

Div. Four to Have Improved Shops

WIRE BREAKS CUT 1003 IN THREE YEARS

There were 1003 less trolley breaks in 1923 than in 1920, according to a detailed report compiled by L. B. Yaeger, superintendent of lines, and L. J. Turley, electrical engineer.

The high number of trolley breaks in 1920 resulted from the extensive use of iron wire. Due to the demands of the war for copper in making munitions, the iron wire had to be substituted, but it was far from satisfactory, and caused as many as six trolley breaks per day.

In the latter part of 1920, and in 1921, most of the iron wire was replaced by copper, and this brought the number of breaks for 1921 down to 476. In 1922 the total was 313, and in 1923 it was 320.

Of the 320 breaks last year, 118 occurred within one mile of Seventh and Broadway. Fifty were in the two-mile zone, 49 in the three-mile zone, 72 in the four-mile zone, 19 in the five-mile zone, three in the six-mile zone, eight in the seven-mile zone and one in the nine-mile zone.

Harness your energy with good sense.

7th & Bdy. Tied Up By Brass Band

The fellow who said the first 70 years was hardest in the street railway business was too darn conservative.

Last Monday a band and a box office attraction started a parade south on Broadway unannounced and unwanted, as far as street car passengers were concerned.

Back in Bob Pierson's home town in Iowa the constable would make a band keep to one side of the street, but this is Los Angeles, so the band stopped in the middle of Seventh and Broadway and stopped everything for nine minutes. An accumulated delay of 19 minutes was established for southbound cars on Broadway and 21 were turned back short of the terminal with an average load of 30 passengers each.

Emergency Telephone Board Renamed Dispatchers' Office

THE switchboard of the emergency supervisors, commonly known as the dispatchers' office, is a central point of control. It helps to regulate and straighten out service. It keeps a record of all irregularities in headways, delays, blockades, fires, missed reliefs, sick calls from men on duty, and all accidents.



Although the telephone board is for general emergency use and is not used strictly for dispatching, the terms "emergency supervisor" and "supervisor" have been confusing, particularly to new men. Hereafter the office will be officially known as the dispatchers' office.

There are 188 private Los Angeles

Railway telephones connecting directly with the dispatching office for use in making these reports. During the peak service, three men are on duty and they handle about 240 calls per hour. Trainmen are required to report direct to this office, delays of five minutes or over, B. O. fareboxes with the number of the box, conductor's name and badge number, altercations with passengers or non-passengers, personal injury, B. O. equipment and accidents.

Report Promptly

Whether you witness serious accidents where injury occurs, or are directly involved, reports must be made at once. Use a telephone in a store or house in an emergency, calling Metropolitan 4629. Other accidents must be reported at the first terminal telephone reached. It is very important that we receive these reports

(Continued on Page 2, Col. 1)

NEW MACHINES TO INCLUDE TRAVELING CRANE

Work is under way on installing new equipment in the Division Four shops which occupy the building formerly known as Recreation Hall.

The biggest improvement to the facilities will be the installation of a traveling crane. The steel structure has been put in place, and the other equipment is being added. This will give Division Four shops the only traveling crane outside of South Park.

The line shafts for installation of machinery, that will be moved from the old shops are being set up. The drill press will have an individual drive.

A new commutator slotter for motor repair will be provided. New compressed air tanks will be put in place.

The lighting system which will permit night and day work is well under way.

An expenditure of \$3000 for additional power and light circuits in the Sentous substation will be made to provide for the extension of Division Four shop facilities.

The installation of all shop equipment will be complete within a month, according to present plans.

McRoberts Attends Claim Agents Meet

C. M. McRoberts, general claim agent, attended the mid-winter meeting of the Pacific Claim Agents Association in San Francisco, January 12. The association is made up of claim agents for the street railways from San Diego to Spokane.

A negro employe was sick. His employer was very solicitous. "George, you can have any medical attention you want—allopath, osteopath, homeopath: say which."

"Yes, sir, boss; thank you. But what's dat I once heard about allpaths leading to the grave?"

NEW GLENDALE LINE TO CONNECT WITH LINE "E"

On February 1, the Glendale and Montrose Railway will provide new service connecting with line "E" cars at Cypress Avenue. The Union Pacific tracks have been electricified between this point and Glendale, and will

be used for the operation of these cars. Announcement will be made later on the plans for Los Angeles Railway service to provide for the passengers who may originate on this line and board "E" cars running to the downtown district at Glassell Road.

Poles Moved For Street Widening

On account of the widening of Melrose Avenue, the line department has had to move all poles carrying high voltage lines and feeder lines on that street between Vermont Avenue and Western. The poles have been set back five feet. The wires of this district carry power from the Melrose automatic substation.

Trippers Added On Three Lines

Two afternoon trippers were added to line "L" service last Thursday, and two more cars were provided for the evening rush hour on line "A." One tripper was added to the afternoon service on line "I."

Pipes Installed In 400-ft. Steam Tunnel

Steam pipes are being installed in the tunnel at South Park shops, which extends from the boiler room to the new blacksmith shop. The tunnel is 400 feet long and measures five feet by four feet inside. It is cement lined throughout.

Opportunity usually knocks during working hours.

Duplicate Accident Reports Provided

The making of carbon copies of all accident reports at divisions will begin Monday. This method will provide the claim department and safety bureau with complete information as a basis for investigation necessary in the departments.

STUDIES SUPERVISING

W. W. Warren, formerly a conductor at Division Four, is breaking in as extra supervisor.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Make Accurate Reports

ACCURATE information is essential on accident reports. The reports should state exactly what happened without wasting words. As an example, the following item was taken from a report made by W. P. Beck, mechanic at Seventh and Broadway, who operated a car in an emergency and encountered an accident:

"Steps were knocked off by lady driving an auto north bound on the south bound tracks. She was forced over by a truck."

This states exactly how the accident happened, and was done in a few words, although a mechanic is not in the habit of making out an accident report. Other lines of the report call for the place and time of the accident, but in giving the cause it is up to each trainman to give clear and concise facts. It is not necessary to use flowery English, but there is always a need for exactness and accuracy.

Recognize Traffic Danger

DURING the last series of safety meetings at the divisions, John Collins, supervisor of safety, spoke of the necessity of interpreting the traffic situations that come within vision. He gave, as an example, the Indian who looks over miles and miles of prairie and instantly catches a faint smoke signal or anything else that is **out of the ordinary**. He drew from this, the lesson that a motorman should train himself to **immediately recognize danger** in the traffic picture before him, so that his mind instinctively is directed to the thing that is wrong and needs his attention.

This may sound like a fine theory, but like the rest of John's theories, it is practical—it works.

An example of the ability of a trained street railway man to spot the single, minute, thing that is wrong in street car service, was demonstrated recently.

With a man who was somewhat skeptical, John Collins made a bet that he could create a minor mechanical defect in a car and that the defect would be noticed by one of the downtown mechanics because he had accustomed himself to locating the one thing that was wrong with the picture.

A brake shoe pin was removed from a car before it passed the mechanic. The skeptical man was talking to the mechanic at the time the car came to the corner; and the mechanic's back was turned, but out of the variety of noises occasioned by traffic at a downtown corner, that mechanic caught a sound of the brakes that was wrong. He wheeled about and spotted the missing brake shoe pin.

The demonstration was even more successful than Mr. Collins had predicted. The mechanic had spotted the trouble by ear because there was a wrong sound on the car.

To spot the indication of danger immediately in the traffic picture before each motorman, requires full attention to duty but it is a sure way of keeping out of trouble, granting that the motorman has the judgment to act properly when he sees something wrong in the picture.

Emergency Telephone Board Renamed Dispatchers' Office

(Continued from Page 1, Col. 3)

without delay. In other words, "beat the other fellow to it."

When in doubt as to the schedule on which you are operating, call the dispatcher and let him set you right. It is better to do this than to continue wrong.

The dispatcher is a busy man, and it is vital that he work fast, so remember, if he should speak sharply when answering you, he is not grouchy, but busy.

If you have an accident report, start like this as soon as the dispatcher says "Hello":

"This is train run 4, Line M at Manchester; accident report."

The train run, your line and the

place you are calling from, are points the dispatcher wants first of all. In case of an accident, give the details promptly. If you are reporting any other emergency, start out with the train number, line and place and then after you have made your report answer any questions the dispatcher may ask. Have the necessary information about names and numbers when you call.

The dispatcher is in a position to help you. He wants to help you, and he "knows his stuff." He must know it to hold the position he has, and he asks you to let him help you keep out of trouble.

BULLETINS

Issued January 21, 1924

BULLETIN NO. 8

Notice to Trainmen

Arrangements have been made for use of toilet facilities in the rear of service station at 703 North Vermont Avenue.

Trainmen may now make use of the toilet at this location. Such privilege to continue so long as same is not abused by misconduct on the part of trainmen.

BULLETIN NO. 9

Notice to Trainmen

Complaint is made that trainmen are committing nuisance on grounds of the University in the vicinity of Vermont and Monroe.

Toilet facilities are provided in the rear of service station at 703 North Vermont Avenue, and any trainman conducting himself as indicated above will be severely disciplined.

BULLETIN NO. 10

Notice to Trainmen

Effective Monday, January 21, all accident reports and all lists of witnesses' names will be made out in duplicate by making use of carbon sheets.

Conductors must be especially careful to see that this is followed out in every case.

BULLETIN NO. 11

Notice to Conductors

The following Firemen's Pass Books are reported lost:

No. 14498, issued to Fireman William Ferris.

No. 14818, issued to Fireman Frank C. Freitas.

No. 14830, issued to Fireman K. A. Carlson.

No. 14890, issued to Fireman Francis L. Lester.

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

BULLETIN NO. 12

Notice to Conductors

The following passes are reported lost:

5866, issued to M. H. Wells, Motorman Division Three.

6116, issued to S. L. Christ, Conductor, Division Four.

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

R. B. Hill
Supt. of Operation.

BUS DIVISION

BULLETIN NO. 44

To Bus Operators

Los Angeles Railway street car passes are good for transportation on the buses of the Los Angeles Railway Bus Division except on the Wilshire Boulevard line. Please be governed accordingly.

F. VAN VRANKEN,
Manager Bus Division.



Register Mistaken For Ear Trumpet

"What a pity, such a nice young fellow too," remarked a kindly old woman at Seventh and Spring Street, where one of the Burke twins holds down the position of loader.

The woman had asked Burke a question which he failed to understand, and he leaned over, unconsciously assuming the attitude of a deaf man, and asked her to repeat her question.

She grabbed the fare register which was suspended from his neck, placing her mouth to it she shouted: "Does this car go to Westlake Park?"

MONTHLY CASH AWARDS MADE

Prizes for the best suggestion to improve service were awarded at a conference of transportation department officials last Tuesday.

First prize was won by Conductor R. L. Smith, of Division Three, who suggested that a printed slip showing the revised names of streets in Eagle Rock be given to trainmen. The streets of this community were changed since the new route book was prepared. The names are being listed and will be given to trainmen needing them.

Second prize was won by Conductor H. E. Patton, of Division Three, with a suggestion for urging passengers to give their names as witnesses in accidents.

A suggestion for improved sanding of rails by safety cars made by Operator J. H. McClintock of Division Four won third prize.

A number of suggestions for change of stop signs to conform with the school stop markers were received, but no prizes were awarded on this subject because the city council has under consideration a proposal for changing the system of school stops.

SUPERVISORS TO GET LEGAL LORE

At the third session of the supervisors school next Wednesday, Thursday and Friday in the instruction department lecture room, talks will be made by members of the legal and claims departments on accident emergencies and points of law involved.

The second class of the school was held last week. R. A. Pierson spoke on interpretation of rules and emphasized the responsibility that rests upon supervisors and trainmen to use intelligent judgment.

Dan Healy spoke on forms of transportation, and gave the supervisors a thorough drilling on transfer rules, bus tickets, and fare limits. The subject proved to be too extensive for the time allowed, and an additional period is expected to be arranged for this subject.

Little Stories OF Street Car Life

Pietro Nicassro is a track oiler on the Crown Hill line who has proved that wealth is not the key to happiness. Pietro has a smile that is as bright as the sunshine of his native Italy. He helps the boys on the Crown Hill line wherever he can and they like him.

Nine months ago Pietro was especially happy. A baby girl was born.

But on January 11th the sun was not so bright to Pietro. Trainmen missed that happy smile. When he returned he did not handle the oil mop with the usual swing.

"The babe. She ees dead," explained Pietro.

To Him who taught man to love his fellow man, there arose many an awkwardly worded prayer that Pietro might be strengthened under his burden of grief. For Pietro, the track oiler, loved his fellow men.

Conductor Ding and Motorman Ding Ding

By Rollins

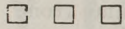


Bouquets And Things

(Hand Picked)

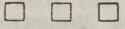
For Condr. J. Turvey, Division 5

Mrs. W. S. Huddleston of 3982 Budlong avenue, commends this conductor for his patience, courtesy and efficiency. She reports that she has observed his work for a long time and that it is uniformly good.



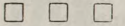
For Condr. H. O'Neil, Div. 4

Mrs. James C. Moore, of 1005 Diamond street rides on the West First line about 7:30 A. M. and at noon. She highly commends the conductor for his thoughtfulness, consideration, and courtesy to passengers.



For Condr. F. J. O'Toole, Div. 3

This conductor is commended by B. A. Ferris, of the Los Angeles Railway Bldg., for his carefulness in seeing that all passengers were safely on the car before giving bell signal to proceed.



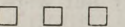
For Condr. H. Yardley, Div. 2

Los Angeles Railway, Gentlemen:

I wish to commend Conductor No. 1670 of the University line, for hunting me up and restoring to me a quarter, which in thoughtlessness I threw on the cash receiver. I boarded the car at Vermont and 41st Street at about 4:45 P. M. on Oct. 31, during the rush hours. It took much questioning and hunting to find just who had thrown in the quarter.

Very truly yours,

MISS AGNES GRISINO,
628 West 16th St.



For Condr. C. T. Hiltabidle, Div. 4

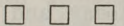
Los Angeles Railway, Gentlemen:

I want to commend Conductor 2378 on a south bound Manchester-Hoover car No. 485, Thursday night for unfailing courtesy. He called all the streets, informed all inquirers pleasantly where the car was headed, donated his stool to a tired passenger and even went to the center of the car to wake up two passengers, who had told him their destination and were evidently day dreaming when he called their street.

Such good nature is unusual to say the least, and if it could be extended to other cars would go a long way towards helping the weary rush hour crowd to forget the conditions of the cars and consequent discomfort.

Sincerely,

LON V. LEECH,
819 West 65th.



For Condr. F. E. Rainey, Div. 5

Los Angeles Railway, Gentlemen:

I want to congratulate you for having men like No. 600 on your cars.

Courtesy toward the public pays and I think he shows the company's spirit of courtesy under very trying situations.

I hope that this may benefit him on your merit system basis.

Yours truly,

LOUIS N. VELZY,
Box 83, R.F.D. No. 9.

Judge: "What's your occupation, Rastus?"

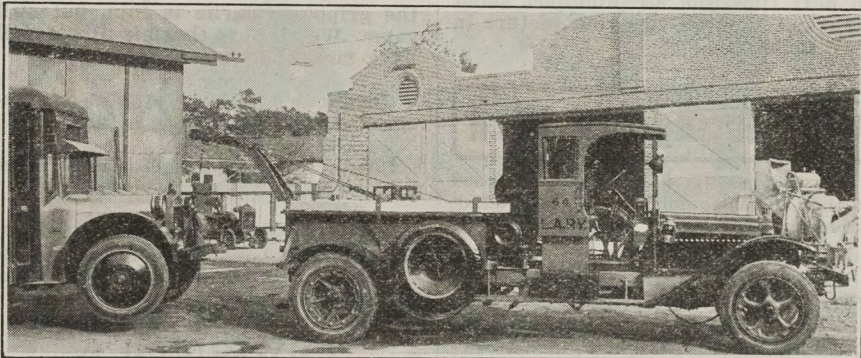
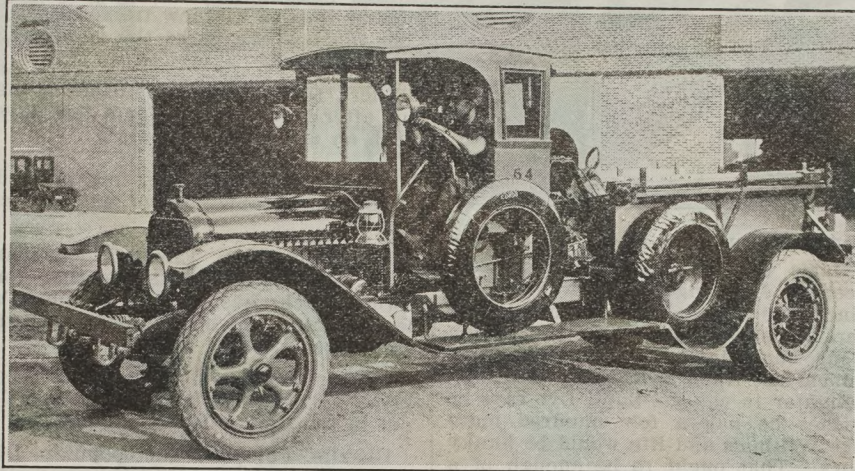
Rastus: "I'se a business man, yo' honor, I'se manager ob a fambly laundry."

Judge: "What is the name of that laundry?"

Rastus: "De name ob dat laundry is 'Liza, yo honor.'"—SELECTED.

OUR NEWEST HURRY WAGON

This is the sister ship to S. S. Thirty-Two and is conceded to be some boat. "Number Sixty-Four" is the title of the emergency car shown below with George Oliver, who is somewhat speedy himself, at the helm. The lower picture shows how Sixty-Four can lift the front end of a bus in case a fat passenger drops his dime and it rolls under the wheels.



Speedy Emergency Car To Aid Buses And Trucks

A WHITE emergency truck, which is used as a service car for the Los Angeles Railway buses, the trucks of the engineering department, and other motor vehicles, is the newest piece of equipment at the garage, Sixteenth and San Pedro Streets, and is well started on a busy existence.

The service car has three holders for spare tires and carries miscellaneous equipment for quick repairs to buses, trucks and autos. It also has a hoist and winch which can be used for lifting heavy vehicles if they get into trouble.

Service And Courtesy On Line "J" Win Praise

COMMENDATION of the men who render service on Line "J" to Huntington Park as well as appreciation of the increased service that is being given that district is contained in the following letter received by the management:

To the Los Angeles Railway, Gentlemen:

I want to express to you my appreciation of the good car service we are getting with all the "J" cars coming out here now. I have to travel on the street cars two or three times a week, and the crowded condition of the cars used to be such that it was quite unusual to get a seat either way. Now it is a real pleasure to make the trip, and the conductors and motormen also, seem to be so much more pleasant and courteous, so I want to thank you for the good service, and may it long continue.

Yours sincerely,

Mrs. Beatrice E. Carter,
Miss Glenna B. Ruby
Mrs. G. M. Wentworth,
250 So. Rugby Ave.,
Huntington Park.

On The Back End

(Contributed)

The following is taken from questions and answers in a civil service examination for the position of police officer in that burg of beans and culture, Boston:

Q. You are called by the conductor of a street car to help eject a drunken man from the car. What should you do?

A. That is up to the conductor, unless he has a warrant. I would tell him not to eject the drunken man, for he has no right to assault him, but to throw him off the car, and if he falls on my beat I will take some action. If he cannot do this he can keep the drunken man on his car until he passes a police station and call a sergeant.

Motorman A. F. Hein, with the assistance of Conductor F. J. Nimz, loaded a fender on the car, and brought it to the car house from Ninth and San Pedro Streets. At the entrance to the Division Two yard they met the switchman, who inquired as to what they intended to do with that load of twisted iron. Then crew discovered that it was a Pacific Electric fender.

Motorman R. L. Wortmen, who had the misfortune to have his ankle broken in an automobile wreck, reports himself much improved. R. L. claims that he will be able to be back on the job as soon as he finds his cushion which was appropriated by someone at Division Four.

A high school boy was making a general nuisance of himself last Tuesday morning on Conductor Joe Chappus' Crown Hill car, asking numerous questions and getting in Joe's way. "Say," he piped as Joe turned the fare box handle, "all you need is a monkey and a chain."

"Yes," answered Joe, "but with you around, all I need is the chain."

We would like to know who the switchman of Division Five was who was observed the other day pulling a 1200 into the yard and trying to ring the gong by "wiggling" the trolley rope. You have to step on 'em, boy, you have to step on 'em.

Chris and John had been away from home against their mother's commands and she was waiting for them with a switch.

"Cris, vare you been?"

"Mit John."

"John, vare you been?"

"Mit Chris."

"Vare you both been?"

"Togedder."

Looking 'em Over at the Divisions

DIVISION 1

H. N. Cole

We all have our troubles, or think we do, but our troubles are nothing when compared with those of Conductor L. E. Adkins. No wonder he has a worried look.

Last week Mr. Adkins had occasion to delve into the mysteries of his Willys-Knight, in order to replenish the supply of oil, and in doing this he was compelled to remove some of the parts. When he reassembled them and started up, something had evidently been reversed and the car would only run backward. So when he wanted to go to a certain place, he would find himself coming back. In fact he couldn't go anywhere but it was no trouble at all to come back from any old place he wanted to. Last Sunday he made another attempt to get things right, and with some degree of success. This time the machine would go forward in "low," but when the gears were shifted to "second" the darn thing would go backward. Now when he wants to take a spin, he starts up and everything is lovely, but the trouble comes when the change is made to "second." If he wants to keep going, it is necessary to turn the car around, then while it would be going backward, at the same time it would be going forward. Wonder what would happen if he attempted to put it in "high"? I will venture a guess that the "overhead" would fly off and the result would be a "B. O." motor.

Keep on trying, Lee, and better luck next time.

Conductor McPherson drove downtown a few evenings ago and parked his new Chevrolet in a parking station, and proceeded to take in a show. After the show he discovered that he had misplaced his ticket, and could not remember the location of the station. It was after he had decided to call on the police department to aid in his search, and was almost in the act of telephoning, that he found the ticket, on which was printed the desired information, and the rest was easy. Must have been some show. Lead us to it, Mac.

Motorcycle Officer Geo. S. Cullen, who was killed this week in an accident, was formerly a motorman out of Division One, and had a host of friends who extend their sympathy to his bereaved family and especially to his brother Bob, who also was a motorman at this division.

Motorman F. E. Brown, who has been on the sick list for several months due to a fall, is out again and expects to be on the job again soon.

DIVISION 2

By C. L. Christensen

Conductor R. G. Wilson and Motorman W. W. Jones sat down in their car to have a little chat before they started out on their run, but neither of them, having very much to say, they soon went to sleep. When Jones woke up, (they were about seven minutes late then), he said something about being impossible to rely on his conductor to watch the leaving time.

Motorman L. Moffet, who recently passed the civil service examination required to become a member of the sheriff's forces, says he does hate to leave Division Two this time, (this is the third time he is leaving the service), as it is home to him. Moffet also praised the Los Angeles Railway Company, saying their treatment of employees is second to none, and if he ever gets out of work, this will be the first place he will try. Sorry to see you leave, but wish you every success.

Motorman W. E. Smith is thanking

Who's Who



INTRODUCING Motorman G. M. Williams of Division Three who has been in Los Angeles Railway service since 1920 although he has run electric cars since 1907. He started at Division Four but joined the Division Three bunch last April. He has a charming daughter in college. Supt. Dye says he wishes he had a few hundred more like Williams and life would be hunky dory. That ought to be enough of a recommendation and an introduction so next time you see him just shout right out "hello, I saw your picture in Two Bells."

Introducing New Men

The following men have been assigned to their divisions during the week ending January 12, 1924:

DIVISION NO. 1

Conductors—P. R. Blanton, C. I. Kempton, J. L. Patton.

DIVISION NO. 2

Motorman E. T. Glennin.
Conductor W. D. Beck.

DIVISION NO. 3

Motorman S. C. Smith.
Conductor L. F. Smith.

DIVISION NO. 4

Motormen—G. Velchow, A. G. Randolph.
Conductors—T. O. Jordan, H. L. Co-nine, B. H. Miller, O. E. Goodwin, W. B. Schaeffer, C. G. Wolpert.
Safety Operators—W. J. Nichols, J. H. Blasingame.

DIVISION NO. 5

Motorman R. C. Hall.

his lucky star which caused him to meet our old friend Harry Travis, who gave him some straight from the shoulder talk regarding carrying accident insurance. The results were, that Harry signed W. E. up before he went out on his run and that was some luck, as forty-five minutes later a big sand truck struck the car operated by Smith, and he was taken to a local hospital, where his injuries were dressed. At this writing W. E. is walking around, but it will still be some time before he will be able to resume work.

Conductor G. G. Melick just received a telegram from relatives residing in the east informing him of the serious illness of his mother. Melick secured a month's leave of absence and left at once for the old home.

Conductor Ed. Lloyd has taken three months off, and intends to enjoy himself resting.

Motorman Fred Weseloh, who has not felt one hundred per cent lately, is taking a couple of weeks off to rest.

DIVISION 3

R. W. Reid

An old issue of Two Bells states that a bottle of Covington's Hair Tonic had been spilled on the office floor with the result that hair grew up so fast it was necessary to sweep the floor with a lawn mower. But the latest testimonial in favor of Covingtonian is from Motorman E. C. Rowland, who claims that after DRINKING only two bottles the dandruff and colds, with which he had been suffering, have been completely cured.

E. C. must have grown a hair-lined stummich, eh!

And by the way, did you notice what a fine looking man Conductor C. E. Vassar is with his new traffic cap on? The old boy can make the young fellows step yet.

Clerk H. W. Gilmore is back on the job after being laid up for a few days with an attack of the flu.

Motorman A. B. Parker has received a permanent appointment as instructor.

Conductor F. U. England, who has been slightly under the weather for awhile back, has secured a month's leave during which time he intends to get a good rest.

Motorman J. D. Brewster has been given a thirty-day leave. J. D. will put in the time building a house.

Charlie Polchow, the popular Division Three Supervisor, is now back on the job after a severe attack of the grippie. Charlie is thin, but still game. We all hope that his illness will have no serious after-effects.

Conductor C. H. Haylock has secured a thirty-day leave of absence.

Conductor D. O. Kammor is back on the job after a short leave.

Motorman R. J. Schneider and J. D. O'Conner are both back in the harness after long sick leaves, looking fine and full of pep.

DIVISION 5

E. C. Tyler

Motorman J. A. Parcels has been called east on business, but expects to return inside of thirty days.

As this goes to press, "Eddie," the busiest man around Division Five and Past Grand Custodian of the Shining Chair approaches Ye Scribe with the request that a modest little notice be placed in this issue, advising the boys of Five that he has two "almost" new uniforms and a couple of caps left with him for sale by departing trainmen, and that they are offered at bargain prices.

Last Sunday will long be remembered by representatives of Division Five and Three, the event was an old fashioned barn raisin' (a la garage) at the home nest of Chief Gull C. A. Morrison. Those attending or rather the participants were Supt. E. R. Dye of Division Three, Mechanical Foreman Carl Gordon of Division Five, Conductor J. E. Coons and last but not least (he says so himself) was Ye Scribe. The main entertainment was furnished by Supt. Dye, who demonstrated a fancy dive from a scaffold into the grape arbor, while Mrs. Morrison was in charge of refreshments.

Teacher: "Johnnie, what is a zebra."
Jonnie: "I dunno, unless its a sport model jackass."

FAT,
(A Bus Driver.)

Overheard in the cash room at Division Five:

1st Conductor: "A young lady got

DIVISION 4

C. J. Knittle

Operator E. Hahn is recovering nicely from a broken shoulder bone and severe gash in his scalp. The accident happened about a week ago. Hahn was hurrying through the yards to his car in the early morning hours when he stepped on a board that was not nailed down and the bottom of the pit came up and hit him.

Is anybody wondering where Cash Receiver Earl Culley is? Well, you know Earl is keen for the ladies, so you could not expect to find him in L. A. while the Wampus Frolic is going on in 'Frisco.

An old lady asked Conductor Schroeder of Pico Line (last Wednesday) where the Black and Blue Hatcheries were. Schroeder answered that he knew lots of chickens, but didn't know where they came from.

Conductor C. B. Southwick has returned from the sick list after two months' of typhoid fever.

Motorman Halwax of Pico Line reports that a lady rode all the way to Delaware last Monday morning and then asked him if he crossed Western Ave.

Division Four has had a mascot for the past several weeks. It is a black cat, but not a glossy black Tom as one would suppose.

Just an ordinary, scurvy street cat that lives from the crumbs which fall from the trainmen's tables.

When "Ye Scribe" entered the trainmen's room early last Sunday morning he found his motorman, de Jager, jumping this way and that and yelling a series of Dutch epithets to the keen amusement of several extra men. Investigation disclosed that the black cat was trying to cross de Jager's path and he wasn't going to let it, especially on the 13th. He eluded it successfully but were his efforts rewarded?

Two hours later, as our "C" car crossed Sunset Boulevard on Figueroa a speed maniac in a large touring car crashed into the side of the car.

It is with deep regret we notice Motorman J. J. Morgan is neglecting to shave his upper lip. It is getting so black there on his mucous runway. Of course J. J. was highest efficiency man in 1923—and all great men are frequently misunderstood.

This writer is in receipt of a letter from Operator Bert Fink, who is on leave to his home in New York City. Bert says he has been having a fine time and is getting ready to return.

on my car today and dropped two dimes in the fare box and wanted two bus tickets."

2nd Conductor: "Did you give them to her?"

1st One: "Yep."

The 2nd: "Did you get her name and address?"

1st Again: "Nope."

The Second One Sighed: "Jeminy, she must have been good looking."

TALE OF THE MUSTACHIO

At Washington and Western there's a traffic cop,

And adorning his upper lip there's a big black mop.

But the boys all say he's a darn good cuss,

'Cause he lets them through with their motor bus.

FAT of Five.

Some people only use their heads to keep their ears apart.