

# IMPROVEMENT IS MADE IN CROSSING SAFETY

Considerable improvement has been reported during the week in the full observance of safety regulations affecting the steam railroad crossings. A second class of 19 men who violated some essential parts of the orders was put through the instruction department during the week. The orders were reviewed in detail in the lecture room of the instruction department and then the men were taken on a special car for actual demonstration and practice at one of the crossings.

Of the first 19 men ordered to report for this special instruction, only two of them demonstrated, in the actual operation, that they understood the order thoroughly enough to assure the full measure of safety which the company is determined to maintain. While all felt at first that they had been checked up for non-essential details of the order, they agreed at the end of the day that the instruction had been well worth while and shook hands all around, with assurances that they would "go and sin no more."

## Moneta Storm Drain To Reduce Floods

The big storm drain being laid in the Moneta district is expected to be a considerable help in caring for storm water which has frequently interrupted street car service on the south end of Moneta avenue. Heretofore the heavy rains have caused the streets to become rivers and the intersection of Moneta and Manchester to become a lake, necessitating the cutting of line and operating of shuttle car service.

Residents of the southwest district have advocated the drain for a long time and have worked strenuously to have it built.

### Wilfred Will Wed

Wilfred Lippiatt of the company ticket office is to be married next Saturday. The bride-to-be is Miss Alice Higginbottom, and the ceremony will be performed at her home, 743 Garfield Avenue, Pasadena. An auto honeymoon to northern points is scheduled, after which the couple will reside at 1180 Topeka avenue, Pasadena.

## Eight Fire Trucks Answer Call of Humble Flivver

THE main offices were entertained last Thursday noon when eight pieces of fire department equipment from stations nearby responded to a call to extinguish a small blaze in a load of material carried by a Ford truck. The rain and slippery condition of the streets made the demonstrations even more interesting, as automobiles and pedestrians scurried for cover to give the clanging fire wagons room to maneuver.

After the excitement had subsided, the little Ford went on its way well satisfied with the importance it had achieved.

## New Schedules for Lines 2-3 and "W"

A new schedule on line "W" effective Sunday, February 15, will provide a five minute midday service on the main line in place of the former six-minute headway. There will be no change in the rush hour service, which at the period of peak travel is as low as a 90-second headway.

Another change effective the same date was made on lines "2" and "3" whereby all cars will run through to Glen Airy on the West Adams end.

On the West Adams line five regular runs are added and the average pay time is increased ten minutes per run and the average spread of time increased nine minutes. The total car miles for the day on the line will be 6,511, an increase of 577.

On line "W" four regular runs are added and the average pay time is increased eighteen minutes with a decrease in the average spread of time of four minutes. The mileage is raised to 7,572, an increase of 563.

The San Pedro bus line running from Sixty-first and San Pedro to Manchester will have a five-minute rush hour headway instead of the former six-minute service, effective February 16.

## Sidewalk Built By New Division 4 Pits

A cement sidewalk is being placed on the south side of Girard street from the Division 4 shops to Georgia street. This is one of the last pieces of work in connection with the complete rearrangement of the track storage facilities of Division Four, by which all cars run directly in and out of the yard from Georgia street.

# Second Supervisors Meetings Followed By Study of Equipment

A second meeting of supervisors has been held for a general review of rules and their application to service under present traffic conditions. The meeting was held in two sections, the first being on Wednesday afternoon in the lecture room of the instruction department, and the second on Friday at the same place.

Talks were made by R. B. Hill, superintendent of operation, and W. B. Adams, director of traffic. Both men spoke of the necessity of supervisors being alert at every moment to meet the service requirements of the day, emphasizing the fact that a slight delay soon multiplies inconvenience to thousands of passengers.

During the meetings, Mr. Hill commented on the fact that of the 48 supervisors on the staff, 42 have been in this work for more than twelve months. He said that for a time it seemed that there were two or three new supervisors every month but that the present situation indicated that the men in charge of the lines were well experienced and had proved their

ability.

Beginning Monday, February 16, classes of six supervisors will report every day for seven days for instruction on equipment. A two-car train will be operated out of Division One to some point where track is available for this work. Dan Healy will be in charge of the instruction, which will review the mechanism of the latest equipment. The instruction also will include a review of the other types of equipment used on the lines.

Further instructions and a review of fares and transfers have been given the instructors at their meetings by Dan Healy, chief of the department, and Oscar Elrod, assistant chief instructor.

## Eagle Rock Track Crossings Paved

The track department is paving four intersections in the Eagle Rock division to make them conform to the street grade. They are: Division street, Avenue 34, Avenue 35 and Avenue 37.

## Division Heads Hold Conference

A meeting of the division superintendents was held at the main offices last Thursday afternoon, at which some of the recent changes in minor matters affecting the division offices, were discussed. The new form of student tickets was one of the principal subjects considered.

### The Weaker Sex

*Now is the time when men must cough  
Who rashly leave their heavies off,  
Their noses run, their eyes are red,  
They shiver, shake, and go to bed.*

*They are the ones who dared to freeze  
In low-cut brogues and B.V.D.'s,  
They sneered at other cautious gents,  
And swore the ladies had more sense.*

*They laughed at vests and woolen hose,  
But now they wipe a fevered nose,  
And view the world through bleary eyes—  
These hardy, foolish, fresh air guys.*

*The girls may wear what'er they please  
And never stop to sneeze,  
But men—if we take off our hats,  
Lumbago hits us in the slats.*

*We cannot dress in garments thin  
When winter's icy blasts begin,  
But girls are made of sterner stuff—  
They hide their ears, and that's enough.*  
—Exchange.

## Vernon Incinerator Gets "All Het Up"

The incinerator in the Vernon Yards is proving thoroughly successful in disposing of waste material brought in by the track department. The burner is covered and equipped with smoke stacks. Trimmings of trees cut to prevent danger from interference with wires are now disposed of in the incinerator.

### Terminal Improved

The poles along the track near the Hawthorne terminal have been repainted as part of the plan sponsored by the Hawthorne Chamber of Commerce to brighten up that part of the town and make it attractive. A park is being laid out which will be beautified with grass and shrubs.

**They serve God well, who serve His creatures.—Mrs. Norton.**



# Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

## It's Easy To Make Friends

EVERY trainman has a lot to do with public relations because he has opportunities to make friends for the company by a direct contact with the people who pay fares. In a general way, Los Angeles appreciates the fact that this company is providing local transportation service and extending its service year after year at the same old five-cent fare that prevailed in horse car days. Retaining the five-cent fare has been a matter of policy followed by the management thus far, but the president and general manager cannot get out on the lines and make friends, individually, with the million daily street-car riders.

Any man would rather have friends than enemies and smiles instead of frowns.

Trainmen are doing a mighty good job of making friends by working with courtesy and with thought for the convenience of passengers.

An indication of the good will value of little incidents is illustrated by the following in the "As Is" column of the January 30 issue of the West Adams Tribune, a community newspaper which serves the West Adams district west of Western Avenue and through Glen Airy. The motorman referred to is F. E. Lawton of Division Three:

"When you hear a wail go up from West Adams district some day, you will know that it is because Motorman No. 1 on the "3" car line has been transferred to some other run.

"Motorman No. 1 is mighty popular with West Adams people, and there is good reason for his popularity. The reason is because, in addition to being a good motorman, he is human.

"The other day the 'As Iser' was on the car piloted by No. 1. Just as the car started down town a young woman with a small boy came hurrying down a side street. She saw the car had started and slowed up, but Motorman No. 1 saw her; motioned for her to come on, and stopped until she and the little chap were aboard.

"A few blocks further on he waited after he had got 'two bells,' for he saw a couple of women hurrying to catch the car. And so it went all through the district, and Motorman No. 1 was not late in getting down town, either."

## How To Read Bulletins

BULLETINS are printed every week in "Two Bells" as official orders of the transportation department. A copy of this paper is available to every employe. The copies are sent to the five divisions Saturday afternoon so that trainmen have ample opportunity to familiarize themselves with the new orders which become effective on the following Monday. It will be noted that the heading at the top of the bulletins mentions the date, a Monday on which they are effective.

From time to time trainmen who are demerited claim that they did not receive notice of the rule which they are accused of breaking, despite the fact that it has been clearly set forth in "Two Bells" in the bulletin column, and frequently made the subject of a news item. This indicates that some trainmen have the habit of reading the bulletins rather carelessly, just glancing them over and putting them down on the assumption that they contain nothing of particular interest.

When a man is looking for a job in the "Help Wanted" columns of the newspaper he reads carefully, noting every detail and pictures himself going to the address mentioned.

Bulletins should be read with the same care. They are worded simply and directly. The man who cannot understand the average bulletin certainly is not fit to be in street car service.

The company cannot be blamed for the failure of a trainman to read the bulletins and read them carefully, when they are published for his guidance and help.

## Say "Hollenbeck Heights"

THE MEN who provide the transportation service for Los Angeles should know the city thoroughly and properly and know the names of the various districts.

The territory which is largely served by line "R," which was for years known as Boyle Heights, is now known as Hollenbeck Heights. This change has been made by civic organizations of that district and they urge the use of the new name. Trainmen are asked to keep this in mind and use the name "Hollenbeck Heights."

## BULLETINS

Issued February 16, 1925

BULLETIN NO. 26  
Notice to Trainmen

The District formerly known as Boyle Heights is now officially known as Hollenbeck Heights, and trainmen will so advise all passengers on occasion.

BULLETIN NO. 27  
Notice to Conductors

The following passes are reported lost:  
3581 issued to Orrie M. Rishel, wife of Henry Rishel M. of W. Dept.  
3616 issued to Mrs. Nellie Redd, wife of Geo. Redd, Mechanical Dept.

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

*P. B. Hill*

Superintendent of Operation.

## BUS BULLETINS

LOS ANGELES RAILWAY BUS  
DIVISION

BULLETIN NO. 209 Feb. 5th, 1925

To All Operators and Conductors:

The firm of Desmonds is carrying a new style bus operator's and conductor's cap, and they designate this as "L. A. Railway Bus Standard."

Whenever there is an occasion to purchase new cap, secure the new standard caps instead of the style worn at the present.

BULLETIN NO. 210 Feb. 6th, 1925

Operators handling the run on North Lincoln Park Ave. which pulls into Division Three, L. A. Railway, in the morning and pulls out of Division Three in the afternoon, will, beginning at once, see to it that the transfers for use on this run are all turned into Division Three when the run is pulled in in the morning, and the operator who pulls the bus out in the afternoon will call at the division superintendent's office and receive the transfers.

This in order that the stock of transfers may not be lost or taken from the bus while standing in the yards at Division Three.

BULLETIN NO. 211 Feb. 7th, 1925

Our attention has been very recently recalled by the Police Department that some bus operators are not putting in to the curb when picking up or discharging passengers en route, and this is to re-instruct all operators that they must in every instance when it is possible, being careful not to strike the tires or the hub caps against the curbing, pull up to the curb within approximately 12 to 18 inches.

To be otherwise results in buses stopping in the line of traffic, which is very undesirable. Close observation will be made of operators to the end that conditions of this bulletin be strictly conformed with.

BULLETIN No. 212 February 10th, 1925

At street intersections where buses cross street railway tracks and where a police officer is on duty controlling the traffic, or at such intersections controlled by automatic signals which are in operation at the time crossing is to be made, it will not be necessary to bring buses to a stop, except to pick up and let off passengers, or for other reasons that require you to stop.

At such intersections, however greatest caution should be exercised both in making observation in either direction and also in making the crossing at slow speed to conform to the traffic regulations in force.

BULLETIN NO. 213 February 10th, 1925

All former instructions relative to operators and conductors permitting passengers to ride around the block at the Wilshire and LaBrea terminal of the Wilshire Blvd. line, are hereby cancelled, and beginning at once, operators and conductors may permit passengers destined to points in the center of the city, to take the bus at any point on the loop, without the collection of any additional fare.

Passengers boarding the Beverly Blvd. bus at the east terminal of the Beverly line, may be permitted to take the bus at any regular stopping point on the turn around loop, without the payment of an additional fare.

F. VAN VRANKEN,  
Manager.

Make yourself a committee of one to prevent some accident.

## Buses Making Good Records

BY C. B. LINDSEY  
Garage Foreman

Having run well over a million miles to date, many readers of Two Bells will no doubt be interested in a few facts concerning this "little brother" of our wonderful transportation system.

Few readers realize the tremendous strides taken in mechanical improvement during the past year. Credit must be divided between the various unit manufacturers as well as bus builders, for their perseverance in perfecting the various appliances which go into the building of the present luxurious, easily handled vehicle, which is so rapidly coming to the fore, as a method of reaching one's destination.

Accidents have been few and far between, and then nearly always of the rear end variety, where a luckless "flivver" commits suicide on the rear bumper. It certainly speaks volumes for our (96) operators when one thinks of the denseness of our traffic, with its reckless drivers and absent-minded pedestrians, that so far we have not had a single fatality chargeable to a motor bus!

### Brakes Made Here

When one considers the thousands of stops made, it is easily seen that the brakes are a most important part of the equipment. Like the street car, they are of the air variety, with steel shoes and linings which are made in our own shops, and give wonderfully long mileage, considering the weight they are called upon to stop. The heaviest bus fully loaded with passengers weighs around 25,000 pounds.

The buses have a surprisingly rapid pick-up, almost equal to the average touring car, and if it were not for the governor, which is set at twenty-five miles per hour, some operators might be doing time behind the bars. We all know the exhilaration that comes from "stepping on it." In spite of this "peppy" motor, the gas consumption is comparatively low, running around five miles per gallon for double deckers and eight miles per gallon for the single decks.

### Oil Reclaimed

A very high grade lubricating oil is used, and when changed is run through a reclamation process, which can be repeated indefinitely without damage to the quality of the oil.

Cylinder compression is tested periodically and the valves ground if necessary—which so far seems to be necessary only after running 25,000 miles or more. So far it has not been necessary to hold up a bus for complete overhaul, and it probably never will be, as the spare unit system is used, whereby a cylinder head with valves already ground, or a clutch or transmission unit, replaces the part needing repairs and the bus is back on the road in a few hours. The removed part is overhauled and put in readiness for the next occasion.

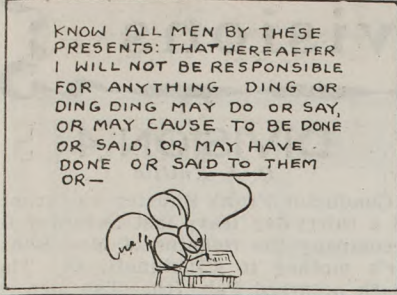
### New Tires Developed

When one thinks of the great weight carried and the frequent stops and starts, the pneumatic tires to use would seem to be a problem. However, the tire manufacturer has come to the front with tires and tubes for buses hitherto unthought of or only as a remote possibility. Seventeen thousand miles seems to be about the average on single decks and about twelve thousand miles for the double deck type. Even this no doubt, will be greatly increased in the near future. Great care is taken to keep the proper inflation, all tires being tested every twenty-four hours, when they are also inspected for nails, cuts and loose rims. A complete history is kept of each tire.



# Conductor Ding and Motorman Ding Ding

By Rollins



## Bouquets And Things (Hand Picked)

For Mtr. F. T. Ruelas, Div. 4  
Los Angeles Railway.  
Gentlemen:  
I rode to town on car No. 67 on the tenth day of November. Weather was very bad. I wish to comment on the care the motorman used in handling his car. He was so careful—did not rush—waited for passengers to come some little way to get on. Some man tried to converse with him—he was very polite but said little. Some good man, I say.

Yours very truly,  
R. M. CONNER,  
1579 Rockwood Street.

For Mtr. S. Hoydic, Div. 1  
Los Angeles Railway.  
Gentlemen:  
No doubt you receive so many complaints regarding employes that it may be pleasant to receive a good word. I refer particularly to motorman No. 2899 on the "N" car. I do not know this man, have never spoken to him and he has no knowledge of this letter, but I have ridden on his car several times and have been impressed by the careful, while at the same time, highly efficient manner in which he operates in traffic.

Very truly yours,  
EDWIN W. MOORE,  
1003 South Figueroa St.

For Cond. O. B. Landrum, Div. 2  
Los Angeles Railway.  
Gentlemen:  
A few days ago I boarded one of your street cars and found that I did not have sufficient car fare. I took the matter up with your conductor and he very kindly loaned me a nickel so that I would be able to ride.

The conductor who loaned me the nickel was Mr. O. B. Landrum, 2176, and fell I that I should advise you relative to the courtesy he extended me.

I was very much impressed with the way in which he handled my case and how readily he volunteered to loan me the nickel for my car fare. I have today written him a letter and returned him the nickel which he loaned me.

A few months ago, I was riding on one of your Adams Street car lines and when I left the car at Fourth and Hill, I forgot to take with me a very valuable kodak which was presented to me by some friends. Upon arriving at the hotel, I immediately notified your Lost Article Department and within a very few days, the gentleman in charge of this department called at the hotel and delivered the kodak. I neglected at that time to notify your office relative to this prompt case.

Very gratefully yours,  
DAN C. WOODS,  
Hotel Stowell.

For Mtr. G. R. Chapman, Div. 3  
Los Angeles Railway.  
Gentlemen:  
This morning while riding on car No. 930 on the West Eleventh Street line, I could not help but notice the courtesy and consideration given by motorman, whose number was 175.

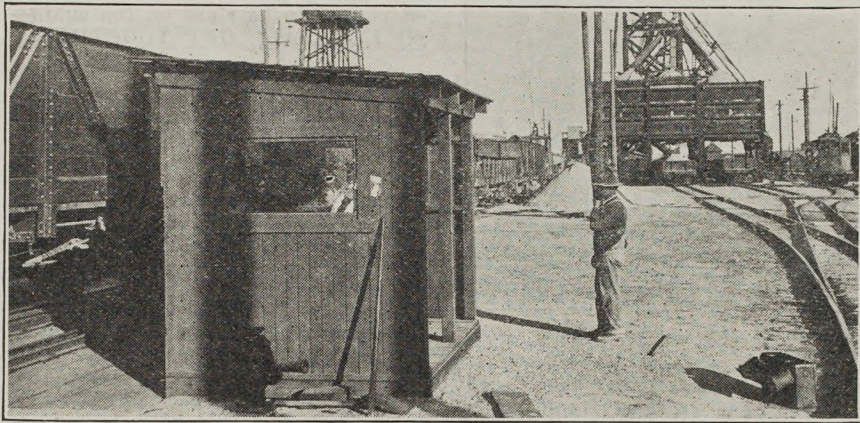
The rain was falling quite steadily, and I am sure that many passengers without either coats or umbrellas would have been drenched were it not for his consideration.

Yours very truly,  
A. J. GOLDWATER,  
214 East 8th Street.

For Cond. G. E. Conkle, Div. 4  
Los Angeles Railway.  
Gentlemen:  
I take the pleasure of writing you these few lines to express my appreciation of the work of conductor 2430.

On my way to work every morning I am cheered by the courtesy, friendliness and efficiency of the above mentioned man whose name I do not know, but who is a credit to your sales organization.

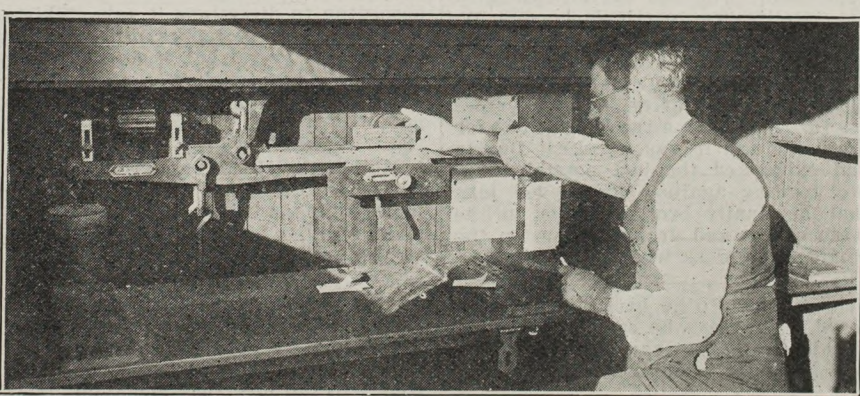
## Freight Cars Bearing Railway Equipment Weighed At Vernon



DURING last year, 1468 freight cars of various steam railroads moved through the company's Vernon yards at Vernon and Santa Fe Avenues, bringing in street railway material ranging from rock ballast to street cars. Every car is weighed by a scale which registers up to 100 tons.

An individual car is pushed on to the loading platform, which is separated from the rest of the line by a cut in the track at the edge of the platform. It is then cut from the other cars of the string and weighed. The exact number of tons and pounds is printed automatically on a slip of paper inserted in the balance marker. The figure thus automatically printed is compared with the figure given by the steam railway, as the weight of the equipment when it started on its trip. Before bills are paid the two figures on weight are compared. Then, it develops that a pebble or two has been tossed from the carload of ballast, the purchasing department goes into action and does some high-powered bargaining and adjusting before bills are paid.

The picture below shows John Teagarden checking the balance bar of the big scales.



## AVERAGE WITNESSES FOR JANUARY ACCIDENTS 5.24

DIVISION FOUR continued to lead in the average number of witnesses procured during January by setting up a mark of 5.86. Division Three was second with 5.50 and Division Two was third with 5.05. Division One came nearly going over the desired average of five by running up a score of 4.92. Division Five was low with 4.67.

The summary for January is as follows:

Division	Number of Accidents	Number of Witness Cards	Average Witness Cards per Accident
1	240	1,182	4.92
2	360	1,818	5.05
3	350	1,927	5.50
4	279	1,637	5.86
5	215	1,005	4.67
Total	1,444	7,569	5.24

A land rejoicing and a people blest.—Alexander Pope.

Desires are the pulse of the soul.—Manton.

Patience and gentleness is power.—Leigh Hunt.

I know this—Joy is the best of wine.—George Eliot.

## On The Back End (Contributed)

Motorman H. D. Gordon inbound on line E got over one in support of traffic regulations as follows:  
"Next stop Jefferson, J line, better than jaywalking."

Abie Budne took his eight year old nephew to a show the other day and purchased only one ticket.  
"You will have to have a ticket for the boy," said the door keeper.  
"Meester," answered Abie. "I gif you my void as a gentleman, he vont look!"

Roll upward, roll upward, O sox in thy flight,  
Just cover her knees again—just for tonight.

And the Claim Dept. is still figuring:  
Accident report turned in by one of our conductors reads "We were standing still when lady attempted to board car and fell on rear end."

An Englishman, hearing an owl for the first time.  
"What was that?" he asked.  
"An owl," was the reply.  
"My deah fellah, I know that, but what was 'owling?'"

Conductor L. C. Fry, Division Four, took a good run on line "F" but found it was not so good when it developed that he has to walk home when he finishes work.

Conductor, who had just missed out. "I didn't hear the alarm clock go off." Clerk DeMuth. "How come—forget to wind it?"  
Con. "No, I haven't got one."

DUMB BELLS  
People who persist in riding the front end of single deck buses and imagine they are getting a longer ride.

Was this a compliment? Con. C. O. Ashton says a lady passenger told him he was a model conductor. He looked up the word "model" he says, and found it means a small imitation of the real thing.

## "Smoke? It's a Girl" Says Leland Dye

Leland Dye, assistant engineer, who is known at the divisions for having installed the radio sets, proudly announced the arrival of a baby daughter last Monday. This is the third youngster in the family and Leland's two young sons are as enthusiastic over their new playmate as dad himself.

Congratulations and cigars were exchanged generally throughout the engineering department, particularly the electrical section in which Leland holds forth.

The baby has been named Virginia Lee Dye.



# Looking 'em Over at the Divisions

## DIVISION 1

D. B. Kohl

Janitor Rafferty had the misfortune to have an auto run over his foot last week. Rafferty says he didn't mind them mashing his foot a little, but they took part of his shoe with them and he had to buy a new pair. He has a pair now guaranteed to stand anything short of a traction engine.

It is reported that Motorman Stuhr, who is so used to picking up crowds on the corners, that when he drives his tin lizzie he unconsciously drives up to a crowd and stops waiting to get two bells from the conductor. Some officer will take him up some day for attempting to operate a jitney bus.

On interviewing C. E. Kelly the Cash Receiver at this division the other day, I asked him if he was ever short in his cash at night, he replied, "No, sir! I have never been short a penny since I started on this job." Oh, yes, Mr. Kelly.

Motorman F. Burke is back with us again, after an absence of some months. Motorman Burke transferred back to Division One from another division after deciding that One was not such a bad place after all.

Conductor E. E. Howard is taking a few weeks off to rest up. He says he doesn't intend to do anything more strenuous than playing a game of pinochle every day. This will be hard work though if he intends to beat some of the pinochle champions of this division.

Mack, the barber, who runs the Railway barber shop across the street, was going over to get his Ford the other day when an old-timer here stopped him and asked him if he knew where there was a barber shop around these parts. Mac replied, Yes sir; yes sir, right across the street, you can get anything there from a bath on up. The "old-timer" said he had been around these parts for on to thirty years and didn't know there was a barber shop there. Now Mac has hung out a big sign in red letters telling about his wares.

## DIVISION 2

J. A. Maddigan

Foreman C. L. Christensen received quite a surprise Friday night, Feb. 6. It was C. L. C.'s birthday and while sitting at home waiting for the end of the world, the bell rang. Thirty or forty friends and fellow-employees walked in and took possession of the place for the evening. Was he surprised? Jusk ask him. Everybody had a good time.

Word has been received from Mot. F. W. Bishop that he is improving a little and hopes to be with us again. He would like some of the boys to drop him a line. Address 376 North Third Ave., Phoenix, Arizona.

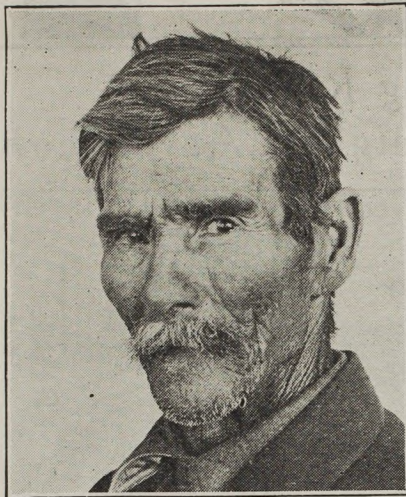
Another trainman died very suddenly last week, Cond. E. P. Miller. He had been off about one week and on Saturday night he and Mrs. Miller attended a theater down town, where he was suddenly taken ill and removed to a hospital. He died shortly after reaching the hospital. Division No. Two extends its sympathy to the family.

Our mutual friend, Harry Travis, is back on the job again, after being laid up several weeks with the flu. Glad to see you back, Harry.

Mot. O. Daniels has just returned from a trip to Dallas, Tex. Daniels drove his flivver both going and coming and says he had a fine trip.

After working a regular run for a week, Mot. S. T. Millard got home-

## Who's Who



MOST of the working days of M. Duarte of the Maintenance-of-Way department have been spent along railroad tracks. He has been with the Los Angeles Railway for the past 22 years and estimates that he is 69 years old. He came to Inglewood from Needles, Arizona, where he was employed by the Santa Fe Railroad. At present he is a messenger for the maintenance-of-way department and handles the mail between the main offices and the Vernon Yards.

A little incident that illustrates the loyalty that Duarte has shown during his 22 years of service occurred during the tearing down of the old Division One buildings and the construction of new storage track. A pile of old records was uncovered and some of Duarte's fellow workers in the track department who are not blessed with his intelligence, particularly one W. M. Morgan, Jewish timekeeper, wrapped them up in a neat bundle addressed to Charley Netz, chief clerk of the department. Charley had no more use for them than a track gang has for lip sticks and it was not until Duarte had exhausted the last possible minute arguing against the alleged joke that he finally brought them to the main offices and dropped them on the chief clerk's desk while he was out.

sick and had to go back to the extra board. Sam says he can't get used to working the same run every day, the hours are too regular.

Con. A. A. Harris is convalescing at the Roosevelt Hospital after having his appendix removed. Harris feels pretty good and hopes to be out again soon.

For some unknown reason we have no births to report this week. This is the first time in many weeks. We hope this doesn't occur again.

From a Middle West paper: "It is reported that the world will come to an end on Friday, Feb. 6th, and as quite a few of our readers have not yet paid up their subscriptions, we request them to do so before the above date, as we do not care to chase all over H— looking for you."

## BUS DIVISION

Elmer Wood

Louis Foster wishes to thank the boys in the garage for the flowers they sent him. Louis is doing as well as can be expected.

A baby and a radio do their stuff after the company has left.

HAVE YOU SEEN THEM? You can hardly see the one on H. Hinze, but

## DIVISION 3

Dan Hanley

SAD NEWS—

Boys we are slipping. For a while we were doing fine in regard to getting witnesses to accident reports, but during the last week we fell way below the average and you who are working at Division No. 3 surely do not want to see this division trailing the other four. It does not look natural and I know with a little more effort we can be right on top again—SO LET'S ALL GET TOGETHER.

Her eyes were red,  
Her hair was blue,  
I think I'm twisted,  
You think so too.

Conductor Van Zandt, in passing through Compton in his Studebaker, saw a sign on the boulevard "Fine for Speeding" so he opened her up and the judge said "\$50.00."

Motorman Eck, who used to work out of this division, dropped us a line from Elmira, N. Y., saying that things were booming back there for snow plows and that he is longing to get back to the land of sunshine once again.

Only 318 days to Christmas.

Line shapeup on Washington and Adams brought several smiles of contentment from the boys—NEW SCHEDULES AND GOOD RUNS, everybody happy once again.

Be sure that you have filled out one of the new address slips.

Can we help Myrtle to solve the great problem this week. It seems that she is making a new dress and according to directions it says "Skirts must be made 3 inches difference in length this year," but it does not say whether longer or shorter, so our baby star is sure worrying which way to go.

Motorman Hart has recently purchased a "Pedigreed" Buick which he manipulates with delight to himself and family.

the one on George Oliver looks like he has a dirty lip: and the one on Louis Foster—well you won't know him when he gets back! There are a few suggestions going about, but time will tell how they come out. (One suggestion is by razor). These things are sometimes known as "soup strainers."

FORD NEWS: E. Hanson has done it again. This time it is Multi-Lifts for the valves. You'll make a Cadillac out of her yet, Earl.

### BASEBALL

Kramer stood up to the baseball plate Praying for a hit.  
The ball came whistling through the air,  
He swung and slammed it—nit!

J. T. Fullbright was seen getting his hands warm over the old oil well at LaBrea, when a large bubble came up while he was not looking. (Hot stuff.)

The glass apple goes to C. W. Lewis this week. It may not sound funny, but if you could have seen Lewis carrying a baby up to the top deck and then carrying it back down, you would have thought they were taking a movie comedy.

George D. Lecornn has gone back to the street cars. The boys say: "Good bye, Red."

## DIVISION 4

C. J. Knittle

Conductor Frank Shuster was granted a thirty-day leave last Saturday to accompany the remains of Mrs. Shuster's mother to Cincinnati, O. The death occurred Feb. 7th. The men of this division extend to the bereaved family their sincere sympathy.

One of our extra men entered the restaurant over on Pico last Wednesday noon and asked Peggy if it was a first class place. Peggy says, "yes, but we don't mind serving you."

When it comes to work, though, we never fret. Even a well digger gets sick of his job.

Dear Knittle:

Mr. MacKenzie insists that there is a funny side to the fact that Conductor R. J. Dickson came in and wanted to know if he could raffle off his hamburger hound. He was told that it was against the rules, but Mr. Boyd offered to buy said soup poodle for the sum of \$2.00. Dickson would not accept on the ground that it was not enough for the canine, as he contained several fine laying hens, eaten during his spare moments or intervals between digging up their nicest flower plants, etc.

I am not acquainted with the final disposition of the quadruped, but am told he is in disguise, Mr. Dickson having removed his furs and chin whiskers in the course of a coal oil bath, which was given to prevent the multiplication of fleas and other obnoxious insects.

Respectfully,

E. G. BENEDICT.

That reminds us, Stenographer Benedict entered the office last Tuesday, in a very dense mood and asked Mr. Boyd "About how much does fifty pounds weigh?"

The hobo is just as intelligent as other people, only he cannot express himself—therefore he has to go by freight.

Our advice is to put away something for a rainy day, even though it is only the umbrella you got back from the lost article department.

Excuse me.

## DIVISION 5

F. J. Mason

Friday, the 13th, has done gone past. Now we all feel better.

"I wonder who sent me this," remarked "Shorty" Hague, as he opened up his Valentine and found a mess of red hair.

Here's the verse that accompanied it:

My hair is like strands in a fish net,  
And I'll ensnare your heart in its mesh.

My eyes, like a cow's—so passionate,  
And my lips like liver, I guess.  
So beware of my cute little pimple,  
A dimple is not what she are.

You surely are simple to fall for a dimple,

When that dimple's a pimple, ha ha.

We are all glad to see Conductor J. A. Johnson back on the job again after a long illness.

"Didyer ever try to catch a Birney on the fly?"

Jack York and Eddie are not on speaking terms yet. They can't hear each other anyway, so what's the difference.

The boys on "E" line say there is something missing since Motorman R. O. Farmer went over on the "F" line.

What kind of a pipe do you smoke, Rufus?

I've never heard of any of the names that some of the boys give your pipe.

Adios, sweet repose,  
All the bed and all the clothes.