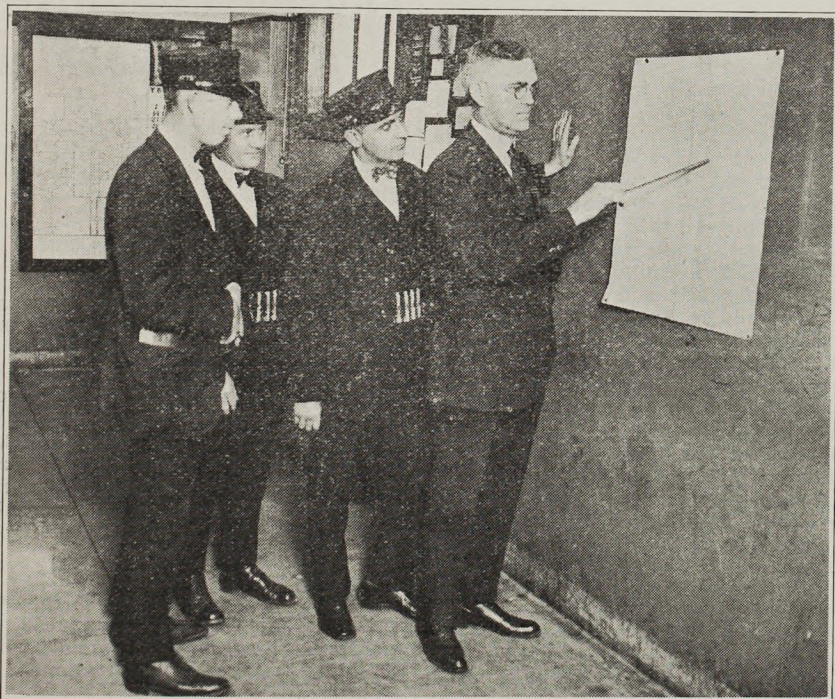


Credits Show Service Advance

Safety Charts Show Accidents

Collins to Show how to Keep them Clean

"The man with a clean safety record keeps the white spot white," Supt. E. C. Williams of Division One explained to H. E. Weaver, E. F. Bourland and G. W. Moore (left to right) while exhibiting the chart that records the type of accidents.



EACH division keeps an accident record posted in plain view. The chart dates from December 1, the beginning of the current year of the Merit System.

If the trainman is charged with responsibility in the accident, the date is written in red; if he is found to be not responsible, the date is recorded in black ink.

A few men have clean records. How they keep them so and why they will probably remain that way will be one of the subjects discussed by John C. Collins, supervisor of safety, at the series of meetings held at the divisions this week.

"The man who has a record that he can be proud of is making an extra effort to keep the space after his name on that chart clean," Mr. Collins said recently. "Men whose names are followed by long strings of dates indicating accidents are never seen inspecting the record. They resent the chart, and resent the record of the other fellow. It is only natural that such men continue to have accidents

listed after their names."

Meetings held this week will be at 10 a. m., 2 and 8 p. m., at each division. The Hawaiian quartet will play before and after each meeting. Mr. Collins will be the only speaker, and will discuss the various phases of accident prevention.

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.

Griffin Ave. Track Will Be Rebuilt

Within a short time the track department will begin complete reconstruction of the Griffin Avenue track between Avenue 26 and Avenue 35. New girder rail will be installed and the track strip will be paved to conform to the balance of the street.

Flagmen Set Example with No 'Missouts'

The general choice of flagging stations in which 53 men participated, was put into effect without a single miss-out or any misunderstanding. Practically all the flagmen are veterans of train service, and they set a commendable example to the younger generation.

At the time of the "shake-up" some Sunday flagging assignments along the Santa Fe track on Slauson avenue were added and the stations on Macy street adjacent to the bridge were discontinued due to the re-location of steam line tracks under the new viaduct.

Manchester Bus Line is Proposed

A cross-town bus service for the south end of the city to extend over Manchester avenue from Compton avenue to Inglewood, is proposed by the L. A. Railway. Permission to operate in the Inglewood section has been granted by the trustees of that city and application has been filed with the state railroad commission for a permit to run over the entire route, which includes Los Angeles and Inglewood territory. The length of the proposed line is six miles.

In recent years Manchester avenue has developed rapidly as a business locality, and it is believed that the bus line, connecting with other street car and motor vehicle lines of the company, will be of considerable business value and convenience.

Macy Schedule for New Bridge Prepared

With the Macy Street bridge near completion, the schedule department is preparing a new time table for Line "B," which will restore through service to and from Brooklyn Heights district. The new schedule will be practically the same as that which was in operation before the line was cut at the river when the old bridge was torn down, and will give a three-minute rush hour service and seven-minute midday service.

A new "C" line schedule is being built which will divide the service to the Belmont and Edgeware branches evenly.

MERIT SYSTEM INDICATES GAIN MADE IN YEAR

Excellent improvement in practically all departments of train service is being made by trainmen of the five divisions, according to reports compiled by R. A. Pierson, supervisor of the Merit System.

Fewer cases requiring investigation and the assessment of demerits are being handled by the department than a year ago. When the records for the month of January were closed recently, the cases involving the assessment of demerits were 1407 less than they were in January, 1925. This was a reduction of more than 50 per cent.

Increased Safety Shown

The general trend of improvement is shown particularly in cases which come under the general heading of "safety." The giving of bells too soon in January totaled 86, while in January, 1925, it was 255.

Operation at excessive speed resulted in only 59 cases of demerits last January, as compared with 260 a year ago.

Road space rule violation showed a reduction of 82, the total for January being 37, or only a little more than one case a day.

"Missouts" Still Plentiful

There is still considerable room for improvement in "missing out." Last January 215 cases were reported and demerits assessed against offenders. Although this was 66 below the corresponding month a year ago, the figure of 215 seems too high, and as missing out causes perhaps the greatest worry for division offices, it is hoped that further improvement will be made.

At the first of February, 89 trainmen had records between 84 and 99 per cent. At the corresponding time of 1925 there were 197 trainmen in this classification.

While the demerits are being reduced, credits are being substantially increased. Practically every classification for the award of credits shows improvement over 1925.

One of the purposes of the Merit and Bonus System is to serve as an indication of the work being done by the entire organization of trainmen, and it is to the credit of practically

(Continued on Page 2, Col. 4)

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Many Witnesses Needed For Full Accident Story

A CHECK of the hundreds of witness cards turned in each month by train crews whose cars have been involved in accidents is proving a substantial help to the work of the claim department, according to C. M. McRoberts, general claim agent. Although the average number of witnesses per accident has increased in a fairly general way, it is found that the majority of witness cards refer to the minor accidents, and the field for increasing the number of witnesses seems to be with those in which personal injury or rather serious property damage is involved.

It must be borne in mind that protection to the rightful interests of the company is the reason for procuring witnesses. Every trainman has a selfish interest in procuring as many witnesses as possible to accidents in which his car is involved because such action increases his protection against charges that may be made from within or outside the company.

The chief excuse that passengers give for declining to fill out a witness card is "I did not see the accident." It is not very likely that many or any passengers on a car or witnesses on the street see all the points involved in an accident. It is necessary to take the information that each witness gives to piece together the entire story of an accident.

In the case of an automobile and street car collision, one witness may have been standing at the back of the car and not seen the automobile approach, but if he heard the motorman sounding the gong for half a block, he is a valuable witness in behalf of the motorman and the company. Another witness may have not seen the actual collision, but he may have seen that the auto failed to make a boulevard stop, or violated some other law. If an accident happens at night, the testimony of any passenger on the car to the effect that the car was fully lighted is valuable. Keep in mind that the story of an accident must be pieced together somewhat like a map puzzle. By assembling all the facts the claim department is in a position to act in justice to all parties concerned, and particularly the trainmen involved.

Are You a Friend Maker

DO YOU realize what an opportunity you have to make friends for the company?

Consider that opportunity. You may encounter the shoddiest-looking individual straying aimlessly about our office. A pleasant word, an indication of welcome, a desire to be of service to that person—and the chances are that you have made a friend. They are simple things, but of such is the bond of friendship.

Or you may be an unmarked person in the crowd. At your elbow, some impatient somebody lifts his voice to complain about service. That person isn't really malicious—he just doesn't know, or he just doesn't stop to think. There is your opportunity. Don't immediately conflict with him; rather suggest to him that narrow streets, automobiles, big crowds, late shoppers interfere with street car transportation.

If you heard unjust criticism of a close friend, you would instantly attempt to correct that. You are no less loyal to your company, and the good you can accomplish is impossible to estimate.

We could no more do without our friends than we could do without the men who operate our street cars.

The business of our company is to render service—good service to our customers—and a part of good service is courtesy. Courtesy is a combination of good manners, cheerfulness, patience and self-control. Much responsibility rests upon the shoulders of every employe of this company. Teamwork is needed to produce the best results.—Memphis Rail-Light News.

A juror was being questioned as to his eligibility in a certain murder case.

"Do you believe in capital punishment?" asked the prosecuting attorney.

"Yes, and by electric current," answered the juror.

"What business are you in?" the attorney asked.

"I work for the electric light company."

"You're excused."

To All Whom It May Concern:

Inasmuch as my appearance in public is at present made more conspicuous by a piece of adhesive plaster over my right eye, I would desire to inform all curious persons that the fight ended at the beginning of the first round. I was caught completely off my guard and the experience has taught me that a wall bed is liable to fall down any time it is not properly hooked up.

Motorman L. N. Woodard.

BULLETINS

ISSUED MARCH 22

BULLETIN NO. 40
Notice to Conductors

The following firemen's pass books are lost:
No. 13161, issued to Fireman H. E. Dikeman.
No. 21483, issued to Fireman Harvey J. Carpenter.
No. 27723, issued to Fireman Charles T. Hamil.
If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 41
Notice to Conductors

Pass No. 562, issued to Mrs. Ruby Edwards, Register Clerk, Auditing Department, and reported as lost in Bulletin No. 34, has been recovered.

BULLETIN NO. 42
Notice to Conductors

The following passes are reported lost:
No. 1967, issued to M. K. Hyland, Truck Repairer, Mechanical Department.
No. 3721, issued to Mrs. Flora Rivera, wife of E. Rivera, Oiler, Eng. Dept.
If presented for transportation, take up, collect fare, and send to this office with report.

P. B. Hill

CALLING STREETS NEEDS ATTENTION

By R. A. PIERSON
Supervisor of the Merit System

From time to time both commendations and complaints have been received in regard to calling streets—all however expressing the thought that this practice adds greatly to the efficiency of service.

To one daily traveling over a certain route, getting off at a familiar stop, this may not mean so much as to a stranger, but even he makes mental note of this courtesy, which has a far reaching influence in helping establish friendly relationship between the public and the company.

Strangers Appreciate Help

That with which we are familiar may seem so commonplace as to appear hardly worthwhile imparting to others, but no doubt at some time you have been in a strange city and have appreciated the clear announcing of streets, which has given you a feeling of security and relief, knowing that you would be notified.

Los Angeles, the city which we call home, and in which we justly take pride, has always a large quota of visitors. One of the things that is going to make a deep and favorable impression is the transportation service—and the Los Angeles Railway asks its representatives, the trainmen, each to take pride in his work, show a willingness to be helpful to those unfamiliar with our city—CALL YOUR STREETS—and establish for yourselves a record in the transportation field for your courtesy in performing this duty.

At the present time it is the custom to caution men careless in the performance of this duty. This, however, does not seem to be bringing the desired results, as too many complaints are being received in regard to the violation of this rule. It is now in the hands of the trainmen to determine whether this method will be continued, or whether disciplinary action shall be administered. Let us have your co-operation in observing voluntarily Rule No. 13, page 4, of the "Operating Rules of the Los Angeles Railway—1925 Revised." It will be appreciated.

If we were getting witnesses to accidents as well as we are getting trip sheet errors, we sure would lead the world. Fellows, get those witnesses.

BUSES WILL HELP CARRY CROWDS TO SUNRISE SERVICE

Buses will be used in conjunction with the street cars to provide direct service to Exposition Park Coliseum for the Easter sunrise service, April 4. The detailed arrangements are being made by the bus division of the schedule department, and will be completed shortly.

Street cars carrying banners "Direct to Coliseum" will run through the downtown district on Main, Broadway, Spring, Hill, Fifth and Seventh streets. A car every four minutes will be provided on Vermont between Beverly Boulevard and the Coliseum, and on Vernon avenue a five-minute service will be given west of Santa Fe avenue, with a car every ten minutes from Huntington Park.

The east-bound Santa Barbara avenue track between Hoover street and Dalton will be reserved to store cars, so that they can be run to the Coliseum in a few seconds after the close of the sunrise service. The cars will be segregated according to districts, and will return direct to the territory from which they started, thus saving passengers the necessity of a transfer.

PROGRESS SHOWN BY MERIT SYSTEM

(Continued from Page 1)

every man in the system that the efficiency ratings stand in such fine condition.

Demerits Decline During February

The February report shows a gratifying decrease in demerits assessed for running ahead of time. While 144 cases were on record under this classification in January, there were only 75 in February, a reduction of 69. Cases of "missing out" totaled 163, a decrease of 52 from the January figure. Only 40 instances of demerits assessed for operation at excessive speed occurred in February, while there were 59 in January.

A total of 418 credits awarded in February shows a decrease from the previous month, but while 1008 demerits were assessed in January, only 865 were charged to trainmen in February.

At the first of March, 41 out of 56 men below 100 per cent in efficiency rating were between 94 and 99 per cent.

There was one automatic dismissal.

Square and Compass Club Calls Meeting

Notice of the regular monthly meeting of the Los Angeles Railway Square and Compass Club set for 8 p. m., March 20, at the Masonic Temple, Pico and Figueroa streets, were sent out early in the week by W. T. Shelford, secretary, with business and entertainment slated to make up an interesting evening.

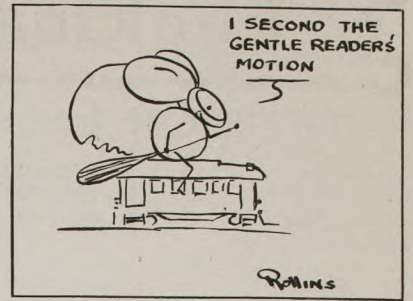
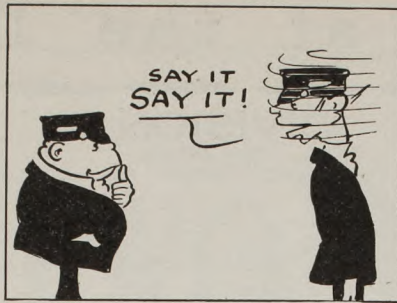
Appreciation

Conductor R. A. Johnson has written a letter to the Cooperative Association in which he expresses his thanks to the members for their assistance.

Conductor Ding and Motorman Ding Ding

Yes, but we call them Car "Houses"

- By Rollins



Bouquets And Things (Hand Picked)

For Condr. L. R. Donaldson—Div. 2 Los Angeles Railway.
Gentlemen:
L. R. Donaldson, conductor on an "S" line street car, was so very kind to pay my fare, when I found that I had forgotten all of my money at home. Please forward the enclosed five cents to him.
Yours very truly,
CHARLES A. OLSON,
1221 Maryland St.

For Condr. R. L. Stough—Div. 1 Los Angeles Railway.
Gentlemen:
It is when occasion calls for extra service on lines leading to objectives—such as the Auto Shows, and affairs at the Shrine Auditorium, that users of your lines appreciate the more a thoughtful and courteous conductor, such as I met Friday evening, February 26.
Conductor 2288, on car 307, "J" line, transfer point 11th and Grand, time 8:30 p. m., is entitled to special mention for his good judgment and courtesy, in getting quick action, having the "herded" ones at the rear of car move to center so that patient ones on street could enter and be carried to destination.
Respectfully,
W. H. WRIGHT,
6163 Winfield St.

For Condr. J. C. Griffin—Div. 2 Los Angeles Railway.
Gentlemen:
Just a word in regard to one of your men whom I feel is worthy of praise. Motorman 2345 on the "U" car line.
There was an old lady who wanted to board the car but wasn't in the zone and after the car had started, she waved her hand to get on, so this man, without grumbling, stopped about fifteen feet further and let her on. He was also very careful not to start before two school children were well on the pavement. He also answered a man several questions as to where Baker's Iron Works were. He is very deserving.
MRS. RAY,
1045 1/2 West 43rd St.

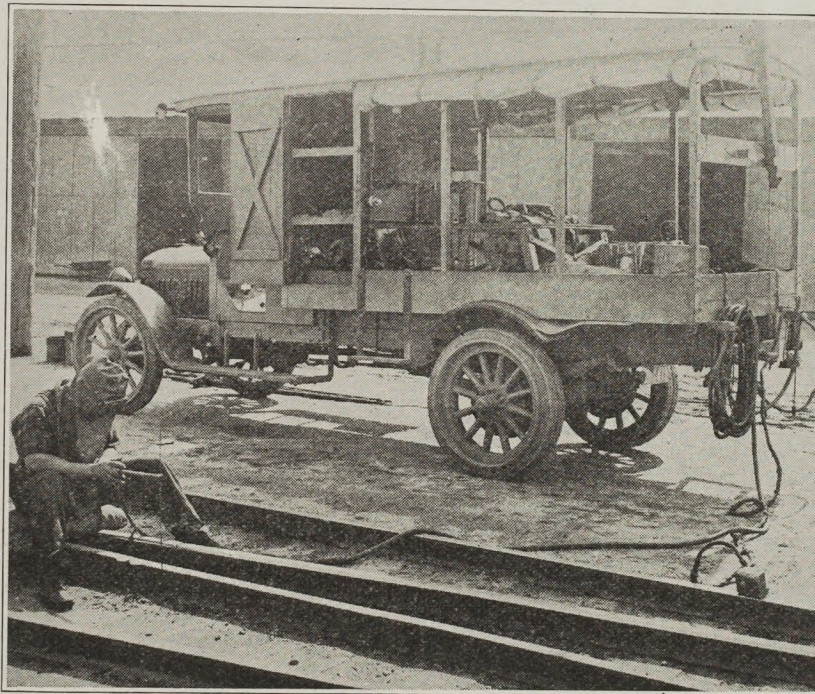
For Motor. C. C. Burnett—Div. 3 Los Angeles Railway.
Gentlemen:
Understanding that you have a department that takes note of praise and complaints about your employes, I want to speak of a rather special kindness shown me this afternoon by Conductor 2982.
I am an elderly woman with my right arm still weak from a recent fracture. I also had an umbrella (a bad combination), and politeness was appreciated.
Sincerely yours,
MRS. ELIZABETH C. FISHER,
517 North New Hampshire.

For Condr. E. E. Wilke—Div. 4 Los Angeles Railway.
Gentlemen:
January 25 I was riding on the back end of a street car and had the opportunity of hearing and seeing everything the conductor did. I was very much surprised to hear him say "please" to everyone, when asking them to step forward, also when an old colored lady tried to get on, carrying a large bundle, he quickly stepped forward and took the bundle, helping her on at the same time. The conductor's number was 3248, on the East First Street car, about 10 o'clock in the forenoon. I am,
Very respectfully,
MISS E. F. LEEBEC,
131 East 64th St.

For Condr. R. H. Manning—Div. 5 Los Angeles Railway.
Gentlemen:
Will you kindly have your office forward the enclosed stamps to Conductor 2882 of the "M" line?
This gentleman advanced my fare from his own pocket at 12:20 this morning when unable to make change for a large bill and at a point where other means of transport was not available. I sincerely appreciate this friendly spirit and believe it is a great tribute, in its way, to your organization as to the individual. One wouldn't expect such treatment from the Czechoslovak army that operates our New York subways.
Thank you.
JAMES J. McMAHON,
Los Angeles Biltmore, or
International Motor Company
25 Broadway
New York

Portable Welder Keeps Rails Smooth and Level

WELDING requires something of a temperamental touch in addition to a firm hand, as you can observe by the regular jaw, hazel eyes, thin nose, high forehead and mole on the east ear of Julio Ayala, one of the prominent citizens of Vernon yards who obligingly posed for this photo.



TO keep the points of special work which are subject to particularly hard wear up to the copper track level and to build up "cupped" rails, the track department uses the Lincoln portable welder shown in the picture above. The complete welding apparatus is mounted on a truck. The current is taken from the trolley wire, and runs through the generator that can be seen on the truck. The metal weight

with wires attached which is resting on the track forms the negative post. The welding metal builds up the rail surface and then a track grinder is used to smooth it to conform to the height of the rest of the track.

This track welding outfit has headquarters at the Vernon Yard. Most of the work has to be done at night, due to the frequent car movements and heavy auto traffic that is experienced on practically all parts of the system.

Division Heads Talk Over Office Systems

A meeting of the division superintendents was held last Tuesday afternoon in the office of R. R. Smith, assistant superintendent of operation, at which time the suggestions of the division foremen for standardized office procedure were revised and additional suggestions made with a view to putting the system into use at the earliest possible moment. The use of a standardized procedure will permit the transferring of clerks from one division to another for a day or two to meet an emergency condition, and will eliminate any duplication of work.

Here is a rebuke to persons who are inclined to make the most of their attainments:

"Is that all the work you can do in an hour?" asked Sam's employer as he surveyed the scanty result of his new man's labor.

"Well, sah," said Sam, "I dussay I could do mo'—but, believe me, I nevah was one for showin' off."—Exchange.

"Eddie" Cruzat, Div. 5 Janitor Passes Away

We regret to announce the death of "Eddie" Cruzat, who passed away at Olive View Sanitarium on Sunday, March 14, 1926. "The Jovial Janitor," as he was known at Division Five, was indeed a fitting name for him, even to the end. No matter how hard things would go against him, he would not allow anybody to know his troubles, and it was this wonderful disposition that won him so many friends at this division. All the boys of this division join in offering their heartfelt sympathy to his relatives and friends in their bereavement.

LESSON WELL LEARNED

"Hello, the club? Is my husband there? Not there, you say? But wait—I haven't even told you my name."

"Say, lady! There ain't nobody's husband here never!" was the darky's reply.—The Northern.

On The Back End

(Contributed)

Two Jewish men crossed the street against the signals of the traffic officer at Ninth and Hope, and after the officer blew his whistle two or three times, he walked over and asked them what was the hurry. They told him they were going to the fights.

"I've a notion to give you a ticket," said the officer.

"All right, give lkey one, too," said the little fellow.

* * *

Colored lady, on East Jefferson car: "Conductor, Ah wants off here. I wants to catch dat 'J' car."

Operator: "You'd better wait until you get to the transfer point if you want to use that transfer, lady."

Lady: "Whar's de point?"

* * *

What's this we hear about Trolley Bell of the Shops getting prices on a striped suit made to measure? Seems to me he wouldn't have room for more than one stripe of the regular pattern. Here's hoping he won't need it.

Janitor Rafferty of Division One was the man with the "green gloves" that you saw on St. Patrick's Day.

"Say, Bob, can you loan me four bits?" asked one extra man of another last Wednesday.

"I only have forty cents," replied his friend.

"Well, give me that and you can owe me the dime."

* * *

Claim Agent to Conductor Shippen: "You say the man was drugged?"
"Sure," replied Conductor Shippen; "he tried to board movin' car and we drug him about 50 feet."

Traffic Man: "Hurry, little girl, and get on."

Little Girl: "But I can't get until I kiss mamma."

Traffic Man: "Jump on, miss, I'll see to that."

Claim Agents to Ask for Auto Safety Help

Increased cooperation between the responsible automobile drivers and organizations of motorists that endeavor to promote safety and curb the irresponsible auto driver, will be one of the main subjects considered at the next convention of the Pacific Coast Claim Agents Association, according to C. M. McRoberts, general claim agent of the Los Angeles Railway, who recently attended a meeting of the executive committee in San Francisco to plan the program. The annual convention will be held in the middle of July.

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

Motorman A. J. Thomas is the proud daddy of an 8½ pound baby girl, who arrived March 8. Mother and baby doing fine.

The old stork was a busy bird around Division One this week, and left another bundle at the home of Conductor H. E. Irvin, a baby girl weighing 7½ pounds. The box of cigars in honor of the new arrival were enjoyed by the office force. Thanks.

Golf togs are getting to be quite popular around Division One, and since Motorman Klein started the fad it is nothing unusual to see a trainman come strolling in all dolled up, ready for the links. The latest victim to this fad is Conductor Owen, who is getting ready to take a two months' leave to practice up on his golf.

Motorman H. Tupper has returned to duty after an illness of several weeks.

Conductor J. M. Boehm is taking a ten-day leave to spend at the beaches.

The tearing down of the front of Division One is going ahead rapidly. Some one suggested that we should put up a sign saying this is Division One, so that some of the fellows now on leave would know where to report to when they come back.

Superintendent Williams with three good looking trainmen had their pictures "took" while Mr. Williams was instructing them in the ways and means of the accident chart.

DIVISION 2

B. I. Derry

Our scribe and stenographer, H. T. Hansen, while fixing his aerial took a swan dive off the roof, and as the result is now confined to his home with a sprained ankle. Hope the short rest will do you good, Hank.

Conductor R. C. McGinn reports the arrival of an 8¾ pound baby girl, mother and daughter are doing well. Congratulations, Mac.

Conductor M. Taylor was seen parading by the Division in his new Ford. Or is it a Stutz, Taylor?

Extra Clerk F. B. Slaughter has been laid up with a bad boil for the past week.

Extra Stenographer H. F. Nelson has been working in Hansen's place since the accident to Hansen's pavement.

Motorman J. C. Miller and O. Daniels are back on their runs again after flagging for the past three months; both are pretty well tanned up, and if it were later in the season could easily qualify as life guards at the beach.

The Crow's nest was increased by one, when Conductor J. B. Crow reported the arrival of a baby girl. Mother and little daughter are doing fine.

Introducing new men at the Division: Conductor R. S. Larson, Motorman G. H. Pohlmeier, Motorman F. R. Whitney, Motorman J. L. Lenihan.

Several of the boys have been married in the past three months and are trying to keep it a secret, even to the extent of slipping a cigar around now and then to keep it quiet. Broadcast it, boys, or we'll tell it to the world next week.

Who's Who



JOHN Shokos was born in Calavryta, Greece. Just as one customer brings another John came to America through the insistence of his brother-in-law, William Doovas, motorman of Division Four, and both of them are now working for the Los Angeles Railway. In February, 1912, at the age of 15, John joined his relative at Colorado Springs, and later that year when Doovas was called to serve his native country in the Balkan war, the boy would not go back to Greece, but preferred to go up to Sunrise, Wyoming. There he worked as a coal miner for nine years. In 1921 he came to Los Angeles and his brother-in-law, then a trainman, helped him get a job as mechanic at Division Three. John has a reputation for being agreeable and popular with his fellow-workers. He has recently recovered from six weeks' illness, and is on the job again.

BUS DIVISION

Elmer Wood

Operator E. Richards announces the arrival of a six pound baby girl, March 12. Mother and daughter doing fine. Congratulations, Richards.

Lady, to chauffeur: "James, go into the bank and tell them to give you a bank book for a lady that folds in the middle."

Shop's News: Yes, it does seem rather peculiar how the "Scribe of the Shops" gets the details on all of the big fishing stories. I kinda think he is connected with that "underworld," from what I hear. (P. S.—Don't tell him that I am on the inside track of these things.)

Operator E. A. Hagen met an old friend the other day. The friend asked him, "Are you still going around with the girls?"

Hagen replied, "Yep. My job makes it compulsory."

"What's the job?"
"Running this bus and collecting fares on the Figueroa line."

Another operator, R. Marshall, has changed over from the Bus Division to the garage. Marshall first started driving buses in London. He later drove for the Detroit Motor Coach Company, and on coming to Los Angeles in September, 1924, started as an operator in the Bus Division.

Introducing New Men

Operator L. L. Bandle, formerly a truck driver; Conductor V. S. Lewis, formerly with the Chicago Motor Coach Company; W. G. Winn, and W. H. Richmond.

DIVISION 3

Dan Hanley

Last week I missed you, did you miss me?

"This is sure depressing," sighed Motorman Stebbins as he sat down on his air cushion.

"I have a swell radio set," chirped Chief Register Clerk Miller. "It's one of those Scotch ones, receives everything and gives out nothing."

Missing—Conductor Cassaday and his Lizzie; left for Texas and haven't heard from him since.

Old lady, at end of Eagle Rock Line, to Conductor Wollam: "How soon does the car leave for Hawthorne?"

Conductor Wollam: "It goes to Hawthorne in five minutes."

Old Lady: "My goodness, they told me it took two hours to get there."

Don't forget, your presence is requested at one of the meetings at the division on Wednesday, March 24, 1926. Safety, FIRST, LAST AND ALL THE TIME, will be the main topic.

SAD NEWS: Conductor Beatty did not get here in time Wednesday a. m. to ask off, he was marked up for another run with a student and missed out, so in company with his "H. W." partner and Motorman McPherson, they visited Division One for the afternoon.

P. S.—"H. W." means heavy worker.

Chink Erickson rushed in the other morning and asked Allen to let him off. "I have lots of business to attend to," said Chink.

SHOPS

Jack Bailey

There may not be many Jews among our fellow employes, but it developed lately that we have some very good diamond experts among us, and anyone wishing to get in touch with them in a professional way should see Pete Taylor or Bob Slocum. No doubt they will be able to tell the location of their business and office hours. According to reports, these diamond men may be a little crude in their methods of developing a clientele, but they seem to be able to expound their knowledge in a very convincing and colorful manner.

Lester Hewey's famous last words: "Oh, Nemo! Buy the Peanuts."

A Scotch employe at the company garage was found unconscious beside the new "punch" clock. Upon regaining consciousness the unfortunate one calmly asked, "Did I get my penny back?"

Canst thou decide who has the best radio: Walter Kirby or Jim Love? Neither can I. Due to argument Walter is the winner, but reports are that he blew eight new tubes in one night trying to get to Long Beach. Both boys are in the truck shop, so let's let Harry settle it.

W. L. Williams, assistant foreman of the mill, and E. McClenathan, the truck shop transfer operator, lead the sick list this week. B. M. Cinnamon, clerk in the truck shop, has just returned from a three weeks' struggle with the flu.

Christmas is coming. You know what I mean. It's near noon when Bill Christmas has his little check book out and comes checking along. The low-down on this is, there weren't any cars. "Naw, that ain't right." Neither can there be three long steps on one street car. Ask Joe Spearing.

DIVISION 4

C. J. Knittle

One of our good friends, not connected with the service, tells of getting on a "P" car the other day and discovering he had only four cents.

"So," said he, "I asked the conductor how far I could ride for the four pennies and you'd be surprised where he told me I could go."

The next question is: "Is a ground hog pork sausage?"

We are glad to see former Safety Operator C. Roach back again after three years in Kansas City. This time he will be a conductor.

Now and then a funny thing happens on Ye Scribe's car which bears telling. This one happened last Monday.

We were rawhiding out Pico and nearing Irolo street when a lady came to the rear and stopped between the two rear seats without saying anything.

As we passed the stop she flew into a rage, told me she had pressed the buzzer, the service was rotten, I was a dummy and must give her a transfer back.

I gave her a "Stop" transfer and let her off at Harvard, our next stop.

On our return trip, much to my surprise, she boarded at this same street carrying two large parcels which she did not have previously, and handed me the "Stop" transfer, not noticing that I was the conductor who gave her it.

"I want to go to Second and Broadway and I got on a car going the wrong way," she explained.

"Well, this transfer will take you to Irolo street," I answered, "then you will pay five cents to ride the rest of the way. I'm the dummy that carried you by."

(She could hardly wait till we reached the next stop.)

DIVISION 5

Fred Mason

Several of the big boys of this division came bursting into the office on Monday morning asking why in the "hickity splitity gosh darn how are yer" this division should be referred to as a "RUNT." One of them was Jack Carlin, and after looking me over from head to foot and from hip to hip, he said, "My Gawd, no wonder." Jack weighs 185 pounds in his shocking feet (not a typographical error) while I weigh but 130 pounds, so I threw him out of the office. As David said to Goliath, when he slew him, "Dead men tell no tales," so we can't go to Goliath and ask him what he thinks of "Runts," but we can refer to past records and prove what the runts can do. Who beat Division Four, the pace setting fools as regards witnesses, last year? Nobody but the Runt Division. Did anybody else beat them? NO-O-O!

Take a look at last week's "Two Bells" and see who grabbed the spotlight on the front page—the Runt Division. That's not all, folks, but it's plenty, and "Shorty" Hague wants to burst into print again this week.

"Shorty" says "I've got to cut out eating so much pie, as I'm getting pyorrhea."

Ask Johnny Robinson—he knows. Johnny is able to laugh out loud now as he's got all his teeth back again. He isn't quite used to them yet though and he has to take them out when he eats. Ask the man who chews on one.