

# 1924 Shows Big Gain in Safety

## 25,815 CASES OF DEMERITS HANDLED IN YEAR

The five divisions did a roaring business in demerits during 1924, issuing a total of 25,815 of the "bad news" slips. This is the summary of the first half of the report on the Merit and Bonus System, compiled by R. A. Pierson, supervisor of the Merit and Bonus System. The report lists in detail the causes of demerits and the number of cases in each classification handled by each division.

Clerks are now at work compiling a similar report on the credits issued so that a more encouraging report may be expected soon.

### Missouts First Choice

Missouts lead as the source of demerits in 1924, causing 2233 cases to be marked up in the records.

Running ahead of time is in second place with a total of 1973 cases.

Violation of the road space rules was the third most popular offense and was closely followed by "excessive speed" with 1735 cases on record.

Division Three accumulated the greatest number of cases in which trainmen were demerited. This is naturally due to the fact that Division Three was carrying the heaviest roll of trainmen.

### 88 Automatically Dismissed

Eighty-eight trainmen automatically dismissed themselves during the year by letting their efficiency records drop below 75 per cent.

An average of 79 men per quarter kept their records clear of all demerit marks.

At the end of the year Division One had 8 men whose cards had not been disfigured with demerits. The other divisions showed as follows:

Division Two.....	6
Division Three.....	5
Division Four.....	6
Division Five.....	5

## 'Tis True Beyond Shadow of Doubt

"Bad Bill" Bourland, the buccaneer of Belvedere, who does little things for the schedule department such as count the passengers on the cars and the wheels on the rail, drags in a wild-eyed story just to let us know he has purchased an enclosed auto.



In the cold grey dawn, when there was a little more cold than dawn, Bill was driving from his home to somewhere, he glanced up at his rear-view mirror and caught a glimpse of a shadow that indicated to him that someone was riding on the trunk rack. Confident that his enclosed car would stay enclosed and exclude the unwelcome passenger, whom Bill decided was a bandit, he drove on to a well lighted spot where he might investigate with reasonable safety.

He ventured a few more glances at the mirror and then discovered that the light in his enclosed car was making a shadow of his head on the kitchen wall of this enclosed car and it was his own shadow he had glimpsed in the mirror.

Now Bad Bill, you just quit trying to steal Peter Pan's thunder!

### HEARD AT THE CAR BARN

"Did you ever eat any candy made in Italy?"

"Nope, but I've eaten eggs laid by guinea-hens."

## Conductors' Rule Sheets Printed

The 1925 sheet of "Instructions to Conductors" is in the hands of a printer and is expected to be delivered to trainmen within two weeks. Comparatively few changes will be made from the 1924 regulations. The rules will be printed on paper convenient for folding in the trip sheet holders.

### CAUTION

Don't go around with a man's wife unless you can go ten rounds with him.—Pitt Panther.

## Accident Records Show Reduction of 8.38 Pct.

THE YEAR 1924 proved to be one of the best the company has experienced in accident prevention work. Although more passengers were carried and more miles operated in 1924 than in 1923, the year just closed shows a reduction of 8.38 per cent in total accidents, as compared with 1923.

The total number of accidents is 22,606, which is 2070 under 1923. To anyone outside the street railway organization the total of 22,606 may sound tremendously high, but it must be recognized that all minor incidents, such as the breaking of a car window, are classed as accidents.

The figures given above cover only

street-car accidents. Including busses the total was 23,294 for the year, which is a decrease of 7.95 per cent under the 1923 total.

**Car Collisions Drop 50 Per Cent**  
Collisions of cars were cut an even 50 per cent.

Altercations and ejections which come under the head of accidents, were reduced 23.9 per cent indicating a commendable increase, in courteous, friendly relations between passengers.

While automobile accidents increased at an alarming rate, and not a day passes without reports of serious collisions between automobiles, it is encouraging to note that the number of accidents in which automobiles and street cars were involved, was reduced 6.12 per cent during the past year.

### Gain on Mileage Basis

The number of persons in the streets who were hit by street cars was reduced 20.55 per cent. In this classification one pedestrian was struck per 49,277 car miles operated during 1923, but in 1924 this figure was raised to 64,375. This comparison is typical of numerous classifications in that the number of miles operated per accident has been greatly increased.

Step accidents declined 15 per cent; passengers falling in cars, 17.34 per cent and passengers falling from cars 10.1 per cent.

The detailed analysis of the year's record has not been completed but the figures shown above are clear indications of the improvement that has been made in the principal accident classifications.

Although more passengers were carried last year than in 1923, the mileage was higher, and general traffic accidents, particularly automobiles, are showing a steady and alarming increase, the fact that street-car accidents were reduced 8.38 per cent tells a story of the effective work of the entire organization, particularly on the cars where motormen and conductors are continually face to face with traffic difficulties that are probably unequaled in the United States.

In addition to doing good work for the Los Angeles Railway, the trainmen responsible for this creditable work are doing something well worth while for Los Angeles in providing a means of transportation that assures safety.

## Superintendents To Spend 2 Days Monthly Riding

The division superintendents have adopted the policy of devoting at least two days per month to riding the lines of their division. This practice is intended to keep the superintendents in close touch with conditions on different parts of the system and their effect on safety and general operating matters. They will not follow a regular schedule for time to devote to this inspection, but will make arrangements which will be most convenient with their work.

## Last Five Cars From East Go Thru Shops

The last five cars of the shipment of 100 from the St. Louis Car Company have been received and are being put through the South Park shops for installation of the electrical and air brake equipment, after which they will be dispatched to one of the divisions for service.

## Division Four Pit Rebuilding Finished

Work on the Division Four pits was practically completed Saturday. The new rail is in use providing all cars with a direct movement to and from Georgia street. The entire storage space of this division has been rebuilt in three units and the completed job makes the Division Four pits a sight to gladden the eye of a street railway engineer.

## Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

### Utmost Safety at Railway Crossings is Demanded

**D**URING the past week there have been two interferences between steam line traffic and cars of the Los Angeles Railway. The individual cases will be settled on their merits and it is not the purpose of this column to discuss the responsibility of the steam railways and the street railway and the men employed by each system.

The Los Angeles Railway will insist that its employes follow out to the letter the rules designed for maximum safety at steam railroad crossings.

Wherever two automobile highways intersect there are numerous accidents because the motorists who drive on both roads are not restricted by any company rules and they are not trained in safety.

A steam railroad and street railway crossing has greater risk than an automobile intersection because the trains and the street cars that pass through the point carry large numbers of people. Accidents at these intersections are kept at a very low point because safety rules are prescribed for the men in charge of street cars and trains; and the rules are backed up by strict company discipline and safety training.

Accidents will be avoided just so long as rules are observed to the letter and accurate judgment is displayed. Careless judgment and disregard of rules invite disaster.

The company is determined to stamp out any carelessness at steam railroad crossings.

During the week it was necessary for the company to release from service a conductor who was observed by his division superintendent, improperly flagging a railroad crossing and inviting an accident by failing to take a position which would enable him to get a clear view of the railroad. This was his third violation. The motorman was heavily demerited for accepting an improper signal. This was his first offense under this classification. In another case a flagman and a motorman stand suspended pending an investigation.

Death and destruction do not compromise with anyone and cannot be affected by alibis for improper flagging. Disaster lurks in carelessness at these railroad crossings. The company is determined to take the most stringent measures to end any carelessness and trainmen are urged to recognize the situation and give their fullest co-operation by full observance of the rules.

### Courtesy Always Wins

**I**N the publicity work for the motion picture called "Excuse Me" a Courtesy Week has been advocated.

In an organization, such as ours, where courtesy is emphasized particularly, and ranked with safety as a prime requisite of service, it is interesting to note the importance placed on courtesy as a business asset in other lines of commercial pursuit.

Courtesy will make friends in any line of business, from theatrical to transportation.

### Bus Bouquet

Following letter received from an official of the Southern California Edison Company under date of December 30th:

"The conduct of your driver D. H. Weaver on the Wilshire Blvd. bus line is such as to warrant this special report.

"His courteous and efficient way of handling the unusual crowd was particularly noticeable. As I have been in public utility game for the past fifteen years, I have grown especially critical in matters of this kind and I assure you that the way in which this young man conducted your business and maintained peace and harmony under such trying conditions was exceptionally fine.

"I observed him also to be an experienced and careful driver handling his bus in a way that got us all home safely and without alarming any one

and at no time did he violate the speed ordinance of our city."

It certainly is worth while to operate in a way that will bring forth such comments from patrons.

F. VAN VRANKEN, Mgr.

### Appreciation

Los Angeles Railway Cooperative Association.

Gentlemen:

We wish to express our sincere thanks to the Association for the floral piece and the kindly words of sympathy. Also the night men of Division Four, Mechanical Dept. In tribute to our brother, I. W. Utley.

MISS MAYE UTLEY

MR. and MRS. JOHN CURNOW

All the world knocks a knocker.

## STREET CAR LIFE 25 YEARS AGO DESCRIBED

Street car life in Los Angeles a quarter of a century ago is pictured in the following article by P. V. Mann, of the instruction department. The comparison of conditions then and now make interesting reading for the new man and the old timer alike. Further installments will follow.

BY P. V. MANN

In 1900 the San Pedro line and the Maple avenue line terminated at 30th street and the Grand avenue line at Jefferson street. The Main street line operated from Temple Block to Agriculture Park (now known as Exposition Park), and the Washington line ended at Rosedale Cemetery. There were no Griffith avenue, Huntington Park, Griffin avenue, Garvanza, Crown Hill, Angeleno Heights, South Main, Eagle Rock, Vernon and Vermont Cross Town, East Jefferson and 38th street or Moneta avenue lines. The Grand avenue line operated north to Prichard street over what was then called Downey Avenue (now known as North Broadway), via San Fernando Street and the old San Fernando Viaduct over the Southern Pacific yards and tracks.

Single truck cars were operated on Washington street, Pico street and on Maple avenue. These single truck cars were called Pullmans and the conductor could stand on the rear platform and by jumping up and down almost teeter the car off the track.

#### Horse Car Still Operating

There was a cable car line on Temple street and on Ninth street east of Mateo street, a horse car still did business. This horse car was later converted into a steam car and carried passengers and transferred to the Los Angeles Railway cars for several years. It was known to many as the

arkheart line, that being the name of the man who owned and operated it.

Division One is the location of the only car barn in use at that time and J. J. Akin was Superintendent and William Burr foreman. Seventeen lines were in operation and a man breaking in had them all to learn.

#### Shop Training Required

Students in those days received no pay while breaking in and were required to put in three days in the Mechanical Department before being O. K. They were also required to deposit \$25 with the company to insure their good behavior, this instead of the bond that is at present required through the Co-operative Association.

Extra men were required to report at the division much the same as at present, when not assigned to a run.

In August 1900 the first air-brake cars were put in operation on the Boyle Heights line to the envy of all motormen on the other lines. Previous to this date the brakes were all operated by hand and were of several varieties, ratchet, pump-handles and lever brakes.

#### Stand Up 11 Hours

Before the time of the installation of air brakes and on all cars without, for many years, trainmen had no stools to sit upon but were required to stand all day but in spite of this, 11-hour runs were very popular and were the first to be chosen whenever there was a shake-up. When the air-brake cars were put on, each car was supplied with one peg-leg stool for the motorman's use. He, however, had to stand whenever passing through the business part of the city. Conductors were frequently admonished by bulletins not to sit on the controllers or to place their feet upon the seats.

#### Varied Equipment

To give you an idea of the different kind of cars in service during this period will copy a bulletin herewith that was issued in October, 1902, relative to the assignment of cars on the various lines, so that the trainmen could see what kind of a car they were getting as well as the line.

#### Bulletin No. 217

##### Notice to Trainmen

When new schedule goes into effect cars will be assigned to the different lines as follows:

University Line—Latest new cars.  
Westlake Line—Box cars, same as at present.  
Pico Heights Line—Double truck; air brakes.  
Vernon Line—Double truck; air brakes.  
Maple Avenue Line—Pullman.  
Depot Line—Double truck.  
Grand and Downey Avenue Line—Double truck.  
Boyle Heights and 7th street Line—Latest new cars.  
Washington St. Line—Pullman to be rebuilt with double trucks and air brakes.

West 9th St. Line—latest new cars.  
East Lake Park Line—Pullman.  
Main St. Line—Pullman.  
San Pedro Line—Pullman.  
East 9th St. Line—Same as at present.

Aliso and Brooklyn Ave. Line—Pullman.

Cummings St. Line—Double truck car.

There is a fair probability that the Grand and Downey Line will be equipped with the latest cars within a short time.

Oct. 10/02

Signed

J. J. AKIN, Superintendent.

## BULLETINS

Issued January 19, 1925

#### BULLETIN NO. 5

##### Notice to Conductors

The following passes are reported lost: 546, issued to Elsie M. Greenamy, Auditing Department.

Track Badge M-131, Engineering Department.

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

#### BULLETIN NO. 6

##### Notice to Trainmen

When northbound on Broadway between Third and Second streets should a blockade occur, care must be taken to keep the entrance to the driveway between the City Hall and the City Hall Annex on the north clear, in order not to obstruct the movement of City-owned machines which use this driveway extensively.

#### BULLETIN NO. 7

##### Notice to Conductors

Fireman's Pass Book No. 19750, issued to Fireman William D. Garland is reported lost. 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. 198 January 13, 1925

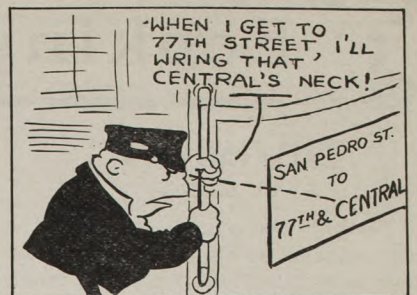
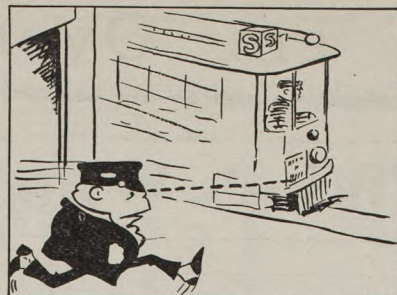
When it is necessary to transfer a passenger back in the same direction from which he came, due to his being carried by his street, regular form of transfer should be used and conductor or operator should endorse the back of transfer in pencil "Carried By," together with his initials.

If this rule is followed closely, it will enable the honoring conductor or operator to see at a glance why the transfer has been presented at other than a transfer point.

F. VAN VRANKEN  
Manager

# Conductor Ding and Motorman Ding Ding

By Rollins



## Bouquets And Things (Hand Picked)

For Mot. E. P. Gates, Div. 5  
Los Angeles Railway.  
Gentlemen:

Tonight at about 8:45, I was walking south on the car track on Moneta, between 98th and 99th street. My mind was a thousand miles from nowhere. I was brought to myself by hearing a bell clanging and breaks grinding and there was a car in front of me, but a few feet away. I jumped clear.

Through you I want to thank that particular motorman for being wide awake and on the job.

Yours with a whole skin,  
R. W. McLEOD,  
106 West 99th Street.

For Cond. George Laird, Div. 5  
Los Angeles Railway.  
Gentlemen:

I wish to make comment on two of your men.

I ride the L. A. street cars from two to ten times a day.

You have a Scotch conductor, No. 2962, on line "E." This man is the most courteous conductor I have ever met. His car leaves York Boulevard about 12:15.

Very truly yours,  
DR. E. L. SHAW,  
163 Jessie Street,  
San Francisco, California.

For Mot. E. Reichelt, Div. 4  
Los Angeles Railway.  
Gentlemen:

I am a school boy in the Sentous Jr. High and ride the Pico car line every day. I want to tell you about Motorman 1225. Although I have never seen him help blind or crippled people, he gives information so pleasantly, runs the car so smoothly and seems to be such a nice man that, I think he would welcome any chance to do a kindly act.

Yours truly,  
MAX HALL,  
344 South Grand Ave.

For Cond. James Logue, Div. 3  
Los Angeles Railway.  
Gentlemen:

Allow me to commend most heartily the courtesy of your conductor, 2384, on the West Adams line.

When my purse full of money fell and spattered its contents, he did as much for me as I could have done for myself. The average conductor would have become cranky and irritable, and there was occasion for that perhaps, but this man became friendly and helpful instead, all to his credit.

I hope you can secure more of his kind.  
Sincerely,  
FRED C. LANG,  
1817 South Ninth Street,  
Alhambra, California.

For Cond. C. O. Ashton, Div. 2  
Los Angeles Railway.  
Gentlemen:

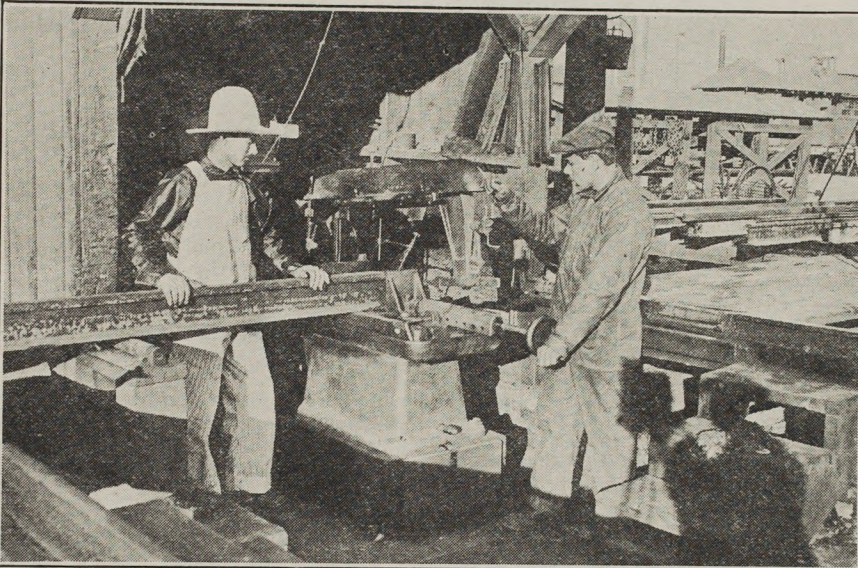
Inclosed find five cents for the conductor whose name is on the card. He couldn't change a \$5.00 bill, so paid my fare out of his own pocket.

Yours truly,  
MRS. E. W. KETTENHOFEN,  
108 West Pico.

For Cond. H. H. Hennings, Div. 1  
Los Angeles Railway.  
Gentlemen:

Yesterday morning a lady with a suit case and parcel got off the car at Spring and 9th, leaving a cape on the seat. I should like to commend the way 2506, as soon as the lady got off the car, saw

## Rail Saw Cuts Kindling For Track Department



SPECIAL work, such as curves, switches and cross-overs are laid out in the Vernon Yards according to exact measure. Then the steel rail is taken out to the place where it is to be laid, and put in with a minimum of delay. Pieces of straight rail are cut to the required length before leaving the yard on a power saw, shown above.

The saw will cut through a piece of 72-pound rail in little less than fifteen minutes. It is operated by an electric motor and can be run by one man, except when a picture is being taken.

The racks at the right show rail of various lengths. An overhead hoist is provided to move them to the cutting machine.

## Ten Points in Moving 'Em Forward

1. Never let the FIRST man stop on the back platform.
2. If a passenger when dropping his fare hesitates and seems undecided as to whether he will go inside the car, say in a general way, and not directly at him, "Kindly step forward, please."
3. Personally, courteously and quietly request any single passenger stopping on the back platform to go inside the car. Repeat the request as often as necessary to get the desired result.
4. To a passenger who says that he is going only a few blocks, suggest that you are expecting a heavy load at the next corner or some other good reason.
5. To a passenger who says that he

wants to stay where it will be easy to alight, suggest that it is just as easy to alight by the front exit.

6. If a woman with a suitcase or a large bundle is boarding, reach down promptly and get it and set it CAREFULLY inside the car.

7. If the aisle of the open section at the back is blocked and some energetic person is trying to go forward, use that moment especially to urge the passengers forward.

8. In urging passengers forward, look toward the front.

9. Always suggest to the passengers never command.

10. Show by your manner that you are in earnest.

—The Inside Track.

the cape and was able to give it back to the owner.

It is little deeds of kindness like this that makes life worth while.

Last week a little girl got on the car to go to school. She had left her money home and the conductor paid her fare out of his own pocket.

Yours sincerely,  
MRS. VINCENT,  
912 Cottage Place.

For Cond. P. G. Everts, Div. 2  
Los Angeles Railway.  
Gentlemen:

We are all so ready to complain when we think we have not had proper attention, that I think it but fair to report special acts of courtesy.

I know how much your conductors have to look after, so think nothing of not be-

ing helped on or off cars with large packages, bundles or suit cases, but do appreciate such acts of courtesy, and wish to report one such, and while I was not able to get the number, perhaps you can place the conductor.

Yesterday afternoon, the 31, of August, I took the car going into the city at Melrose and Western; we reached Seventh and Los Angeles, at 6:30 P. M.—car 1154; I had a heavy suit case, and much to my surprise, but greatly appreciated, the conductor, a young man, kindly took it from me and handed it to me when I reached the street. You can readily understand what a help this is to one who is no longer young and active, and I sincerely hope this young man may receive an extra credit, though have no complaint to make of any of your men.

Yours truly,  
MISS M. C. SHIELDS,  
627 North Serrano

## On The Back End (Contributed)

Joe Howarth of Division 4 turned in his nickel and dime wrappers to Cashier Blonde. Blonde asked him how he liked West First. He said he carried the fare box six times on Pico and now he carries it 96 times on Line "I." He said he was going to ask Sweeny for one of these registers you carry around your neck; also for a cushion.

Conductor Dickson was standing at First and Rowan and a dog came running up to him and followed him. The dog was hairless. After looking him over Dickson discovered it was his own dog. Dickson gave him away a month ago. Now he is home to stay but no fleas on him.

While loading cars at Seventh and Spring the other day an auto knocked a man down and rendered him unconscious. As I rushed over to help, someone yelled at the crowd gathering, "Stand back, give him air and get him a glass of whiskey." The injured man raised himself up and in a weak voice said "Never mind the air."

I know a woman who does not talk about her neighbor's woes; She does not go to matinees, And does not care for clothes— She's dead!

I know a man who never chews, Never smokes or drinks; He never gambles, never fights, And stays home every night— He's paralyzed "Pretzel"

"Shorty" Cormier and Mr. Avila, they get a date with some damsels at Culver City, they get a late start and try to make up the time along the highway, they make the detour and hit the hole in the road going about sixty-five per in a Ford Coupe. Now Shorty he wear a the skinned nose and Avila the sore head and the Ford is in the garage. And the damsels, they still wait.

—Kohl, Div. 1.

Condr. O. B. Landrum has been appointed temporary flagman, and Motr. R. A. Drake is also waving a red flag for a short time because of ill health. Darn these Bolsheviks.

A BAD MAN  
"O'm Mrs. Malone—Are yez the man that struck me husband?"  
"Faith O'm not. If Oi was, it's the Widdy Malone ye'd le." — Boston Transcript.

# Looking 'em Over at the Divisions

## DIVISION 1

D. B. Kohl

The boys are all rejoicing over the new schedule on the "R" line. At last they have found just what they want, lots, of running time and lots of "spot." Everybody cheer.

No more marriages to report this week, things have become normal again. The "cons" are laying low.

As Motorman "Barney Google Smith" would say, hit 'er up, boys, they're gaining on us."

Many of the boys of the division show their appreciation of the church services held here every Tuesday afternoon by students of the Bible Institute, by joining in the singing and listening most eagerly to the preaching. Conductor Beattie won the prize this week by singing the loudest.

Conductor R. A. Smith is off on a leave to make a try at Copping for the L. A. Police Force. Mot. Buck took a few weeks off to regain his health, as on account of recent sickness he lost some thirty pounds and wants it back.

Watch the "Want-ad" board for further results.

## DIVISION 2

R. C. Hoyle

Steno H. T. Hansen, Mot. R. S. Van Svest and Cond. A. A. Shewmaker took a trip up Mt Baldy to see how the snow was making out, and found it still cold.

Mot. F. McQuish has taken a few days off to take Mot. F. W. Bishop home to his folks in Phoenix, Arizona. Bishop had a bad attack of asthma recently and has gone back home to recuperate.

Cond. E. W. Gay has secured a short leave to build a house. Cond. C. E. Everett has secured a short leave to visit Frisco; Cond. P. J. Boyer, one week off to acquire a new set of ivories; Cond. A. W. Inloes, one week off to show his sister, from back east, around the town; Mot. R. Oldsworth, one week off to rest up, and Cond. J. L. Molfield, two months' leave to visit his folks back in Oklahoma.

Mot. M. Mason has returned to train service from the Maintenance of Way Dept.

Quite a few old familiar faces have returned to the fold this last week. The latest to return are Conds. J. E. Roberts, W. H. Payne, L. L. Griffin and Mot. G. W. Underwood.

Cond. F. S. Holland, of the San Pedro line, decided it was about time he settled down and became a real home guard, so he started looking around for a lady with whom he might share his worldly goods. Now none of the modern flappers came up with Holland's expectations, so F. S. decided he needed somebody a little more mature. A few days ago we heard that F. S. had married a lady with a family of six. F. S. asked for and secured a week's leave to give married life a fair trial, and is now back on the job, still smiling, but wearing a married look. Congratulations are in order.

## Who's Who



ANOTHER mighty good conductor—a product of farming life—is J. A. Morris of Division Three, who has been with the company since 1905.

After leaving the old farm near Carthage, South Dakota in 1902, Joe came to Los Angeles and was selling for a wholesale produce company but the idea of riding around on the street car took his fancy in 1905 and he filled in the necessary dotted lines, which landed him in his present job. He is very well liked at Division Three and respected for his years of experience.

## Famous Last Words

"I wonder if it's loaded?"  
 "These traffic cops can't stop me."  
 "Let's go out beyond the life lines."  
 "I guess this rope will hold my weight."  
 "What a funny noise that snake makes."  
 "Which one of these is the third rail."  
 "Step on the gas and we'll try and get across before the train comes."  
 "That firecracker must have gone out. I'll light it again."  
 "They say these things can't possibly explode, no matter how much you throw them around."

## DIVISION 5

F. J. Mason

She was whistling and slipped,  
 But hung on to her whistle,  
 Now all of you will agree  
 It's great to fall down yet continue to whistle,  
 But darn hard to keep the same key.

Conductor W. R. Davison would like to hear from some trainmen interested in taking over a company house at 5711 Second Avenue, which is near Division Five, as he wants to transfer to Division Three and live further inland for the benefit of his mother's health. The bungalow fronts on the east on a lot 124 feet by 40 feet and has five rooms. It will be necessary for anyone interested, to buy Davison's \$900 equity in the property and assume the balance payments of \$3100 at the rate of \$41 per month.

Kipling said "A woman is only a

## DIVISION 3

Dan Hanley

Something we can look forward to—It's gotta get warmer soon.

"Hey Myrtle you spilled the soup on my new uniform," wailed Conductor Modin.

"Don't be alarmed," apologized Myrtle, "I know the soup here, it never stains after 5 P.M."

"Put my name down for off Sunday and I'll work a tripper Monday morning."

The weather is sometimes bad  
 The mud and slush get shocking,  
 But pity the poor traffic man  
 As he gazes on all the silk stockings.

"Yes, lady, take a West 9th street car going the wrong way to get to the Santa Fe Depot."

Pool tables have cushions on them,  
 but they are no place to rest.

He stood on the street car track  
 The car was coming fast;  
 The car got off the track,  
 And let the he go past.

Ten seconds slow that clock's on the blink,  
 I know my watch is O.K.

Conductor Smith visited the home of Conductor Jones to spend an hour or two with him but Jones wasn't home. Mrs. Jones was preparing supper and trying to take care of the baby at the same time. Smith like all good hearted men offered to hold the baby.

Jones arrives: "Hello Smith."  
 "Hello Jones, how's everything?"  
 "Fine," replies Jones, "no kick coming and how are you?"

"Just holding my own," said Smith tossing the baby.

Fifty cents assessment has been levied on all the Divisions. Smith's funeral Tuesday.

You can get \$2.50 gold pieces at any bank in Los Angeles for \$6.00 a piece.

I dreamed I was in heaven last night and was so happy when along came a couple of conductors I knew and that queered my dream.

I'd like to meet the guy that took my cushion.

The nickel's in the fare box;  
 The car is on the move;  
 Our supper is waiting for us,  
 So why should we worry.

Give me a one way ticket to the Wampas Ball please.

In order that you will enjoy the serial story now running in this column more better, we will hold you in suspense one week longer, as to just what was said.

Heavens, Yes!

woman but a good cigar is a smoke."  
 The Old Maid said "A woman may be only a woman but a man is always a joke."

"Oxygen"—what is Oxygen? It is what you breathe; it is also what you can't breathe without; neither can a fire burn without it. A blaze in your air-tight room will soon use up all the Oxygen and the larger the blaze, the sooner.

Turn a half gallon fruit jar over a small burning candle and see how quickly the small blaze on the candle will flicker out.

Close up a room air-tight with two

## DIVISION 4

E. J. Benedict

Howdoo, ev'body! Yes, "ye scribe" is back from his wedding trip.

When the teacher asked Motorman Seybert's little boy who the Four Horsemen were, he replied: "Paul Revere, Theodore Roosevelt, Jesse James and Barney Google."

Yes, we spent considerable time in San Diego and vicinity.

Conductor Larry Smith was telling our English friend Conductor Figg, about his wonderful Chandler sedan.

"Oh man!" he went on, "It runs so smoothly you can't feel it, so quietly you can't hear it, has such perfect ignition you can't smell it, and as for speed—Boy, you can't see it!"

"But, my word, old dear," interrupted Figg, "how do you know the bloomin' thing is there?"

If you ever invite yourself to that vicinity, BRING YOUR OWN.

Last Tuesday, "ye scribe" was riding Conductor Bill Huddy's car.

"Do you see that long-haired fellow up there?" asked Bill.

"Yes," answered the scribe, "he looks like a musical sort of a fish."

"Well, he's a piano tuna," replied Bill.

O'course Tia Juana is not afflicted with Volsteaditis but even so, a stomach replacement bureau on the way back would be a mighty fine thing.

Another racing season is closing and many a man has learned that the only people who make money following the horses are teamsters.

A tactful way to propose is to ask your girl if she loves birds and when she says, "yes", tell her you're a little cuckoo.

The butcher up our way was so impressed with the advertisement, "Milk from Contented Cows," that he placed a sign in his window, "Sausages from Pigs that Died Happy."

Anything's liable to happen on a honeymoon. At the San Diego County line we had to stop and show a federal inspector we were not transporting "smuggled in" Chinamen.

Conductor Harry Dalton rushed in to Doctor Bryant's office last Wednesday holding his head tightly.

"Give me something for my head, Doc, quick, give me something for it," he pleaded.

"I wouldn't take it as a gift," answered the medicine man, wittily.

Yes, we returned and got a furnished apartment. The kitchen utensils were covered with rust.

"Ah!" cried Mrs. Ye Scribe, "here's where I shine!"

or three gas jets burning, settle back in any easy chair for a snooze—then you drift into the death sleep—it isn't Monoxide killing you—you die for the want of something to breathe—"OXYGEN."

—T. E. Davis.

## Bughouse Fables

A gentleman sat in the enclosed section of an "M" car and when he left he went through the front door and closed it after him. O.W.

Crossword puzzle hounds—Six letters meaning no yellow boys—SAFE-TY.