

# 19 MEN TAKE COURSE IN CROSSING SAFETY

Nineteen trainmen representing all divisions, except Division Four, were ordered to report to the instruction department last Thursday for instruction regarding operation at railroad crossings, in accordance with the notice bulletined in "Two Bells" January 26, individual copies of which were distributed to all trainmen. The violations of the rules which necessitated the day of extra instruction (which is without pay) resulted from violations observed after January 29, the men having been given adequate time to study the rules.

An instruction talk lasting ninety minutes was given by Dan Healy, chief instructor, after which two special cars were dispatched from Division Four to railroad crossings and a thorough drill given in the correct method of operation.

The majority of the nineteen men were motormen but there was not a new man in the group. In all cases the violations occurred when there was no flagman stationed at the crossing. The particular violations involved excessive speed, failure on the part of the motorman to look back through the car to check the entrance steps and the giving and accepting of signals from the wrong position.

## Rewards Paid for Articles Returned

Conductor V. W. Gore of Division Two received a three-dollar check from the owner of an umbrella which was left on a line "S" car recently. The umbrella was a gift and as such was highly prized. Conductor Gore received a nice letter of appreciation from the owner of the umbrella.

A second appreciation for similar service came during the week to Conductor J. C. Raney of Division Two, who received a check for five dollars from Mr. T. J. Subira in appreciation for his promptness in returning a handbag left on the car by Mrs. Subira of 639 W. 57th street.

## Joseph E. Brown, 23 Years With L. A. Ry. Is Laid To Rest

THE Masonic funeral service was conducted at 2 P.M. last Thursday for the late Joseph E. Brown, who died February 3 at the age of 67 years. Mr. Brown had been chief clerk of the executive offices of the Los Angeles Railway since 1902. He came to this company from the Southern Pacific, with J. A. Muir, who was appointed general manager in that year. Mr. Brown had been with Mr. Muir as chief clerk of the division superintendent's office of the Southern Pacific. He leaves a wife, Mrs. Minnie Brown, and son, Edgar K. Brown, a well-known attorney of this city.

The service was held at the Little Church of the Flowers in Forest Lawn Cemetery, Glendale.

The pall bearers were: G. J. Kuhrts, C. A. Henderson, E. L. Lewis, E. L. Stephens, C. E. Stephens and Dr. F. S. Taylor.

In the death of Mr. Brown the Los Angeles Railway has lost a man who was the personification of company loyalty. In his capacity in the executive offices he was familiar with many of the most important business affairs of the organization. His keen memory of events in the company history made him a man of utmost value and one whose counsel was frequently sought in vital matters. He was a deep student of the best works of literature. Good books were his hobby. His kindly disposition and his willingness to help anyone from the store of his experience and judgment, made him respected and beloved by all who knew him.

**Life is a battle—fight it like a man.**

### 34 Miss Courtesy Credits

All but thirty-four trainmen received extra credits for a clear courtesy record during January, and a total of 398 missed the extra credits given for clear safety record during the month.

## Form Changed in Student Tickets

A new type of student ticket has been approved and will be in use shortly replacing the green individual tickets which were issued heretofore and good at any time. Students will be provided with a card about the size of the usual pass. It will bear a date, after which it will be void, and will have fifteen squares each good for one ride, and must be punched out by the conductor before whom it is presented.

This change is expected to eliminate any abuse of the transportation privileges given to students.

**Don't blame others for dangerous conditions. Help to correct them.**

# Bouquets for Courtesy Again Exceed Brickbats Charging Discourtesy

JANUARY shows an increase of six in total complaints over December and five in discourtesy complaints, but 68 letters of commendation—an increase of 21 over the previous month—is a good indication of increasing friendly relations between riders and trainmen.

The principal increase of complaints noted during the month is in carry-

ing passengers past the stop, of which fifteen cases were reported during January. Conductors can help to reduce this figure by being on the alert for passengers who desire to alight at the next stop and giving the motorman as much help as possible with the bell signals.

The comparative summary for December and January is as follows:

Classification	Dec.	Jan.	Loss or Gain
Discourtesy	47	52	5
Fare and Transfer Trouble	41	56	5
Starting Too Soon	2	8	6
Passing up Passengers	6	5	-1
Carrying Passengers Past Stop	7	15	8
Dangerous Operation	6	5	-1
Short Change	7	4	-3
Miscellaneous	32	19	-13
	148	154	+6
Commendations	47	68	+21

# RUNNING TIME TABLES IN SIMPLIFIED FORM

A simplified form of running time tables, suggested by Superintendent T. Y. Dickey of Division Two, is being used in the sheets for the new schedules on lines "2" and "3", which will be effective February 15. The new form is more easily read and should

be a considerable help to trainmen. The principal change is in the arrangement of the classifications of running time and the headings of the same. The time each classification becomes effective is noted at the top of each, and prevails up to the time shown in the next column. For example,

	No. 1	No. 2	No. 3	No. 4	No. 5
Leave Glen Airy	6:22 1/2 a.m.	8:58 a.m.	12:45 1/2 p.m.	5:21 p.m.	7:02 p.m.
Explanation:	vails from 8:58 a.m. to 12:45 1/2 p.m. and so on. Classes 3, 4 and 5; No. 5 prevailing from 7:02 p.m. to 6:22 1/2 a.m.				

### McNaughton Improving

P. C. McNaughton of the public relations department, who was injured recently in an automobile accident, has recovered sufficiently to be able to leave the Roosevelt Hospital and is now resting at the home of friends, 323 East Belgrade Avenue, Huntington Park. Mac expects to be out and around again in the near future.

### Quick Like This

Chemistry Professor—"Name three articles containing starch."  
Student—"Two cuffs and a collar."

**Do unto others as you would have them do unto you.**

### Safety First

"Ben, I'll give you \$10 to have your picture made in the cage with that lion."

"No, suh, boss; not me."  
"He won't hurt you; he hasn't any teeth."

"Mebbe so, but I ain't goin' to be gummed to death by no lion."

—Atlanta Constitution.

Statistics show that 4,359 men were killed by gas last year. Sixteen inhaled it, 45 lighted matches in it, and 4,298 stepped on it.

**Integrity without knowledge is weak and useless.—Johnson.**



## Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

### Locking Out Business

THE January complaint summary shows only five charges of "passing up of passengers." This indicates that this classification in the complaint reports is being held down well but it is a classification which the company would like to see eliminated.

No business man would close the door of his store in the face of a customer but that is virtually what is done when a passenger is deliberately passed up by a motorman. In the street railway business the place of business goes to the customer, instead of the customer going to the place of business. The Company is anxious to sell street-car transportation to as many people as possible and to give them service that will be satisfactory. Certainly nothing could be worse than to refuse service to prospective customers unnecessarily.

The rules specify under what conditions a car may pass up passengers but it is expected that the motorman will use good judgment and see the situation from the viewpoint of the prospective passenger who is in a hurry to get downtown, and make every effort to give satisfactory service.

### Help Advertise Southland

AN interesting campaign in behalf of the best interests of Southern California is being conducted by means of letters from residents of Southern California to friends and visitors in the east. The campaign has been endorsed by several of the leading business organizations in Los Angeles and prizes for copies of the best letters are being offered by the Times.

The campaign originated in the fact that many people are directly influenced by the advice of friends and relatives in whom they put their trust, and that personal letters setting forth the true and desirable features of Southern California would do much to offset the adverse publicity that has been circulated in the east.

Recently a large number of eastern papers carried stories to the effect that California had enacted a constitutional amendment to tax tourists. The story was utterly false but such statements seriously endanger the welfare of California and serve to deprive this territory of those who ordinarily come and spend their money for car rides or Cadillacs.

Every resident of Southern California has a keen interest in seeing prosperity maintained; and an organized effort to stimulate the writing of letters to the east, setting forth the true beneficial conditions of Southern California, is worthy the support of everyone who earns his bread and butter here.

### Wait for the Second Bell

DESPITE a recent caution given in the bulletins of "Two Bells" concerning operation at intersections governed by automobile traffic signals, several violations of the rules were checked last week. The particular point to which attention of trainmen is directed is that they must not start their cars on the first bell, but must in all cases wait for the second bell. There are some instances in which conditions warrant the police traffic officer in signalling automobiles to proceed on the first bell, but this does not apply to street cars and a definite understanding between the police department and the company prevails in this respect.

When the recent ordinance against "jaywalking" was introduced, the time between bells was extended slightly to give pedestrians adequate time to clear the intersection before traffic began to move.

Trainmen are asked to give particular attention to this feature of the rules.

#### No Use Whistling

A negro had exhausted his financial resources in a disastrous crap game, and was forced to return to the city to work. When he inquired about the fare, however, he found it was more than he could afford, so he started to walk along the tracks to Bummingham and home. He had not gone far when he heard the whistle of a locomotive behind him. Turning around he said with an air of determination: "No use your whistlin' after me, brother; you named your price, an' Ah said 'No'."—Brown Jug.

#### Don't Quit

"You're sick of the game?" Well now, that's a shame; You're young and you're brave and you're bright.  
"You've had a raw deal?" Maybe so, but don't squeal; Buck up your durndest and fight. It's the plugging away that will win you the day, So don't be a piker, old pard. Just draw on your grit; it's so easy to quit; It's the keeping your chin up that's hard.—Anonymous.

## BULLETINS

Issued February 9, 1925

#### BULLETIN NO. 22 Notice to Conductors

Effective Monday, February 16th, the use of green tickets by student trainmen will be discontinued and they will be supplied with a fifteen ride transportation card stamped "Void" after a certain date.

Conductors will honor these cards for transportation, punching one of the spaces shown in the bottom line when card is presented, and will issue a transfer upon request.

If card is presented after date of expiration, collect fare, take up card and forward same to the Instruction Department with a miscellaneous report.

Honor no green tickets after February 19, 1925.

#### BULLETIN NO. 23 Notice to Conductors

The following passes reported as lost during the month of January, 1925, have 2256, 4808, 4838, 6490, Track Badge M-131, not been recovered:

#### BULLETIN NO. 24 Notice to Conductors

Pass No. 4685, issued to E. H. Fisher, Motorman, Division No. 3, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

#### BULLETIN NO. 25 Notice to Trainmen

We are continually have trouble in securing personal injury reports from employes.

In all cases of injury to employes, no matter how slight, a report on Form No. 120 must be made, and failure to make such report promptly, unless the injuries are too severe to permit of the making of report, will result in discipline having to be administered.

*R. B. Hill*

Superintendent of Operation.

## BUS BULLETINS

LOS ANGELES RAILWAY BUS DIVISION

#### BULLETIN NO. 202 January 31st, 1925

Whenever it becomes necessary to spend any money for telephone calls, do not under any circumstances deduct the amount from your cash turn in, but instead make a miscellaneous report, send to the office and you will be reimbursed.

#### BULLETIN NO. 207 February 2, 1925 TO ALL OPERATORS:

There still are a few bus operators who are not pulling in to a point within one or two feet of the curb when picking up and letting off passengers, but instead stopping out toward the middle of the street, or in many instances eight or ten feet away from the curb.

It is important that you pull in close when possible to do so and attention is also directed to the fact that drivers of double deck buses should be especially careful and not drive under any overhanging trees or objects of any kind that will interfere with the passengers on the upper deck. There are one or two cases where we have not been able to trim ornamental trees at the stopping point, in such cases bus will necessarily have to be stopped as close to the curb as possible, but at the same time in the clear of the trees.

#### BULLETIN NO. 208 Feb. 4, 1925.

Mechanical Department shows on their blackboard the number of the bus that is to go out on certain runs on certain lines.

Operators in taking their bus out must in every instance take the bus that is marked on the board and NO other.

F. VAN VRANKEN,  
Manager.

#### Would They Pass Censor?

An eastern supervisor received the following note from one of his track foremen:

"I'm sending in the accident report on Casey's foot when he struck it with the spike maul. Now under 'Remarks' do you want mine or do you want Casey's?"

A shark is a big fish; so is the man who thinks he can get away with careless habits.

## WEST ADAMS THRU SERVICE STARTS FEBRUARY 15

A new West Adams schedule providing for through service to Glen Airy, effective February 15, has been completed. The territory between Second avenue and Glen Airy will have double the service provided at present, with a turning back of line "2" cars at Second Avenue discontinued.

In the morning rush period two-minute service will be provided from 7:40 to 9:03, which will give a more frequent service for the entire line than is at present given in this period over the main part of the line between Second Avenue and the downtown district.

In the evening rush period there will be a two-minute service schedule from 4:51 to 5:25 o'clock. At present the two-minute service is given from 5:05 to 5:40, but checks of the travel indicate that the two-minute headway should start at the earlier time of 4:51 and that the peak extends to 5:25. It is believed that this rearrangement will meet the travel demands in an improved way.

### Owl's To Leave Later

A change in Owl car schedules is to be made February 15 by which the cars which at present leave the downtown district at 2:05 A.M. will leave at 2:10 A.M., and those which now leave the center of the city at 3:10 A.M. will leave at 3:20 A.M. This change is made necessary by some increase in patronage of the Owl cars and to assure proper transfer connections.

The new schedules will be posted at the divisions shortly.

## Bowling Team Asks Rooters' Help In Big Match Friday

The Los Angeles Railway bowling team, composed of trainmen of Divisions Two and Five, who are in the league playing at the Peeko-Main alleys in the Braun Building, Pico and Main, won first place in the league January 30 by beating the Knights of Pythias team, and face their hardest competition next Friday when they roll against the Maccabees. The Friday match is expected to determine the question of superiority in the league and the players are particularly anxious to have a good crowd of enthusiastic Los Angeles Railway employes on hand. The match will start at 8:30.

Those who rolled in the match January 30, which placed the team in first place were: F. R. Hoffman, A. B. Hughes, H. Kettering, C. C. Bloom and A. J. Monteverde.

#### The Smile Season

It takes fifty-seven muscles to make a frown and only fourteen to make a smile. Consequently the grouch gets the worst of it, as is customary.

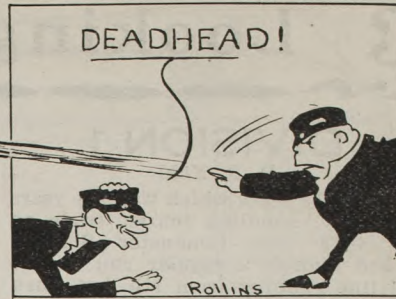
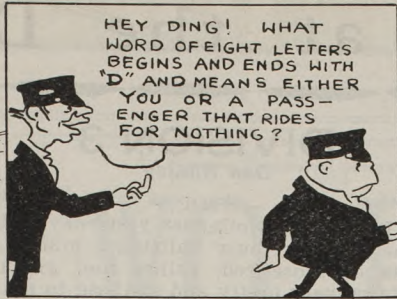
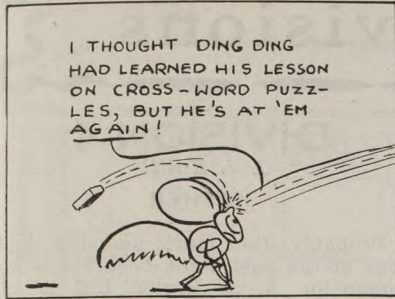
The smile is a business asset, a social password, a physical and mental tonic. Men have been MADE by a pleasant smile. It is nature's best antidote for the troubles of mind and body. It blesses him who gives or receives.

Cultivate, perfect and use a SMILE. It is worth more than you can estimate in money for with it the world slans toward you.



# Conductor Ding and Motorman Ding Ding

By Rollins



## Bouquets And Things (Hand Picked)

For Mtr. J. A. Wear, Div. 2  
Los Angeles Railway.  
Gentlemen:

Just a few words about Motorman 1711. If the motormen on all the street cars were as polite and willing to be helpful to those who inquire about things they do not know concerning car stops, as he was last Saturday afternoon, November 8th, 1924, when my mother and I inquired about a stop on Figueroa Street, Los Angeles would have an A-1 car service.

1711 was motorman on the "U" line, which left Florence and Vermont about 2:50 P.M.

Yours truly,  
MISS WELLS

For Mtr. M. Tessare, Div. 4  
Los Angeles Railway.  
Gentlemen:

Knowing that courteous and considerate service among your employes is recognized and appreciated by you, and believing this to be the right policy, I wish to express my appreciation of marked courtesy and thoughtfulness which I have observed at various times toward your patrons by Motorman 809.

Sincerely,  
MABEL PAGE  
4557 Fountain Avenue

For Mtr. George Halsey, Div. 5  
Los Angeles Railway.  
Gentlemen:

I wish to express my appreciation for the thoughtfulness and courtesy of Motorman 703. Last Wednesday morning I was hurrying to catch the car and he kindly stopped the car and waited for me. As there was no one else waiting at the stop I would have missed my car and been late to work, if Motorman 703 hadn't been kind enough to wait for me.

I ride his car every morning and have noticed how thoughtful and courteous he is to the passengers. This happened on the "F" car.

Yours truly,  
MRS. BERTHA BROWN  
8946 1/2 South Orchard Ave.

For Cond. A. B. Morse, Div. 1  
Los Angeles Railway.  
Gentlemen:

I wish to call your special attention to Conductor 10 (I do not have the pleasure of knowing his name). This conductor is certainly a very valuable man to your organization. I have been in most of the cities of the United States and have noted that very few conductors know how to handle a crowd. This conductor handled a crowded "D" car on Sixth Street to the entire satisfaction of all on his car and I heard several other people remark about this.

My suggestion would be that you use this conductor in the downtown district during the holidays to help handle the crowds, as he is too valuable to keep on one street car.

Cordially yours,  
C. C. NORTHRUP  
Hotel Barbara, 6th and Westlake Ave.

For Cond. F. H. E. Pierce, Div. 2  
Los Angeles Railway.  
Gentlemen:

I want to commend your conductor No. 430 on the Heliotrope Drive car line, for the courteous treatment this morning. I appreciated his courtesy as I well remember my last ride on that line when I failed to get my transfer as I passed the conductor but remembered before I had taken my seat, the conductor that day called the attention of every one in the car to the fact. Not only was conductor 430 courteous to me but his treatment of all passengers was the same.

Yours respectfully,  
MISS H. A. GILLIOM,  
415 H. W. Hellman Building.

### Those Who Teach are Taught

Back to school went this squad of supervisors and instructors Wednesday and all received good report cards showing proper proficiency in the washing of necks and ears. This picture was taken just after recess was declared for tooth brush drill and was immediately followed by a young riot when some of Oscar Elrod's little playmates called him "teacher's pet" because he gave Dick Smith a "twofer" cigar in lieu of a red apple.



## Instruction Talk Covers Railroad Crossing Safety

THE first of a series of joint meetings of instructors and supervisors was held last Wednesday in the lecture room of the instruction department in the Division Four administration building. The arrangements were in charge of R. R. Smith, superintendent of operation and talks were made by W. B. Adams, division of traffic and head of the force of supervisors, and Dan Healy, chief instructor.

The subject of railroad crossing safety occupied the attention of the meeting for the greater part of the afternoon. The bulletins recently issued to trainmen and flagmen regarding their duties at railroad intersections were reviewed and discussed. It was pointed out that it is vital that all men concerned in the supervision of service reach as nearly as possible a common viewpoint on the interpretation of the rules, as discipline for

violation means actual money to trainmen who must spend a day going through proper instruction on the subject.

The original plan of having small groups of instructors and supervisors at these meetings has been changed somewhat, as the company is anxious to get the utmost safety and efficiency under the railroad crossing rules, and to have their application thoroughly understood by all supervisors and instructors without any delay.

The second meeting of the instructors and supervisors was held Friday and completed the instruction and discussion regarding the railroad crossings.

Smith—"What's your opinion of civilization?"  
Brown—"I think it a good idea. Somebody ought to start it."

## THE QUESTION BOX

Q. The rule according to Bulletin No. 95, of 1923, is that each car after 6 P. M. shall stop at the property line at the downtown intersections and not follow second or third car on one signal.

Has this order been modified in any way?

A. No. Bulletin No. 95, of 1923, states that group movement may be used up to 6:15 P. M. After that time, group movement is discontinued.

Q. If a passenger gives the conductor a transfer with coupon attached which is not good unless coupon is detached and the conductor calls the passenger's attention to the matter, if the passenger tears off the

coupon in the presence of the conductor and offers the body of the transfer, should the conductor accept it?

A. Yes, if presented at what would be a proper transfer point had the body only of the transfer been presented at that point. The conductor should call the attention of the passenger to the fact that a walk-over privilege is not given, but should accept the transfer if the passenger detaches the coupon and returns to him the body of the transfer, as in so doing the passenger sacrifices one ride to which he would have otherwise been entitled.

Q. Are outbound line "E" (Green)

## On The Back End (Contributed)

Jack Mesquit, "C" line motorman, took a lady friend out the other evening and she was saying, "Lips that touch liquor shall never touch mine."

Jack says, "Your lips?" and she says, "No, my liquor."

Joe Howarth, that versatile conductor of line "I" finished the day's work almost famished because, in the rush of business he had tried to put his lunch in the place of the fare box four times during the day and rather surprised customers had availed themselves of the dining-car facilities.

Even the mechanics have trouble. The following report was made on a motorman's report card this week. "One window not here, each on both on both ends outside." Figure it out for yourself.

Here is the best one we have heard yet. Motorman (Fat) Dickinson walked out from the curb at 7th and Main against traffic signal and boarded west bound "R" car. The traffic cop came on down to 7th and Spring and pulled Dickinson off the car and made him go back to Main and cross with the signal. Motto: Watch your step.

Motorman Gannon helped a blind man off the car to the sidewalk and after getting him started he cautioned him to be careful and look where he was going.

Bundy: "I saw a fellow who drank some Block and Tackle whiskey last night."

Arnold: "Block and Tackle? I never heard of it. How do you know it was?"

Bundy: "Well, he walked a block and tackled a policeman." (Time out.)

transfers good southbound on line "P" at 10th and Broadway?

A. Yes, 10th and Broadway being the first direct transfer point between northbound line "E" cars and southbound line "P" cars, the transfer may be accepted, as the use of this transfer under these conditions deprives the passenger of one additional ride which he would have obtained had he availed himself of the walk-over privilege at Pico and Broadway.

Q. Are special tickets, Form US 2-V, to be honored when presented by women, or is their use confined to males only?

A. Bulletin No. 103 of 1924 states that these tickets are to be considered exactly the same as a 5c cash fare, collecting one ticket for each 5c zone, and issue transfers under the same conditions as transfers are issued on a 5c cash fare. These tickets may, therefore, be honored when presented by either man or woman.



# Looking 'em Over at the Divisions

## DIVISION 1

D. B. Kohl

After 2½ years which was 2½ years too many, handling tourist trade on the 4-C's line, Conductor Slattery picked himself a regular run on the "J" line running from 9th Ave. thru the center of L.A., the city of Vernon, stock yards and ending at the old Cudahy Rancho near the further end of Bell. He claims the ozone is very bracing and invigorating on gray mornings along the route.

Motorman J. Hoke has been having trouble with his right eye, due they say to watching flapper jay-walkers on Broadway. He is now calling on the eye doctor daily. He says the doctor ordered him to keep his eyes off Broadway for at least five years.

Yes, we will soon have a new conductor at Division One, says Conductor R. A. Horne who was passing around the cigars announcing the arrival of a boy at his home on the 30th of last month weighing eight and a half pounds. This is the first so naturally Daddy Horne feels very proud.

"Old Dan" who shines shoes at Mac's barber shop asked Motorman Roberts if he wanted his shoes shined the other day. Roberts said no he guessed not as he only had his shoes shined twice a year and that was on New Year's and his wedding anniversary and anyway he was thinking of getting a new pair. Dan tried to convince him that one of his shines would save the price of a new pair but he couldn't make it stick.

Now Shorty dont blame me for this but I had orders to print it so here goes—A friend wanted to know what system you use to get all the service over at the Railway lunch. He says everytime you ask for butter all the waitresses make a rush for the butter. Even Mary the cook comes out from the kitchen to wait on you. Any replies to this will be handled strictly confidentially.

## DIVISION 2

J. A. Maddigan

Old man Stork is still busy. He hasn't missed a week since he delivered the twins to Con. J. E. Llewellyn's home on Xmas Eve. Two more boys were delivered this week, one to Mot. D. L. Catterson and one to Mot. W. E. Smith. Both families doing well. Congratulations and thanks for the smokes

Cash Receiver Winchell is on the sick list, being confined to his home for the past three weeks. F. A. Nordyke is holding down his place.

Mot. J. E. Carlyle, an old-timer at Division No. Two passed away suddenly last Sunday morning. He had been working all week and was apparently in good health, when he was stricken suddenly while preparing to come to work, Sunday. Division No. Two extends the deepest sympathy to the bereaved family.

Con. F. B. Slaughter is breaking in on the night shift in the office. F. B. works all night in the office and all day on his Dodge. He is making a success—of the night work.

A certain former scribe for Division No. 2 used to take a crack at my Lizzie every once in awhile in this column, but believe me, old Liz never broke a spring coming over the curb just outside the yard. Dodge Brothers and H. T. Hansen, please note.

Talk about conceit, a certain conductor told me today that his motorman, who is as baldheaded as a billiard ball, shakes salt all over his coat collar, so people will think he has dandruff.

Don't forget, shake-up the 30th of this month.

## Who's Who



ARTHUR W. LAWLER has been in street railway work since 1916, having started at that time with the Chicago Surface Lines and working until 1923, when he resigned to come west. He came with a particularly creditable safety record and well recommended. He started at Division Five in August 1923 and has been doing very satisfactory work at the Sea Gull Roost Division.

## BUS DIVISION

Elmer Wood

The boys in the garage extend their sympathy and best wishes to Louis Foster, who has undergone an operation at the Roosevelt Hospital.

Baseball Game postponed. Umpire got a run.

C. A. Pruter had a hard night Sunday, as he required four rubber bands, six safety pins and two paper fasteners to hold himself together when he arrived three minutes before pulling out (without a tie).

R. Marshall was seen purchasing a large bouquet of mistletoe Saturday. How about it, Marshall—looks bad!

THE UNDERTAKER'S BALLAD  
"You may stroll around for years and years, but I'll nail you in the end."

George Oliver, Arden Arblaster, Wilson Turner and Claude Simmons working in the garage took the city test for bus drivers, to enable them to drive a bus with passengers, which is sometimes necessary when the bus is on the line.

### ANYBODY WANT OFF?

A woman boarded a Wilshire bus and handed C. W. Lewis the stub of a street car transfer and asked for a transfer on the Figueroa bus. C. W. took his false teeth out for fear of losing them.

Introducing New Men! We have a rather large addition to the garage. George Riggs (another George).

A. A. Mayone has left for the Fire Department. V. G. Smith succeeds him on the back end.

## DIVISION 5

F. J. Mason

Yes, you can be off on the 29th and 30th.

Motorman R. D. MacDougall was marked up to a tripper which pulled out of Division 1. He overslept and was about to miss out when he thought of his rusty old flivver which he had

## DIVISION 3

Dan Hanley

—STOP—

I met Mrs. Hollander yesterday and she was very busy knitting a muffler, one of those red, yellow and green affairs, very pretty and she said to me, "Dan don't tell Mr. Hollander what I'm making, for I heard him remark the other day that he had to get a new muffler for the car and I want to surprise him."

—LOOK—

Clerk Reid changed his car  
To one of the sporty kind,  
And everywhere the front wheels go  
The rear ones will follow behind.

—LISTEN—

I asked Supt. Dye if he got the raise in his telephone this month and he said no the telephone company got it.

—PROCEED—

"Myrtle, what kind of meat did you say this was?" asked Conductor Jaynes, after chewing a considerable length of time on a piece. "That is Spring Lamb," smilingly replied Myrtle as she dusted off the pies. "That's right," replied Jaynes, "I must have gotten hold of one of the springs."

—SECTION "A"—

If Paavo Nurmi comes to Los Angeles he won't have to worry about training, we will just invite him over to Division No. 3 and let him work 211 Eagle Rock Line for a few days.

Motorman De Bare got on a weighing machine up town the other day and it was one of those that print your weight on a card and also gives you some advice. This is what De Bare drew, "You are what is known as a poor fish, always trying to get something for nothing. It can't be done. How do you get that way." Now De Bare wants to find the guy who invented the outfit.

Mr. Chamberlain is now Assistant Chief Night Switchman in place of Mr. Harbison who has gone back on the road for awhile.

I see where Conductor Stebbins has pulled a brodie and annexed himself a wife. Good luck P. C. and best of wishes even if we did not smoke. I quit the first anyway.

Cross word puzzles are in order but this is not one.

If a hen can lay a pound and a half of sawdust per day how long will it take her to lay a sidewalk a mile and a half long and nail it down.

A postal card will bring full particulars.

parked in the alley. Disregarding all speed laws (he claims he can get 50 out of it, but I believe he means cents) he arrived at Division 1 just on the hickey. He dashed madly into the trainmen's room and throwing his switch key at two "show-up" men, said "Hey, you two guys going back to 5? Take my bus and leave the key with Tyler."

Mac pulled in later, yes quite a little bit later, and is still looking for a switch key to stick in a Ford, two "show-up" men, and the flivver which materially assisted in keeping him off the rock pile for three days.

Park it behind the controller next time Mac, or fold it up and put it in your pocket.

Lost Article Department please note.

## DIVISION 4

C. J. Knittle

KOSHER

Probably the most amusing incident of the past week occurred when Conductor A. J. Bowen had a tilt with a country gentleman on "F" line last Wednesday, after which the rube bought a round trip ticket to Athens and says, "Now, durn ya, I haint comin' back."

"Ye scribe" gives, as his reason for monopolizing this space, the following piece of wit from Robert Louis Stephenson:

"For God's sake give me the man who has brains enough to make a fool out of himself occasionally."

"Hell—? Yes," said Satan, as he answered the phone.

We know a girl;  
Her name was Nellie.  
She fell in the water  
And wet her knees.

Sorry that don't rhyme. The water wasn't deep enough.

The sins of the fathers are not so much in evidence these days as the shins of the daughters.

It was early morning in a Pullman car. A lady stuck her head out of a berth as the conductor passed and asked, "Conductor, where shall I wash?"

"I don't care, lady," he replied, "all over if you want to."

Two extra men were overhead having a chat last Tuesday.

"Don't chide me for carrying this revolver," said one, "It saved my life once."

"How exciting!" gasped the other, "Tell me about it."

"I was starving," he answered, "and I hocked it."

Re-rides—ten cents!

Live and let live by preventing accidents.

One morning last week, just after the Non-jay Walking Ordinance went into effect, Conductor Johnny Robinson was at Seventh and Broadway waiting for the semaphore to flop "GO."

All the pedestrians were lined up nicely on the sidewalk, just raring to go directly the bell rang, when all at once every police whistle in town tuned up. Johnny poked his head out to see what was the cause of all the din and saw our Mr. Starling of the Safety Bureau walking very dejectedly back to the sidewalk, smiling but very red in the face.

Teacher—"Where do little boys go who are bad?"

Willie—"To the bad place."

Teacher—"Where do little girls go who are bad?"

Willie—"To Lincoln Park."

—J. T. O'Hara.

Why is Motorman W. J. Beerman afraid to light matches?

Nurmi, the Finn, and the fleet footed Charlie Paddock wouldn't have had much of a show with "Boston" Safford early last Sunday morning. A hop, skip and a jump and he was gone. He didn't go very far but he got very white in the face.

Four members of Division 5 extend a cordial invitation to any four members of any of the other four divisions to a game of chess. Come on over boys and trim us. Call up "ye scribe" and make arrangements.