

Safety Requires Genuine Effort

INSTRUCTORS CHOSEN TO TRY FOR NEW JOB

Six line instructors were recently recommended as student supervisors by Dan Healy, chief instructor, in accordance with a request from the traffic department. This is a step in the progress of the plan of selecting all men for promotion from the ranks of line instructors which was instituted last fall.

That the caliber of men recommended by Mr. Healy for the department examination was excellent, is the opinion expressed by W. B. Adams, director of traffic.

"There is no question but that, as the plan of instruction and promotion progresses, all department heads will be relieved of the uncertainty as to fundamental training that has prevailed in the past," said Mr. Adams.

The prospective student supervisor is required to fill out an application and pass an elementary test in mathematics and time calculation. The quality of penmanship and grammar is also considered. If the application is approved, the student is sent out with a line supervisor for instruction in all phases of his duty. At such time as the instructor supervisor deems the student qualified, he will be required to pass an oral and written examination on the duties of a supervisor. If he is successful in passing this examination, the student will be placed on a probationary status of three months in the traffic department, at the end of which time he will be either retained as a supervisor, or rejected.

Classes of instruction for all members of the traffic department will be resumed in the near future, according to Mr. Adams.

Extra Florence Ave. Sunday Bus

Increased bus service on Sunday on the Florence Avenue bus line will be put in effect by the Los Angeles Railway beginning March 28. Buses will run 20 minutes instead of every 40 minutes, the headway formerly maintained between the hours of 9:20 a. m. and 7:00 p. m. If patronage warrants the additional service, it will be placed on a permanent basis.

Working Girls Adopt Working Smocks But That Doesn't Mean Anything

SMILING from left to right, we have Helen Falconer, Eleanor Collins, Marie Goldstrass, Joe Finn, Alice McKinley, Edna Croxton, stars in the girl friends review of the transportation. You may ask why Joe Finn, chief clerk of the crew and manager of the company orchestras, should be in the photo. That is a trick of the movies—always have a good looking man in the picture.



ART for Art's Sake" might be the title of this picture, but the boy's name happens to be Joe.

The lovely artists, or artisans, as the case may be, and their male model, or model male, are a group from the transportation department office known briefly as "710." They are wearing a uniform known as a smock, such as artists wear in the movies to indicate their profession. The smocks are all the same only different, the difference being in color.

The smocks appeared last Wednesday,

whereupon the girls of the claim department loudly voiced their chagrin, as they had planned to appear in bright colored smocks the first of the month, unknown to the transportation girls. However, Miss Eleanor Collins had a bright idea, having had to send to the cleaners' a dress she had worn to the office just two days. The others had had equal experience with the wear and tear on clothes of the office, and presto, chango! now they can all be fresh and sweet to meet the boy-friends at 4:30.

'ROYAL ROAD' OF ACCIDENT PREVENTION IS WORK

"A man came into the office a year or more ago and wanted to know why he had the same number of accidents every year—and the same sort of accidents. He said, 'I haven't changed my methods of operation one bit.' I told him that he had better make some changes. That trainman's experiences had been doing him no good, because he had done no constructive thinking. From that time on he has been changing, and has registered a wonderful improvement."

The above story was told by John C. Collins, supervisor of safety, in his talk before the trainmen of all divisions at meetings held during the past week. Collins emphasized the fact that progress and improvement in a man's work are the result of constant growth in his capacity to profit by his own experience and by the experience of others as manifested in the rule book.

Look For Improvement

"Those who have never felt the darkness do not look for the light," was Collins' characterization of the man who makes no progress in his work because he "doesn't see how else it could be done."

That it is the extra effort a man puts into his work that keeps his record good and prevents accidents that bring pain and hardship into the lives of others, that the study and acceptance of rules and the knowledge that accidents CAN be prevented are the necessary qualities of a good trainman, was the message given the men by Collins, who has himself been through the mill of experience.

Rules Are Proved

"The rules embody principles of operation for safety that have grown out of experience," said Collins. "They aren't just theories—men have set them down as the tried solution of problems."

"The poor trainman does not accept advice. If he did he would not be a poor one. He puts himself in a negative frame of mind—his mind is so filled with his own arguments that there is no room for new ideas. Then again, the new trainman whose mind

(Continued on Page 2, Col. 1)

You Must Register by March 31

TO vote is not only the privilege but it is the duty of every citizen. For the convenience of all employes, the company made arrangements to have a deputy registrar of voters at each division and in other departments of the company.

To date, the registration has been light. March 31 is the deadline for registration of those who wish to vote in the next election.

If you have not registered, attend to this duty of citizenship before the end of the month.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Rendering Special Service

TO render to the riding public a service always adequate to the demand by anticipating the need is the constant aim of the company.

Complete schedules for Easter Sunday morning have been prepared. Thousands of people will require transportation to the Exposition Park Coliseum on Easter morning, and cars will be provided to carry them from all parts of the city over direct and connecting routes.

Will you cooperate with the company to serve these people well by carrying out your part in the plans to the best of your ability?

Many people will make inquiries between now and Easter Sunday as to the best routes and schedules from their homes to the Coliseum. Schedules will have been posted in all cars as far in advance as possible, but the value of this publicity will be increased many times if every trainman cooperates in giving explanatory information to patrons who ask for it. The cheerful and courteous giving of instructions and advice regarding routes is an invaluable aid in gaining friends for yourself and the company and thus making a success of the difficult enterprise of providing special street car service on this occasion.

On Easter morning, an extra effort to do your best and a little bit more toward efficient operation and courtesy, will mean success to the Los Angeles Railway in delivering to the public the high standard of utility and service that it aims to provide at all times.

Carry Papers as Passengers

CARRYING the daily newspapers to the various distribution points in the city is a part of the duty of trainmen. This service to the public must be delivered with the same degree of efficiency as the carrying of passengers.

Throwing off a bundle of newspapers at the wrong point results in annoyance and serious inconvenience, not only to the route boy who is waiting for the papers, but to the many people who depend upon the whole system for the timely delivery of papers.

Look ahead to the consequences of trivial mistakes. It is the best system for advancing yourself in ability to handle your job. When a man who may be a patron of ours, and is, in the sense that we serve him in carrying the newspaper he reads, fails to receive his paper on time, or doesn't receive it at all, and calls up the newspaper office, a good many things happen. The newspaper office checks up, and finds out the trouble. A certain trainman at a certain time failed to give the required service in delivering the bundle of newspapers. The newspaper does not stop at that. That information is promptly given to this company. We can send for this trainman and instruct him further in his duty, but that does not help the feelings of the people who have been annoyed and inconvenienced by the failure of the newspaper to reach them at the proper time. Severe criticism is brought down on the company for its service in general. It is well known that service well-rendered frequently passes unnoticed, but not one mistake escapes notice.

SAFETY SUCCESS REAL JOB

(Continued from Page 1)

is receptive comes in contact with trainmen who tell him that accidents cannot be prevented, and a lot of other arguments of the man with a poor record. That gives him a wrong viewpoint on the job—a wrong habit of thinking that will block his progress at every turn.

"Every year at about this time—nearing vacation season—when men's minds are apt to center on future plans, we have increased accidents. Keep your mind on your work. When you report for duty, blot out of your mind all your troubles at home and your plans for vacation. A man who leaves home in a fighting mood is going to fight his work all day. You can't do it, and keep out of trouble. You will endanger your own safety and that of other people. Your frame of mind and the amount of constructive thought you have to put on your work determine the number of lives you save by safe operation."

"By your past experience, standardize your operation of the controller or your handling of passengers. Under given conditions there is only one safe thing to do. Learn to anticipate what it going to happen, and act accordingly. Learn to recognize certain conditions, and make the reaction automatic by doing the right thing as you have learned it.

"Success comes in cans, like a good many other things. 'It can't be done' never accomplished anything."

Installation of the special work at North Broadway and Sunset boulevard to connect the new track in the Broadway tunnel with that on the north side was started last Wednesday afternoon. About a week will be required to complete this work.

At the same time that work is progressing on the connecting link at the north end of the tunnel, another track department crew is installing new special work at First and Broadway so that cars can run north and south through that intersection.

BULLETINS

ISSUED MARCH 29, 1926

BULLETIN NO. 43

Notice to Trainmen and Employees

At the time pay 'phones were installed at the different divisions, the outside 'phone at Division No. 4 was changed to "WESTmore 6746," all other telephone numbers remaining unchanged.

BULLETIN NO. 44

Notice to Conductors

The following passes are reported lost: No. 3435, issued to Mrs. Sarah A. MacElroy, wife of J. W. MacElroy, Information Man.

No. 5099, issued to A. W. Inloes, Conductor Division No. 2.

No. 6108, issued to L. L. Stokes, Motor-man Division No. 2.

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

BULLETIN NO. 45

Notice to Conductors

Pass Book No. 28678, issued to Fireman H. D. Hanna, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 46

Notice to Conductors

A considerable number of the P-A-Y-E and Center Entrance cars have been equipped so the small side body windows may be opened in hot weather.

During hot weather, conductors will open these windows, especially on the P-A-Y-E type of car, as more comfortable conditions inside the closed section may assist in getting passengers to move forward inside, thereby avoiding congestion on the rear of car. Other cars of these types will be so equipped as rapidly as possible.

BULLETIN NO. 47

Notice to Trainmen

Some trainmen having indicated that they preferred to wear blue chambray shirts with belt, instead of blouses with suspenders, permission is hereby granted for the wearing of such shirts without the pleated front.

The quality and general appearance of such shirts is subject to the approval of Division Superintendents.

P. B. Hill

BUS BULLETINS

BULLETIN NO. 406

Bulletin No. 404, dated March 10th, is hereby cancelled and the following instructions will apply:

Whenever it is found necessary to use the fire extinguisher carried in the bus, a report of its use must be made on the "Bus Card" and when leaving the bus the fire extinguisher should be placed on the floor behind the driver's seat. This in order that the attention of the mechanical department will be directed to it so that it can be refilled immediately.

This is very important so that unnecessary fire damage cannot result on account of fire extinguisher being empty.

BULLETIN NO. 407

Melrose Avenue Bus Operators must not detach the coupon from Los Angeles Railway Bus Tickets, Forms SBU-7 and SBU-8. When honoring either of these forms of tickets punch out on the coupon "Main Line" and return the entire ticket, consisting of both coupon and contract, to the passenger if further transfer is desired.

The removal of this coupon prohibits the holder of the ticket from the use to which he is entitled.

EASTER TRAVEL TO BE COUNTED

The company is particularly anxious to learn from what sections of the city most of the passengers who ride to the Easter sunrise service originate. This information will be of great value in planning the schedules for sunrise service in future years. To procure this data the company asks the full cooperation of conductors in properly filling out a checking card which will be provided and a sample of which will be exhibited at each division during the week.

On this card will be shown the train run, the line, and the different points, at which the conductor will

BULLETIN NO. 408

Beginning at once Double Deck Buses at the west terminal of Wilshire Boulevard Line at Fairfax will turn around by making the following described move:

Head south on Fairfax Avenue near the west curb line, back onto Wilshire Boulevard toward the west. The Conductor in every move to be on the rear end of the bus or on the ground supervising the backing of the bus to the end that the way is clear. You may discontinue running through the alley between Orange Street and Wilshire Boulevard.

BULLETIN NO. 409

Recently there have been a number of accidents due to Operators of buses following vehicles too closely and collisions occurring, particularly in cases where the leading vehicle makes a sudden stop and in numerous instances not giving proper signals. This type of accident can be eliminated by Bus Operators keeping a safe distance behind to enable them to stop before colliding in such cases.

Operators will be held responsible for this kind of accident and for following vehicles too closely.

BULLETIN NO. 410

Beginning at once the bus terminal at 61st and San Pedro now located on the west side of San Pedro Street and immediately south of 61st will be changed to the west side of San Pedro Street, immediately north of 61st Street. A zone has been established. Please be governed accordingly.

BULLETIN NO. 411

Bulletin No. 181, dated December 3, 1924, is hereby cancelled and the following instructions will apply. All new men entering the service are expected to have or provide themselves with a suitable watch which will pass inspection by designated watch Inspector. If the watch in their possession will not pass they will be expected to purchase one that will. After original inspection, Inspector will issue "Watch Inspection Card," Form 1000, which must be carried when on duty. Watches must be inspected at least once every 30 days and inspection card must be shown to your Division Foreman at 16th Street on the 25th day of every month at which time he will ascertain whether or not proper inspection has been made during the current month. In case it is necessary to have watch repaired, jeweler will provide suitable loaner watch for which standard loaner inspection card will be issued.

The following jewelers are authorized to make such inspection:

V. A. Corrigan, 904 West Pico Street.
J. E. Adams, 631 South Main Street.
A. P. Tartar, 841 South Spring Street.
D. Nicholson, 1063 South Broadway.

BULLETIN NO. 412

The Quarterly General Choice for runs will take place at 8:00 p. m., March the 24th, and at 10:00 a. m., March the 25th. Runs chosen will become effective April the 1st, 1926. Men are cautioned to be at the Division promptly on time in order to save any unnecessary delay.

BULLETIN NO. 413

Bus Operators will refer to Bulletin No. 368, issued December the 21st, which refers to pocket kit of tools being carried by Operators.

Each Operator must secure such kit of tools at once and carry them when on duty. Check of this will be made from time to time by Supervisors. Operators will be held personally responsible for not having the tools in their possession. The new charge for a set of tools is \$1.65.

J. Hanvranken

take register statement and enter on the card in space provided for this purpose. There is also a space in which to enter the number of transfers collected. The terminal leaving time is also shown on this card.

The conductor will write in the car number, sign with his name and badge number, and turn the card in to the division clerk, who will forward the same to the superintendent of schedules.

The divisions should have men like this to give out witness cards:

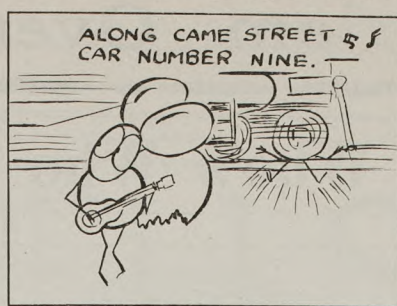
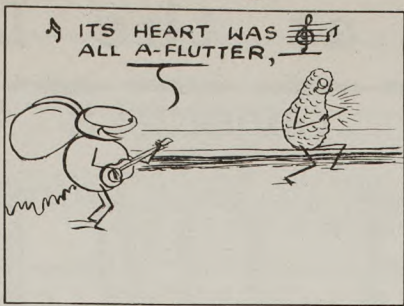
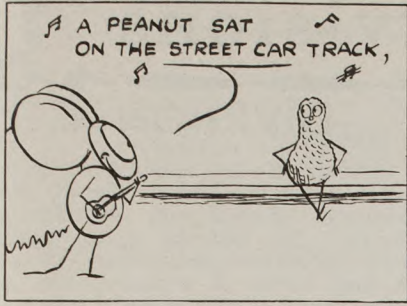
An Irishman bought a cheese from a Jew and sold it to a Scotchman at a 50 per cent profit.

"Will you adjust my horn?"
"I don't want that tire on my car."
"I think my tires need a little inflation."

Conductor Ding and Motorman Ding Ding

And it ain't going to rain no more

By Rollins



Bouquets And Things (Hand Picked)

For Condr. R. H. Chisholm—Div. 2
Los Angeles Railway.
Gentlemen:
I have had occasion several times to ride with Conductor No. 1808 on the "H" car, and his courtesy in answering questions of apparent strangers in the city, his assistance to the ladies getting on and off his car, and his clear announcing of streets in plenty of time for the passengers to be at the exit by the time the car stops, is not only among the "UNUSUAL" things in Los Angeles, but an unheralded aid to traffic congestion.
I am in no way acquainted with the man in question and have no interest in him other than to deplore the fact that the public is not served by more men of his efficiency.
Sincerely yours,
C. B. ARNOLD.

For Condr. H. E. Ketchum—Div. 4
Los Angeles Railway.
Gentlemen:
Today about 10:30 or so I was a passenger on car No. 51, Crown Hill line, in charge of Conductor No. 698.
This conductor was so kind and considerate of passengers. I want to congratulate you for having him. So many times I have boarded the wrong car in our rapidly growing city and have not been able to get information from the conductor, as to what car to take. This man today was so quick to get the other fellow's point of view.
Yours truly,
M. EARLL,
3442 Madera Ave.

For Condr. C. H. Haylock—Div. 3
Los Angeles Railway.
Gentlemen:
I wish to call your attention to an act of courtesy and thoughtfulness on the part of Conductor No. 772 of the "B" line yesterday in taking from her arms and lifting into the car the child of a colored woman, who attempted to board the car carrying bundles in one arm and the child in the other. This act enabled other passengers to get aboard and the car to get under way quickly.
Yours truly,
LOUIS H. MUELLER,
4546 Paulhan Ave.

For Condr. H. L. Raines—Div 5
Los Angeles Railway.
Gentlemen:
I want to tell you of an incident I witnessed recently. A crowded "M" car 1202. An old lady standing—"hid" about four occupying seat—enter Conductor No. 226, who smilingly and politely secured seat for old lady. Everybody happy. His motto seems to be, "Service with a smile."
Respectfully,
MRS. C. S. HALDEMAN,
321 West 40th Place.

For Condr. H. J. McDonald—Div. 5
Los Angeles Railway.
Gentlemen:
Again let me tell you of a courtesy I saw on your cars. Conductor 2118 on an "M" car, at Vernon and Hoover, at 4:15 p. m., Tuesday, January 26, helped a woman and child off the street car. She never even thanked him.
Sincerely,
MISS MARGARET MARSH PARKER,
504 New Hall of Justice.

Celebration Planned at Macy St. Viaduct

Although it is uncertain whether the new Macy street viaduct will be thrown open to all kinds of travel April 10, a formal opening of the new bridge is scheduled for April 10. The contracting firm that built the viaduct and the civic organizations of Brooklyn Heights are cooperating in the plans for the celebration.
The track department has laid both lines of rail across the major portion of the bridge, and both are in use during the rush hours. The cars which provide service on the east side of the bridge are still using the crossover at Mission Road and no definite date has been set for the restoring of through service the entire length of Line "B."

Track Work Record Set Thru City Cooperation in Traffic

This picture shows track work in progress at First and Broadway, where new time records are being made.



TROUGH the effective co-operation of the city in diverting traffic, a record will be made by the track department in the installation of new special work at First and Broadway. It is expected that the work will be finished nine days sooner than would be possible under the ordinary routine for such work.
The company is renewing the curves in the intersection and putting in a crossing so that cars will be able to run north and south through the in-

tersection and over North Broadway.
Southbound traffic on Broadway and westbound traffic on First Street has been diverted when it would interfere with the track work. This arrangement has permitted 24-hour work. On the majority of downtown work at other points, the track department has been required to fill in the track openings with ties during the daylight hours and then remove them in order to accomplish five or six hours of steady work at night.

Sunrise Service Schedules To Be Shown In All Cars

CAR cards giving the schedules for Easter Sunday morning will be displayed in all street cars for the benefit of the thousands who are expected to attend the sunrise devotion to be held in the Exposition Park Coliseum. Copies of the schedules have been sent to all divisions.
Every section of the system will be served and on most of the lines cars will run direct to the Coliseum over foreign routes. To serve the Hollywood territory, two-car trains will run from Santa Monica boulevard and Western avenue, direct to the Coliseum. As there will be no sunrise service in the Hollywood Bowl this year, thousands of Hollywood residents will ride to the Coliseum.
Special bus service to connect with cars to the Coliseum will be operated on the following lines: Wilshire boulevard, Washington street, Alvarado, Inglewood, and Melrose avenue.
The program for the service will begin at 4:00 a. m. with an organ reci-

tal broadcast by radio station KFI and put on the Coliseum loud speakers. Music will be supplied by the Philharmonic orchestra of 96 pieces. The Orpheus Male Quartet will sing, and Hugo Kirchhofer will lead the vast chorus in singing Easter hymns. The moment of sunrise will be heralded by bugle calls. The address of the service will be given by Dr. R. B. Von KleinSmid, president of the University of Southern California.
Mother was giving the children a little insight into politics. After a lot of explanation she ended up by saying:
"So you see that, although the King is the head of the country, Parliament really rules."
The son and heir looked very light dawned upon him.
L thoughtful for a minute and then light dawned upon him.
"I understand, mother. Daddy is the head of this house but you are Parliament."—*Tid Bits.*

On The Back End (Contributed)

We thought there was a fire at C. J. Clark's house the other night, but on closer inspection found it to be a bunch of salesmen trying to sell C. J. a new auto.
* * *
Motorman T. C. Jones must be saving up to take a summer vacation, or perhaps just feels industrious, because on having three minutes to spare between reliefs he called up Division One to ask if there was anything he could do to help out during that time.
* * *
Lady: "What car do I take to get to Tenth and Western?"
Conductor Ketchum: "Get the 'L' down town."
Lady: "You insulting brat!"

"Tex" Hiller of Division 5 wants to know if the butchers had anything to do with the "meatered" phone service that was put into effect last week.

Congratulations? Well, I hope to sneeze. Mother doing fine. Yes, five of them, making a total of 87. If you don't believe it come around to the new carpenter shop and Mrs. Shop Cat will show you why rats leave home.

Regular Broadcast
Tune in on radio station KMTR every Wednesday night from 7 to 8 p. m. and listen to the Los Angeles Railway Orchestra. Beginning March 24 the orchestra will be broadcasting regularly at that time.

Passengers have been frequently misdirected to cars of Line "U" to reach the Figueroa Theatre, it has been reported. The Figueroa Theatre is at Santa Barbara Avenue and Figueroa, on the "M," "E" or "F" lines.

Club Activities Indicate Growth

Under the enthusiastic and capable leadership of E. R. Dye, the Los Angeles Railway Square and Compass club, which is composed of employes who are Masons, has swung into a year of active work and pleasure which indicates increasing benefit to members in the coming months. The increased activity is in part due to the greater membership.
After a short business session, an enjoyable evening was had at the last regular meeting held in the Green Room of the Masonic Temple.
Entertainment was provided by C. V. Means, chairman of that committee. Five acts of good vaudeville were presented, with little Billie Hill, the seven-year-old violin prodigy, as the headliner. The Hawaiian Five rendered some snappy selections, and Clyde Jewett, leader of the quintet, surprised the members of the club with some of his excellent piano playing.

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

Motorman N. M. Millea, well known around the division, and an employe for the past seven years, has resigned to go into business for himself, having recently purchased an oil station and cafe in Ontario.

Well, boys, you who attended the American Legion Smoker will agree with me that you got your money's worth. Eh, what? Some show!

The men of the division were given a musical treat this week when the Hawaiian Orchestra played during the meetings held here.

Motorman McCormick and Conductor Cormier were given a run on the "R" line which operates the "1200" type cars. Now Conductor Cormier being rather short of build, and Motorman McCormick being a little light on his feet, they found themselves out of luck when they tried to raise the fender at the end of the line. They tried to find some boxes to stand on but not being successful, they called the dispatcher and asked him what to do. He very gently but firmly advised them to "use their heads." A kind passenger seeing the boys' trouble volunteered to help them out. We suggest they carry a derrick after this.

Conductor L. W. Corley, the fat and jolly conductor whom most of you boys remember, wrote us a letter from Midway, Texas, stating that on account of the illness of his mother he had decided to stay home and sent in his resignation.

DIVISION 2

B. I. Derry

There were 362 paid admissions to the entertainment provided on March 23.

Several who evidently had comps, walked in, gave the meeting the once over and walked right out again. These were not recorded. J. C. Collins gave an interesting talk and the "Hawaiians from Jerusalem," etc., gave us some real music.

Los Angeles now has a population of one million and one. Conductor F. W. Godel passed the cigars in honor of an 8½ pound girl. Next?

The boys of this division extend their sympathy to Motorman B. H. Elshire who recently lost his father.

Conductor H. McDoniel left a few days ago for Amelia, Ohio, to join his family who have been there for several months. As soon as Mac has had a good rest they will crank up the old boat and drive back to good old California.

Sunday watched an inbound ship from Scotland dock. When asked how he knew it to be Scotch, he said, "It must have been, there were no sea gulls following it."

Supt. Dickey was seen riding home the other night in a new Jewett sedan. We are wondering—?

Motormen J. G. Seemayer and F. I. Ray, who have been off sick for the past month, are reported as improving rapidly. Hurry up, boys, and get well enough to come back to work.

Our "Stenog" H. T. Hansen's injury seems to be more serious than was at first reported. One knee is badly swollen and necessitates his remaining in bed for another week at least. He appreciates the visits the boys have been making him and it helps to

Who's Who



THIS is William Theodore Miller, who has been a motorman at Division Five since October 28, 1915. He is a native of Louisville, Kentucky, but spent a number of years in Logansport, Indiana, where he was employed before coming to Los Angeles. He was employed as a mechanic for 12 years in a bicycle and motorcycle shop, but had been a motorman for a year in Logansport before coming here. He brought a good record to this company, and has been in good and popular standing as a motorman here.

while away the long hours that he must put in bed. He also gives out the following advice: "When you put up an aerial on a roof be sure that there are Velvet Rubber Soles on your shoes."

C. A. Park is bound for Yuma, Arizona, where he will spend about 30 days with the Lasky Film Co. He is to take the part of an English sergeant in one of their new pictures. Here's hoping you make good in the movies, Park.

SHOPS

Jack Bailey

Here's a hot one, fresh from the Winding Room: Dave Anstedt comes dashing and flashes a roll of Irish flags that would choke a pelican, and explains that he found a lady's purse which contained the mentioned sum (\$7.50) and a counter of cosmetics. Don't go away, folks, because this same young man was later arrested for speeding and was fined \$25.00 on the same spot where he found the purse. Now, it would be simply awful if some little dear would read this and could give the full description of her lost valuables.

Introducing Clifford Parker at Store No. 2. Welcome to our city, but don't "fall off your 'orse."

Call out the Fire Department! My brand new hand raised mustache is on fire and no insurance.

Let's take our hats off to Daddy Wells, who has just passed his eighty-ninth birthday, March 27, and is still shaking a wicked foot around the shop gate as watchman. Now put them back on because he is getting more gullible every day. Anyhow, he is taking care of a whole flock of ocean-going sea gulls at mealtimes out in the Big Pen, but remember this, he always has been a good scout. We congratulate you, Daddy, and hope you have at least eleven more birthdays.

DIVISION 3

Dan Hanley

Have you noticed how nifty Conductor King's hat sets on his ears since he had his hair cut?

"I sure like to hike," said Motorman Pearson, "but last Sunday I nearly got stuck. I came to a hill that went straight up, about 300 feet, and no way to go around it."

"Then I suppose you turned back," said Motorman Millican.

"I should say not," replied Pearson. "Nothing like that could queer my hike. I just simply rolled up in my blankets."

"I have a Gillette, Durham-duplex, Auto-strop and a straight razor," said Motorman Ott, "and I get shaved in a barber shop."

Conductor S. A. Jones has resumed duty, and vows that in cranking his flivver again he will try to use some other method.

Can you imagine "Policeman Hays"?

Have you noticed all the new hats? It is said that Bill Amos got his out where Ray Duvivant lives on "Pikeo" or is it Pico. But we notice he has no fly screens applied as our switchman, Ed Baker has. That reminds me, Joe Harlow will trade his Chevrolet for just anything.

BUS DIVISION

Elmer Wood

Social Affairs

S. Parker and a friend took a spin down to Tia Juana last Sunday. (Boy friend, of course.)

C. E. Holcomb took his family to San Diego for a couple of days last week.

J. F. Graham, the shiek of Lincoln Park, is taking 30 days leave of absence, during which time he intends to undergo a throat operation and recuperate in the mountains.

Sign on the Back of a Ford

My liabilities—none. My assets—seven gallons of gasoline.

A. J. Arblaster, driver of "53," while working on a bus on the San Pedro and Main street line, thought he would be very polite to a young lady, and smiled, but when he was told she was old enough to be his mother, he denied even seeing her. (And this is not applesauce!)

Firstysafe!

Now I'll tell one about Operator M. C. Simms, on the Wilshire line. Last Wednesday he boarded the bus on which he was to make relief, an hour ahead of time, and asked the conductor, "Is today Saturday?" After which he went up to F. H. Walters, the operator, and after standing behind him for three or four blocks, asked, "Well, don't you want to be relieved?" P. S.—I hope Simms appreciates this as much as the rest of us.)

Operator A. Davis has resigned to take a position in the Bureau of Power and Light garage as a mechanic.

Introducing new men: Conductor G. E. Roberts, and M. K. Redlin, formerly in the auditing department, and in days of old a relief clerk at the bus division, who has changed over as an operator. A. N. Farlee is a new man in the garage.

DIVISION 4

C. J. Knittle

It beats all what sometimes happens when a fellow's back is turned. For example, there's the switchman's shanty. We find the walls covered with lost articles that nobody claimed. A pink corset, a woman's shoe, six baby shoes, a wine glass, a nipple, a fur tail, a bedroom moccasin, a tin horn and a toy dog. Trophies of the hunt.

Motorman Blades, who cut quite a figure in an accident on "F" line, has changed to the back end. Blades says it's a keen job because he can't run sharp any more.

Conductor Nabbit: "I cannot answer your question. You say nearly all your passengers want to shake hands with you. Try giving them a transfer."

Motorman Culp of Pico line pulled up to Fourth and Broadway, north-bound, last Monday evening and stopped behind an "M" and an "L" car. After waiting a minute or so, the motorman on the "L" car asked him to back up a little because the "M" car wanted to turn down Fourth Street but had run over the switch. Culp backed up a bit as did the "L" and "M" but after waiting two or three more minutes there were still no signs of action so he went forward to look things over. The motorman of the "M" car was trying to pry the switch point over.

"I had it over once but it flopped back," he said.

"This is a pull switch," declared Culp. "Your conductor will have to pull it for you."

"My gosh!" he exploded, looking up at the street sign, "I thought this was Second Street!"

Cash Receiver Smith, who runs the gas filling station at the south end of the trainmen's rooms, gave us some free air the other day. Otherwise we would not have known that L. M. Chapman was crowned "DADDY" of a nine pound baby girl, March 17.

—and Operator MacClintock is off the rock pile.

Thanks for turning your paper around. The other readers did it, too. Good-bye.

DIVISION 5

Fred Mason

"That was a cracking good job," said Conductor M. A. Watson to Geo. Baltas after George had given him a chiropractic treatment. George said, "Yes, Watty, it was but I was a little scared to work on your head."

That pencil sharpener you have all been hollering about is on the way. Don't ask me which way, though.

Conductor J. P. Sarnest is off on a 60 day leave of absence and is just roaming around the country.

Conductor L. L. Boatman is on his way back from a six months' hunting trip and should be here some time next week. I promised to send him some Victrola records but didn't do so, so I don't care whether I see him or not. He does though.

"Red" Wicker, to prove that he can talk without waving his arms around, has quit talking.

Jack York wants everybody to know that the Pirates are playing tomorrow. He can't shout himself, so is going to pay my way in and I'm to do his shouting for him.