

Meeting Attendance Record Books Opened

EASTER MORN SERVICE TO DRAW VAST THRONG

The Easter sunrise service is to be held in the Exposition Park Coliseum, April 4, promises to be the most pretentious gathering for community worship in the history of Southern California. In former years the Coliseum service, which is directed by the Community Development Association, has been in friendly rivalry with sponsors of the Hollywood Bowl, who have conducted a beautiful service in the natural outdoor theater. As construction work is going on for improving the seating facilities of the Hollywood Bowl, there will be no service there this year, and the attention of Los Angeles is expected to center on the exercises in the Coliseum.

Program to Start Early

The musical program will begin at 4:30 a. m., with the Philharmonic Orchestra and the Orpheus Male Quartet rendering the sacred songs and instrumental music. The service proper will begin at 5:36, the moment of sunrise. The outstanding feature of the service will be an address by Dr. Rufus B. Von KleinSmid, president of the University of Southern California.

Many Cars to Run

The plans for street car service to accommodate the thousands from all parts of the city will be more extensive than in any previous year. For the Hollywood residents who would ordinarily attend the Bowl service, two-car trains will be run at frequent intervals from Santa Monica Blvd. and Western Ave. Direct service to the Coliseum will be furnished from strategic points of the city, and connecting service will be well arranged. The fact that Exposition Park is surrounded by street car lines, and that two of the approaches are over private right-of-way, make street car travel particularly desirable on such an occasion, and early arrangements are being made to serve thousands of passengers.

"Sonny," said Dr. Wick to a Burnett youngster, "what shall I bring you, a brother or a sister?"
"If it is all the same to you, doctor, I'd like a pony."—Exchange.

'Put Your Hands Up' says Bandit '* * * * *' 'Make It Fists' says Conductor

At the left is Condr. A. H. Panscik, who threw a handful of fists at a bandit who tried to rob him and then took the bad man's gun away from him. Mtr. H. F. Kyser, at the right, stood guard over him while Panscik notified the dispatcher and blocked an attempt of the hold-up man to make his escape.



IT'S a clever stunt—try it for your own amusement. Conductor A. H. Panscik of Division Five, learned the trick from a reducing record.

A hold-up man boarded Conductor Panscik's car, No. 1511 of Line "E", at 7:50 p. m. in Eagle Rock, Sunday night, March 7. At Avenue 37 and Verdugo Road the bandit told Panscik to put his hands up, and the command was emphasized by a revolver. Panscik put them up—after a fashion. His left hand collided forcibly with the gun, and his right

fist came in contact with the gunman's face with enough force to knock him down. Then Motorman H. F. Kyser took the bad man's gun and stood guard over him, while Conductor Panscik called the dispatcher. The bandit was held thus until the police came from Lincoln Heights station. He made an attempt to escape, but Motorman Kyser blocked the move.

The captured man is reported to have confessed his guilt to Detective Lieutenant Kuykendall.

All Divisions to Standardize Work

Superintendents of the five divisions will meet with R. R. Smith, assistant superintendent of operation, next Tuesday to review the outline of systemized division office procedure which has been prepared at meetings of the division foremen. Two meetings of the foremen have been held recently and effective work has been done in simplifying and standardizing work.

New Wilshire Line Schedules Put in Use

Double-deckers for evening as well as daytime use on the Wilshire Boulevard bus line are now in operation. The new schedule started March 14. There are now no single-deck buses on the Wilshire line.

Adams St. Work in Final Stages

Excavation for the storm drain sewer on West Adams is now completed. Laying of the pipe will soon be finished and the final work of paving over the street can be done. The storm drain construction on West Adams is one of the biggest sections of work on the large sewer system being built in the city. Excavation work on this section has been the cause of traffic troubles and interruptions of service for many months, and the news that the job is within sight of completion is hailed with rejoicing.

Irate Customer—"Here, look what you did!"
Laundryman—"I can't see anything wrong with that lace."
Customer—"Lace? That was a sheet!"

BIG TURN OUT FOR SAFETY RALLIES URGED

All division superintendents have opened record books in which attendance of trainmen at the coming series of division meetings will be closely checked. Meetings will be held at 10 a. m., 2 and 8 p. m., at each division so that every trainman will have an opportunity to attend one meeting.

John C. Collins, supervisor of safety, will speak before the trainmen at each meeting, to present discussion and instruction in safety practices in a well-illustrated manner that assures interest to every trainman.

Division superintendents will preside at the meetings, but to give Mr. Collins as much time as possible, no other speakers will be on the program. Entertainment will be provided before and after all meetings by the Hawaiian quartet.

Attendance at one of these meetings will be of value to every man, and it is particularly urged that more than ordinary effort be exerted to be present and cooperate with the company in that way toward improving the service.

The schedule for the meetings is as follows:

- Division One, March 22.
- Division Two, March 23.
- Division Three, March 24.
- Division Four, March 25.
- Division Five, March 26.

Sentous Substation Tower Being Built

Construction of a new water-cooling tower for the Sentous substation, which adjoins Division Four, has been started. The equipment will be similar to that recently installed at University substation, and includes a water-softening device to give the pipes a longer life and prevent obstruction due to the accumulation of rock sediment.

Another construction job is under way at the company garage, where a tool room is being built in the old machine shop.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Giving You Something

THE work done in the past year toward accident prevention, as shown by recent claim department reports, is to be commended. At the same time, safety progress is naturally expected. There can be no going backward when every effort, both of the man who designs the equipment and the man who operates it, is directed toward more safety. Constant improvement, as shown by the accident records, is the result of organized safety effort; a combination of instruction and the fact that the men on the cars have the gumption to understand safety practices and to make the best use of them. That gumption is a necessity to the motorman, and it is the lack of it that causes many applicants for the job of operating a street car to be refused. Practically all men can drive an automobile, but only the pick of them are entrusted with street cars. Proof of this is in the figures showing increased accidents involving automobiles running into street cars, and decreased cases of street cars running into autos.

The coming series of safety meetings at the divisions gives you an opportunity to learn much. The safety bureau will present a program of instruction in safety practices, and there will be inspirational value as well as information in mechanical detail to be gained from attendance at one of these meetings. Concentrated experiences and observation in safety work is there for you to profit by. Go in the frame of mind to learn—go to get all you can. It will help you to do better work and make your work easier for you.

If Everybody Smiled

How easy a conductor's work would be if he never antagonized anyone. Without antagonism there can be no trouble. A conductor should handle each passenger in such a manner that he will feel that special interest is being taken in his case and that he is being afforded special consideration. If these precautions are taken the passenger will find it difficult to take exception to the conductor's statements, or in any way become antagonistic.

Though the conductor may not be able to grant some request, the passenger still has the feeling that a special interest was taken in his case and that the conductor actually felt sorry that he was unable to grant the request.

Through the kindly interest shown the passenger by the conductor, he is made to see the justice of the conductor's refusal and, instead of becoming angry, he will have a greater respect for the employe and the Company he represents.

People are not all bad. If we face them with the right attitude, they will usually appreciate it. Those who are inclined to be hostile we can make our friends by showing an interest in them rather than arousing their antagonism.—The Inside Track, Market Street Railway.

NEW "P" ROUTE WILL BE TRIED TO BALANCE SUNDAY TRAVEL

A new schedule for Sunday only, has been prepared for Line "P" to meet a travel condition which is peculiar to that line on the "sweet day of rest." The travel is more than twice as heavy on the East First Street section than on the Pico Street section. Accordingly the new time-table will give a car every 3½ minutes on East First Street and every seven minutes on West Pico Street, on Sundays only. Formerly a 4½ minute schedule was operated from terminal to terminal. Alternate cars leaving the Rowan and Brooklyn terminal, commencing at 6:05 a. m., will be routed through the downtown district south on Spring, and Main to Eleventh Street, and take

the cross-over on Eleventh Street east of Broadway and return over East First Street via Main, Broadway Place, and Broadway.

COULDN'T BE SOFTER

"Jimmy," said a mother to her quick-tempered small boy, "you must not grow angry and say naughty things. You should always give a soft answer."

When his little brother provoked him an hour afterward, Jimmy clenched his little fist and said, "Mush."

The New Guide.

BULLETINS

Issued March 15, 1926

BULLETIN NO. 36

Notice to Conductors

The following passes are reported lost: No. 808, issued to Mrs. W. G. Ebermayer, Clerk, Operating Department. No. 1967, issued to M. K. Hyland, Truck Repairer, Mechanical Department. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 37

Notice to Employees

Employees when giving their names as witnesses to accidents will please note on card the fact that they are employes, also stating in what department employed. This will be of great benefit to the Claim Department in interviewing such witnesses.

BULLETIN NO. 38

Notice to Conductors

Public schools close on Friday, March 26, and re-open on Monday, April 5. Do not honor school tickets between these dates.

BULLETIN NO. 39

Notice to Conductors

The following passes reported lost during the months of January and February, 1926, have not been recovered:

Nos. 162, 527, 562, 808, 1357, 1490, 1822, 1872, 1942, 1967, 2116, 2344, 3150, 3415, 3673, 5835, 6042, 6436, 6470.

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

R. B. Hill

BUS BULLETINS

BULLETIN NO. 402

March 8, 1926

Effective Wednesday, March 10, new form of bus transfer will be placed in use on the Alvarado Street Line, taking the place of the present bus transfer now in use.

The new form is practically the same as the old form of bus transfer except that it carries the words "Bus 14" in red ink across the face of the transfer and therefore can only be issued from this line.

BULLETIN NO. 403

March 8, 1926

Friday, March 26, Los Angeles Public Schools will close for Spring Vacation, re-opening again on April 5th. During this period school tickets will not be honored. This for your information.

BULLETIN No. 405

March 10, 1926

On March the 21st our telephones will be put on measured service and beginning on that day no Company telephone, either at the Division Terminal or on the various locations on the streets, must be used for any other purpose except strictly Company business. In the near future there will probably be installed at the Division Terminal a "Pay Phone" which will be available for all private calls.

J. Van Vranken

ALVARADO BUS TRANSFER

A new type of transfer has been put in use on the Alvarado Street bus line. It has a coupon similar to the street car transfers. The necessary instruction has been given and samples have been put on display at the divisions.

Pluck

W. H. sends us this encouraging bit of verse from his scrapbook:

Pluck wins, it always wins, though days be slow

And nights be dark 'twixt days that come and go,

Still Pluck will win—its average is sure;

He wins the most who can the most endure;

Who faces evils, and who never shirks,

Who waits and watches, and who always works.

—Boston Transcript.

CAL. RAILWAY CONVENTION PLANNED

George B. Anderson, manager of transportation, and R. B. Hill, superintendent of operation, attended a meeting of officials of the California Electric Railway Association in San Francisco last Monday to prepare the program for the next semi-annual meeting of the association, to be held in the Bay City May 20-22. The convention will be devoted to five sections of the electric railway industry, namely, superintendents, engineers, public relations, accounting, and purchasing and store-keeping.

Present plans call for joint meetings with topics of interest to the five branches, and separate committee meetings with detailed programs of interest to men employed in the sections mentioned above. The sessions will be held in the Clift Hotel.

Mr. Hill is chairman of the superintendent's committee.

TRANSFER TO BUS DIVISION CHANGED

The privilege of a 90-day leave of absence for trainmen to give them an opportunity to try work in the bus division has been withdrawn, owing to the fact that very few trainmen who have made the try-out have remained with the bus work, but have elected to return to the cars. This has put the bus division to unnecessary instruction expense. The 90-day leave privilege was not given to bus men who wished to transfer to the street cars, so the new rule puts both sections on an equal footing.

A trainman who desires to enter the bus service must resign and then put in his application for the new line of work, and vice versa.

RIVER BRIDGED BY RY. 50 YEARS AGO

In view of the fact that at the present time Los Angeles is carrying on an extensive program for improved viaducts over the Los Angeles river, it is interesting to note that in the "Fifty Years Ago" column of the Evening Express, the following item appeared a few days ago:

The street railway bridge over the Los Angeles river was finished today. The workmen are now completing the approaches to the structure from the East Los Angeles side. Everything on the east side of the river is ready for track laying from the bridge to the Plaza.

And this item does not have much connection with bridges, but it does indicate that the times have changed:

Our friend Dennis Felix has sold out his Symposium saloon and will be a gentleman of leisure for some time to come.

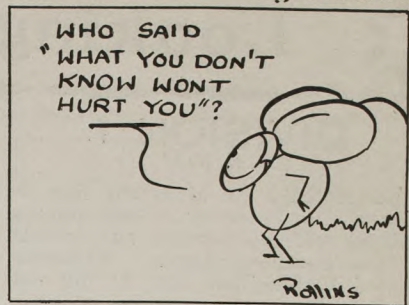
Appreciation

Mrs. Mae Jones and C. W. McKellip wish to express to the Los Angeles Railway Cooperative Association their appreciation for assistance and kind expressions of sympathy in their bereavement.

Conductor Ding and Motorman Ding Ding

- A One-Man Two-Man Car, like San Diego Uses

- By Rollins



Bouquets And Things (Hand Picked)

For Condr. C. Clark—Div. 5
Los Angeles Railway.
Gentlemen:
I am writing to commend Conductor 2610, "M" line, for his courteous and tactful manner in handling an overdue transfer.

During the rush evening traffic last week, a crippled man got on and presented an overdue transfer. The conductor courteously and calmly asked if he hadn't another transfer and by mistake had handed him an old transfer.

The man replied that he hadn't a nickel, nor had he another transfer. The conductor made no reply, whereas the passenger handed him his fare without further words.

Accustomed as I am to see some conductors curtly and sometimes very rudely refuse transfers which they state "aren't good," and inform the passenger to "get off or pay a nickel," I was impressed by the courtesy and effective manner of Conductor 2601 in handling a difficult situation.

Very truly yours,
FLORA D. SMYTH,
Director Los Angeles City Schools,
724 Chamber of Commerce Bldg.

For Condr. C. J. Scofield—Div. 4
Los Angeles Railway.
Gentlemen:

Riding out on the "C" car—"Kensington Road"—I found the most considerate and courteous conductor, No. 1448, I have come across in Los Angeles, also very honest, as I handed him a quarter, thinking it a nickel, and went to the extreme end of the car for a seat, when I walked Mr. Conductor with my change. We do not find them every day and I wish you to know about this young gentleman.

Very sincerely,
MRS. J. E. MANNING,
3916 Wisconsin St.

For Condr. P. L. Vanzandt—Div. 3
Los Angeles Railway.
Gentlemen:

I wish to speak a good word for your conductor 3226. He is certainly attentive and very courteous to passengers, and I noticed his actions in coming back in his car to find and notify me that I was near my destination, when in most cases I would have received no such attention.

C. HERBERT DIAMOND,
535 Consolidated Bldg.

For Condr. S. Rose—Div. 2
Los Angeles Railway.
Gentlemen:

Today on the "H" car your conductor 1284 was most kind and considerate of a blind man, and as I watched the act, I felt it would be shirking my duty if I did not write and tell you of it.

If any credit is given for these acts of kindness, I do hope that 1284 may get it.
Very truly,
MRS. NELLE CARPENTER FOLTZ,
545 S. Coronado St.

For Condr. C. E. Moore—Div. 2
Los Angeles Railway.
Gentlemen:

I desire to call special attention to the kind act of one of your conductors. On entering "S" car I told the conductor where I wished to change cars and told him that I could not hear well. He very kindly notified me at the intersection, but in my hurry to get off I failed to note his number. The "S" car on which I rode left Santa Monica Blvd. at about 1:30 or 2:00 p. m., the number was 1418. This occurred Sunday, February 7. Not only did the conductor notify me as to the correct place, but his manner was so kind and gentlemanly.

Respectfully,
MRS. JOSIE SLICKER,
1416 West 48th St.

For Mtrmn. C. 9. Grant—Div. 4
Los Angeles Railway.
Gentlemen:

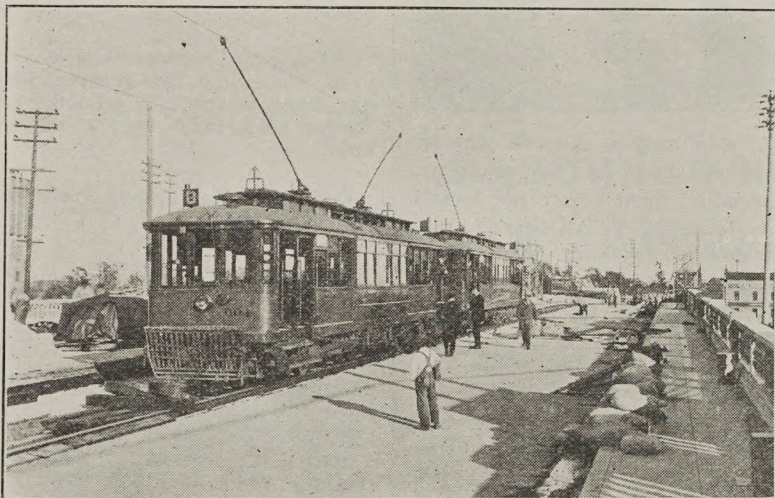
I saw an act of kindness by one of your motormen that should be reported.
He stopped his car at 21st and Main, offered to assist, help or be of service to an old man, who was sick. He was kind, considerate and very courteous. Men like that never hurt any corporation or individual.

He was on an "F" car, leaving Athens at about 11:20 a. m.
Hoping you have more men in your service like him, I am,
Yours truly,
HARRY E. BATES,
961 110th St.

Cars Running Over Major Part of New Macy Street Viaduct

OUT OF THE TRENCHES AND OVER THE TOP

Brooklyn Heights car riders are rejoicing that the partial opening of the Macy street bridge enables them to disregard the old bypaths and footbridge and go over the top on the new viaduct that spans the majestic Los Angeles river.



FORMAL opening of the Macy Street viaduct over the Los Angeles river will take place in the near future. Street cars have been operated over the bridge for more than a week, and with the completion of the work, the span will be open to pedestrian, automobile and other vehicular traffic. Formal opening of the viaduct will be accompanied by a celebration now being planned by civic organizations of Brooklyn Heights and Los Angeles city officials.

Partial operation of street cars over the Macy Street bridge saved nearly

1100 feet of the 1300-foot walk that Brooklyn Heights street car riders have had to make during construction of the bridge for several months. The cars are operating over one line of rail from the east side of the bridge to within a short distance of the west approach.

Within a few days the construction of both tracks over the bridge will be completed so that the shuttle service in the Brooklyn Heights section can be discontinued and through operation over the entire "B" line resumed.

NEW SPECIAL WORK AT 1st & BROADWAY

A new piece of special work which will enable the cars to run north and south on Broadway through the intersection of First Street is to be installed immediately. The work was scheduled to begin Sunday, March 14, under the supervision of B. H. Eaton, engineer of way and structures. The new rail will permit operation of cars over North Broadway from the downtown district. Two double-track curves are now in use at this intersection and the track department will renew parts where such work is needed. Under the new plan, First and Broadway will become one of the most important intersections in the city for street car movement.

TWO PROGRAMS BROADCAST

The Los Angeles Railway Orchestra broadcasted a program over radio station KHJ last Thursday evening from 9 to 10, and were on the air over KFQZ from 8 to 9 p. m., Friday, March 12.

It's easy to keep my percentage,
When nothing at all goes amiss,
But the man worth while
Is the printer who can smile,
When he sets such junk as this.

DIV. 1 CARHOUSE CHANGE STARTED

Work on a complete re-arrangement of the tracks and pits at Division One has been started to provide improved facilities for the moving of cars in and out of the Central Avenue carhouse. The depth of some of the pits will be changed to facilitate the work of the mechanics, and the front of the building will have a much more attractive appearance when the job is finished.

Not a Paying Teller

She had been standing in front of the receiving teller for over a quarter of an hour and he seemed quite unaware of her presence—at any rate, he took no notice of her at all.

At last she became too irritated to keep quiet another moment and, rapping on the window to attract the teller's attention, she caustically remarked:

"Why don't you pay attention to me?"

"I'm very sorry, madam; we don't pay anything here," was the polite reply. "Next window on the left, please."
—Exchange.

Again I ask you, who called the piccolo player a big fat slob?

On The Back End

(Contributed)

Abie, over telephone: "Well, say something—it's your nickel."

A lady who rides the East Jefferson car said her little girl always talked of the "transfer man." Her daddy asked her what she meant by the "transfer man."

"Why, don't you know? The man on the car. When Mama pays her fare she always says 'transfer.'"—H. A. Cornwell.

At our next dance, Motorman Dick Knudson will sing his latest song hit, entitled, 'Those Who Chew Tobacco Should Wear a Brown Suit.'

HOW I BECAME A SUCCESS

By E. Pierpont Grabnickel,
Street Car Conductor.

I attribute my success to the fact that I was born, although some of my enemies contend such is not the case.

I took a mail order course in mechanical dentistry at an early age, but was forced to give up this vocation after trying it on my mother-in-law. Although addicted to salt and pepper, I have been fairly ambitious, and in calling streets I have cultivated my voice with a view to some day running for city council.

Our idea of an efficient conductor is Patrick Kelly, of Division One. A lady boarded Kelly's car and said, "Where is that picture show, Conductor?"

"What picture show?" asked Kelly. "Why, the one on the corner of Seventh and Hill," said the lady.

"Oh," said Kelly. "Let me see," so he took out his guide book and after some diligent searching said to the lady. "Why, that show is at the corner of Seventh and Hill, Lady." Bravo, Kelly.

Motorman G. D. Riley, Division 1, working traffic at 7th and Broadway, tells this one:

Prospective passenger: "Say, Buddy, doesn't the 'R' car go to Huntington Park?"

Loader: "No, take the 'J' car."

P. P.: "Say, don't get fresh; I've been in this town six months myself!"

Her: "I had a good job but the boss said something I didn't like so I quit."
Him: "What did he say, Dear?"
Her: "You get out of here!"

H. Longway: "I miss the old cuspidor since it's gone."

Wifey: "You missed it before—that's why it's gone."
that's snuff.

Conductor Redfield, of Division Four, who conducts a "1200" on "H" line, tells us the other day an impatient male passenger asked, "Do you call this a fast car?"

Redfield told him it was. "Well," said the man, "do you mind if I get out and see what it's fast to?"

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

Conductor J. O. McArthur has returned after spending several months visiting with his parents and friends in the Southern States. McArthur visited Florida, but says he did not purchase any water-front lots or other choice real estate while there.

We are going to pass the hat to buy a prize for the conductor here, who, when given a new pad of bus tickets, always counts them to see if there are fifty in the lot. Name of conductor will be announced in next weeks' issue.

Motorman Bob Frazier, veteran of thirty years' service, boarded a "J" car at Seventh and San Pedro, thinking it was an "S" car, when on his way to Division Two; about half way down to Division One, he was asked by a fellow passenger if he had a new way of getting to Division Two. "By George," says Bob, "let me off here." Mail car got out a little late that morning.

Conductor J. M. Elliott, who has been with the Company since 1920, is leaving to make his future home in Grant's Pass, Oregon. Conductor Elliott has purchased some land there and intends to become a regular farmer.

Motorman J. W. Lippincott is taking a leave of absence to visit his father in Red Cloud, Nebraska. He intends to be gone about two months.

Janitor Rafferty and Conductor Patrick Kelly both have their names down on the "off" book for March 17.

Conductor L. Zukoff is taking a few months off to visit his parents in the east. He intends to make the trip by boat via the Panama Canal to New York, then to Boston, Mass., his former home town.

DIVISION 2

H. T. Hansen

Conductor O. R. Norfleet recently received the sad news that his daughter had passed away at the Olive View Sanitarium. The division extends its heart-felt sympathy.

Foreman J. A. Madigan sure likes those nickel cigars he gets on Broadway. We wonder why he goes so far out of his way to get them.

Conductor A. A. Burlingame, while working his run on the "U" line, was hit by another car. No casualties but a tear in his pants.

Conductor L. S. Porter, his wife, and little son, were badly shaken up when his car struck some soft sand, causing it to skid and turn over.

We are wondering if Conductor T. Davidson, who recently took three days off, is going to pass around the cigars ???

Conductor C. E. French has returned to duty after an absence of eight weeks on account of illness of his wife.

Old lady boards C. O. Ashton's car at Santa Monica and Western Avenue, saying:

"Conductor, does the Sherman car come this way?"

Ashton, "Yes, it does."

Old lady says in a very loud voice:

Who's Who



F. L. Randolph is the boy who informally receives for the company. ("Informally" means that he doesn't need a dress suit.) All this is done at the South Park store-room, where a receiving line meets everything that has been purchased by the company, including the kegs o'nails and the tags that are so essential to the Lost and Found department, as well as the full-grown street cars. Randolph has been receiving shipping clerk at the South Park store-room for four years, and was formerly a buyer for a local hardware company.

"Oh, no it doesn't! I've been here only a month, but I know better than that. You conductors don't know anything out here."

Introducing F. R. Whitney, who had a rotten joke played on him by the instruction department, by being branded No. 13 (Cap number). The jinx worked from the start, as his transportation quit on him at Division Five, while he was on his way to Division Two. Perhaps Betsy saw a car-house and thought it was the proper place to stop, but how she could mistake a runt like Division Five for Division Two, is more than we can understand.

BUS DIVISION

Elmer Wood

Operator T. Bolles, who has been ill for seven months and is still confined to his bed, wishes to thank the boys of the Bus Division through Two Bells for the financial assistance recently given to him.

W. S. Campbell, while instructing a student on the San Pedro and Main line the other day, stepped off the bus with some passengers to speak to an officer on the sidewalk. The student, not noticing that Campbell got off, started up and ran a half block before he heard Walter hollering for him to stop.

The office force of the garage was increased last week, so we would like to introduce Clarence N. Marine, who has been working for Parmelee-Dohrmann.

Operator R. L. Milburn thought he would pull out on the dot, and was rushing around until the perspiration appeared on his brow, but on his way

DIVISION 4

C. J. Knittle

Among the guys that we despise is a certain egg who thinks he's wise. He leaves his "TAKE NEXT CAR" sign down to keep the sun out of his eyes.

VITAL STATICS

Conductor C. C. Dotts was married last Monday.

Foreman Boyd forgot his pass last Saturday. Conductor Herb Taylor made him pay a fare.

Pico crews had a line shake up Wednesday evening.

The Ladies' Aid will meet Friday afternoon to quilt.

Motorman "Fat" Smith would like to know what made the Pisa tower lean.

Motorman Hommel tells the cock-eyed world that the greatest present day freak is the bird who drives his flivver less than twenty miles per hour.

Conductor Kennard is not a motor-man anymore.

Conductor Osting tells us if he had enough money to get married, he'd buy a Dodge.

The most warlike nation is vaccination. It's nearly always in arms. Isyerscaboffyet?

The next question is: Do we give the motorman two bells to start or do we give him one bell twice?

Well, here one bell once.
Please take the car behind, folks!

out the gate, a mechanic stopped him and after a few words Milburn decided he was one hour early. Better early than late, eh wot?

Sunday, March 14, a new Wilshire schedule will be in effect, operating double-deckers in the evening instead of single-deckers.

Operator F. M. Fox transfers for the sixth time in the departments of the company. He first took care of the trolley on a work train, next worked with the switch repair men, then drove tractors pulling air compressors to and from track excavations, then was given a truck delivering material to the track construction gangs. After getting married, he wanted a better job, so became a bus driver for a year and three months. Now he has been transferred to the garage, and will give service to his comrades on the buses. Although his foreman's name is Drake, Fox will take his place quietly.

INTRODUCING NEW MEN

H. R. Campbell, formerly with the General Tire Company; P. E. Fales, formerly a truck driver; F. C. Hogelschatz, formerly with the Detroit Motor Bus Company, and J. E. George formerly with the L. A. Transfer Company.

A church hired three buses to haul the congregation to another church last Sunday. When the operators came to run the buses, they were all dolled up, and everything. But when they arrived at the church they received a load of colored people, and mostly children. All that primping for nothing!

DIVISION 5

Fred Mason

This week's hero—Conductor A. H. Pansick. "Don't argue with a man with a gun," says Pansick. "Take it away from him." And that's what he did last Sunday night when he refused to be "stuck up."

Next Wednesday being the Seventeenth of Ireland, regular daily schedule will be in effect providing, of course, that none of you Irishmen come around wearing too much green and looking for a little red to go with it. In that case there'll be a couple of runs held in and a few bodies carried out. Red Gurley, you're off next Wednesday.

Motorman W. J. Cox is away on a 60-day lay-off and is going to put it all in in Turlock, Cal.

Motorman E. L. Davis doesn't like the way things are being run in Washington, D. C., so took off 60 days to take a run over there and look into things.

Extra Clerk "Muck" nearly had to take off 15 days, but he happened to have \$15.00, which he paid, and promised never to go faster than 20 miles per hour again.

Glad you dropped in, Mr. Mast. Come in again some time. If the swing doors are not working, go around to the back and come in through the gate.

SHOPS

Jack Bailey

It is a rumor that a one-time hard hitting lightweight pug (175 pounds) of the blacksmith shop, formerly a Vernon boxer, was seen doing one of his dozen alongside a street car in preparation for a ten-round main event encountered with his trusty hammer. I think James caught his car, but the 60 pounds overweight will demand the real ring calisthenics. Eh, Mr. Nutter?

"A gentleman is a man that's clean inside and out; who neither looks up to the rich or down to the poor; who can lose without squealing and who can win without bragging; who is considerate of women, children, and old people; who is too brave to lie, too generous to cheat, and who takes his share of the world and lets other people have theirs."

Pipe the smock, fellows. Designed and specially made for store room foremen. This fine piece of cheese cloth is guaranteed not to rip, ravel, tear, nor run down at the knee. Every one will be wearing them. Your position will be incomplete without one. Don't be conspicuous; avoid the rush.

Why is it that otherwise smart fellows will sit around in a semi-dark office and try to work between outbursts of cruel threats cast upon the maintenance man, under the impression that the lights are burned out, without trying the switch?

Lee Crump: "Why all the clothes this morning, John?"

Painter John Shultz: "Well, it says on this bucket 'Try three coats for better results.'"

Who swiped the Easter hat off the Main Street dummy? Carpenter Andy Benson is not above suspicion in spite of his varied alibis as to his movements last Saturday afternoon. So, "where did you get that hat?"

—Exit rear end for change.