

Div. 1 Car House to be Improved

SAFETY TIPS FOR RAINY WEATHER GIVEN

By JOHN COLLINS
Supervisor of Safety

Trainmen must recognize changed conditions. When we have weather that is out of the ordinary, all other things are out of the ordinary, and new forces come into play to meet this change. The ordinary operating rules are reinforced by other rules, because of the increased hazard.

A new motorman had a slight rear end collision on February 1, which was a rainy night, and he was discharged. He said, "I did not hit that car on purpose, but did all I could to avoid hitting it. Any other motorman would have hit it."

Rules Assure Safety

This man knew the car was ahead of him, and too, that it had a load of passengers who would be slow to alight on account of the rain, the darkness, and the water in the streets. He was pulling into the barn, with no passengers on his car. The water on his window obscured his vision, and the rain cut down the visibility of the car ahead. This man understood the road space rule, but made no effort to observe it, and he could not stop within the range of his vision. As a matter of fact, he had to consciously or unconsciously violate several rules in order to hit that car. The observance of any one of the rules governing car operations under such conditions would have placed him safely in his division.

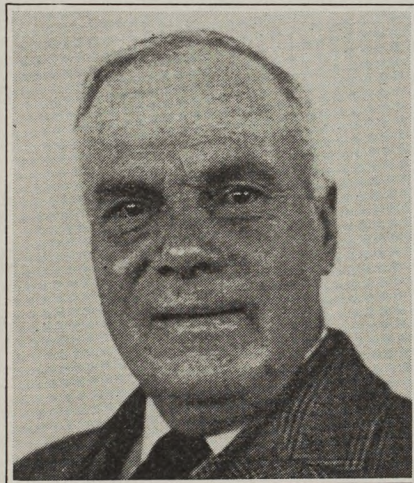
Use Plenty of Space

It takes very little common sense to understand that when it starts to rain, the streets and the rails are slippery, the automobile drivers are more unruly, and it is more difficult to stop a car. The drivers of vehicles have their side-curtains down, and the windshield is covered with water, thus shutting out sound and cutting down the visibility, therefore motormen must be more cautious in passing them, and should maneuver for position while following or closing in to a stop behind them.

In following a car, you have all the distance from where you made the

(Continued on page 2, col. 1-2)

John D. Wilson Who Served In India With Lord Roberts



FOR varied experiences and romance in the four quarters of the earth, John D. Wilson, night custodian of the Los Angeles Railway Building, is probably the ranking man in the organization. He is 62 years old, but is so confident of an extensive future that he is a member of the Centenarian Club. In his younger years he served with the British troops in India, and tells the following story of Lord Roberts, who was the idol of the Empire:

"I was a soldier, in the British army, Sixth Dragoon Guards—Carbineers, stationed in Sealcote, Punjab, East India. When nineteen years of age, I was in Murree, up in the Himalaya Mountains, and was taken down with typhoid fever. I was delirious for nineteen days. On the second morning after I regained consciousness, I was aroused from a doze by the pressure of a tender hand on my forehead.

"Looking up, I saw standing at my bedside an officer, a very little man, all lace and gold braid.

"He said to me, 'Well, my boy, the doctor tells me you have been very sick—nearly passing over. But he assures me that you are now out of danger and on the road to recovery.'

"Taking hold of my hand very gently, he asked, 'Do you know me?' 'No, sir,' I answered. 'I am "Little Bobs," your Commander.'

"It was Sir Frederick Roberts—afterwards Lord Roberts!

"I tried in my feeble condition to rise from my pillow and give the military salute.

"'Tut, tut, my lad! Lie still. Conserve your strength. I know your intention,' my General cautioned me.

"That happened forty-one years ago. I have carried the memory of those precious moments with me through life."

Cond. "Bill" Huddy Nabs Pickpocket Suspect on Car

Two alleged pick-pockets who attempted to work on a Pico car made the fatal mistake of selecting a car with an Irish conductor, namely, W. B. Huddy of Division Four.

"Bill" profited by the recent meetings of trainmen in which police executives told how to detect and handle pick-pockets. He spotted the act and nabbed the man who is now facing court. He was knocked down, but scrambled to his feet, grabbed the culprit and turned him over to a police officer. This all happened at Eighth and Broadway at 11:35 last Monday morning.

Bill can mix socially with the best of folks, but in his day he has mixed with a variety of pugilists, as a promoter and manager, so he recognizes the doctrine of "might is right" when he encounters the type that understand only that language.

Shakeup Held For New "M" Schedule

A line choice of runs was conducted at Division Five last Thursday night preliminary to the establishment of a new schedule on Line "M" which is effective Sunday, February 14. As the majority of men at Division Five work on Line "M," and as this line is the heaviest, in point of passengers carried, on the system, considerable interest was shown. The new schedule is largely a re-arrangement of the old, and was made partly to accommodate trailers for rush hour service. Six regular runs are added to the daily except Saturday and Sunday service, and the extras are reduced. A maximum of 105 cars will be required in daily service under the new schedule.

Western Ave. Bus Line Service Increased

A new Western Avenue schedule of the Los Angeles Motorbus Company effective February 14 will provide a general increase in service and will discontinue operation of buses from Manchester to Fifty-fourth Street as a shuttle line. The buses required to meet the travel demands of the Manchester end will run straight through from the Hollywood side. Others will turn back at 54th St. A three-minute headway will be given in the morning and evening rush hours and an eight-minute headway in the mid-day. The evening headway gradually reduces to 15 minutes, effective at 9:30 p. m.

FOUR PILLARS TO BE TAKEN FROM FRONT ENTRANCE

A building permit has been issued for improvements at Division One car house, at Sixth Street and Central Avenue, which will change the appearance of the building considerably and facilitate the storage and mechanical work on cars. Four steel columns now at the front of the building will be removed and a single pillar with two heavy steel trusses will support the front. The exterior will be finished with cement plaster over metal lath, giving a light-colored surface in place of the present brick exterior.

Changes will be made in the track arrangement, as considerable inconvenience and delay is being experienced at present. There will be eight storage tracks instead of ten under the new arrangement. The present north track of the car house is practically dead, and can only be used for small cars. The newer type of cars will not clear the building extension which was recently constructed. Although new curves will have to be laid, no new special work is contemplated.

The pits will be filled in with dirt and cement to a standard depth of four feet six inches. These pits are now five feet seven inches deep, which means that a mechanic who is anything less than six feet tall has considerable difficulty in reaching parts to be repaired underneath the cars.

Division One is the oldest car house of the five.

Trash Boxes To Be Placed At Terminals

A check has been made during the past week to determine the number of terminals that are not properly supplied with rubbish boxes wherein trainmen may deposit transfer stubs and other waste odds and ends originating from their work on the cars. Some time ago rubbish boxes were placed at the ends of all lines, but some have been broken and destroyed. The new boxes will be placed at the terminals shortly, and trainmen are particularly urged to use them and refrain from throwing waste papers from the cars along the lines.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Know The Danger Points

OWING to improvement work such as the construction of sidewalks and storm drains, the conditions at stopping points change frequently. Every change has a bearing on safety, and it is a part of the job of every trainman to take these local conditions into consideration in the loading and unloading of passengers.

Recently a bulletin was issued regarding some work being done at an intersection, and specific instructions were given for stopping the car. Within a comparatively short time two violations of the rule produced two rather serious accidents.

A man can never present the excuse that he did not know that a dangerous condition existed. Running over the same spot many times a week, the extra men as well as those who hold regular runs, become thoroughly familiar with the local conditions and should be alive to any changes.

Make a study of the lines on which you are required to run. Familiarize yourself thoroughly with the various local conditions affecting safety. Be on the watch for changes that affect safety, and exercise particular care to prevent accidents.

Help Keep Streets Tidy

IN AN effort to keep the streets on which the cars run as neat and clean as possible, the company is preparing to place rubbish boxes at every terminal for the disposal of waste paper from street cars. Complaints have been received from time to time regarding the practice of throwing torn parts of transfer backs and other papers from the street cars. The swirling breeze of the car quickly carries the bits of paper and cardboard to neighboring lawns and yards and results in criticism of the company and trainmen. Men have been demerited for repeated offenses of this kind, and in practically all cases it has been found that there was no excuse, because rubbish boxes were available for use.

Every individual takes a rightful pride in his own little domain, whether it be a house and lot, a hotel room, or a locker.

Make a constant effort to dispose of waste paper in such a manner that it will not annoy householders and result in complaints being made to the company.

SAFETY SUPERVISOR GIVES TIPS FOR RAINY WEATHER

(Continued from Page 1, Col. 1)

last stop to stay away from it, therefore use it for that purpose, especially in zone one.

Care must be exercised in running through water. Do not spray people beside the track. Be careful that planks are clear of the car, especially if people are standing on them. Rule No. 74 is a very important one. Eight miles per hour is not a fast speed, and when water is over the track, four inches deep from the top of rail, it is considered deep water.

If you have reason to believe that sand or gravel may be on the rails, run very slowly, feeling your way, and avoid a derailment. When rails are covered with sand, do not double with the car on the other track. Coast as much as possible through deep water.

To run into deep water at a fast speed will throw a volume of water against the front windows, breaking the glass, and too, will come up through trap doors, causing passengers on the outside platform to get wet.

There is danger of derailment at switches, curves, at the foot of grades, or any other place where water washes across the tracks. Make it a point to keep your front window clear. Do not wipe it while the car is in motion, and operate your car so stop can be made within the range of your vision.

Remember this, when it rains, everyone is in a hurry, and everyone is slowed up, but you who are trained to recognize these things, must remain well balanced.

HE STUCK TO IT

Robert Fulton years ago
Said he'd make the steamboat go,
And stuck to it.

Robert's friends began to jolly,
Called the steamboat Fulton's Folly,
But the darn thing went, by golly,
He stuck to it.

—Exchange.

Papa: "Did you win the race today, son?"
Abie: "Yes, py chust a nose, pap."
Papa: "Mine Gott, vat a victory."

FISHIN'

The rush of a stream in morning's light,
The song of a whirring reel,
A strike, a jerk, and a sporty fight—
And another "beaut" in the creel.

FAR FROM IT

His Wife: "I suppose you think you've married a mere butterfly."
Her Husband: "Not on your life. A butterfly makes one costume last her a lifetime and it costs nothing at all to feed her."

BULLETINS

Issued Feb. 15, 1926

BULLETIN NO. 21
Notice to Trainmen

Attention is again called to the practice of some conductors and operators of throwing waste paper, transfer stubs, etc., from moving cars and at terminals, instead of using the receptacles provided for such waste.

Also considerable trouble is being experienced in taking care of toilets, due to such rubbish having been deposited in toilet bowls.

These practices must be discontinued at once.

BULLETIN NO. 22
Notice to Motormen

Attention is called to the reverse of motormen's cards where provision is made for reporting derailments or accidents. The notation that the car was in an accident or derailed must be made, regardless of whether any damage to the car is reported or not.

This in order that the car may be properly inspected for such damage as may have occurred, but which may not be readily noticeable.

BULLETIN NO. 23
Notice to Trainmen

At times when automatic traffic signals are in operation at certain points, police officers in charge of the crossing will signal Los Angeles Railway cars to make turns against the traffic signals.

This courtesy on the part of the Officers is greatly appreciated and trainmen may move on this personal signal from traffic officer when given, but at times when the signals are in operation and no officer is in charge, or when an officer is in charge and does not distinctly give such signal, cars must move only in accordance with the automatic signals.

BULLETIN NO. 24
Notice to Conductors

The following passes are reported lost: No. 1822 issued to R. E. Wallace, Helper, Garage Department. No. 1872 issued to Florento Chavez, Electric Welder, Mechanical Department. No. 6470 issued to R. E. Palmer, Flagman.

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

P. B. Hill

BUS BULLETINS

BULLETIN NO. 391
February 2, 1926

Conductors and Operators when receiving tickets and transfers must cancel them immediately with their punch. This is in accordance with rules in force and it is being violated in some instances.

BULLETIN NO. 392
February 2, 1926

Conductors and Operators are not permitted to exchange positions without permission from some one in authority to do so and permission should not be asked to make this change unless in some cases of emergency where such change cannot be avoided.

BULLETIN NO. 393
February 3, 1926

Operators on Melrose Bus Line must not cross the intersection of: Melrose and La Brea, Melrose and Highland, Melrose and Spaulding, Melrose and Genesee faster than 8 miles per hour. This on account of the low constructed gutter.

BULLETIN NO. 394
February 6, 1926

There have been some cases of Bus Operators and Conductors when calling from private phones calling the garage direct instead of calling the Los Angeles Railway Dispatcher. This must be discontinued at once. All telephone communications relative to the operation of buses must be made through the Los Angeles Railway Dispatcher, telephone numbers as follows:

Main 4174 between 8:00 A. M. and 5:30 P. M., daily except Saturday and Sunday. On Saturdays between 1:00 P. M. and Monday, 8:00 A. M., phone number is Metropolitan 4629.

J. W. Ranken

DIVISION CHIEFS CONFER WITH INSTRUCTOR

A meeting of the five division superintendents was held at the instruction department lecture room Friday, February 5, and, having them in his own back yard, Daniel Healy, chief instructor, was able to tell them what he thought about division superintendents.

The meeting was called to review the work connected with the new line instruction system as it affects the divisions. The arrangement of the line instruction runs to meet the convenience of the instructors, the needs of the division and the instruction department were considered at length. Typical cases in instruction work were taken from the schedules and the best methods for meeting given conditions were suggested.

One of the topics to which considerable time was given, was the operation of runs from the various divisions that involve foreign routes, and the arrangements for handling students on such runs.

EMPLOYMENT DEPT. "TURNOVER" SMALL

Although there are 2331 trainmen on the lists of the five divisions, the turnover in employment is exceptionally low and indicates that men are sticking close to their jobs and with few exceptions, are discharging them creditably. The first month of the new year saw less than 100 men put through the employment department, according to J. B. Hayner, superintendent of employment. The exact total was 98 and they were divided as follows: Motormen, 35; conductors, 32; safety operators, 4.

Wilshire Riders Vote On Change

A new schedule on the Wilshire Boulevard bus line was made effective February 14 following a vote of passengers on a change in service. The line has two terminals on the west end, one at Wilshire and Fairfax, and the other a loop around La Brea and Country Club Drive. The line is split at Wilshire and La Brea. The company suggested that after 6 p. m. the buses should turn off Wilshire Boulevard and make the loop around Country Club Drive and Ninth Street in running to and from the Fairfax end of the line. Although requiring four more minutes for the trip to and from Fairfax, the rearrangement provided a bus every 13 minutes instead of every 24 minutes, and the plan was approved by passengers who ride to the Fairfax terminal by a card ballot.

The new schedule adds two buses to the line and gives a five-minute morning headway and three-minute evening rush hour headway, with 17 buses in operation.

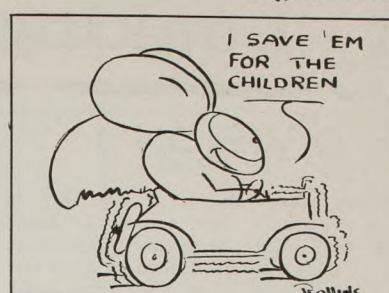
Company Orchestra Again Broadcasts

The company orchestra was "on the air" during a two-hour concert broadcast from station KHJ, The Times, last Wednesday evening from 8 to 10 o'clock. The orchestra has undergone some change and is now a six-piece organization. The standard of music has won enthusiastic praise and the players are making thousands of friends for themselves and the company.

Conductor Ding and Motorman Ding Ding

Shake, Rattle, and Roll

By Rollins



Bouquets And Things
(Hand Picked)

For Conductor C. N. Reddick—Div. 1
Los Angeles Railway
Gentlemen:
I have been riding on the street cars of this city for the past three years, and Conductor No. 3228 is the most pleasant, courteous conductor I have seen.
It is a pleasure to ride on a street car with a congenial, smiling conductor after a hard day's work—even if I am tired, I go home good natured for the rest of the evening.

Sincerely,
RUTH LINDSEY,
3101½ Budlong Ave.

For Motorman W. E. Hancock—Div. 2
Los Angeles Railway
Gentlemen:

I wish to report a courtesy received this morning from Motorman No. 9, on "H" car No. 814. The readiness of employees to accommodate the patrons of your road is a fine illustration of the good will existing between the public and your company. The payment of the recent bonus emphasizes the human touch which goes far toward creating the ideal feeling between employer and employee, visualizing the Golden Rule.

Very truly yours,
(REV.) JOHN L. MAILE,
601 North Kenmore Avenue.

For Conductor G. C. Rowe—Div. 3
Los Angeles Railway
Gentlemen:

I want to report to you how very kind, courteous and thoughtful Conductor 1872 was to me today on my boarding and leaving a "W" car, at 1 P. M., at Spring and Fifth. As usual I was loaded with bags and suit cases, as I was getting home from the hospital, and Conductor 1872 was so good as to help me, and he acted as if it were a regular habit with him.

NURSE MIRIAM JEAN ROLLINS,
2812 Jeffries Ave.

For Conductor A. P. Keran—Div. 3
Los Angeles Railway
Gentlemen:

I take great pleasure in writing you this little note. The reason it gives me pleasure, because I saw and feel that I have seen the most jolly good fellow on "W" line. When you get on his car and happen to have on a grouch and come face to face with Conductor 766, your grouch will fade away. He is a credit to your company.

C. H. JOHNSON,
1526 East 14th Street

For Conductor C. R. Hampton—Div. 4
Los Angeles Railway
Gentlemen:

I wish to say a good word of commendation for Conductor 2540 on line "P." Recently I got on a car and by accident dropped my money. The conductor immediately had the car stopped and got the money for me.

Yours very truly,
MISS ESTELLE BULLINGTON,
1323¼ Girard Street

For Conductor R. C. Young—Div. 5
Los Angeles Railway
Gentlemen:

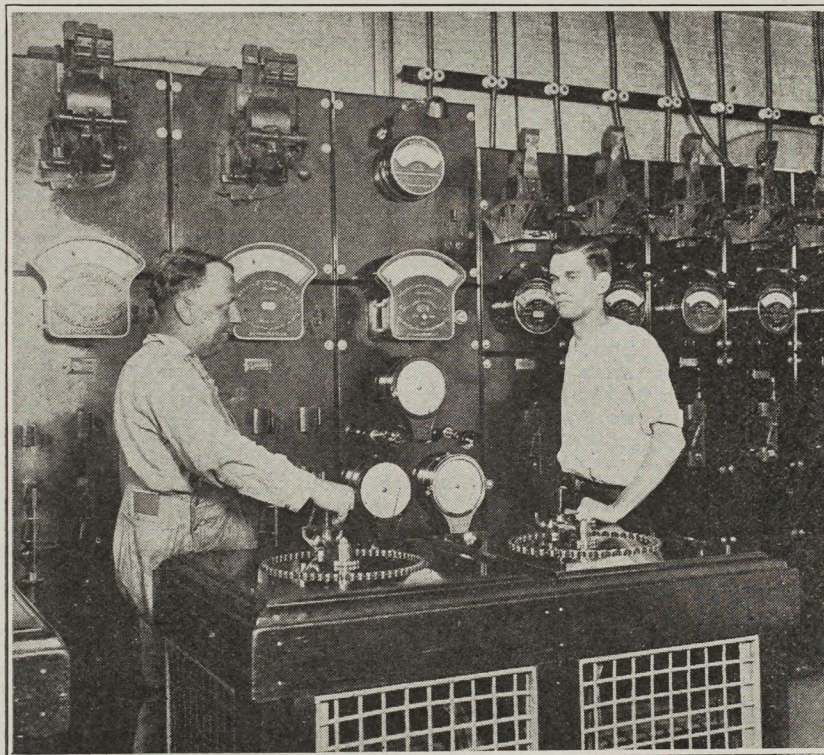
Your Conductor 536 on the Manchester-Grand Avenue line, if he isn't a family man he should be. Standing on the rear platform of his car Saturday night, it was fine to see how he helped the tired children and women off. He sure knows how to handle a crowded car, and no fuss. More power to him.

JACK MITCHELL,
431 East 85th St.

Now let's see if I can get this one straight. A woman (of course it's always a woman), boarded an Inglewood bus, southbound, in Fairview Heights, and wanted to go to Los Angeles. Operator C. W. Brown informed her that she was going the wrong way, but he told her she might as well stay on the bus until he got to the north terminal. She did so, and at the terminal he showed her where to catch the inbound "E" car. Well, that part was all right, but when Brown arrived in Inglewood the next trip, there she was again. So he took her by the arm and put her on an inbound "E" car and told her to stay on it until she got to Los Angeles. But even then she didn't, because when Charley arrived at Fifty-fourth and Mesa Drive, he saw her there waiting for an "M" car.
—Elmer Wood

Delicate Meters Indicate Voltage Needed for Cars

Substation Operators P. J. Klingelsmith (left) and R. L. Bass of the central power station, looking for trouble and hoping it does not happen.



THE flickering fingers of delicate electrical meters shown in the background of the photo above indicate the load conditions on the lines fed by the main substation at Sixteenth and San Pedro, where this picture was taken. A blockade, followed by a sudden clearing, so that a dozen motormen are winding up controllers at the same moment, is im-

mediately indicated. The operation of the motor generators is immediately adjusted to meet the voltage requirements by the rheostats, shown in the foreground of the picture.

Like the rest of the equipment in the station the rheostats are kept spotlessly clean. Every precaution is taken to keep the electrical machinery free from dust particles.

Time Saving For Passengers Possible Under New Routing

Work on the track extension from Temple street to Sunset boulevard has progressed steadily despite some efforts that savor of old time politics to prevent the work and cause serious inconvenience and delay to the thousands of passengers who daily ride to and from the north end of the city. The new track is necessary for use during the construction of the new city hall and the consequent closing of Spring street north of First.

In connection with the proposed North Broadway routing for some of the cars it is interesting to note figures compiled in a 13-hour check of all traffic moving to and from the north side through the two principal outlets, namely, the Plaza and the North Broadway tunnel. The check showed that 1812 street cars carried 87,14 passengers and 16,808 motor vehicles carried 27,809 passengers. In other words, street cars represent only 7 per cent of all vehicles moving north and south but they serve 76 per cent of those who travel while autos

and trucks comprising 93 per cent of the vehicles carried only 24 per cent of the total number of passengers.

Making reasonable allowance for congestion, the tunnel route will save car riders approximately five minutes per trip. From 17,000 to 20,000 passengers would ride back and forth through the tunnel under the proposed changes and the time saving for a minimum of 17,000 passengers would equal 175 eight-hour days.

FLAGMAN ILL

Flagman C. F. Alpaugh, a veteran of Los Angeles Railway service, who has been with the company since 1913, went to a hospital Thursday for an operation. He has not been in the best of health for some time.

A man just returned from France gave his wife a French Franc for a souvenir and she wanted to know why he didn't bring her one of those Latin quarters she heard so much about.

On The Back End

(Contributed)

Conductor Will Nabbitt showed up an hour late at Division Four last Wednesday morning. Clerk Ellis demanded an original alibi.
"A horse kicked me on my way here," he declared.
"But that ought not to have detained you an hour," said Ellis.
"Well, you see, boss, he kicked me the other way."

Lady, to conductor: "Why did you start the car before I got on?"
Conductor: "Oh, I beg your pardon. I thought you were a boy."
Lady: "Well, I like my bob, anyway."

Just the same as last year. You can all be off February 29.

"Time will come," shouted the lecturer, "when women will get the men's wages."
"Yes," cried Joe Steenrod of the shops from the back of the room, "the first of every month."

"I know you're sorry, Mr. Motorman, for carrying me by. But never mind, I will enjoy the walk back in the rain. It invigorates me so after a hard day's work."

A special car, bearing the Sunday School children of a certain Baptist church, last Saturday, was northbound on Hill Street on its way to Echo Park. As the car approached First Street, the superintendent saw the Hill Street tunnel ahead and to amuse the kids, announced in the front section, "We're going through the tunnel, children. Keep your arms in!"

Then in the center section he made a similar announcement and going to the rear section, yelled "Look, children, we're going through the tunnel. Wilbur, pull in your ears!"

After all the young 'uns were notified the conductor informed him that the car was going to turn down First Street and o' course wouldn't go through the tunnel at all.

A couple of our extra men were overheard swapping lies about their sweeties the other day. One of them produced a picture from his pocket and said:

"Here's a snapshot of my girl at the beach."
"Snapshot!" exclaimed the other. "Boy, I'd call that an exposure!"

Two green Irishmen walking down the street saw some cranberries for the first time in the window.

"Phat's those?" asked Pat.
"Oh, dose?" said Mike.
"Yes, dose," said Pat.
"Oh, dose make finer applesauce than prunes."

Ethel: Do you like Beethoven's works, Mr. Ponks?
Mr. Ponks: "Never visited 'em. Wot does he manufacture?"—Judge.

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

"I see where the L. A. Railway is going to get a new conductor some day," laughingly remarked Conductor O. L. Vernoy, as he passed around the cigars in honor of a 7½-pound baby boy who arrived at his home February 3.

Clerk R. A. James is sporting around a new Chevrolet coupe, having disposed of his duck hunting Star roadster. James says he is going to pack ice in the back of the coupe on his next venture to Salton Sea so he can bring some of the ducks back for exhibition purposes. This will also help to keep the motor cool.

Motorman L. E. White, who had been with the company for over two years, passed away suddenly this week after a short illness. Motorman White was well known and well liked by all the boys of Division One, who joined in expressing their sorrow.

Have you registered since January 1, 1926? If not, see the foreman and he will register you.

DIVISION 2

H. T. Hansen

A "Daylight Run" is ruled by the sun. When it goes down, the work is done. To bed you go with nary a quail; Until you're awakened by the clock's alarm.

You "rise and shine" and dress right perk,

And be on time, and see the clerk. And so, when all is said and done, There's not lots of fun in a "Daylight Run."

—By C. L. Walinder.

Motorman W. A. Cobb is able to be around again, after an attack of appendicitis.

Some of the other trainmen are laid up with a touch of the flu. They are: L. A. White, E. E. Sanders, P. F. Clark, I. B. Markham and a few others whose names we do not have at this writing.

Motorman J. T. Hall was granted a 25-day leave of absence for the purpose of resting up.

Motorman H. H. Fairman is up and around again after being confined to his home for a month. Fairman was a pretty sick man for about three weeks, but is now on the road to recovery. Hope to see him back on the job before long.

Introducing new men at Division 2: Motormen: R. S. Gordon, H. C. Clark. Conductors: R. L. Wolfe, A. J. St. Charles, J. F. Adamson.

BUS DIVISION

Elmer Wood

Whenever you hear operators discussing "dice," don't think they are talking about gambling. That's only the nick-name for one of the makes of buses, because they shake, rattle, and roll.

Back from the sick list are Operators E. L. Mullin and O. O. Obenshain,—glad to see you back, boys.

Famous sayings: "Can I get a little inflation in my tires?"

"I don't want that tire on my car."

"Give me a Fageol for a change."

"The seat is too close up on this bus."

"Let me borrow your glasses, the sun hurts my eyes."

Who's Who



WILSON Turner, assistant night foreman of the Bus Division, started his career and received his early training on a cattle ranch in Amarillo, Texas. Later, while attending a Texas university, he was employed by the Santa Fe Railway as a clerk in the offices. Turner came to Los Angeles in 1923, and after a term at the University of Southern California, he started working for the Los Angeles Railway in October of that year. He worked two months on the day shift at the Bus Division, and the two years since then he has been with the night crew. His comrades say of him that he has no ties at home, for "he hath a roving eye."

"This seat is too far back on this bus."

W. J. Dewherst and Earland Hansen, mechanics at the garage, have been on the sick list. Welcome back, boys.

Introducing new men: R. D. Bliss, formerly a truck driver, at the division. In the garage we have R. L. Drake, G. Wallace, and G. Woodall. The two latter I should have introduced a long time ago.

It's a good thing J. Lerner lit on his head when he fell, the other day. If he had hit on any other spot, he might have been injured.

C. W. Lewis, formerly a conductor on the Wilshire line, is back on the job again, and reports the arrival of an eleven-pound boy. Congratulations, Lewis.

Don't leave your hand signal up; it might hit somebody.

SHOPS

Jack Bailey

Wanted Boy—High school graduate to work in general store department. One who can milk a cow and play in the band preferred. Must be youth of clean habits; cigarette smokers, sheiks and loafers need not apply. Boy who understands Diesel gas-engine and push cart tractors will be given preference. Users of intoxicating liquors and profane language will not be considered. The boy who gets this job must not be too proud and aristocratic to mingle with the stock and chickens. Tenor singer who is a good strike-out baseball pitcher will find this an ideal situation. Apply with own mother.

Bill Reynolds.

The old shop cat thinks some one is

DIVISION 3

Dan Hanley

Hey! Give me one of those yellow miscellaneouses.

Motormen take the lead again! Motorman Castle presents an 8½-pound baby girl, and Motorman Wagner says, "Allow me, also; A boy—eight pounds and one ounce." Congratulations—and everybody's doing fine.

Take a close look at the new form of bus tickets.

Don't forget to register. See Mr. Allen.

"I have a transfer, conductor, but it is two hours old. Here's your nickel. You know I was awfully worried for fear you might not notice it, if I gave it to you."

Get Witnesses! (Appeal Number 1,986,472.)

You boys will remember Conductor Comstock—Big Boy Jean, as he was known at the division. Well, he is running the picture show at Twenty-eighth and Dayton, and would be glad to see you. He says, "Bring the wife and the kiddies, too."

Never dip the doughnuts in your coffee—always put them in your plate and pour the coffee over them.

Conductor D. A. Jones cranked his flivver the other day and broke his wrist. He made a good job of both, so now D. A. is resting at home for a while.

Fair here today and tomorrow—so I'll see you all then.

killing her kittens every time Jack Bickford gives the air to the new brakes on the paint shop transfer table. This brake improvement is quite an advantage over the former stoppage system.

Say, fellows, is it true that H. Culbertson of the store room is married? He was heard telling one of the boys that he would have to go home on account of his wife being ill. Sure enough he went home, but it would sound better over the cigar counter.

Speaking of weddings and things, Carpenter Geo. Weston is on an extended honeymoon leave. Thanks for the special delivered smokes and many happy returns.

Big Bay Kinion has the only hard luck solution for Frank Lawler: "Leave the Chevrolet at home seven days a week."

About this time next week: "Let go-o my arm!"

Our noses may be battered, our jaw-bones nicked.

Our visage may be a sight; But if they take a notion to vaccinate our maps, We'll sure put up a fight.

Famous last words: "Give me two shots, Doc."

DIVISION 5

Fred Mason

Conductor Tom Dessert says that he cannot accept any more orders for frog-legs. Says that the water around his house has all gone and refers all customers to Motorman Bill Hewitt.

Well, you "M" liners, you've now got that shake-up you've been shouting

DIVISION 4

C. J. Knittle

Hello, everybody. We've just found out the difference between a girl and a traffic cop. When a cop says "Stop," he means it.

Motorman Knudson asked Motorman Meyers, the other day, if his dog chased cows.

"No," answered Meyers, "he's a bull dog."

Mr. Grimm might have written a fairy tale about a carman who was tickled to death when his alarm clock rang at 3:45 a. m. because he did not have to sleep any more that night.

Last Saturday was Motorman Perego's hard luck day. In the morning, at First and Spring, his follower's conductor pulled the switch too soon and the stern of Perego's car tried to go down Spring Street. Result, one step off.

In the afternoon, while waiting for traffic to move at Pico and Olive, an L. A. Ry. line truck came along and knocked a hunk off the rear step.

"What is the matter with this car?" asked one passenger of another on an East First Street car going up the hill to Boyle Avenue. The overhead switch was continually blowing out and causing the car to jerk.

"The horse is slipping," replied the other, wittily.

"That nice looking policeman at Sixth and Broadway spoke to me today," said Mrs. Ye Scribe the other evening.

"The devil he did!" raged the scribe.

"What did he say?"

"He said, 'Get back there, you!'" she answered.

Aw, let's call it a day.

for. Six more full runs and the boys at the top of the list just bursting to get into the "regular" class. Don't forget the new schedule goes into effect tomorrow.

If you want to hear a hair-raising story, listen to Motorman Earl Downing tell about his moustache. It's the cat's.

"I want to see something cheap in a soft hat," said "Shorty" Hague. Said the clerk, handing "Shorty" a hat, "The mirror's just across the aisle."

Motorman A. W. Lawler has taken a 60-day leave of absence and has gone back to Cape Guardeau, Missouri, to visit his father, who is sick.

"Tex" Hiller was telling some of the boys how he fooled a Scotch girl friend of his by giving her a pair of rubber heels. "How did that fool her?" asked one of the gang. "Tex" said, "They give."

There seems to be some mix-up as to where Frank Adams came from. Frank says he's from Chicago. Heine says he brought him back from Russia with him. This Frank denies, so the issue is still at a deadlock. Frankovitch Adamsky, now just vot es you?

Trip sheet errors, and overs and shorts, Oh if I could just express my thoughts!

No fooling though. If a few conductors would pay as much attention to the figures in their trip sheets as they do on the street, what a wonderful—oh, what's the use!

HEARTS ARE TRUMPS TOMORROW.