

A Herald of Good Cheer and Cooperation Published by and for Employees of the Los Angeles Railway

Edited by J. G. JEFFERY, Director of Public Relations

DAILY DEMERIT SUMMARIES COMPILED

The classified list of demerits assessed under the company's Merit and Bonus system, which showed at the end of each quarter of the year the number of men disciplined and the number of demerits assessed for specific causes, has been discontinued. In its place a daily summary will be compiled in the main offices for the department heads concerned.

The new method of keeping these records will save considerable time as the canvass of the cards quarterly was a long job. It is believed that the daily report will show immediate needs for further instruction of trainmen or action of other branches of the transportation department.

Flagging Chief Cause

At present, demerits for improper flagging of railroad crossings are in the lead. The transportation department is determined that the rules governing flagging must be carried out to the letter in the interest of maximum safety. The steam lines make checks at various crossings and reports are received from time to time from the State Railroad Commission when safety seems to be the least bit lax. Every trainman is urged to carry out the rules at railroad crossings, to the letter. The rules are plain, but if any help is needed, instructors, supervisors and division superintendents are always available.

Fare Box Reports

In connection with the Merit System and demerits, there is a point regarding fare register reports that should be made clear.

Repeated register card errors indicating carelessness, result in demerits. One of the common errors is a difference between the amount turned in and the amount shown on the trip sheets. "Overs" and "shorts" result from various causes, one of these being errors in reading the fare box figures when leaving a car or making a relief.

For many years it has been found necessary to require trainmen to pay "shorts" pending an investigation, which is usually accomplished within two or three days, and if the man is correct the money is refunded. Frequently discrepancies occur between two conductors in regard to register reading at the time of making a relief or leaving the car. The reason for requiring trainmen to pay the "shorts" pending investigation is as much for the protection of trainmen as for the company.

If a man got a job on the cars with the avowed purpose of stealing money,
(Continued on Page 2, Cols. 1-2)

Millions Served During December With Only 47 Discourtesy Complaints

DESPITE the tremendous crowds of the Christmas season, there were fewer discourtesy complaints in December than in November, the total being held down to 47 which ties last June for the low mark of the year.

During the Christmas month of 1923, there were 78 discourtesy complaints received, so the figures tell a good story of the effort exerted by trainmen to render accommodating service and to avoid altercations. The total number of complaints was 148, which is an increase of 30 over November but is 16 less than was recorded in October.

Twenty-one of the 30 additional com-

plaints were in matters of fare and transfers. One veteran trainman skeptically remarked that such a result might have been expected when the instructors and a number of high-powered office men were on the cars during Christmas week, establishing the record-breaking service mark of 1117 cars. However, the summary is good and it is significant that 66 letters commending courtesy and general efficiency were received at the offices, as contrasted with 47 discourtesy complaints.

During the Christmas period well over one million passengers were served daily.

In six of the twelve months of 1924, the "bouquets" exceeded the "brickbats".

The comparative summary is as follows:

Classification	Nov.	Dec.	Loss or Gain
Discourtesy	53	47	- 6
Fare and Transfer Trouble	20	41	+21
Starting too Soon	4	2	- 2
Passing up Passengers	8	6	- 2
Carrying Passengers Past Stop	7	7	0
Dangerous Operation	3	6	+ 3
Short Change	4	7	+ 3
Miscellaneous	19	32	+13
	118	148	+30
Commendations	47	66	+19

YEAR CLOSES WITH AVERAGE OF 5 ACCIDENT WITNESSES

TRAINMEN finished the year 1924 by placing the average number of witnesses per accident at 5.43, as compared with the average of 4.27 recorded in January when these records were started.

Division 4 men, under Superintendent Wimberly, continued the excellent work they have done in getting witness cards filled by setting the mark at 6.65 for December. Division 4 was the first one to pass the mark of the average of five witnesses per

accident and is now the first to turn in an average of six witnesses.

Division 2 was the only one to drop below the mark of five but the average for the system was 5.43 during Christmas month.

The results are highly commendable and give invaluable aid to the claim department in adjusting accident claims.

The figures for the division are as follows:

Division	Number of Accidents	Number of Witness Cards	Average Witness Cards Per Accident
1	292	1,467	5.02
2	435	2,013	4.62
3	403	2,346	5.82
4	272	1,810	6.65
5	267	1,432	5.36
Total	1,669	9,068	5.43

BLOCK LIGHTS ON EAST 1ST. VIADUCT

A block system of lights will be established on the East First street bridge, Monday January 12, to prevent too many cars getting on the bridge at the same time, as it is recognized that traffic is heavy across this viaduct and that the bridge, like the rest of us, is not as young as it used to be.

An electric trip on the trolley wire on both approaches to the bridge puts on a red light above the edge of the bridge proper. The light will be extinguished by a second trip in the middle of the bridge. These lights will be suspended from the span wires. The system will space street cars approximately 300 feet apart, as motormen must not pass the signal light when it is burning.

The signals have been installed by the line department and have been thoroughly tested.

Supervisors Hurt in Accident on "32"

Supervisors A. A. Blaubach and M. C. McLemore are recovering from injuries sustained when the emergency service car, No. 32, turned over at Forty-third street and Hoover. The car was going to Forty-eighth and Hoover, where a trolley wire was reported down. Blaubach and McLemore were supervising street cars passing that point and were riding on the emergency wagon, which was sounding a horn and clatter gong, when a woman driving a light automobile crossed their path.

The driver of the emergency car swerved and avoided striking the automobile but in so doing, the car turned over and the supervisors were injured.

New "J" Schedule Adds To Service

A new line "J" schedule, effective next Sunday, will provide a five-minute midday headway to replace the former six-minute service. Morning and evening rush hour service will be increased approximately twenty per cent, giving a headway of two minutes in place of the former two a half-minute headway. A maximum of 61 cars on the line will be operated.

If Safety isn't first there may be no opportunity for other things.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Trainmen Win Praise

THE following appeared in the Los Angeles Times last Wednesday in praise of trainmen. Almost anyone can recognize the difficulties under which street-car service must be provided these days, and the difficulties under which trainmen work. Such an appreciation of the excellent work done by trainmen is encouraging to all of us to do our best, and it is a good indication of intelligent cooperation.

OUR STREET-CAR CONDUCTORS

While the New Year compliments are being passed around the people of Los Angeles should not forget to pay a well-deserved tribute to the efficient service of our street-car conductors. The public servants who have charge of the responsible and onerous task of handling this part of our transportation problem are, with few exceptions, alert, courteous and intelligent in carrying out their difficult duties.

Those who have to rely on the street-car service for their daily comings and goings appreciate the heavy strain placed on the street-car companies and their employees by the unprecedented growth in this essential traffic. The hardest part of this daily grind, almost a bedlam during the rush hours, falls on the shoulders of the street-car conductors. It requires nerve, tact and judgment to meet the many emergencies that arise in the overcrowded cars where, among the tired and overwrought passengers, elements of conflict are always present. Our Los Angeles street-car conductors seldom fail to do the right thing in the right way as the occasion demands.

Many small articles are left on the seats and floors of the cars, pocket books, furs, scarves and other what-nots. The large percentage of these, when they are picked up by the car conductors, are turned in at the office and are recovered, unless the loser adds to the original carelessness by neglecting to apply for them. In an age where unaffected honesty is held to be somewhat old-fashioned and "finding's keeping" is a popular adage, the record made by the Los Angeles car conductors in this respect deserves recognition.

Our streets are congested. Our street cars are crowded. Both the Los Angeles and the Pacific Electric Railway companies are moving as fast as is humanly possible to keep the service abreast of the public necessities. And their efforts are being ably seconded by a body of loyal and painstaking employees.

Think Safety For Others

SEVERAL reports have been received of men riding on the draw bars between the two-car trains, particularly in the evening rush hours. Some checks have been made on this practice at different points, particularly on the route of southbound Moneta cars, and numerous cases have been observed where men waiting for a car will pass up rush-hour trippers which have been fitted in the line and are not carrying a full load, and will climb on the draw-bars of the regular car behind, which is loaded. These checks indicate very clearly that the practice is not a result of over-crowded cars but of the determination to steal a ride.

A nickle is not to be compared with a human life, even if an individual places that low a valuation on his existence. Trainmen are asked to keep a sharp watch for this practice and to insist upon men keeping off the draw bars, as a matter of safety.

It would seem that the average man would not risk his life to save five cents but, in such cases, trainmen and traffic men must do the thinking and act accordingly for "safety first."

PROCEDURE GOVERNING FARE BOX REPORTS EXPLAINED

(Continued from Page 1, Col. 1)

he could very easily report a "short" of a few dollars now and again, and turn in a miscellaneous report claiming the fare box was defective.

If the company "carried" such amounts on the books it might be "holding the sack" for a large sum within a short time. The average trainman does not want to be in a

situation where any implication of lack of good faith and honesty exists, as would very apparently result if the company "carried" the "shorts."

This explanation of why the established procedure is followed, is made so that there may be a proper understanding, particularly among the new men in the organization.

TOO MUCH

"What do you do when you are kissed?"
"I yell."
"Would you yell if I kissed you?"
"No, I'm still hoarse from last night."—Bison.

ASTRONOMY

"I can't understand why you stayed out side so long with such a wonderful dancer as Charlie."
"But he showed me some new steps and we sat on them."—Williams Purple Cow.

BULLETINS

Issued January 12, 1925

BULLETIN NO. 1 NOTICE TO TRAINMEN

Under no circumstances are passengers to be permitted to stand on the draw-bars or buffers between the cars of a two-car train.

The conductor on the lead car is in a position to notice whether this practice is being followed or not, and must take steps to prevent same.

BULLETIN NO. 2 Notice to Trainmen

When mechanical inspectors are called to make inspection or repairs of cars while in service and request that the car be held until such inspection can be made, trainmen must in all cases hold car without question until released by the mechanic.

In case the delay is considered excessive, do not enter into any altercation with the mechanic, but make a miscellaneous report giving the facts in the case.

BULLETIN NO. 3 Notice to Conductors

The following Firemen's Pass Books are reported lost:

No. 16397, issued to Fireman Leo E. Domas.

No. 20305, issued to Fireman Alder Randall.

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

BULLETIN NO. 4 Notice to Trainmen

Special passes numbered 6515 to 6609 inclusive, 6611 to 6671 inclusive and 6673 to 6625 inclusive, a total of 169, and which are stamped "Void after April 30, 1925," have been issued to student policemen. Please honor accordingly.

R. B. Hill
Superintendent of Operation.

BUS BULLETINS

LOS ANGELES RAILWAY BUS
DIVISION

BULLETIN NO. 196 January 2nd, 1925

The new passes for the year 1925 are in the hands of all concerned, therefore no passes of any kind for the year 1924 must be honored for transportation.

The 1925 L. A. Railway passes are buff colored.

The 1925 L. A. Railway Bus. Div. passes are green.

The 1925 L. A. Motor Bus Co. passes are brown.

The L. A. Railway street car passes are good for transportation on the bus lines of the L. A. Railway Bus Division with the exception of the Wilshire and Figueroa St. Bus lines.

L. A. Railway Bus Division passes are good for transportation on all lines of the Bus Division.

L. A. Motor Bus Co. brown passes are NOT good for transportation on any of the lines of the L. A. Railway Bus Division, but are good on all lines of the L. A. Motor Bus Co.

BULLETIN NO. 197 January 2nd, 1925

TO ALL OPERATORS:

Operators' State Badges for the year 1924 will be good until Feb. 1st, 1925.

Los Angeles City Drivers' permits cannot be secured until the State Licenses have been secured, therefore we will wait until Feb. 1st for all renewals.

Arrangements for photographs will be taken up in due time.

BULLETIN NO. 199 January 3rd, 1925

A bus operator has been dismissed from service for operating at a higher rate of speed than the rules for the company provide for.

BULLETIN NO. 200 Jan. 6th, 1925.

A recent check of time of buses leaving terminals has been made and it develops that buses are leaving terminals anywhere from half to three minutes late, when there is positively no occasion for doing so.

Beginning at once, each operator and conductor will be expected to carry with him the correct time and leave terminals on the schedule time when it is possible to do so.

F. VAN VRANKEN
Manager

The path of the careless workman leads to the grave.

1925 Resolutions of "No Smoking" Prove Pipe Dream

Participants—Register Clerk A. R. Miller, Cash Receiver A. V. Sutherland, Clerk W. D. Hanley, Switchman R. W. Curtis.

At the stroke of midnight, when old Father Time was stepping aside to allow the young 1925 to take his place the above mentioned members of the personnel of Division Three threw their remaining supplies of cigars, cigarettes, pipes, etc., away. I think there was one cigarette thrown away, and solemnly swore they were through with the vile weed.

After shaking hands to further seal the resolution the four good men and true proceeded to their various duties, but alas, about 4:00 A.M., when the resolution was but four hours old, Switchman Curtis slipped, and we are sorry to say that he has been slipping ever since. The other three of the pact are sticking it out well, although when Clerk Hanley came on duty Friday night he had lost the use of his voice and had to stay home Saturday and Sunday to find it. He said it was a cold, I wonder?

The other two men seem to be doing nicely although Miller was seen doing a Marathon to the barn Monday morning, the alarm clock's fault. You know how it was when you have a four o'clock "shine" how the darn thing just won't go off and Sutherland has been complaining of chapped hands, we cannot seem to connect this up with swearing off smoking, unless it is from reaching so often for something that is not there. We notice though that quite often they will all gather around close to someone who is smoking and look longingly at the fragrant smoke wafting aloft, then take a real long breath of it before turning away.

Any further developments will be published.

WOTZ THE USE



I. W. Utley of Div. 4 Shops Passes Away

Ira W. Utley, assistant foreman of Division Four mechanical department, died January 2. He had not been in the best of health for several weeks.

Funeral services were conducted last Monday afternoon at the McKellar Chapel, 1132 South Flower street. Division Four mechanics attended the service.

The following expression of sympathy has been prepared by those who worked with Mr. Utley and knew him intimately:

IN MEMORIAL

To the Sisters and Family of our late friend and Assistant Foreman, Ira Utley:

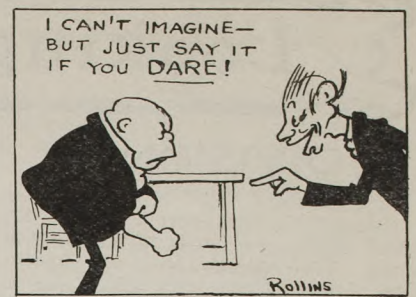
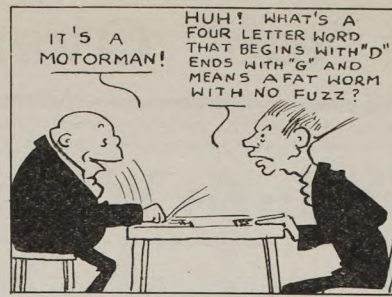
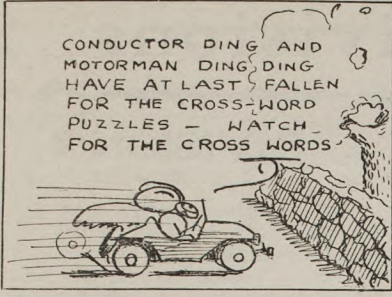
We, the night mechanical force of Division Four, Los Angeles Railway, desire to extend our sincere sympathy. He was quiet and unassuming, and in the discharge of his duties, uniformly courteous and just. Among his coworkers he leaves a friend in each and every one of them.

Resolved, that a copy of this, our memorial, be handed each of the two sisters of the deceased.

He hath no power who hath not power to use—Bailey.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

For Motr. C. H. Kellar, Div. 4
Los Angeles Railway.
Gentlemen:
This is to call your attention to courtesies extended to me by Motorman 3091 on the Indiana street car line this date in assisting me on his car. I am a cripple.

Yours truly,
F. A. WALLACE
3524 Eagle Street

For Condr. F. H. Rhodes, Div. 4
Los Angeles Railway.
Gentlemen:
I wish to report Mr. Fred H. Rhodes, No. 3036, on the Angeleno Heights line as being worthy of mention as a courteous, helpful employe.

Twice in one trip with him I saw him assist people who are neither young, handsome or well dressed, but were aged, poorly clad and in one case partially crippled ladies.
He was as alert and ready to assist as if they had been young and well dressed, stepping off the car ahead of them and aiding them to alight with a readiness and cheer that greatly pleased me.

Respectfully,
G. C. STILLMAN
Title Insurance and Trust Co.

For Condr. W. M. Browning, Div. 3
Los Angeles Railway.
Gentlemen:
I wish to express my family's appreciation of an act of courtesy and helpfulness on the part of Conductor 3172 on the "W" car line. My aunt is blind and he was most kind in helping her on and off the car.

Respectfully,
ANNA T. FITZHUGH
421 North Avenue 50

For Condr. E. A. Radford, Div. 1
Los Angeles Railway.
Gentlemen:
I take pleasure in calling to your attention the courteous manner in which Conductor 2450, on the "J" line, handles his customers, despite the great crowds. He not only does his whole duty, but does it with a smile.
I have been a business woman in Los Angeles eighteen years, using your cars daily, thus have an excellent opportunity to observe such matters.

Very truly,
MRS. A. L. HEFNER
605 West 10th St.
c/o Standard Oil Co.

For Motr. F. W. Cunningham, Div. 4
Los Angeles Railway.
Gentlemen:
I wish to report an act of courtesy on the part of Motorman 2759, who on the night of September 25th, on the 1 A.M. Owl car I was riding on, this motorman had enough courtesy to let a crippled young man who is barely able to get along with the aid of crutches off the car at Saratoga street, which is a non stop, had he refused to do this, the cripple would have had an extra block to labor to get home.
It gives great pleasure to see, especially cripples shown some act of courtesy where it does nobody any harm or delay.
Trusting that you will give this motorman the consideration he is entitled to.

Yours very truly,
LOUIS A. MOELLE
302 North Ditman St.

For Motr. L. B. Dundas, Div. 4
Mrs. Ainley spoke in highest praise of the strict attention to duty and quick action of Motorman 757, who made a sudden stop in order to prevent injuring or possibly killing a small boy who had started to cross the street on a "scooter," and fell across the track in front of the car.

MRS. FRANK AINLEY
332 S. Columbia

THE HOLY ROLLERS WHO ARE HOLY TERRORS

Los Angeles Railway Bowling Team:—Left to right: R. C. Hoyle, C. C. Bloom, R. T. Monteverde, F. R. Hoffman, A. J. Monteverde.



L. A. Railway Bowling Team Tied For Lead In League

THE Los Angeles Railway bowling team, captained by Motorman F. R. Hoffman of Division 2, was composed entirely of trainmen of Divisions 2 and 5, is tied for first place in the Inter-City bowling league, which holds forth at the Peeko-Main Alleys in the Braun Building, Pico and Main. The pin smashers reached their enviable position by beating the "Sharks" January 2 and are dividing first place honors with these sea monsters.

In the remaining six weeks of the league season, the Los Angeles Railway bowlers will meet six of the eight teams of the league, but as the Sharks and the car men are generally recognized as the cream of the league, Captain Hoffman and his men feel fairly confident of finishing well up in the money.

The score of 2751 made by the Los Angeles Railway men in the game with the Sharks is the highest on record in the league.

The team is composed of A. J.

Monteverde, conductor Division 5; F. R. Hoffman, motorman Division 2; H. Kettering, conductor Division 5; C. C. Bloom, conductor Division 2; A. B. Hughes, conductor Division 2; and the utility man is R. T. Verde, conductor Division 5.

The team is doing very creditable work in the league and Captain Hoffman urges trainmen who enjoy the bowling game to attend the matches and give the encouragement that helps to bring victory. Following is the score made in the big game January 2, which any bowling fan will recognize as very good work for a five-man team:

	1	2	3	Total
A. J. Monteverde	210	139	153	502
Hoffman	189	197	186	572
Kettering	181	190	196	567
Bloom	181	191	178	551
Hughes	169	201	189	559
	931	918	902	2751

Machines Burn Out In Two Substations

Two of the motor generators are undergoing repairs, having burned out following the Christmas week, in which a heavy load of current was carried. The machines are No. 2 at the Huron substation, and No. 1 at the Soto substation. Both are 600 kilowatt machines.

SUTTON MADE SUPERVISOR

O. D. Sutton, former motorman of Division Four, has been appointed extra supervisor. Mr. Sutton has had experience in the traffic department and is rated as a highly capable man on the cars and as supervisor.

Will Renew Curve At Ave. 18 and Pasadena

The track department will start work within a few days renewing the curve at Avenue 18 and Pasadena Avenue, which is just north of the North Broadway bridge.

HIS FATHER'S JOB

Teacher—Tommy, does this world of ours move?
Tommy—When my father says for it to.
Teacher—Gracious! What is your father?
Tommy—A traffic cop.—New York Central Magazine.

On The Back End (Contributed)

A new policeman, an undersized fellow, was hailed by the street car conductor.
"That guy," said the conductor, pointing to a surly individual about seven feet tall and four feet across the shoulders, "won't pay his fare."
"Won't he?" asked the new cop, after a glance at the man. Then he put his hand into his pocket. "Well, then, I guess I'll have to pay it for him."

Passenger boarding "S" car at Seventh and Vermont going to town—puts hand in pocket—digs up an old "L" transfer; conductor turns it down—too old. Passenger digs again; produces another "L" transfer; conductor turns it down—'oo old. Passenger digs again; brings forth another "L" transfer—conductor tuns it down again—too old. Passenger finally pays fare. "What a "L" of a trick!"

CARFARE IN BERLIN

How would you like to pay \$130,000,000 for an ordinary street car ride? That's what they have been doing in Berlin. Starting with 49 marks in January of a year ago, which was several times the pre-war rate, the fare reached the enormous sum of 130,123,000,000 marks. This increase would correspond in American currency to a raise from 5c to \$130,000,000 per passenger.

We had a letter from Scribe Knittle at San Diego the other day, and while we don't read Spanish between the lines or on the lines, something seemed to say that the pair of them had been taking in the sights of Tia Juana on their honeymoon.

Don't be cordial like an iceberg—smile.

It has been reported that a certain motorman of Division 1, we won't mention any name, having been cheated out of a few minutes over-time on pulling into the barn the other night stayed up half of the night thinking, yes, really thinking, up a way to get back at the company. . . . So, on being given a tripper the next day that was to go to Grand Avenue and then to the bone yards—decided he would go first to the bone yards and wait results—after calling the dispatcher, said dispatcher told him to lay over there and get on regular time which was about thirty minutes. (P.S.—This doesn't always happen.)

Mot. Weeks to Mot. Leadbetter—
"What is a collision?"
M.L. to M.W.—"When two things come together."
M.W. to M.L.—"We had a collision at our house last night."
M.L. to M.W.—"Any one hurt?"
M.W. to M.L.—"No—twins."
(From "Noah's Bedtime Stories")

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

Getting married seems to be the chief pastime at this division this week. For instance there was Motorman J. L. Penny, who asked for a few days off last week but failed to say what it was for and had us all guessing until he came back wearing a smile and passed around the cigars and then we knew what had happened. One more motorman gone wrong.

And then there was Motorman E. R. Rath, who slipped one over on his Irish friend, T. W. Ryan, by making a bet he would get married first when he had already hooked up on the Q. T. and so when he did spring the news he collected the bet. That's one on the Irish. We wish him a happy married life for all that.

And then comes the announcement of a brand new baby girl weighing the total of 5 pounds and 14 ounces, to the home of Motorman L. N. Smith. Mother and baby are doing nicely.

It looks like the motormen were doing all the business around here—what's the matter, conductors?

Conductor R. A. Fairbrother took a few days off to finish building a house in Culver City. We may have some interesting news about him in the near future, never can tell.

Conductor E. C. Turpin was called suddenly East on account of sickness of his father. Expects to be gone about two weeks.

THE NIGGER IN THE WOODPILE

Tramp—"Lady, I got a headache and a hacking cough and I need a bite to eat—"

Lady—"I have a woodpile you can hack at."

Tramp—"But lady, I ain't got the splittin' variety."—*Ohio Sun Dial.*

DIVISION 2

R. C. Hoyle

Motorman J. T. Velarde came into the office with that "Million-dollar" smile and a box of cigars. It gives us great pleasure to announce that Velarde has just been married—Congratulations!!

Motorman F. W. Bishop, who is very sick at his home, extends an invitation to his friends to call and see him.

Conductors W. H. Durham, N. B. Penrose, R. Underwood, and Motorman G. F. Killeen, have obtained three months leave to try the Police Department. We wish them lots of luck.

Conductor A. C. Watterson resigned to take up other duties.

The Sultan got sore on his harem and invited a scheme for to scare 'em. He caught a live mouse which he loosed in the house. (The confusion is called harem-scarem.)

The following are a few sayings picked up by Conductor C. O. Ashton of the "S" line:

Colored Lady boarding car at Santa Monica Blvd.: "Say, conductor, how soon you stay here?"

Old Lady boarding car at 7th and Broadway—west bound: "Conductor, does this car go to Ninth Street?"

Conductor: "No, Ma'am, not this way; where do you want to go? Ninth and what?"

Old Lady: "I want to go to Ninth and Seventh."

Conductor: "All right, get off at Figueroa."

Who's Who



HERMAN LEIBET got a job with the Los Angeles Railway as a Christmas present but it was not in the Christmas season just past. It was December 23, 1902. Herman started as a foreman in the material yard and has held down that post through the years. Before the Vernon Yard was opened, about 1910, all track material was stored in the yard at Sixteenth Street and Central Avenue. As the street railway system expanded and the need for additional space increased, the move to Vernon was made. In the vast expanse which is bounded on one side by the Los Angeles River, when there is any river, and on the other side by the stock yard smells, Herman operates one of the maintenance-of-way cars. He specializes in handling the steam railroad equipment when it is hitched to an electric work car.

BUS DIVISION

Elmer Wood

"May I see McPruter please?" she asked at the hospital. She was very pretty.

"We don't allow anyone but relatives to see the patients. Are you a member of his family?" asked the matron.

"Why, yes," she answered blushing. Then boldly: "I am his sister."

"Oh, really," answered the matron. "I'm so glad to meet you. I am his mother."

Anything of beauty is annoyed forever.

Bundy: "I just got a three dollar bill."

Arnold: "Impossible."

Bundy: "Tell that to my dentist. It's from him."

Mike: "Did you marry well?"

Ike: "Yes, but I'm sick now."

"Another death from monoxide gas." Charley Brown "kicked off" from bending over the heater in the Bus Division.

DISGRACE

"That youngest boy of yours does not seem to do you credit, Uncle Mose," remarked the minister to one of his negro parishioners.

"No sah; no sah," replied the old man sorrowfully. "He is the wurstest chile I ever had. He is mighty bad. Fact, he's de white sheep of de fam'ly, sah."

DIVISION 3

Dan Hanley

Is your cold getting any better?

Myrtle says she sure loves to listen to some of the boys eat soup with the cut-out wide open, and to watch them shift gears on the steaks.

Whatsamater, can't a fellow get off any more?

Conductor Stebbins took his girl down to the beach the other day and they went in swimming, but his girl told him that was the last time. Rather surprised, Stebbins asked why and his girl replied, "Because you do nothing but hug the shore all the time."

Give me a rubber band and make it snappy.

And then the Rabbi gave the key of Love to the Ku Klux Klan.

I met her leaving the dance hall

I really had to laugh,

Though she was leaving the dance hall

I thought she was leaving the bath.

I have been trying to tell you folks this for a week back, "Sloan's Lini-ment."

My right leg is broken in two places, right arm broken, six ribs split, gums fractured, lower lip cut, abrasions and contusions over the rest of the body, but outside of that I am resting comfortably at the Roosevelt Hospital, says Motorman M. Conaha, who was run down by an automobile at North Main and Alameda Streets New Years Eve, and would be glad to see or hear from some of the boys.

The Peacock is sure some swell bird, but it takes the Stork to deliver the goods.

Conductor O'Toole took a girl home from a dance and then kissed her, and trying to be smart he told her that she was not the first girl he ever kissed. "Maybe not," she said "but you sure have a whole lot to learn."

Take a look at your run—"Some changes made."

The old marriage vow used to be "for better or for worse," but now a days it is "for more or for less" so with these kind words Conductor Garrison and Miss Patterson were married at the Angelus Temple New Years Day and left for Echo Park for their honeymoon.

I brought in a B. O. Fender a week ago and I haven't got any credits yet. How come?

Only a poor Street Car Conductor, and as he drove up to the Division in his Hudson Limousine he was heard to say "Continued in next issue."

Opening chapter of thrilling serial story commencing next week.

Order early, no advance in price.

Hold Everything.

Appreciation

To the Co-operative Association.

Dear Friends:

We want to thank our many friends for the kindness extended us through the associated members in our recent bereavement. Our appreciation cannot be lightly expressed in words, as the bonds of such noble friendship makes our burden easier and lighter to bear.

Sending kind regards and best wishes,

Yours sincerely,

MRS. P. A. CLARK,
AND MY SONS.

DIVISION 4

E. J. Benedict

This substitute scribe was scratching his thatch for news until he happened to think about Conductor Dickson using coaloil to kill the fleas on his dog, which also killed the hair. But the fleas seemed to think it a new kind of boot-leg, so he gave the dog away in disgust.

Another Smash (Ford) sign reads, "Please don't disturb while the sun is setting."

W. J. Forster just came in and said: "I don't want to lay off."

Conductor W. R. Price has been in to see us a couple of times and looks much better each time and says he feels the same way. He had a nasal hemorrhage and Dr. Prigge had a hard time stopping it.

Conductor Cooper was telling us that he very nearly kicked the bucket suddenly also. He had pleurisy which got next to his heart before he suspected anything so serious.

We have had a peculiar epidemic of pipp and other troubles around Division Four since the holidays and have had occasions when it was necessary for Foreman Boyd to really display his statesmanship in filling runs.

Safety, like virtue, is its own reward.

DIVISION 5

F. J. Mason

I suppose the bimbo who suggests a change in facial expression—the smile—the omission of the frown, etc., had in mind an incident like mine.

While at a "party" one night, somebody suggested a prize for the one who could make the ugliest face. I was the judge. Pointing to a sour-faced old maid in the corner, I said "You win"—she said, "Why, I wasn't even playing."

Expression registers thought.

J. T. O'HARA.

One of the boys was working the rear end of an "E" car going to Inglewood during the Christmas rush and owing to the heavy traffic encountered going through town, got quite a little bit behind schedule. He had quite a load on and after flagging the railroad at Florence Avenue had to battle his way back on the car. He succeeded in getting back on the rear platform just as they were passing the Cemetery and remarked, "My but there are a lot of people living out here." An old gent standing back in the corner heard the remark and said, "You're right, son." Then pointing to the Cemetery, "and there's quite a few who don't."

She was standing in a street car, I did hate to see her stand, But she reminded me of mother With that strap in her hand.

One thing about these Crossword Puzzles—a fellow sure can learn a whole lot of new cusswords.

Do you remember the time when mother used to hand out a lot of cross words?

And when father told us we couldn't swim in a Pool Room?

Bill Stoll wanted to put a little piece of step back where it belonged so he called up the mechanical department, "Say, send over a couple of hammers and a nail."

So now we have two hammers—one knock. One nail—two boosts.