

# General Service Increase Starts

## REVIEW GIVEN SUGGESTIONS TO BETTER SERVICE

In considering the suggestions sent in during the month of October, first prize was awarded to Conductor F. J. MacDonald, of Division Five, who advised the placing of a loader at Vernon and Moneta. Upon receipt of his suggestion a check was made at this point and the need of a loader was at once realized, and one was provided for this location. In view of the fact that his suggestion was so promptly adopted, the prize was awarded accordingly.

The second prize was awarded to Conductor H. F. Pitts, of Division Five, and his suggestion recommended that a trolley wire be installed on the crossover at Dalton and Santa Barbara. This due to the fact that the switches on this crossover are hand-thrown, and are required to be reset for the main line after a car has used the crossover, making it somewhat difficult and also dangerous to operate through the crossover without a trolley wire.

### Wants Bus Data

The third prize was awarded to Conductor W. A. Pilcher, of Division Two, and suggested that a pamphlet or directory be issued for the information of platform men, enabling them to answer inquiries regarding service on the various bus lines of the Los Angeles Railway Bus Division and the Los Angeles Motor Bus Co. This information to cover headways, time of first and last buses, fares, etc. An attempt will be made to get this information to the trainmen in a clear and concise manner, whether it is by means of a separate pamphlet or whether it can be included in the new 1925 guide book, being a question yet to be determined, but the need of such information is fully appreciated.

One suggestion was received in which the trainman asked that further information be given regarding the method followed in awarding special prizes at the close of each fiscal year, he stating that the only reason he could see for his not being awarded the first prize at his division last year was because something must have

(Continued on Page 3, Coils. 2-3)

## Power Shortage Over---But Economy Must Continue

**T**HE power shortage is over, but power saving is not at an end. The methods of operation calculated to make the most efficient use of energy will be maintained under strict observation of the instruction department. There is no need for waste of an expensive product regardless of whether it is scarce or plentiful. Economy is a need in every line of business, and the efficient use of available power which was taught during the period of essential conservation must be continued.

## DIVISIONS WILL LIST ACCIDENTS

Beginning December 1, all divisions will post a sheet listing the names of motormen and the number of accidents they have had and the dates. This plan was decided upon at a meeting of the superintendents Tuesday, and carried out the system established by Superintendent T. Y. Dickey, of Division Two, tested during the month of September.

The Safety Bureau will notify the divisions as to what accidents should be posted, so that there will be uniform judging.

The sheet exhibited by Superintendent Dickey showed that some motormen had eight or ten accidents in a month, while 78 men in regular service had no accidents. It is believed that this comparison sheet will act as a continual reminder to motormen to keep their names clear from accident marks.

**Ability is a poor man's wealth—  
Matthew Wren**

## Dance Arranged For Next Company Party

On November 29th, the monthly entertainment of the Los Angeles Railway employes, which is sponsored by the Co-operative Association, will consist of a dance, but no vaudeville program will be presented.

A large number of employes participated in the Halloween party held October 25 at Forester's Hall. Good entertainment was provided and excellent dance music added to the pleasure of the evening.

**Don't talk all the time, listen and learn something.**

## SAFE SUNDAYS IS AIM OF COLLINS

**BY J. C. COLLINS  
Superintendent of Safety**

During the month of October, our Sunday accidents increased for no apparent reason, and the first Sunday in November gave us 45 reports.

We called this to your attention on the bulletin board, November 6. The following Sunday, we had 35 reports, and on account of the slippery conditions of the street, 20 autos skidded into our cars. One division cut accidents 60 per cent; another had cars standing still when hit. This is good work, and shows that it can be done.

Let every man endeavor to make Sunday a perfect day, in every way, while on duty.

## First St. Turnback On Line "V" To End

The First and Vermont turn-back on line "V" of the Los Angeles Railway will be discontinued next Monday, and all cars will run to Monroe street, adjoining the University of California, Southern Branch. The turn-back terminal at First street was established under the power conservation rules.

**Flowers are love's truest language—  
Park Benjamin**

## Slauson Substation Gallery Is Rebuilt

The gallery of the Slauson substation which holds the oil switches is being rebuilt, the old concrete being taken out and replaced with new.

## POWER RATION RULE ENDED BY EARLY RAINS

Following the lifting of the power conservation orders last Tuesday, an immediate increase in service was made. The end of the conservation period came about a month earlier than was expected, and the additional service had to be supplied by trippers, although work was started Thursday on new schedules which will provide increased regular runs.

The schedule department was well under way Thursday afternoon with schedules for lines "I", "D", "L" and "S".

### Line To Be Connected

The West First Street line is being connected again after having been cut at Glendale Boulevard by the lowering of the West First Street grade. The west terminal of this line will be Bonnie Brae, and the West Sixth St. cars will operate via the curve at Sixth and Alvarado to First and Bonnie Brae.

With the termination of the power shortage, two-car trains were put in service on lines "M" and "S" last Wednesday, and arrangements were made for use of the double-headers on several other lines, as all the new cars are being equipped for operation in single units or in trains.

### Difficult Emergency

The end of the power rationing period which began last June marks the close of one of the most difficult emergency situations that the company has faced in recent years. When the orders were issued for a reduction of energy consumption, new schedules had to be built on every line, and a general reduction of service made. This required the co-operation of the public and of trainmen in the emergency situation. The power distributors feel that as a result of big projects now completed or under way, it will be impossible for a similar emergency to occur in the future.

**"If ignorance is bliss, this ought to be a blissful world, says the traffic cop."**



## Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

### A Test of Cooperation

**T**HE termination of the power shortage marks the finish of a difficult emergency situation that called for the full co-operation of the public and all street railway men.

In reducing the energy consumption, runs had to be discarded and the length of pay time cut. This was due to the fact that the company followed the policy of dividing up the work among all men on the division lists.

From a cold-blooded standpoint, it might have been easier to release a number of trainmen outright, but this policy was not followed and work was provided for all men. In the service increases which will be possible now, new schedules are under way which will increase the number of runs.

The company appreciates the spirit that has been shown by trainmen. The path of the street railway officials has not been strewn with roses during this shortage. It has been a difficult situation to meet and to do the fairest thing for the public, employes and the interests of the company as a whole.

### Business in Charity

**T**HE Community Chest campaign will terminate Thursday, November 20. Results to date are fairly satisfactory, but those directing the campaign are depending on the final spurt to carry the total to the fund goal of slightly over two and a half million dollars. The drive represents the first intensive effort made by Los Angeles to put charity and welfare work on a business-like basis that will eliminate duplication and at the same time give every individual a chance to participate, whether his donation be large or small.

The Los Angeles Railway is expected to do its full share. The campaign in our own organization is being conducted by men who depend on pay day for their bread and butter, hence they have an understanding of financial matters that is in itself assurance that no unreasonable contributions will be sought or expected.

This is one of the things in which every man's conscience must dictate the size of his answer.

### NEW TRIP SHEET TO BE INTRODUCED

Within a week a new type of trip sheet will be introduced at Divisions 1, 3, 4 and 5. Division 2 will use up the present stock before adopting the new model.

The sheet is a considerable improvement over the old type, as it provides space for a greater number of trips. Heretofore it has been necessary to use an additional sheet. The space for reporting tickets is not as condensed as on the present style, minimizing the possibility of getting figures in the wrong column. Provision is made for a trainman using three cars, and while the old form provides space for four cars, it has been found that there are very few cases in which a trainman uses more than three cars during the day.

### Sentous Station Generator In Use

The 1500 K.W. converter in the Sentous street substation has been put in service, greatly improving the power facilities in that territory. This installation is one of the larger items of the 1924 program of the electrical department.

For Condr. K. Bryan, Div. 2  
Los Angeles Railway.  
Gentlemen:

I have been riding on the O line now for the past year and find Conductor No. 1734 to be a perfect gentleman in handling the public.

Yours respectfully,  
MRS. L. EBERHART,  
5857 Inskip Ave.

### TURLEY TALKS ON CONVENTION TRIP

L. J. Turley, electrical engineer, gave an interesting talk last Thursday afternoon to members of the electrical department at the main offices, to some of the line department men, and representatives of the electrical repair section of the South Park shops. The talk covered some of the important features of the electrical section of the American Electric Railway Association convention in Atlantic City, which Mr. Turley attended.

In addition to listening to the convention discussions and participating in them, Mr. Turley visited the substations of several of the leading street railways in the east.

### Incinerator Built In Vernon Yards

An incinerator is being built in the Vernon Yards to burn sawdust and waste created in shop work and tree trimmings cut on the lines. The incinerator is being built of brick over a pit 15 feet deep. A blower is to be attached to provide for quick burning of material consigned to the fire.

"How do you get on with your wife?" asked the friend.

"Pretty well," replied the other. "She is a member of twelve different clubs and societies. I see her for about an hour each day."

"Poor chap," said the other man feelingly.

"Oh, an hour soon passes," was the cheerful remark of the husband.

—Pittsburg Chronicle-Telegraph.

## BULLETINS

Issued November 17, 1924.

### BULLETIN NO. 248 Notice to Conductors

When southbound on Mateo Street at Palmetto, conductors will flag the Steam Crossing from a position 3 feet north of the nearest track, at which point a much better view of the steam crossing can be obtained.

### BULLETIN NO. 249 Notice to Conductors

The following Fireman's pass books are reported lost:

No. 20170, issued to Fireman T. A. Gutscher.

No. 19996, issued to Fireman Leo B. Jones.

No. 19953, issued to Fireman Arthur F. Spittler.

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

### BULLETIN NO. 250 Notice to Conductors

The following passes are reported lost: No. 641, issued to S. A. Muir, Clerk, Auditing Department.

No. 1493, issued to Melico Lopez, laborer, line department.

No. 1796, issued to R. W. Turner, helper, garage department.

No. 5971, issued to G. L. Beckstrom, Safety Operator, Division Four.

No. 6816, issued to J. C. Clark, Conductor, Division Five.

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

*P. B. Hill*  
Supt. of Operation.

## BUS BULLETINS

### LOS ANGELES RAILWAY BUS DIVISION

Bulletin No. 169 November 8th, 1924.

Community Chest Drive in the city of Los Angeles opens Monday, November 10th and closes on November 20th, and the following employes of the Los Angeles Railway Bus Division are appointed for solicitation of funds among employes of the Los Angeles Railway Bus Division:

F. Van Vranken, Major

C. O. Morse, Captain

D. P. Schantz, Lieutenant

A. Erskine, Lieutenant

Walter Campbell, Lieutenant

As this is a matter we are all interested in, it is hoped that we can make our subscription list 100%, and your earnest co-operation is requested.

F. VAN VRANKEN, Mgr.

### L. A. Railway To Provide Number for Radio Monday

Tune in on KHJ, the Times radio station, next Monday night, as the Los Angeles Railway will furnish part of the program to be presented by the Pico street association. Gladys Blackwell Pickering, whose vocal numbers have won her thousands of friends in radio land, will be the Los Angeles Railway artist of the evening.

For Mtr. J. Williams, Division 5  
For Mtr. L. L. Culp, Division 5

Los Angeles Railway.  
Gentlemen.

I want to call your attention to Motorman 2389 of the 54th "M" line. A lady with packages in her arms and a little girl with her, was getting off the car, and this motorman was kind and considerate enough to get off the car and help them. I think he is quite worthy of some consideration.

Also wish to call your attention to Motorman 1805 of the same line, who is always so neatly dressed—suit pressed, shoes shined, hair trimmed and clean shaven, and even the number on his cap is polished. He is a model and a credit to the railway in my estimation.

Very truly yours,  
J. F. Poggione,  
5132 Ruthellen St.

## BUS DRIVERS AID POLICE, SAYS CHIEF

The bus operators of the Los Angeles Railway are doing their full share toward co-operation with police officers in efficient movement of traffic, according to the words of R. Lee Heath, chief of police, in a letter to E. T. Fleming, of the bus division, acknowledging commendation of officers Eugene Wager, Lester Raley and E. L. Johnson. The chief's letter is as follows:

E. T. Fleming,  
L. A. Railway Bus Division.  
Dear Sir:

Permit me to thank you and the many other signers of a communication addressed to me, commending Eugene O. Wager, Badge No. 1087; Lester Raley, Badge No. 1579; and E. L. Johnson, Badge No. 156, for courteous and efficient performance of their duties.

It is always a pleasure to receive such letters as yours of October 23, informing me of the good work of officers in this department. It is also apparent from your letter that the bus drivers of the Los Angeles Railway Company are doing their share toward bringing about harmony and establishing relations that make for better traffic conditions insofar as the busses of that company are concerned.

Your letter will be submitted to officers Wager, Raley and Johnson, and after it has been read by them will be returned to this office and a copy will be placed in the Personal File of each officer named, where it will become a permanent record, reflecting to their credit.

Yours truly,  
R. LEE HEATH,  
Chief of Police.

## TWO-CAR TRAINS START ON LINE "R"

Four two-car trains will run in the morning and evening rush hours on line "R" as a further increase in service on the Los Angeles Railway lines made possible by the lifting of power conservation. Line "R" is the first route to benefit by the street railway's plan to use two-car trains on a number of lines that did not have this double service before the power shortage. A number of the new type cars which are equipped for operation in single unit and two-car trains will be used for these trips.

This increase was started Thursday.

## Appreciation

To the Officials, Co-operative Committee, and the men of Division 1, I wish to express my gratitude and sincere thanks for your kindness during the illness and loss of my Dear Beloved Husband. I also thank you for the floral offering and financial help.

Sincerely,  
MRS. W. B. FREEL  
3775 Princeton St.

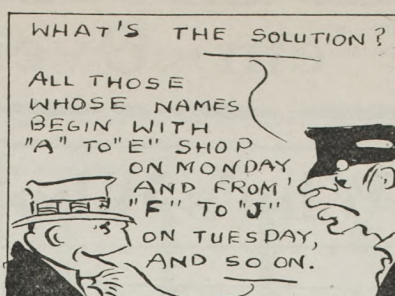
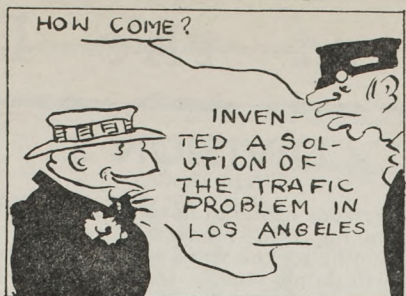
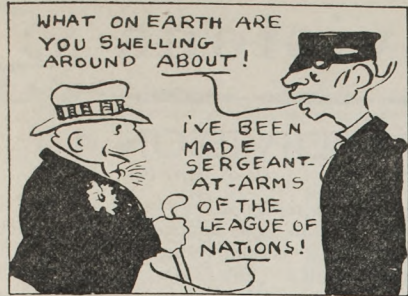
Maggie's sweetheart, a tight-fisted Scott, had taken her out for the afternoon, and that was about all. They rode some distance on the trolley, turned around, and rode home again. Never was mention made of food or entertainment. Back within her own gateway, Maggie, who had keenly felt the neglect, sarcastically proffered Sandy a dime. "For the carfare you spent on me," she said meaningly.

"Hoot, too, woman," returned Sandy, pocketing the coin, "there was no hurry. Saturday wad hae been time enough."



# Conductor Ding and Motorman Ding Ding

By Rollins



## Bouquets And Things (Hand Picked)

For Condr. H. H. Hennings, Div. 1  
Los Angeles Railway.  
Gentlemen:  
Because I believe in reporting pleasant as well as unpleasant things, I wish to express a word of commendation to you regarding Conductor 2506, on duty on the "N" cars going out 9th Street. I have been riding on his car almost every day for months and have had a good opportunity to observe him. He calls out the streets distinctly; is attentive to requests for information, and otherwise; and in fact, is always so courteous, with a pleasant smile that, it is a pleasure to ride on his car. There is also another conductor who is similarly pleasant and courteous; and while I do not know his number, I should be glad to send it to you, if you are interested.

Very truly yours,  
BEATRICE I. SMITH,  
Fraternal Brotherhood Bldg.

For Condr. R. C. Young, Div. 5

Los Angeles Railway.  
Gentlemen:  
It gives me much pleasure to comment to your notice the unusual kindness, helpfulness and courtesy of Conductor No. 536-6—R. C. Young,—on an "M" car today. He is young, polite and more than willingly answered all the questions of a stranger in a strange place trying to learn the routes. I am a gray-haired woman, one of many dependent upon the L. A. Railway service and would appreciate very much your mailing to me a little map or booklet describing the routes and transfer points of your system which your Conductor said you would furnish on application.

Yours very truly,  
MRS. M. F. B. JOSLYN,  
264 S. Coronado St.

For Condr. W. H. Coffman, Div. 3

L. A. Railway Co.  
Gentlemen:  
Several nights while on my way from Hawthorne to L. A. there was a young Mexican couple that also boarded the car. She was very ill and I presume had just come from the Inglewood Hospital, but had not the means of getting a car or vehicle. Conductor 200 laid her on the seat and made it very comfortable for her, as she was not able to sit up. I have seen this same conductor do other acts of kindness and also other conductors answering absurd questions never losing their temper, which the people should give them more credit and consideration. I am

Yours respectfully,  
IDA ROBERTS,  
1127 Wilshire Blvd.

For Motr. B. T. Glennis, Div. 2

Los Angeles Railway.  
Gentlemen:  
I have noticed that Motorman No. 2315 is very courteous. I wish to compliment you on having such an efficient man in your employment.

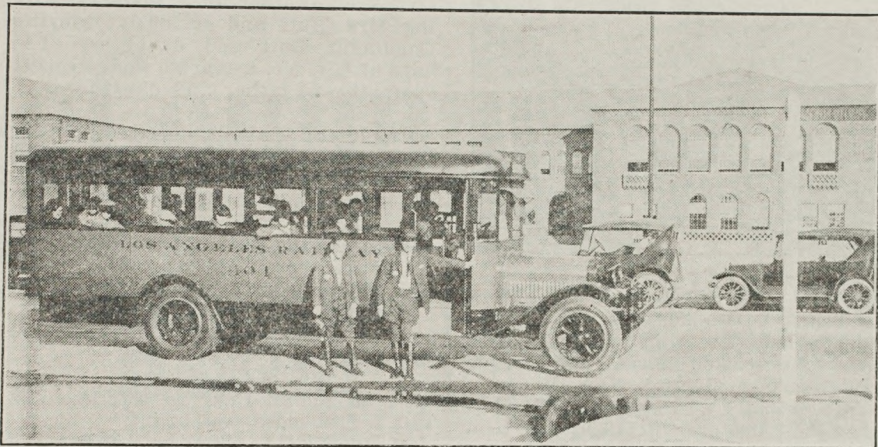
Yours truly,  
D. W. BARKER,  
1743 W. 37th Drive.

For Condr. A. C. Stover, Div. 3

Los Angeles Railway.  
Gentlemen:  
I wish to report your Conductor No. 1594, "A" car, Saturday, Aug. 16th. A lady boarded the car at First and Broadway, and gave him a transfer going in some other direction, as he very patiently explained to her. She kept bawling out until she left the car at Sixth and Hill. The conductor's conduct was admirable throughout.

Yours very truly,  
C. H. SHOLES,  
134 S. Ave. 54.

## Company Busses Carry Pupils To New School



STORIES of how men who made American history walked nine miles a day to and from schools, contrast sharply with present day methods of special motor bus service. The picture above shows one of the three busses operated by the Los Angeles Railway under an arrangement with the Board of Education for the exclusive use of pupils of the new Fremont High School at Seventy-seventh and San Pedro streets. The building was put in use this fall and

is serving a wide territory in the southeast part of the city. One bus runs via Manchester to Western, another serves Manchester, Vermont and Florence avenues, and a third run serves pupils on Compton avenue, Florence and Manchester. About 250 pupils ride the busses daily. A certificate stating that the bearer is a pupil of the high school is provided to pupils in the territory, and they are required to show this certificate at the time of paying the five cent fare.

## Review of Suggestions Shows How Bonus Men Are Picked

(Continued from Page 1, Col. 1)

been held against him, the nature of which he did not know.

### Method Explained

As stated at the meetings which were held for the distribution of the checks last year, every angle of the work of a trainman is taken into consideration in awarding the special prizes. Not only does the efficiency record as indicated by the number of credits or demerits given during the fiscal year receive attention, but the amount of time worked during the year, length of service with the company, neatness, personal appearance, general attitude around the division and on the cars are taken into consideration.

This same man suggested that the feature of automatic cancellation of demerits be done away with as unsatisfactory, and this part of his suggestion probably will be adopted for next year, as it is realized that there are some very unsatisfactory features connected with this plan.

Another suggestion which was the subject of considerable discussion was one that a notice be posted on the bulkhead doors requesting the public to close the doors on passing through them. In view of the continued complaints regarding poor ventilation of the closed section of our cars, it is not desired that the doors be closed if the passengers riding in the closed section desire them open.

### Ventilation Important

The attention of conductors has repeatedly been called to the necessity

of keeping transoms open on such cars as are provided with this means of ventilation, but hardly a day goes by without complaints being received claiming that the ventilators were all closed and that the air within the closed section of the car was very bad.

A suggestion was received requesting that a light be installed at Vernon and Mesa Drive and pointing out the dangerous condition existing at this point. The fact that this intersection is a dangerous one should of itself result in all cars being operated safely past that point, and at such a speed as would enable them to stop at the proper place for passengers if there are such to board or alight.

Another suggestion was that Rule No. 36 be re-published in Bulletin form, but as this rule is in the Operating Rule Book and therefore in the hands of every trainman for his information, any necessity for re-publishing same should not exist.

### Watch Bulletins

It is unfortunate that notices, bulletins, or other instructions given to trainmen do not receive sufficient attention, thereby necessitating the conditions to which attention has been called being checked up, and frequently resulting in demerits having been assessed, and it is no unusual situation to have a trainman ask for cancellation of demerits on the grounds that he had not read such notice, rule or bulletin.

Old maid, defined; A woman who has been "made" for a long time.

## On The Back End (Contributed)

A good firm is Watch & Waite,  
And another is Attit, Early & Late;  
And still another is Doo & Dariet,  
But the best is probably Grinn & Barrett.

—Carnegie Tech.

Lady (to conductor after dark as car starts after making safety stop on East Fourth trestle)—"I wanted off there."  
Conductor—"What's the matter? Disappointed in love?"

I met a sweet maid on Line "L,"  
She gave me a look and I fell.  
But her husband was there  
With lard in his hair—  
These hospital couches are tough.

She's only a conductor's daughter  
but she sure made some "change"  
out of me.

"I haven't much faith in the fellow who praises everything; less in the fellow who knocks everything; and not any in the fellow who is indifferent to everything."—Elbert Hubbard.

Conductor O. N. Madson just blew in. He took a 60-day leave about three weeks ago to go back East, Detroit to be exact, but found the weather back there anything but sunshine and roses. Just stopped long enough to say "Hello, Detroit," and "Goodbye, Detroit," and returned to the tune of "California here I come."

Conductor C. E. Robinson, reports a man boarded an "F" car at Florence avenue last Tuesday, paid his fare, took a seat and then jumped up and asked the conductor to let him off because he hadn't intended to get on in the first place.

The joke? There is none. This is a news item.

The Judge—"This lady says you tried to speak to her at the station."

Salesman—"It was a mistake. I was looking for my friend's sister, whom I had never seen before, but who's been described to me as a handsome blonde with classic features, fine complexion, perfect figure, beautifully dressed—"

The Witness—"I don't care to prosecute the gentleman. Any one might have made the same mistake."—P. K., Chicago.

Miscellaneous Report from Conductor turned in at the office read: "Boys cut trolley rope at Georgia Street, when we stopped and Motorman saws boys left rear end."

An Englishman over the phone—  
"Yes, this is Mr. 'Arrison—haitch, hay, two hars, a hi, a hes, a ho, an' an hen—"Arrison."

"Wait Till The Car Stops."



# Looking 'em Over at the Divisions

## DIVISION 1

D. B. Kohl

Conductor I. J. Kramer announces the arrival of a nine-pound girl at his home. This is the first, so I. J. feels quite well up over the event. Now for the Seegars.

Janitor Rafferty has a new hat which he won on Coolidge. It makes him look quite young and spry. Rafferty says that winning that hat was as easy as taking candy from a baby.

This is the week of the Community Chest drive. Captain Lair of this division reports a landslide of donations on the first day of the campaign. Every fellow will have to come through in order to give Division One a clean slate—so do your part.

Say! Did you notice that Division One holds the cellar position in the average number of witnesses per accident. That will never do, so try a little harder to get more witnesses to those accidents you have and pull Division One up into the lead, better than that, make her the first division to secure an average of seven witnesses per accident.

Conductor T. D. Noteman is now the register clerk of this division, having taken up these duties after the resignation of R. Swartz. Conductor Goritz is acting as relief man.

Conductory Slattery: Has no worry about the Christmas rush, as he has been ordered to bed for a month by the Doc in order to get in normal condition for the tourist rush in January. He wishes to announce that Tea Receptions will be given at 3:00 P.M. daily in his apartments, Terminal Hotel.

Motorman Rom gave us his idea of what he thought was the softest job in the world, a few weeks ago, but my idea of the hardest job, is trying to dig up news every week for the "Two Bells."

## DIVISION 2

H. T. Hansen

Old Bird Stork hasn't forgotten Div. No. 2. He brought a 5¼-pound baby girl to Conductor A. B. Hughes and an 8-pound baby boy to Conductor H. Cannon—Congratulations are in order, boys!

Only a few days left for the Community Chest drive. Now is our chance to make Div. No. 2 one hundred per cent by everyone giving something, no matter how small the amount.

Conductor J. R. Hanna, has returned to duty after spending sixty days picking cotton at Wasco, Calif.

Conductor V. V. Brinnon, granted fifteen days' leave to rest up.

Jack was home for his holidays from college.

One day he said to his mother: "May I tell you a narrative, mother?"

The mother, not being used to hearing such big words, said: "What is a narrative, my boy?"

"A narrative is a tale," said Jack.

That night, when going to bed, Jack said: "May I extinguish the light, mother?" His mother asked: "What do you mean by saying extinguish?" "Extinguish means put out," said Jack.

A few days later Jack's mother was giving a party at their home, and the dog walked in. Jack's mother raised her voice and said: "Jack, take that dog by the narrative and extinguish him."

Conductor B. Jones, granted thirty days' leave to try other work on account of poor health.

## Who's Who



DAVID D. RHOADS, better known as "Dusty" Rhoads, was a Texas rancher before coming to Los Angeles. He broke wicked horses and herded cantankerous steers. Now he is a safety operator of Division 4. He left his ranch business in 1920, due to a slump in the market, and took a turn at police work before coming here, where he started on the cars about a year ago. "Dusty" is working for three people, his wife and the two kiddies.

(A messenger boy with a telegram for Mr. Smith rings at two in the morning): "Does Mr. Smith live here?"

Feminine Voice (Wearily): "Yes! bring him in."

## BUS DIVISION

Elmer Wood

It was a dark and stormy night. It had never rained as hard since the flood. Cold beads of perspiration stood out on his head. He shivered, and very rightly should he tremble. He had killed her. She who had been his friend, his life's ideal, was now dead. The rain poured on her motionless and silent form. She who had labored day and night that he might prosper and enjoy the better things of life. At last he sighed wearily as he thought of all she had done for him. Then he again tried to crank her, for Novak's Ford needed a starter.

Should evening dresses be worn at bridge parties

No, in playing cards it is only necessary to show your hand.

J. W. McCormick and Miss M. Sherman were united in marriage Saturday, November 8. Miss Sherman has been living in Canada. Mr. McCormick is an electrician's helper in the garage. Thanks for the cigars Joe.

Introducing New Men. Geo. D. Lecornu has been transferred from Division 3.

As the dancer took his fair partner down to supper, she seemed to hypnotize the waiter told to serve them, for he seemed incapable of taking his eyes off her.

At last the dancer could stand it no longer.

"I say, my man," he observed, "what makes you stare so rudely at this lady?"

"It ain't rudeness, sir, believe me, it ain't," returned the waiter. "It's genuine admiration. This is the fifth time she's been down to supper tonight."—Exchange.

## DIVISION 3

Dan Hanley

Friends of Radio Land—you are now listening to the broadcasting of D-I-V-3 stand by for the voice with a smile and I will do my stuff.

The Community Chest Drive is nearing the end and boys let's all give something, even ever so little, just something and I know you will all feel happier.

Conductor Butt and family were driving home from San Pedro after a day's outing when their machine was struck by another auto, instantly killing Mrs. Butt and seriously injuring Conductor Butt and daughter. The boys of Div. No. 3 express their deepest sympathy to father and daughter.

Conductor Vinland appeared on duty the other day with a black eye and when asked who gave it to him said, "No one, I had to fight for it."

We sat on the porch at midnight,

Our lips were tightly pressed,

The old man gave the signal,

And the bull dog done the rest.

—So I went and got married, said Conductor J. E. Erwin.

Fresh young Con. to Myrtle: "Is this a first class restaurant?"

M. to F.Y.C.: "Yes but we'll serve you just the same."

Harry Tupper is back on the job. Harry says, "I used to carry eight sick benefits but they ran out so I have to go to work."

A city and a chorus girl

Are much alike it's true.

A city's built with outskirts,

The chorus girl is too.

Clerk Gilmore to Motorman Covington—Hey there don't spit on the floor. M. C. to C. G.—S'matter floor leak.

Mrs. Millican asked young Millican if he saw Santa Claus last night.

Kid Millican said, "no but I heard what he said when he fell over my kiddie kar."

The cheapest man in the world is the one with six kids, who goes out in the back yard on Christmas morning and shoots off a fire cracker, rushes in and tells the kids that there will be no Santa Claus as he just shot himself.

D-I-V-3 signing off, will be on the air again sooner or later.

## DIVISION 5

F. J. Mason

Eliminating Demerits

Motorman Beerman bought an old car. Says he paid \$35.00 for "Whatever you are,"

It's red and rusty but the tin is still good,

It rattles like a hornet under the hood. The radiator looks like a steam condenser,

But has a good crank and a hand commencer.

Still has few spokes and makes a good runabout,

Now Beerman is saying, "No more missout."

T. E. DAVIS.

Word has been received from Division 1 that we are not to send Conductor J. T. O'Hara to that division on any more "shines" unless he is free from the hoof disease. Next time you want your corns taken off J. T., drive on out to Oxnard.

Ed. Kasal, who handles a few of the cars pulling in between 5:00 p.m. and 7:00 p.m., was very busy pursuing his vocation the other night when a gentleman, who had boarded a couple of pull-

## DIVISION 4

C. J. Knittle

The shortage of news this week is remarkable but according to reports from the teams who represent the Community Chest, Division Four is going over with a bang. Mr. Wimberly is working for a 100 per cent contribution and it looks like a sure thing.

A friend from "ye scribe's" little home-town in Pennsy post cards that the car barn burnt down a week ago and four of the seven cars were destroyed.

Abie Budne was showing signs of grief last Monday. When asked the cause he said he went in a telephone booth and called his wife and when she asked who was talking he said: "Don't you know, cutie?" and she hung up and he had to spend another "neekel" to tell her he couldn't get home to lunch.

Stenographer E. G. Benedict reports that as a judge of elections and prize fights, W. A. Hames would make a good wash woman.

Operator J. L. Young was granted thirty days leave to rest up.

The following patter is by Conductor Ino Heezlyin.

Dear Jeff:

A FEW YEARS ack  
WHEN I was new  
AT "street-carring"  
AND flagging  
STEAM ROAD tracks  
WAS THE conductors  
WORK I took  
TWO SPILLS a  
WEEK APART while  
HOPPING on  
AND SO the  
PILOT SAID, "From  
NOW on when  
YOU GO out there  
TO HIGHBALL me,  
RETURN  
AND BOARD before  
I START across."  
AND I said, "Yes,  
BUT if a  
TRAIN SHOULD strike  
ME DEAD as  
I RUN back  
WOULD it not  
BE A whole lot  
WORSE THAN to break  
MY neck as  
I HOP on?"  
AND he  
THOUGHT deep  
AND SAID, "M'lud  
YOU'RE right  
AT that."  
AND SO IT was  
AND AFTER that  
HE STOPPED out  
ON the  
RAILROAD track  
AND HELPED me on.

I THANK YOU.

in cars in an endeavor to get to town, accosted him and said, "Say, do all these cars go to the barns?" Ed. replied, "Well mister, there are about 70 cars pull in between 5:00 p.m. and 7:00 p.m." "Oh," replied the prospective passenger, "I guess I'll wait for about the seventy-first car then."

Do the Brooklyn & Hooper cars make a "Bee" line between terminals? No but some Bees hum. Who got the Hives off that one?

Heighth of Forgetfulness

Man boarding street car with nickel in one hand and handful of salted peanuts in other hand, drops peanuts in fare box and swallows nickel.

J. T. O'HARA