

# TWO BELLS

Vol. VI

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No. 37

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

## VOTERS WILL BE REGISTERED AT DIVISIONS

Arrangements have been made, as in previous years, to register all voters at the divisions, the various sections of the engineering department and the main offices. A deputy registrar has been assigned to each division, so that all employes who are entitled to vote may have an opportunity to take care of the necessary procedure without any inconvenience.

The men in charge of this work at the five car house divisions are: Division One, J. B. Lair; Division Two, H. T. Hansen; Division Three, J. W. Allen; Division Four, E. G. Benedict; Division Five, E. C. Tyler. The various sections of the engineering department, including the eighth floor of the main office, will be covered by Arthur Orton. Robert Bliss is covering the other offices at the main building and he will endeavor to reach any of the outside men of the transportation department who are not regularly in touch with the main offices.

## Five Busses Used for School Trips

Pupils of the Edison Junior High School, at East Sixty-first street and Hooper avenue, will be accommodated by a second Los Angeles Railway bus, under arrangement made with the board of education. The buses are routed between the school and Manchester and Central avenues, to carry pupils to and from the school and their homes.

The first bus was started last Monday but the heavy demands upon it necessitated the addition of a second bus Tuesday.

The street railway is operating five buses for the transportation of school children in newly developed communities.

## Mule's Traffic Rights Upheld at Washington

WASHINGTON, Jan. 7 (AP)—While Washington's new automatic electric traffic control system was being inaugurated on Sixteenth Street in a thick fog, a practical joker drove a vehicle of doubtful vintage along a sector recently denied to horse-drawn conveyances.

The driver, when stopped by a policeman, insisted that he had read the warning signs correctly. His passenger then leaned out, declaring: "This is not a horse-drawn vehicle. It is mule-drawn. Drive on, James."—From L. A. Express.

## Father of Mr. Kuhrts Laid to Rest

The sympathy of every employe was extended to Mr. G. J. Kuhrts, general manager, on the occasion of the death of his father, Jacob Kuhrts, who passed away January 29, at the age of 93 years. Funeral services under the auspices of the Knights Templar were conducted last Monday afternoon, and were attended by several officials of the company. C. A. Henderson, comptroller of the company, and Albert Crutcher, of the legal department, were among the honorary pall-bearers. Burial followed in Inglewood cemetery.

Mr. Jacob Kuhrts was a pioneer of Southern California, and for many years was actively identified with the civic life of Los Angeles. He was for some time a member of the city council and later a member of the fire commission. In the early days of the municipality he served as chief of the volunteer fire department.

## WORK SPEEDED ON MACY ST. BRIDGE

The span and practically all parts of the main structure of the Macy Street bridge have been completed and the finishing work is in process, although several months will be required to complete the job ready for pedestrian, street-car and motor vehicle traffic.

In laying the cement for the surface of the big viaduct, depressions were made below what will be the street surface, to accommodate the ties and ballast for street-car tracks of Line "B," which will run over the bridge when it is finished.

The line of march for Brooklyn Avenue riders who have to walk across the river on a temporary bridge was changed some time ago on the east side, but no serious inconvenience resulted. The steam railroads are relocating some of the tracks along the side of the river bed so that all public utility work will be completed if possible as soon as the bridge is ready for public use.

### ON A DIET

She was a woman who always told everybody her business. With a cheerful smile she settled herself at the counter of the haberdasher's and began:

"My husband has been ill—very ill indeed. So I have to do his shopping; and I want a nice shirt.

"Certainly, madam," said the assistant. "Stiff front and cuffs?"

"Oh, no," she exclaimed. "The doctor says he must avoid anything with starch in it."

## Average of 6.29 Witnesses per Accident in January Sets Pace for New Year

ALL trainmen started the new year well in the matter of procuring witnesses to accidents, according to the summary for January compiled by the claim department. It shows that every division is well above an average of five, and that Divisions Four and Five exceeded an average of seven.

First honors rest again with Division

Four, as Superintendent Wimberley's men marked up an average of 7.50 witnesses per accident for the month. Division Five was a good second, and in addition to getting the necessary cards filled out, held down the number of accident reports, the total of 254 for the division being the lowest of the five.

The detailed summary is as follows:

Division	Number of Accidents	Number of Witness Cards	Average Witness Cards per Accident
One	261	1,428	5.47%
Two	360	2,112	5.87%
Three	329	1,923	5.84%
Four	262	1,967	7.50%
Five	254	1,791	7.05%
Total	1,466	9,221	6.29%

## Tunnel Work Under Way



Picture shows installation of new special work at Temple Street and North Broadway, this being the first part of the job.

Work preparatory to the construction of track from Temple Street and North Broadway through the Broadway tunnel to connect with the track at Sunset Boulevard and North Broadway, which will be used during the building of the City Hall in the North Spring Street district, is being made despite the delay caused by recent rain. The new crossing has been installed and a track crew was at work

on the new special work curves at Temple and North Broadway during the week. At the same time the line department was constructing the necessary overhead.

Last Thursday work on the north-bound track between Temple and Broadway and the south entrance to the tunnel was started. A track ditch 150 feet long was cut open for ballast, ties, and rail.

"Willie," asked the teacher, "what was it Sir Walter Raleigh said when he placed his cloak on the muddy road for the beautiful queen to walk over?"

Willie, the ultra-modern, gazed about the classroom in dismay, and then, taking a long chance, replied:

"Step on it, kid."

The American heiress had just come back from her first trip to Europe. At dinner her neighbor inquired: "Did you see many picturesque old ruins during your trip?"

"Yes," she replied. "And six of them proposed to me."—Irish Weekly Times.

## Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

### Go Gently on Emphasis

THE war story of a rather careless ambulance corps man who wrote that an injured soldier had a leg shot off when in reality it was his head, illustrates the importance of accuracy in reports.

Of course everybody realizes that there are very few worries in the electric railway business, but one of the few is caused by inaccurate reports. The tendency to exaggerate conditions, distance, speed, and other items causes much trouble.

As an example, a motorman recently made a verbal statement to an official of the transportation department regarding what he considered was a defective mechanical feature of a car. He said, "I have had that car about six times in the past month, and have reported it B. O. every time." A check of the motorman's cards filled out by this trainman over a period of a month failed to reveal a single item referring to B. O. equipment on that car.

The temptation in making out an accident report is to over-emphasize the points of defense and to minimize the points of liability. An automobile moving at 25 miles an hour can easily become a 40-mile-an-hour terror under the too-enthusiastic indelible pencil of a motorman making out an accident report. The exaggerations that are noted in various operating department reports are not considered as deliberate attempts to conceal the truth. Under questioning by claim department or safety bureau investigators the fairness of trainmen to themselves and to other parties involved in an accident is consistently and commendably shown.

Exaggeration is just a human trait that is dangerous, and because the electric railway business must be exact, curbing exaggeration and dealing exactly and accurately with facts is of the utmost importance.

### Division Offices Do Well

DU E to the variety of weather that Los Angeles has experienced in the past two weeks, almost every department has been affected by the general run of coughs, colds, and other forms of minor illness. It is at such times that the men in charge of the offices of the divisions are put to a real test. The scheduled runs have to be put out on the streets despite weather and sickness. The cooperation of trainmen who are willing to work extra time under such conditions to facilitate the maintenance of service is deserving of the highest praise.

To the division office men falls the task of adjusting the assignment of runs so that the full service needs can be made. Only men connected with the electric railway business can fully recognize the details that are involved in juggling the time clocks and the schedule book under such conditions, but the efficient results that are obtained testify to the resourcefulness and ability of the office forces, as well as the fine cooperation of trainmen.

### The Right Use of Sand

Sand is a very useful article except when it gets between your toes. Chickens make good use of it in their gizzards and a considerable amount of it is necessary in the make up of every real man, but what I started to say was that when sand is improperly used in connection with stopping a street car, the result is most disastrous to one side of the right front wheel on that same street car and often brings on serious trouble all along the line. A three cornered wheel on a street car has been known to produce floating kidneys, falling plaster, chronic insomnia, cracked wall paper, inflamed tempers, sunken sidewalks, nervous prostration and damaged foundations.

Now the facts in the case are as follows: Motormen must use sand when the track is slick. Sand must be properly used. You must know how to use it. Wheels must not be flattened. Cut the following out and paste it in your hat: "Keep the track well sanded when it is slick. Use less brake pressure to make stops on sanded rails. Never drop sand in front of sliding wheels. When making stops on slick track start dropping sand before you apply brake." Yes, it can be done, try it. Might be a good idea to bet yourself a dollar that you can run all winter without flattening a wheel and then win the bet.—Trolley Topics.

## BULLETINS

Issued February 8, 1926

**BULLETIN NO. 17**  
Notice to Conductors  
Fireman's Pass Book No. 16567, issued to Fireman John F. Mahoney, is reported lost. If presented for transportation, take up, collect fare and send to this office with report.

**BULLETIN NO. 18**  
Notice to Conductors  
Pass No. 162, issued to Hon. Ralph L. Criswell, Councilman 7th District, City of Los Angeles, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

**BULLETIN NO. 19**  
Notice to Conductors  
Pass No. 1357 issued to C. M. Coe, Instrument Man, Electrical Construction Department, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

**BULLETIN NO. 20**  
Notice to Trainmen  
Especially care must be observed by crews on pull-in trips, in order that car may not be operated at excessive speed, and also more attention must be paid to the sounding of gong on approaching dangerous cross streets.  
This is especially important when pulling into Division 3 from the north end of Line "E."

*P. B. Hill*

### BUS BULLETINS

**BULLETIN NO. 389**

January 27, 1926  
Complaint is made of Gas Fumes from the buses when the motor is running in the 61st and San Pedro Street Bus Zone. Beginning at once when buses layover in the zone more than 2 minutes, Operators will shut off the motor.

*Wauvanken*

Letter Marked "Boy  
from Iowa" Reaches  
Wilshire Bus Shiek

Wanted: No, that doesn't sound right. Will someone page—No, that isn't a good way to put it, either. Let me see, now, I'll spring it like this: "Does anybody know a boy from Iowa, with coal-black hair, a conductor on Wilshire?" Good-night,—you would think this was the Iowa picnic at Long Beach, from the answers. Now we will have to draw straws to find out to whom this letter belongs. It has the above description of its owner, and is sent in care of the bus division. Hold on a minute—what, you say it's yours, been expecting it? Well, Mr. E. L. Herbel, you'd better give the girls your name next time, or we might give your mail to another one of these Iowa shieks.

ELMER WOOD.

### What's The Difference?

What is the difference between a motorman and a conductor?

One rings the dong-dong, the other the ding-ding.

One loads passengers direct, the other through the mirror.

One curses the traffic before him, the other gets cursed because the car doesn't go ahead.

One is odd, the other is even.

The motorman was given the odd numbers because it seems odd, that if his wife attempts to board his car by the front way, he can snigger, slam the door in her face, and tell her to go around the back way.

F. E. D.

### HAWAIIANS ON AIR

The Hawaiian quartet of the company presented a radio program from Station KNX, the Evening Express, last Wednesday night at 7:30, and again on Saturday from 3 to 4:30 p.m. and from 10 to 11 p.m.

## LANDSLIDE KNOCKS CAR OFF TRACK IN STORM

The rain storm which started last Sunday resulted in several delays to street car service and inconvenience to passengers, and reached a height Tuesday night during the heaviest down-pour. At that time a part of the cliff at Avenue Forty-two and Marmion Way broke away and the landslide struck a Line "W" car, knocking it from the track and blocking both rails. At the same time Line "R" was cut in four places due to high water. Buses were sent out to maintain service through Third and Gramercy, which is a low spot where storm water always causes difficulty. Two of the buses stalled in the deep water, and had to be towed out.

Streets in the vicinity of the new storm drain along the Eagle Rock line were dammed to divert water from the excavations. This resulted in the Eagle Rock tracks being covered with water from Macon Street, which is near the Division Three car house, to Glendale Junction. Efforts were made to run some of the cars through, but the rock and debris washed on the tracks by the flood water threatened wholesale derailments, and necessitated the line being cut.

## Appreciation

Los Angeles Railway.  
Gentlemen:

I am the wife of one of your shop employes. I was attending your annual Christmas party on the evening of December 26, 1925. While there I dropped my gold wrist watch, but did not miss it until the next day. I knew I must have dropped it in Foresters' Hall. So on December 28th I wrote to the lost and found department of your company, telling them of my loss, but never dreaming I should hear further or ever see my watch again. To my surprise, on January 22, 1926, I had a card telling me to come and describe my lost article. What was a greater surprise, my watch was returned to me in perfect condition. I want to tell you I surely appreciate the honesty of one of your employes who must have turned in my watch, also the kindness of Mr. C. Means who turned it in. I would like to thank the finder personally, but not knowing who it is, I am doing it through Two Bells.

Thanking you very much, I am,

Yours truly,

RUTH C. DYE.

1010 Rosewood Ave.,  
Inglewood, Calif.

### A DOUBLE FAVOR

Housewife: "Here's a nickel for you—by the way the lady next door wants someone to beat her rugs."

Tramp: "Thanks for the warning, lady."

Breathes there a girl  
With hair so red,  
Who never to  
Herself hath said:  
These are my own—  
My native strands.

—Exchange.

"As I was crossing the bridge the other day," said an Irishman, "I met Pat O'Brien. 'O'Brien,' said I, 'how are you?' 'Pretty well, Brady, thank you,' sez he. 'Brady!' says I, 'that's not my name.' 'Faith,' sez he, and mine's not O'Brien."

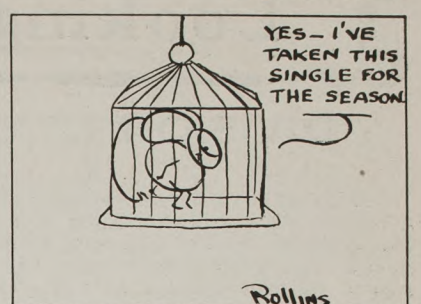
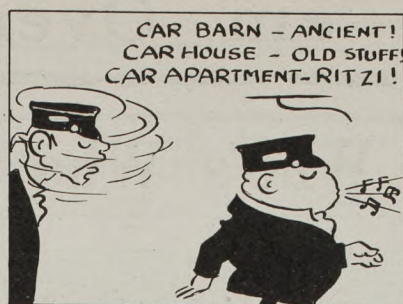
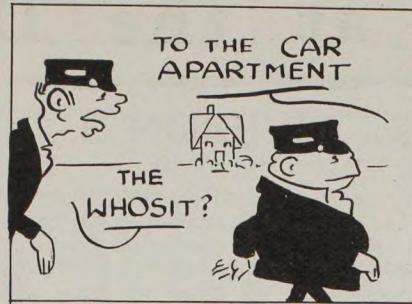
"With that we again looked at each other, and sure enough it was neither of us."

A fault of your own would probably be a sin in others.

**Conductor Ding and Motorman Ding Ding**

*With a Disappearing Trolley*

*By Rollins*



**Bouquets And Things (Hand Picked)**

For Condr. C. W. Springstead—Div. 1  
Los Angeles Railway.  
Gentlemen:  
The writer once more has the privilege of commending Conductor 2316. This man is most efficient in his work and unusually courteous. I took the liberty of talking with him in regard to his work and he said that he just enjoyed it immensely and got a great deal of pleasure out of it, and his method of handling the public shows that this is more than true.  
Very truly yours,  
EDITH V. SIMONEAU,  
Secy. Michigan Society of So. Calif.,  
2801 South Hill.

For Mtr. J. E. Crawford—Div. 2  
Los Angeles Railway.  
Gentlemen:  
I wish to express my appreciation for the kindness shown by a motorman, 1461. I feel that there are many who should receive commendations for courtesy and kindness of which nothing is known.  
Respectfully,  
MRS. MARY E. GOLDSBOROUGH,  
3762 La Salle Avenue.

For Condr. I. Gasparro—Div. 3  
Los Angeles Railway.  
Gentlemen:  
I have noticed this conductor 662 on the West Adams line is particularly helpful to patrons—seems always good natured and interested in the people who ride.  
AMELIA FOSHAY,  
Principal—24th St. School.

For Condr. R. R. Moreland—Div. 3  
Los Angeles Railway.  
Gentlemen:  
While visiting in Los Angeles last week I was greatly impressed by the courtesy and kindness of Conductor 2130, line "W," by the way he handles the public.  
I wish to congratulate him for his kindness and the efficiency he uses in handling the public, as his car was packed and he deserves much credit.  
Respectfully,  
MRS. E. J. RUSSELL,  
State School,  
Whittier, California.

For Mtr. V. Chalker—Div. 4  
Los Angeles Railway.  
Gentlemen:  
I wish to commend to you Motorman 2207. On January 2 at about one o'clock, he was operating car 363, on line "P," south on Broadway between Tenth and Eleventh, when a woman who must have been deaf and blind stepped right in front of the car. Only remarkably quick emergency application of the air together with his reversing the motor prevented a serious accident.  
Yours very truly,  
J. W. MCKINLEY,  
621 Security Building.

For Condr. R. H. Gardner—Div. 5  
Los Angeles Railway.  
Gentlemen:  
I was a passenger on the "M" car—48th Street line—on which a lady appeared to be taken very ill. She said her name was Mrs. Davis and she lived at 67th and Vermont Sts. I could not help but notice the kindness and sympathy shown her by your conductor, he did everything for her he could and she was taken from the car into a Red Cross ambulance.  
Very respectfully,  
MRS. C. L. ARNETT,  
1546 West 45th Street.

**Division Four Men Back from Five-Day Duck Hunting Trip**



A PARTY of Division Four men returned recently from a five-day duck-hunting expedition in the vicinity of Willows, which is about 80 miles north of Sacramento. Foreman B. B. Boyd, Clerk E. E. Roffee, Motorman F. W. Cunningham, Conductors J. A. Weathers and H. W. Coody composed the offensive. They reported ducks were so thick that a hunter needed only to shoot wildly in the air and hold his bag open. The game in the picture was brought down in less than two hours.

**LOW JANUARY COMPLAINT MARK FOR 5 YEARS MADE**

THE total of 136 complaints recorded last month is the lowest for the month of January in the past five years. The nearest approach to this mark was made in January last year, but at that time the total was 154.

A decline of three discourtesy complaints as compared with the preceding month is encouraging, and the only classifications that show any serious increase over December are "fare and transfer trouble" and "starting too soon."

Classification	1925 Dec.	1926 Jan.	Loss or Gain
Discourtesy	54	51	-3
Fare and Transfer Trouble	36	41	+5
Starting Too Soon	1	6	+5
Passing Up Passengers	8	9	+1
Carrying Passengers Past Stop	10	3	-7
Dangerous Operation	5	5	0
Short Change	7	4	-3
Miscellaneous	23	17	-6
<b>Total</b>	<b>144</b>	<b>136</b>	<b>-8</b>
Commendations	65	56	-9

**Lost and Found Boss Seeks Lost Health**

A. T. "Fred" Clothier, who has presided over the lost and found department for many years, has been confined to his home for several days by an attack of lumbago. He visited the offices during the week leaning heavily on a walking stick that looks like one of Harry Lauder's collection. The bunch at the main office hope to see him back on the job soon.

*Experience is a good school, because the pupils can't play truant.*

**Payment Requested on Chest Pledges**

A few pledges made to the Community Chest during the campaign last fall have not been paid. Those who offered financial help to the welfare organization are urged to meet the small outstanding obligations as soon as possible, as the delay causes considerable inconvenience in maintaining the records of the Chest, and as the money is carefully budgeted and allotted to the various participating agencies, every shortage hampers the work of welfare and relief.

**On The Back End (Contributed)**

Oh, didn't it rain!  
\* \* \*  
"The way it rained, it was a shame and our telephone at the house went out of commission and I had to stay home all day," complained one of the charmers of the seventh floor at the main offices. Moral—It never rains but pours.

Aw, you're all wet.  
\* \* \*  
Lady standing at Seventh and Broadway: "My, what's the matter with the "H" cars?" Finally one arrived with front step off. Lady looked at it in disgust and said: "Just a week ago I stood here and waited and this same car came along with step off. The company certainly lets the cars go a long time without fixing them."

Trying to figure this out is worse than a cross-word puzzle, but we would like to know if the moisture in the air Sunday was more than most of the men could stand, or whether they were poor swimmers and were afraid to venture out, because just 23 motormen and 19 conductors reported sick on that day. Gosh! If we have another good rain we might have to close down the division.—Division One Office.

Last Sunday afternoon two elderly ladies boarded an "F" car at Figueroa and Santa Barbara and asked the conductor: "Does this car go over the Los Angeles River?" The conductor replied that it did. They rode to the end of the line and back to Figueroa. On leaving the car they said, "Thank you ever so much. We've lived here twenty years and just wanted to see the Los Angeles River running with real water. We're satisfied now." And the conductor reports they seemed to be tickled to death.

A gentleman with a traveling bag boarded an East Fourth Street car at Sixth and Main. "Will this car take me to Chicago?" he asked. "No, we turn back at St. Louis," the conductor informed him.

A street car ran down and killed a dog. A damage suit followed. The defendant won the suit on the technicality that the dog was "J" walking. Henceforth we would advise: You don't always have to read, but keep your dawg between the lines.

Porter: "Where yo trunks, sah?"  
Salesman: "I use no trunks."  
Porter: "But I thought you was one of these travelin' salesmen."  
Salesman: "I am, but I sell brains, understand? I sell brains."  
Porter: "Excuse me, Boss, but youse the first travelin' fella that's been here who ain't carrying no samples.—Exchange.

**WHAT'S IN A NAME**  
"Yes," the teacher explained, "quite a number of plants and flowers have the prefix 'dog.' For instance, the dog-rose and dog-violet are well known. Can any of you name another?"  
There was silence, then a happy look illuminated the face of a boy at the back of the class.  
"Please, miss," he called out, proud of his knowledge, "collie-flowers!"  
Progressive Grocer.

# Looking 'em Over at the Divisions

## DIVISION 1

D. B. Kohl

Conductor B. C. Bryant, working as a student with Conductor L. M. Hills, was seriously injured this week when he was struck by a truck when flagging a railroad crossing at Palmetto and Mateo Streets. He was rushed to the Receiving Hospital where it was found that both of his legs were broken, and that he was possibly injured internally.

Conductor H. H. Wulf, sometimes pronounced "Woof," has returned to duty again after being off about a month due to a sprained ankle he received when he stepped off a car backwards.

Conductor Louie Rasmussen is a very accommodating sort of person and will always work a tripper when asked by the clerks, the only trouble being that he invariably asks for a run on the West Sixth Line, and if not given a run on this line he will wear a disappointed look for several days afterwards. We don't know why he prefers this line unless he likes to be where there is always "something doing."

We hope that Conductor Kiser won't take offense at this, but a motorman remarked on the second day of this month, that Kiser reminded him so much of a ground hog that he thought of the old saying that if a ground hog comes out of his hole on the second day of February and sees his shadow he will go back and stay for six months, but if he doesn't see his shadow the winter will soon be over. At three o'clock p. m. it was reported that Kiser hadn't seen his shadow yet, so it looks like the rain and cold weather is all over for L. A.

Conductor L. W. Corley left suddenly for his home in Texas on account of receiving word that his mother was seriously ill.

We offer apologies to Mr. Cardenas for stating in last issue of Two Bells that he hung around the office window trying to get off so he could ride in his new Essex, for we later found out that what he really was trying to do was to talk the clerks into joining a Chinese Orchestra which he is now endeavoring to organize.

## DIVISION 2

H. T. Hansen

Foreman J. A. Madigan, who has been off a few days with the flu, has returned to work feeling much better.

Conductor H. Schuss, while attempting to board the rear end of a car after flagging railroad, slipped and fell, and was severely injured. He was taken to the Emergency Hospital where it took three stitches to close up the cut in his forehead.

Motorman R. Aldworth was granted an indefinite sick leave on account of ill health.

She: "I wonder if you remember me? Twenty years ago you asked me to marry you."

Absent-minded Prof.: "Ah, yes, and did I?"

Motorman H. H. Fairman jumped against a guy wire while dodging an auto, and was severely injured—breaking two ribs. He will be confined at his home in Inglewood for some time.

Motorman S. T. Millard, who has been confined on account of ill health to Olive View Sanatorium, is showing marked improvement and is able to do a little work on location. Any of those

## Who's Who



SOME of the faded and frayed papers filled out by Hal F. Henley in 1904, when he applied for employment on the Los Angeles Railway, state that his first job was as a hotel bell boy in Hot Springs, Arkansas. Graduating through that work, he became a hotel clerk, and at another time was collector for a newspaper in that town. The combination of bell signals and cash collecting very naturally led to street car work, with the result that he was employed by the Hot Springs Street Railroad Company away back in 1895. When he reached Los Angeles in 1903 he was employed for a time in the Pacific Electric shops in clerical work and later as a car trimmer. He started with the Los Angeles Railway September 29, 1904, and is today one of the best known conductors of Division Two.

who can find time to visit him would be very welcome.

Two of our clerks decided to make a little variety in their work by changing shifts. B. I. Derry is now working days, and R. C. Hoyle is working nights.

## SHOPS

Jack Bailey

Our deepest sympathy is extended to B. E. Timbs and family upon the death of his father, who recently passed away. Mr. Timbs, Jr., himself has just recovered from a week of illness when he received the news of his father's serious condition.

"Tony, who is dat solvent looking gentleman speculatin' up an' down de shop wid de silver obstacles?"

"Don' yuh organize him?"

"No, Ah don' organize him. Ah's neber been induced by him."

"I'se franchised yuh don' organize him. He's de most confiscated man in our whole diaphragm. He's dat Robert Conley from Hollywood."

Blacksmith T. Aday of the fender shed is still in search of his trimming file. The boys just couldn't stand to hear him rake it across his nails. They say it hurt their teeth.

Mr. W. C. Brown: "Not a man in this division gets any liberty today." Voice: "Give me liberty or give me death."

Mr. Brown (quickly): "Who said that?"

Voice (quicker): "Patrick Henry!"

If Sid and Ted Ormston show some difficulty in adjusting their hats, step

## DIVISION 3

Dan Hanley

"When I was in New Orleans, the next best thing I liked was the Mardi Gras," remarked Conductor Erickson.

"Is that so?" replied Conductor Polansky, "I wonder if we could not get Mr. Tuttle, our restaurant man, to try it with the dinner instead of spinach or sauer kraut."

A little advice to Conductor Molster: Never stand up on a roller coaster.

"We are not taking on any today," said Mr. Hayner to an applicant, "but if you will leave your address, we will send for you in a couple of weeks."

"A couple of weeks?" replied the applicant. "Say, if I have to wait that long for the job, I ain't gonna have any address."

Did you ever try to figure out why they fenced in cemeteries? Those outside don't want to get in and those inside don't want to get out.

It was raining quite hard and all the curtains were down in the front section. Then one of those fresh air guys raised the curtain and looked out. The wind was blowing and the rain was coming in all over a man sitting in the seat behind, so he reached over and slammed the curtain down again. "Hey, what's a matter? I wanna see," remarked the man who had raised the curtain. "Well, leave it down," barks the big boy behind, "no one wants to see you."

## THANKS FOR THE RAIN

During the recent rain storm, when it was coming down the heaviest and the street was flooded, a traffic man picked up a young lady from the sidewalk and carried her over to the car. A man standing nearby looked on and as the car drew away, he called the traffic man and said, "Hey, friend! I'll give you \$5.00 if you will loan me your hat and rubber boots for an hour."

"Here's here I double my pay," remarked Clerk Reid, as he folded his pay check.

## AND NOW FOR THE SUNSHINE.

up and call either of them uncle. It's a new baby boy in their family circle. Congratulations to the mother and father.

It is again our sad duty to announce the death of one of our esteemed shop mates. Pete Nightingale died suddenly on Sunday, January 31. Mr. Nightingale was a machinist. He leaves a wife and three children. Words cannot express our sympathy for his family and as our companion and fellow workman his place can never be refilled.

## BUS DIVISION

Elmer Wood

Here's where we get a good laugh on Jack Bailey, scribe of the shops. At the company dance, Jack was teaching a girl a new little step, and in her efforts to raise one foot off the floor and kick with the other, she lost her slipper. Well, that may not sound funny, but if you could see Jack down on his knees in the middle of the floor, putting the fair lady's slipper on her dainty foot, you couldn't have kept from laughing. That was the first time I ever saw Jack blush such a pretty red.

Operator R. R. Richards is on a 30-day leave of absence, most of which he will spend trying to keep warm back in Illinois.

## DIVISION 4

C. J. Knittle

Conductor T. E. Davis says the difference between a motorman and a conductor is forty feet of rolling stock.

In the orchestra, we find an exception. The conductor is a motorman.

Motorman Seibert's little boy attended a high school football game last Friday and that evening before crawling into bed he knelt down, bowed his head and yelled:

"God bless Pa.

"God bless Ma.

"God bless Sister.

"Rah, Rah, Rah!"

The distance between Conductor Will Nabbit's ears is one block.

A woman asked Information Man C. L. Hansen if he could direct her to a good dressmaker. Hansen replied he could not answer the question because the one who made the dresses he once wore, died of old age.

Two extra men were overheard conversing last Wednesday morning.

"I heard you were on the sick list," said one.

"Yes," affirmed the other, "I had the clothing sickness."

"What on earth is that?"

"Well, I had a coat on my tongue and my breath came in short pants."

Conductor Osting says his girl claims to be city bred but he is convinced she is lying. She laughed at some jokes in this column last week.

Dr. Fisher was testing a prospective trainman's eyes and had told him to close one eye and read the top line on the chart. After some silence he said, "What's the matter? Can't you read that line?"

"Sure, I can see them all," he answered, "but I can't pronounce any of the words."

We suggest that Division 3 scribe end his column hereafter with a more startling paragraph—like, for instance: IT HAS RAINED!

## DIVISION 5

Fred Mason

One of the boys was telling Henry Mast how wet it was here last Sunday and Monday. Henry said, "H—! It's that way all the time in Tijuana."

Henry arrived back from Tijuana on Monday and Tuesday bid in a run on East Fourth Street. Figure that out, will you!

Conductor Frank Nelson, who has been on the sick list since November last, has resigned on account of ill health. Frank had been with the company since August, 1919. Good luck to you, Frank.

Society Notes: Motormen Ed Bradish and Clint Coxhead had dinner together last Tuesday. Ed paid the bill and Clint tipped the waitress. She turned them both down.

Glad to see Conductor J. E. Clark back on the job again after a forced lay off of two months on account of a motorcycle accident.

Why give me the horse laugh every time the Prince of Wales falls off his horse? It's not a horse on me—it's a horse from under him.

It ain't a gonna rain no more than it did last Sunday.