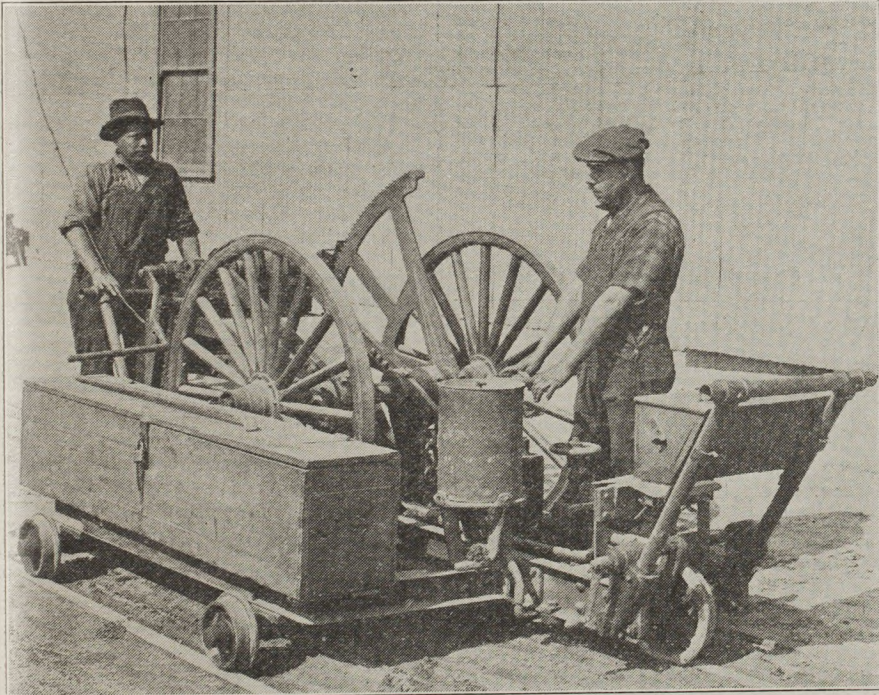
A Herald of Good Cheer and Cooperation Published by and for Employes of the Los Angeles Railway

Edited by J. G. JEFFERY, Director of Public Relations

New Rail For East Seventh Street

Track Manicure Tools Take Bumps Out Of Rail Joints

"Hasn't scratched yet"—but the rail grinder will remove the bump you hate to touch as soon as the power is turned on and it is put in operation by Messrs. Julio Ayala (pronounced Smith) at the right, and Delfina Yturiago (pronounced Jones) at left.



ALTHOUGH it looks somewhat like a cross between a lawn-mower and a Ford, the reciprocating rail grinder used by the track department is one of the most valuable pieces of machinery for the convenience of riders. The track grinder is used to smooth joints and other parts of track to provide a uniform level and to avoid a drop from one section of rail to another.

A difference of a very small fraction of an inch between the level of two pieces of rail soon develops into a serious bump that is annoying to passengers and damages the track.

Five pieces of carborundum stone measuring 2 inches by 3 inches by 8 inches do the actual grinding. They rest on end on the rail and slide back and forth until the high spot is lowered to conform to the rest of the track. The machine is operated by a motor and current is procured by an attachment to the trolley wire. The machine is well balanced, so that it can be pushed along level track. If a grade is to be surfaced, the machine is hauled to the top by a truck and released downgrade by hand.

The picture above shows the track

grinder with its small wheels resting on the rails, but the crank which can be seen at the left rear in the picture, raises the body of the grinder so that the track wheels can be cleared of the rail and it can then be run on the large wagon-wheels. This feature makes it possible to move the machine from the track in a few seconds if this is made necessary by the approach of a street car. Most of the track grinding is done at night, when only the owl cars interfere with the work.

Two pressure screws are used above the surfacing stones and the amount of pressure exerted on the rail can be adjusted according to the thickness of track that has to be ground. The round tank shown in the picture holds water which drips on the rail as a cooling system.

ORCHESTRAS ENTERTAIN "VETS"

The company orchestra and Hawaiian quartet played last Thursday night at the Sawtelle Soldiers' Home. The musicians entertained the veterans in their usual excellent manner and were enthusiastically applauded.

Uniform Is Used For Wedding Suit

THE trainmen's uniform is becoming popular as a wedding suit, according to 'Dick' Windsor, in charge of the company uniform department. Within the past two months, six trainmen have purchased new uniforms and have told Mr. Windsor that they intended to be married in them.

Since the leather lining and all outward signs of re-inforcement have been removed, the uniform makes a very good-looking civilian suit.

NEW OFFICERS TO PRESIDE AT CLUB

The first meeting of the Los Angeles Railway Square and Compass club to be held under the administration of the new officers elected January 30, will be held Saturday night, February 20, in the Masonic Temple at Pico and Figueroa streets. Arrangements have been made for an especially good program, according to a notice sent out by H. T. Hansen, assistant secretary. The entertainment is in charge of C. V. Means, chairman.

Following are the new officers of the organization:

E. R. Dye, president; John Miller, first vice-president; Dan Healy, second vice-president; Frank DeMott, third vice-president; R. R. Smith, fourth vice-president; F. B. Slaughter, fifth vice-president; Taylor Chase, sixth vice-president; Lester Sparks, seventh vice-president; Thomas H. Gray, eighth vice-president; C. A. Henderson, treasurer; E. H. Sleeper, assistant treasurer; W. T. Shelford, secretary; H. T. Hansen, assistant secretary; A. G. Rex, marshal.

F. Van Vranken, J. B. Hayner, and L. L. Wimberly, auditing committee.

"TO THE PUMPS, MEN"

The recent rains put so much water in the open pits at Divisions One and Four that the company is planning to replace the small pumps which remove the water, with larger pumps so that the surface can be dried in a comparatively short time after a downpour. The cement floors of the pits at both divisions are built on a slight grade so that the water runs to a sump from which it can be pumped into a sewer.

SAN PEDRO TO ALAMEDA JOB WILL START SHORTLY

One of the major track jobs of the year will be started soon on Seventh Street between San Pedro and Alameda Streets. The third rail which has been used for Pacific Electric cars, will be removed as the red cars have discontinued use of that section of the street. New girder rail will be used. The work will start from the Alameda Street end on the west-bound track. The excavated material will be removed nightly so as to minimize delay caused by accumulation of materials on the street.

Another job affecting the central section of the city will be reconstruction of track between First and Temple Streets on Broadway. The proposed operation of cars through the North Broadway tunnel makes necessary the use of heavier rail for this section. Girder rail will be used similar to that on East Seventh Street. Owing to the heavy vehicular traffic in this section, most of the work will be done at night.

The tracks through the tunnel have been laid and the new paving surface has been put down. It was expected that vehicular traffic through the tunnel would be resumed Friday night, February 19, less than two weeks from the date it was closed.

The special work to provide a connection between the Broadway rail and Sunset Boulevard has not been delivered, but will be installed as soon as it is received.

Shops to Have a Little More Pull

Under a program being developed by the engineering department, each of the five division shops will have either an electric or air-operated hoist to facilitate the minor repairs made on cars at the divisions when it is not necessary to send them to South Park Shops.

Division Four was given an electrical hoist when the new shop building was equipped. Division One has had a crane for some time. At Divisions Two, Three, and Five work is now under way on hoists that will expedite repair work.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Your Service Serves You

TRAINMEN and passengers alike are members of a great co-operative association. The essential principle of co-operation is the direction of effort toward a common interest. The men who operate the street cars and the public whom they serve, are endeavoring by the fruits of their labor to supply themselves with the necessities and the conveniences of life, and depend upon each other for the factors of accessories, supply, and demand.

You are working for yourself, no matter what your occupation, in the sense that we are all working to a common end, and we share in the profits or the losses. When the wheels of industry and of service run efficiently there is a profit to all; when some one in the great system falls short, we all suffer the losses.

"If you would be well served, serve yourself," is a maxim that has come down to us through countless years of human experience. It can apply with a great degree of wisdom to your own job. If you are serving others you are serving yourself as well—and no one else will do as much for you as you can do.

In the early days of our country, the members of a household built their homes out of materials from their own land, ate food raised on their own soil, butchered their own meat, wore clothes made from wool or cotton grown by themselves, woven into cloth and fashioned into garments by their own womenfolk. Families lived far apart, and were of necessity sufficient unto themselves.

Today we depend upon the vast system of production, transportation, marketing and distribution for the efficient supplying of our needs for food, clothing, and the houses in which we live. A thousand links of service make up the chain that has been forged between producer and consumer. We suffer when some link breaks in this chain, for few men in this day are prepared or willing to go back to the old more primitive way of life.

We in the local transportation business, one of the greatest links in the chain of service, make it possible for individuals to live comfortably, far from their work or business, and for businesses to serve the public in many localities at the same time. Like those who are involved in any of the other countless activities that exist for the purpose of supplying a human need, are rendering a service in return for which we receive money that we, in turn, pay someone else for service that we require. Insofar as the service that we render is efficient and adequate, we aid the other component parts of community life in doing their share, to serve us in turn a little more efficiently.

J. J.

Towerman Knows How

TOWERMEN stationed at such points as Ninth and Main and the Plaza have complete authority over the movement of cars, and their signals must be followed without question. Cases arise in which one track is blockaded, and it is necessary to hold cars even when the "Go" signal has been given and automobile traffic is moving.

The following example illustrates a condition which makes it necessary at times to hold cars against a signal:

If northbound cars at Ninth and Main have been blockaded and several are standing at the intersection, the towerman can move them north on Main and north on Spring when the north and south traffic signal is open. Due to this, it is sometimes necessary to hold southbound cars on Main Street because their movement would interfere with the northbound cars moving through the intersection from Main to Spring. In case the necessity for clearing up the blockade of northbound cars warrants the delay of holding southbound Main Street cars from one signal, the towerman's judgment must be accepted as final.

Machine Overhauled At University Sub

The number three motor-generator set at the University substation is being dismantled and overhauled. The job includes leveling the base of the foundation for the machine and the re-grooving of slots on the stator for securely fastening the wedges that hold the coils in the slots.

Flagmen to Make Choice of Shifts

Due to the Santa Fe track on Center Street being abandoned, the necessity for several flagging stations that have been operated by the Los Angeles Railway ceases to exist, and a general choice of stations will be held by flagmen within the near future. Approximately 45 men will participate.

BULLETINS

Issued Feb. 22, 1926

BULLETIN NO. 25

Notice to Conductors

Pass Book No. 24231, issued to Fireman F. E. Moore, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 26

Notice to Conductors

Pass No. 1857, issued to Paul C. Kriewald, Clerk, Mechanical Department, and reported as lost in Bulletin No. 13, has been recovered.

BULLETIN NO. 27

Notice to Conductors

The following passes are reported lost: No. 527, issued to H. E. Gaskill, Chief Accountant, Auditor's Department. No. 1942, issued to C. Crumwell, Yardman, Mechanical Department. No. 3374, issued to Blanche L. Perry, wife of R. C. Perry, Con. Div. No. 5. No. 6042, issued to C. Snodgrass, Conductor No. 2.

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

BULLETIN NO. 28

Notice to Trainmen

On account of numerous automobile owners not having as yet secured 1926 license plates, trainmen must in all cases when making out accident or delay reports, give not only the license number but year of same, in order that machine concerned may be properly identified.

P. B. Hill

BUS BULLETINS

BULLETIN NO. 395

February 12, 1926

Several different kinds or types of buses are used to fill the different schedules, some are better than others. Operators will be required to drive the bus assigned to them and they are hereby cautioned to make no comment of any kind regarding the type or dislike of buses to any passengers or any others not interested.

Under no circumstances will an operator be permitted to call for a change of bus while in service unless it becomes absolutely necessary to do so on account of bus not being in an operating condition.

J. Van Vranken

H. J. Rasener, Claim Adjuster, Is Dead

The body of Herman J. Rasener, claim adjuster of the Los Angeles Railway, who died suddenly of heart failure on February 14, at the age of 36, was cremated Wednesday, February 17. Services were held at 3:30 Wednesday afternoon, at the chapel of Strother & Dayton, 6240 Hollywood Boulevard.

Mr. Rasener came to Los Angeles from New York two and a half years ago. He was a Mason and an Elk. In New York he had been associated with the Brooklyn Rapid Transit Company, prior to which he had been in the banking business.

The entire organization regrets the loss of Mr. Rasener, who was known by all who came in contact with him as one of the most genial, kindly, and sincere of men, as well as an efficient worker.

Electric Fare Boxes For Double Deckers

The double deck buses are to be equipped with electrical fare boxes similar to the one that was put in use for a test on one of the Line "S" cars recently. The Los Angeles Motorbus Company double deckers will be standardized with the same fare collection equipment. The product is manufactured by the Johnson Fare Box Company.

The order has been placed for the Motorbus Company and delivery is expected soon. The Los Angeles Railway order will be placed shortly.

The electric fare box has been tested on the double-deckers and is said to have proved satisfactory. The electrical registering of fares is made through a connection with the battery.

JANUARY CREDITS INCREASE OVER DECEMBER

Only 75 more demerits were assessed in January than in December, keeping up the good record that was made in the initial month of the current Merit System year, when only 933 demerits were assessed. The total for January is 1,008, according to the report of the Merit System supervisor, while in November, the closing month of last year's records, 1,693 demerits were charged to trainmen.

The increase in January records over the preceding month is most evident in the number of demerits assessed for discourtesy to patrons, running ahead of time, errors on cards and trip sheets, and missing out at the divisions and missing relief. Missing out leads the list with a total of 215 demerits assessed for that cause. Slight decreases in offenses for other causes tend to balance the list, as fewer infractions of the rules governing giving bells too soon, going against traffic signals, and opening exit gates too soon are listed.

More credits were awarded last month than in December. In December 435 were given, and in January there were 447. Awards for courtesy more than doubled the December mark, totaling 81. The greatest numbers of credits were awarded for reporting accidents and securing witnesses, and bringing BO fenders and steps to the barn.

While Division Three scored the highest number of credit awards, Division Five trainmen were assessed only 127 demerits during the month and were best in that respect.

Fewer men are below 100 per cent in efficiency rating than in December. Only 89 men rank below 100 per cent for the month of January, while in December there were 104. Of these, 68 are above 94 per cent.

FOREMAN TO ENTER GARAGE BUSINESS

Doyle Rishel, foreman at the garage, who has been with the Los Angeles Railway since July 16, 1918, is



leaving the company March 1 to enter partnership with his brother-in-law, O. E. McComic, in the operation of the M. & R. service station and garage at Third and Crawford streets, Downey, Calif.

Doyle is a native of Westover, Pennsylvania. He started his mechanical career when he was a boy, working in his father's blacksmith shop. He came to Los Angeles with his parents in 1912, and for five years was employed by the Bayer Rothgeb Company as stock clerk and time-keeper. He was then stock-keeper and shipping clerk for the Moreland Truck Company for a year, until he entered the employ of the Los Angeles Railway at the garage, which was then at the South Park Shops. Soon after the garage was moved to its present location, Doyle was made foreman.

Doyle's many friends wish him success in his new venture.

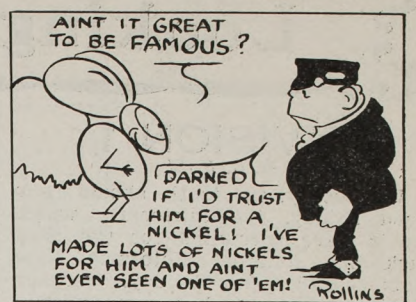
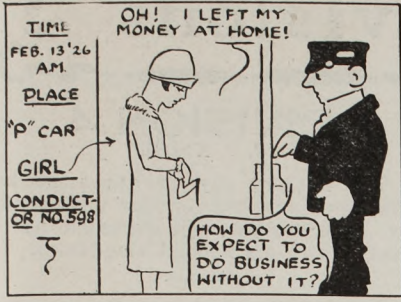
Appreciation

The Co-operative Association has received a letter from Harry W. Hunt, who is living at Tejunga, California, expressing appreciation for the financial assistance and services rendered.

Conductor Ding and Motorman Ding Ding

---But Don't try it on the Landlord

By Rollins



Bouquets And Things (Hand Picked)

For Mtr. E. W. Knapp—Div. 1
Los Angeles Railway.
Gentlemen:
Tuesday, January 26, as Mrs. Wallace and I were seated on the front end of the "R" car, going west on Seventh Street near Los Angeles, a man in a Ford coupe stopped and as we got within 8 or 10 feet of it suddenly started again and it was only the action of Motorman No. 2615, who had perfect control of his car, his strict attention to duty, his close observation of the man in the auto, his promptness and good judgment and speedy stopping of his car that prevented a serious accident. The motorman was warmly commended by the passengers on the car—and the fool driver was condemned.
I commend the action of Motorman 2615 to you. He is unknown to me. I went north to Sacramento and only returned yesterday, hence the delay.
Yours truly,
F. A. WALLACE,
3524 Eagle Street.

For Condr. L. R. Norfleet—Div. 2
For Mtr. J. A. Wear—Div. 2
Los Angeles Railway.
Gentlemen:
Recently I was coming east on a "U" car, and I want to call your attention to Conductor 1766. He was so kind and courteous and he had lots to contend with, as the people blocked the back entrance. He kept asking them to please go to the front of the car, but they only looked at him as much as to say, "I would like to see you make me." And at Towne Avenue he got off the car and carried a poor cripple boy over to the curb. And his motorman was very nice to call out all the streets so all could hear.
Yours truly,
J. B. TECHYEU,
624 Kohler Street.

For Condr. C. E. Harris—Div. 3
Los Angeles Railway.
Gentlemen:
I wish to write a few lines to you to commend Conductor C. C. Harris, No. 2428, for the kindness and courtesy he extended me last Sunday evening when I boarded a "W" car at the corner of Washington and Arlington Streets.
After boarding car I discovered I did not have car fare with me. As soon as Mr. Harris understood the circumstances he reached into his own pocket and dropped my fare into the box.
Yours truly,
HARTLE TALLMAN,
628 South Hill.

For G. L. Palmer, William Green, W. E. Caldwell, E. H. Parrott, L. P. Larsen, T. J. Vail, T. R. Bates—all of Div. 4.
Los Angeles Railway.
Gentlemen:
Must start the new year right by wishing all the conductors on the Griffin Avenue line (which is the best line and has the best conductors in the city) a Happy New Year, and to especially thank and commend numbers 3077, 3009, 3005, 3072, 3049, 1623, 509. for courtesies and kindnesses shown me on my daily trips on the line, which are so much appreciated by
Yours sincerely,
ELLA M. KENNEDY,
3724 North Griffin Avenue.

For Condr. D. P. Austill—Div. 5
For Mtr. W. E. Garris—Div. 5
Los Angeles Railway.
Gentlemen:
I wish to report Motorman 453 and Conductor 1574 of car 1501, line "E," for excessive courtesy. By mistake I got on their car and did not notice it until we were in a strange part of the city.
I told my troubles to the motorman, and he told me to see the conductor and he, the conductor, would direct me to my proper cars. The conductor listened to my story, smiled and then began to write on a card he had taken from his pocket. At first I thought he was going to ignore me, as some do when asked for directions. But he was merely writing down the names of the cars and the transfer points, so that I would not forget them. Then he gave me a transfer and asked if he had made everything clear. By following the directions given I was able to reach home without further trouble.
As I am 88 years old, I think I know genuine courtesy when I meet it.
SARAH KING,
Culver City, Calif.

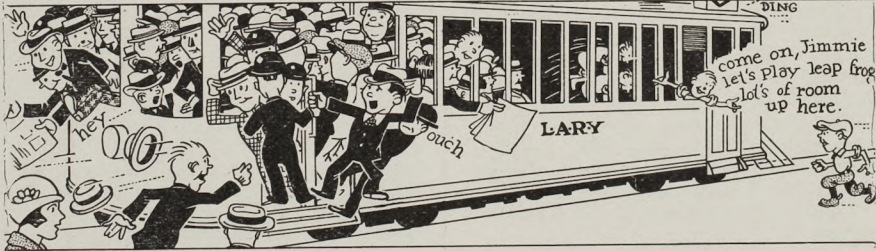
He-Haws: "I don't want that tire on my car. Can I get a little inflation in my tires? My clutch slips.

"Charge of the Heavy Brigade" -- OR --

As the insignificant flea said to the ponderous proboscidean as they boarded Noah's ark with transfers good to Mt. Ararat—
"PLEASE MOVE FORWARD"
By Condr. A. E. Sommerville, Division Two

Half a league, half a league,
Half a league onward—
All on the Vernon car,
Rode the Six Hundred.
"Forward into the car,
"Charge for the front," I said,
But on the rear end—
Rode the Six Hundred.

"Forward," again I begged,
Not a man moved a leg,
Not though the people knew
Some one would smother.
Theirs not to make reply,
Theirs but to live or die
Or know the reason why—
All the Six Hundred.



Crushed as they crowded there,
Crushed as they turned for air,
Packed like an army there—
Rode the Six Hundred.
They that could fight so well,
Wanted off although they fell,
And they let out a yell—
At the Six Hundred.

O! the wild charge they made!
When will their courage fade,
All in the car wondered—
Reeled they from off the car,
Shattered and sundered,
Weak in the knees—
All that were left
Of the Six Hundred.

Way Being Cleared For Macy St. Track

The Santa Fe Railroad has abandoned track which ran across Macy Street at Center Street, and trains are now running over new track which has been laid at the west bank of the river underneath the viaduct. This will enable the bridge contractor to complete the last span of the structure and will make it possible for car tracks to be laid on the bridge within a few weeks.

Conductors' Rules Ready For Trainmen

The 1926 "Instructions to Conductors" have been printed and all divisions and departments affected are to receive copies at once. The instructions are contained in a 14-page folder measuring 3 1/2 inches by 8 1/2 inches, to permit convenient use in a trip sheet holder. Complete information regarding fare conditions on all bus lines is a feature of the book.

Box Lunch?

On The Back End (Contributed)

Motorman J. H. Kelly, on making a stop at one of the busy intersections downtown, opened the gate and let some passengers out. A mail carrier, policeman and some trainmen immediately boarded through the front door and a lady standing near thought she would try it, but Motorman Kelly stopped her when he yelled, "Lady, you will have to go to the rear as you haven't got a cap on." Here's a hint to some of the trainmen's wives—
"Borrow your hubby's cap and then board the car through the front gate."
* * *

The most prominent man of our trainman personnel is Conductor Jolley of Pico line. It is not generally known that Jolley wrote, "That Royle Girl," "The Merry Widow" and "Tess of the Storm Country." Anyhow, none of them answered.
* * *

A woman gave W. S. Douglas, on the Washington line, a two-cent stamp and three pennies for her fare. But Bruce Pentland brings forth a story wherein a woman asks him to take her to Ninety-first Street for another nickel, on the San Pedro and Main Street line, which only runs to Eighty-first Street.
* * *

"Let me drive," said Motorman R. O. Farmer's wife, as they were about to set out for a little ride in the old Cad.
"All right," said Rufus, "get in the back seat."
* * *

Joe Frymote of the air department of the shops was pondering over a valentine counter, evidently looking for something special. The saleslady sensing his dilemma brought to light a beautiful sentiment inscribed, "To the Only Girl I Ever Loved."
"That is just what I was looking for. Give me ten of them, and show me something appropriate for my wife."

Improvements Made To Lighting Systems

Work is under way on a new lighting system in the company restaurant at Division Three which will make the building much more attractive and increase the illumination considerably. Enclosed light units, similar to those installed in the administration offices of Divisions One and Four will be used.
An improvement of lighting facilities for the uniform department at the main offices is to be made soon, a work order having been issued.
The third place to benefit by illumination changes will be Division Two, where new overhead lights have been ordered to replace the less efficient five-light clusters supplied with direct current. The new light system will be supplied with alternating current.

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

Wednesday, the tenth, should have been Friday, the thirteenth, which would have accounted for the hard luck that followed Motorman Nate Robinson all during the day. Perhaps its being pay day had something to do with making him nervous and excited, but anyway he overslept until twenty minutes before the time he was due to pull out his run. He jumped in the trusty Ford and as he was hitting it up along Whittier boulevard he hit a dog, but didn't have time to stop and pick up the pieces. And on reaching Industrial street he ran over a cat, but the cat got up and still had six lives left to go on. Nate reached the barn in time to get his run and everything went fine until reaching home that evening he attempted to empty a large water bottle and dropped it, spoiling his newly pressed uniform.

A report was left on my desk by one of the trainmen last week which stated that Conductor Dick Rowe came in the R. R. Lunch Room about 9:00 a. m. one morning and proceeded to order hot cakes until all the dough was used up. This certain individual that was making the kick had to eat toast, so he hereby charges Dick with willfully and maliciously consuming all the ingredients necessary to constitute a fair and just breakfast, thereby causing him mental and physical (mostly physical) suffering.

Conductor C. C. Lee says there is wealth and fame in store for the guy who will invent for conductors, a pair of toe protecting shoes that will not give under the weight of hob-nailed boots on farmers from Belvedere Gardens.

Familiar saying around Division One—"How does your arm feel today?"

Conductor T. C. Eagleson left last week on a sixty day leave to go to Brooklyn, New York, to visit his father.

Clerk Ruggles received a card from Conductor J. O. McArthur who is visiting at his home in Birmingham, Georgia. Mac says he is having a fine time with plenty of fried chicken to eat.

DIVISION 2

H. T. Hansen

Motorman L. L. Leasman had to stand on the front fender to clean the window of his car. In so doing he missed his footing and fell, fracturing his left arm.

Conductor W. R. Stewart jumped off his car to adjust the trolley, and slipped, spraining his right hand.

On Wednesday night a certain group of men were noticeable by their absence.

News Item: "Prize Fight at the Olympic Auditorium, on Wednesday night."

Ah ha! That solves the mysterious absence of the following devotees of the pugilistic art:

J. A. Madigan, C. J. Clark, R. C. Hoyle, B. I. Derry, V. B. McAdams, and Jack Williams constituted the party, and from what we hear they had a good time.

Conductor R. A. Johnson received a telegram from Waco, Texas, that his wife had passed away. "May He Whose eye is ever watchful, comfort you in your hour of bereavement."

Only a few days left to register! See H. T. Hansen.

Who's Who



A. J. Bowen is one of the faithful ones of the service who have passed the 20-year mark in the employ of the Los Angeles Railway. He came to Los Angeles in September, 1904, and began as a conductor at Division Four in October of that year. Bowen's home was in Whitehall, Wisconsin, where he worked at his trade of carpenter and paper hanger for several years, until he came to California seeking a warmer climate. Bowen has kept up a commendable record throughout his years of service, and has participated in the annual bonus regularly.

A heated game of Checkers has been going on for the last six weeks. The returns are as follows:

Name	Games	Percentages
Caldwell, W. G.	65	72%
Smith, E. E.	64	71%
Stokes, L. L.	63	70%
Bourland, Tex.	61	67%
Selby, S. D.	58	64%
Saylor, E. V.	31	34%
Billips, W. D.	30	33%
Mehan, C. T.	29	32%

This is the average of the 90 games played.

SHOPS

Jack Bailey

Joe: "Scribe, give me a sentence using the word 'diadem.'"

Scribe: "If Elmer Wood don't watch his own step instead of mine at the next dance, he will diadem sight quicker than he is planning on getting married."

I think we have mentioned this Charleston King's ability once before, but the boys in the Machine Shop say he is at it again. This occurs at any noon hour when Joe Ellis thinks everyone is not watching him. Take my advice, Joe, and tie your shoes on properly.

Most of our successful men began life without a dollar. They have won success by hard work in strict honesty. Dishonesty seldom makes one rich, and, when it does, riches are a curse. There is no such thing as dishonest success.

"Give me another bottle of milk, Ben, and I'll be on my way."

Harry Longway: "Had any experience in shop work?"

Applicant for job: "Yes, sir, worked twelve years back in St. Louis shops."

Longway: "Hum! On truck work?"

Applicant: "Yes, and can do machinist's work and acetylene welding as well."

Longway: "Know any accounting?"

Applicant: "No, I'm a mechanic."

DIVISION 3

Dan Hanley

Register.

Conductor Welch came in and said, "I certainly can't let the motormen get away with all the honors. Mine's a 7-pound baby."

Get witnesses.

Old lady, to traffic man, for the ninth time, "Are you sure this is an 'H' car?"

Traffic man: "Well, lady, it is marked 'H,' it runs on the 'H' line, the conductor and motorman both say it is, and I am sure of it myself, so I guess it must be an 'H.'"

Punch your bus tickets O. K.

Sergeant Tobey came into the Division the other day in uniform, and we were all admiring his medals. Pointing to a certain medal, Conductor Volkert asked, "How did you get that?"

"Oh," replied Tobey, "I saved the whole company."

"Howzat?" asked Volkert. "Gee, you must have been brave."

"Yes," replied Tobey, "I shot the cook."

As you were.

BUS DIVISION

Elmer Wood

Two emergency trucks have been assigned to take care of the minor repairs and adjustments on the 14 bus lines now in operation. Claude Simmons, mechanic, with George Riggs at the helm of "64" will take care of five lines, including Wilshire, Figueroa, Melrose, Beverly, and Alvarado. Arden Arblaster, formerly driver of "64," will have truck No. 53 and will take care of trouble on the remaining lines.

The good-looking chap in "Who's Who" last week, Wilson Turner, is the assistant foreman of the night shift at the garage instead of the Bus Division.

I have been asked, "Why don't they have a little variation with the lights at the company dance, especially when a waltz is being played?" I am unable to give an answer.

Word Usage

Teacher: "Give a sentence illustrating the use of the word 'pencil.'"

Isaac: "If I don't wear suspenders, my pants'll come off."

Pat McKay wanted to see his name in print. Wonder if he is going to take a step into matrimony. How about it, Pat? Don't be bashful.

And This Is True

A high-school boy boarded a Melrose bus inbound, and dropped a dime in the fare box. To Operator G. D. McCarty's surprise he did not ask for a bus ticket. "Mac" asked him why he dropped the dime in the box, and the boy replied, "Because I didn't have a nickel." A little later the same boy asked the operator what the street was west of Rossmore. "Lillian Way," "Mac" answered, and upon arriving there he asked the boy if he wanted off. The boy answered, "No, let me off at Rossmore."

Longway: "Can't hire you then. You'd starve around here, 'cause you couldn't make out your time card."

Joe Timmins, Jim Love and Fred Hume are all welcomed back to the truck shop after a long absence due to illness.

—Howsayourm?

DIVISION 4

C. J. Knittle

The nursery rhymes appearing below were adapted for this publication by Horace Stonewall Farragut, third assistant to our second vice-janitor.

But before we forget it, the well known bird left a six and three-quarter pound boy at the home of Safety Operator T. R. Bates last Friday, February 12.

Jack and Jill went up the hill to fetch a pail of water.

Jack fell down and broke his crown and Jill said: "Uh-huh! Just what I've expecting! If you'd look where you're going instead of watching those flappers you wouldn't be a prospect for the receiving hospital!"

Simple Simon met a pieman, going to the fair. Said Simple Simon to the pieman: "Hey, bo, wot kinda pie yuh got today?" Said the pieman to Simple Simon: "I got apple. Wot kind d'yuh want?" And then the fight started.

Conductor A. W. Flitter, who holds a Pico run, says, "One can tell a married woman every time. But you can't tell her much."

Old King Cole was a merry old soul and a merry old soul was he. He called for his pipe and he called for his bowl and he called for his fiddlers three and said, "If y'start 'Yes Sir, That's My Baby,' I'll scalp you!"

Lots of autos are doing lots of sliding these days along Pico Street and East First. Conductor Osting carries a police whistle and every time a driver attempts to fly by his standing car he chirp, chirp, chirps and there is a screeching of brakes and the odor of burning rubber as the speeder comes to a sliding stop. (Then Osting helps him look for the cop.)

Humpty-Dumpty sat on a—

Dawg gone! It's quittin' time.

DIVISION 5

Fred Mason

Tex. Hiller's weekly witticism: "I had a motorman who was so dumb he couldn't tell what time his watch stopped."

Conductor W. I. McDougall writes from Wheaton, Mo., tendering his resignation, and says that he is opening up a grocery business there. Says, "Tell the Irish gang 'Hello.' The gang is Motorman Rea Gurley."

Red Gurley says, "I can imagine Mac wielding a pick and shovel all right, but when it comes to weighing eggs—begorra, what a come down for an Irishman."

Motorman "Sy" Sybert keeps saying to himself, "And to think that I had a gun and they stuck me up." Don't let that worry you, "Sy." Just remember your conductor had a doughnut and they even got him.

Where are all the Sheiks who used to call their girls up BEFORE THE PAY PHONE WAS INSTALLED?

Just remember, boys, when using the pay phone I'm just on the other side of the partition—can hear everything you say, and lie as well as the next one. Clint Coxhead, please note.