

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

Accidents Reduced 3050 in Year

ELECTRIC RYS. DEMANDING SAFETY

Electric railways of the country are cooperating actively to establish uniform safety practices along the lines suggested at the recent accident prevention conference conducted by Herbert Hoover, secretary of commerce, and which was participated in by practically all agencies of transportation. This was one of the outstanding points of the meeting of the committee on traffic congestion relief of the Traffic and Transportation Association of the American Railway Association held in St. Louis, according to George Baker Anderson, manager of transportation, who returned a few days ago from the conference. Mr. Anderson is chairman of the committee.

Largely due to the busy program of the national association, and particularly the committee activities which require numerous meetings, no general midwinter session of the organization will be held this year, according to a report from the east. The executive committee association will meet in Indianapolis January 27, at which time the place for the annual summer meeting will be set.

New Line "N" Schedule To End Turn-Backs

A new schedule is being prepared for the West Ninth Street line, which will discontinue the turning back of some of the morning rush hour cars at Ninth Street and Vermont Avenue. The new schedule will send all cars to the Eighth and Harvard terminal. On the east end of the line, the new schedule will change the arrangement for pull-in cars. Cars which at present pull into Division One while east bound at Second and Central will be routed to the Santa Fe Station, and will pull in on the return trip.

Service Added For Goodyear Employees

To accommodate employees of the Goodyear Tire and Rubber Company plant on the San Pedro Street line, a two-car train was put on the schedule last Wednesday, to leave the tire factory at 3:36 P. M., daily except Saturdays and Sundays. This addition makes a total of 61 cars on Line "S".

Lois Coleman To Be Married Wednesday

THE boss of the transportation department, George Baker Anderson returned from a committee meeting of the American Railway Association in St. Louis just in time to officiate at the presentation of a beautiful silver electric coffee percolator set to his secretary, Miss Lois Coleman, who is to be married next Wednesday evening to Ora L. Frame who is connected with a leading oil well supply company. Miss Coleman was called into Mr. Anderson's office shortly before noon, and found the room crowded with her many friends in the company, who rallied around to extend their best wishes and to kiss the bride-to-be. The wedding present was from employes of the main offices.



Miss Coleman

Miss Coleman has been with the Los Angeles Railway for four years, and has been secretary to Mr. Anderson since December 4, 1922.

Car Interiors Will Look Cheerful

The engineering department intends to make the interior of all street cars light and cheery, so that the 5:15 P. M. customer who has his corns stepped on will not shout so loud as he did before the improvement was started. The process consists of painting the roof on the inside of every car in cream enamel instead of the mahogany color that has been used for years.

The newer cars which have been built and purchased have the light-colored roofs, but the remainder will be changed as they go through the paint shop. This means that 922 cars will have to be painted. The change will mean a considerable improvement, as the light roof will act as a reflector of the electric lights and make it easier for passengers to read the evening newspaper, or review the day's shopping list and note the things forgotten.

Veteran of 15 Years Dies

Aaron Anderson, who entered the service of the company as motorman of Division One in 1910, passed away last Monday. He had been in ill health for several months. Funeral services were conducted last Thursday at Covina.

McRoberts to Speak At Five Divisions

THE five division superintendents are particularly anxious to have every trainman attend one of the meetings to be held January 18 to 22 at the divisions to present the work of the claim department and illustrate the essential points of cooperation. Each meeting will be sponsored by the division superintendents themselves, and no other representatives of the main office except the speaker will participate in the meetings.

C. M. McRoberts, general claim agent, expects to address practically all of the meetings. If he is unable to go through the full schedule personally, C. H. Conrad, chief claim adjuster, will speak.

The company orchestra will play at all meetings. The hours are 10 A.M., 2 P.M. and 8 P.M. to accommodate men working various runs. The schedule of meetings is as follows:

- January 18, Division Three.
- January 19, Division One.
- January 20, Division Two.
- January 21, Division Five.
- January 22, Division Four.

Gas-Electric Bus "Pickup" Improved

Engineers of the General Electric Corporation and the Fageol Bus Company who have been working together on the recently purchased Fageol gas-electric bus, have brought up the efficiency of the gasoline and electrical equipment to the point where a 30 per cent increase in the "pick-up" in the first 15 seconds of acceleration is reported. The bus is in service on the Wilshire Boulevard line, and the increased efficiency of operation is particularly noticeable on the grades.

Square and Compass Club Meets Jan. 30

The annual meeting of the Los Angeles Ry Square and Compass Club will be held Saturday evening, January 30, at the Masonic Temple, Pico and Figueroa Streets. Dinner will be served at 6:30, and will be followed by the transaction of business. The principal matter to come before the members is the election of officers for the new year. The present president is R. B. Hill, superintendent of operation.

Only 17 Miss Courtesy Credits

In December, 393 men did not receive clear safety records, and 17 did not receive clear courtesy records, according to the Merit System records.

EVERY MONTH SHOWS GAIN OVER 1924

During the year just closed, accidents were 3050 less than in 1924, although more miles of street car service were operated. In 1924 there were 23,294 accidents, and in 1925 there were 20,244.

The improvement was consistent throughout the year; every month during 1925 showing a decline in number of accidents from that of the corresponding month of 1924. While the number of passengers riding and the mileage operated during the first half of 1925 were less than in the first half of 1924, during the last six months of 1925, both passengers served and mileage operated exceeded the latter half of 1924. The power shortage which occurred in the middle of 1924 was the cause of this situation, reducing service and business in general.

Autos Cause Most Accidents

The total of 20,000 accidents for one year may look over-large to those unfamiliar with street railway operation, but it must be considered that all incidents such as broken windows or split switches are classed as accidents.

Most of the accidents are caused by collisions of automobiles and street cars. There were 16,799 such collisions in 1924, and 15,118 in 1925, a difference of 1681. Street car motormen deserve a great deal of credit for such effective observance of the accident prevention instructions of the company safety bureau. A reduction in collisions with pedestrians from 514 in 1924 to 325 in 1925, a decline of 189, may be attributed to the restriction of jay-walking in the down-town district.

Boarding and Alighting Safety

Injury in some degree is involved in most of the boarding and alighting accidents, and the fact that accidents to passengers boarding cars numbered 1068 in 1924 and reached only 821 in 1925, a decline of 247, speaks well again for the good work being done by trainmen.

Accidents in passengers alighting were 1333 in 1924, and 964 in 1925, a reduction of 369.

Better Than That

Conductor—"Your fare, miss."
Miss—"Do you really think so?"

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

1925 Records Set Fine Example for New Year

THE summary of accidents for 1925, as printed in this issue of Two Bells, furnishes additional proof of the steady improvement in service being given the public through the efforts of the men who actually operate the cars. The record of commendations and complaints showed an excellent mark for 1925. The claim department compiles some detailed figures showing the number of accidents of various types per car mile operated. It is expected that when these figures are completed they will give still further proof of service improvement over preceding years.

Those not familiar with the street railway business are apt to look at the rapidly mounting figures of automobile accidents and then wonder why street car men can reduce accidents.

It is to the credit of autoists in Southern California that some improvement is being shown in accident prevention work, but there is room for tremendous improvement.

It is by no means unnatural that street car men should reduce accidents despite the increasing density and difficulty of traffic, because new ideas and new equipment center on the thought of safety. Another reason why street railway men can improve in the work of accident prevention is that their activity is uniform and systematized. One hundred auto drivers may have 100 different ways of approaching and traveling through an intersection that has tracks on both streets. Street car men have a uniform way of approaching and traveling through such an intersection, and that uniform way is the one that provides the maximum safety. The autoist is free from all restraint except his conscience, and that, unfortunately, does not act as very much of a brake on the accelerator foot, in a woefully large number of cases.

Having the benefits of uniform safety practices, it is natural that year after year, trainmen should show improvement in the application of these practices. If safety did not progress, it would slip backwards, and the protection which is assured street car riders would be severely weakened.

The fact that progress has been made is a credit to street car men. It sets an inspiring example for the coming year in all branches of the service.

An Offer To Help You

THE first of the 1926 series of bi-monthly meetings for trainmen held at each division is to be conducted January 18 to 22. The gatherings this week will be devoted to the claim department.

They are a part of the company's plan to promote cooperation between the transportation and other departments and to keep the trainmen in constant touch with the latest developments in operating practices, and with the policies of the organization.

It would be an impossibility to reach individually 2300 trainmen every other month and impart to each one personally matters of company policy and ways in which he can serve the company by cooperating with other departments. It would be equally impossible to gather the 2300 men together at one conference. It takes the company one week to reach all the men, every two months, by holding meetings three times a day at each of the five divisions.

The meetings held in the past have been responsible in no small degree for the excellent record made by trainmen in accident prevention work, mentioned in the editorial above. An understanding and a spirit of cooperation is gained at these gatherings that could be sponsored in no other way.

The company is making this effort to cooperate with the trainmen in making their work easier and more satisfactory in every way. It is urged that trainmen in turn do their part by attending a meeting of every series this year.

RAMONA BLVD. LINE EXTENSION READY

Extension of the Ramona Boulevard shuttle line service from the present terminal at Wabash to Miller Street, a distance of a quarter of a mile, has been made and will be in operation on January 18. No change in schedule will be necessary, one car having been added to the service to allow maintenance of the eight-minute schedule on through cars.

DIV. 3 RESTAURANT BUILDING IMPROVED

A new lighting system for the company restaurant at Division Three which will practically double the illumination of the building, will be installed by the electrical department. The drop cord lights which were installed when the building was erected several years ago will be removed to conform to the new city ordinance, and enclosed ceiling units will be used.

The improvement to the electrical

BULLETINS

Issued January 18, 1926

BULLETIN NO. 3 Notice to Trainmen

When a car is laying at a terminal waiting to pull out, an approaching car must be stopped and held at a point 50 feet from the near end of crossover or 100 feet from the switch point at a single track terminal until the car leaving the terminal has cleared the crossover or switch, unless the exact stopping place is designated by markers between the rails.

Should a stop at such distance from crossover or switch point cause a car to block a cross street or drive-way, the car must be stopped and held on the near side of such cross street or drive-way.

BULLETIN NO. 4 Notice to Trainmen

At 10th and Vermont at all times north and westbound cars will make the arbitrary and passenger stop with the front end of car opposite the automatic signal post, and on starting will make no further stop at the intersection.

At times when the signals are not working or an officer is not in charge, north or westbound cars will claim right of way from these points, and an eastbound car will not move beyond the curb line until the northbound car has cleared the track intersection.

In case a north and westbound car claim right-of-way at the same time, westbound car will have first right in accordance with paragraph No. 2 of rule No. 72.

BULLETIN NO. 5 Notice to Motormen

When operating in road space zone No. 2 and following another car, in case the lead car stops, the 100 foot stop behind leader must be made in every case without any exception whatever, after which the following car may close up to within 5 feet of its leader.

BULLETIN NO. 6 Notice to Conductors

Firemen's Pass Book No. 28171 issued to Fireman William T. Evans is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 7 Notice to Conductors

Pass No. 2116, issued to Mark Langlois, Carpenter Helper, Mechanical Department, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 8 Notice to Conductors

As the supply of commutation tickets, Form No. 4-30, becomes exhausted, new forms, No. 8-30, color green, for use between 3rd Street and Stations on Vermont Avenue, and No. 9-30, color pink, for use between 3rd Street and Stations on Homeward Avenue, will be substituted.

The Stations for which sold will be indicated by punch marks through cover and margin of ticket, and date of expiration will be stamped on cover.

When southbound on lines "F" and "M", conductors will cancel the ticket by putting 3 punch marks in the blank space below the word "Manager," and will allow passenger to retain the ticket, collecting same as passenger leaves the car at destination.

When presented to conductors on cars scheduled to turn at Manchester, the conductor to whom presented will cancel, and the conductor on through car picking the passenger up at Manchester will take up the cancelled ticket as passenger leaves the car at destination.

When cancelled as indicated above, ticket is good only SOUTHBOUND BETWEEN MANCHESTER AND PUNCH-ED DESTINATION.

Conductor "lifting" ticket will report in "Regular Ticket" column.

See samples in case at your division.

BULLETIN NO. 9 Notice to Conductors

Effective Monday, Jan. 18, conductors on line "C" out-trip will place a punch mark in the out-trip transfer at the left of the word "Out-Trip," immediately over the word "Fountain," punching all transfers issued previous to arriving at Temple and Belmont in this manner.

A transfer so punched will not be good on line "C" cars leaving Temple and Belmont, westbound.

P. B. Hill

system is planned as one of several improvements at the building. The refrigerating system will be changed to provide a more convenient method of storing food, and to give a running supply of ice-water.

WITNESS AVERAGE FAR AHEAD OF S. F. SYSTEM

We always thought we were pretty good, but now we don't mind calling attention to the fact. Trainmen will now take turns patting each other on the back.

An average of 3.40 witness cards per accident for the system was the record of the Market Street Railway of San Francisco for November, 1925, according to figures published in the "Inside Track," employes' publication of that organization. Their highest individual division average for November was 4.63, and the next highest was 4.06.

Anyone will say that that's a pretty good record, but the point is that out of our recent records we can pick a few that stack up pretty well. In November, the average for the system of the Los Angeles Railway was 7.04, or 3.64 higher than that of the San Francisco company; and the highest individual division average was 7.80. No division had an average below 5.96.

NEW LIGHTS FOR SO. PARK SHOPS

Within a week the installation of a new lighting system along the transfer table tracks at the South Park Shops will be completed, and in use. The additional illumination will be of considerable value in the late winter afternoons, when the skies are dark, and will be turned on at night as additional protection against prowlers and thieves.

The electrical department is installing watchman light circuits in the various buildings at South Park, so that the night watchman going his rounds can switch on a group of lights in any one building independent of the rest of the shops. This work has been completed in the machine shops, the mill, blacksmith and carpenter shops.

Company Musicians Busy Entertaining

The Los Angeles Railway Hawaiian Quartet furnished entertainment Thursday night for a dinner of the Los Angeles Purchasing Agents' Association, given at the Mary Louise.

On the same evening, the Los Angeles Railway Orchestra played for a dinner of the Commercial Board, in the Chamber of Commerce Building.

BUS BULLETINS

BULLETIN NO. 382 January 8th, 1926

Operators and Conductors when reporting a defective bus to the Dispatcher must give a full and complete report in order that the Dispatcher may know what action to take. In every instance the Dispatcher must be notified if a repairman is needed at once or if it can be attended to later and also if the defects are of such nature that it will require a change of bus.

In any case where an abus cannot be started and the Operator cannot determine what the trouble is and where he believes it is necessary to talk directly to a mechanic in the garage in order that he might get certain information which would possibly result in a trip to the point where the bus is stopped being avoided, the Dispatcher will if necessary connect the Operator directly with the mechanic in the garage.

BULLETIN NO. 383 January 9th, 1926

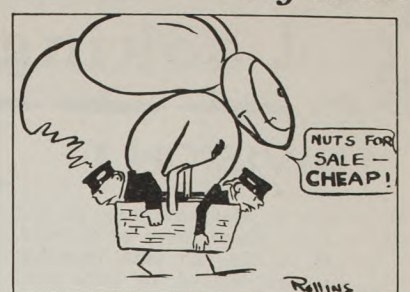
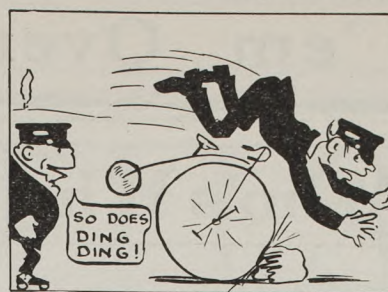
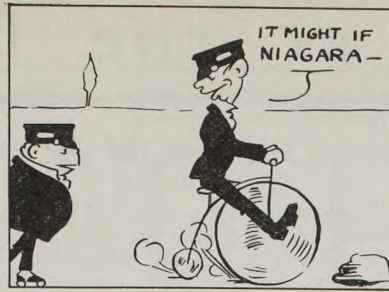
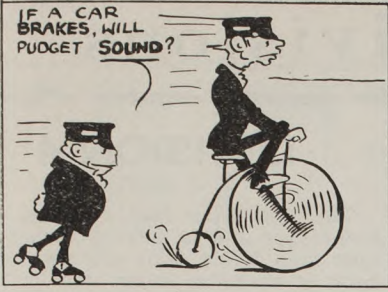
Conductors or Operators securing permit to work in civilian clothes must wear a coat unless they have on a regulation uniform shirt. Sweater coats are not permissible.

J. Hauvanken

Conductor Ding and Motorman Ding Ding

They're Harmless

By Rollins



Bouquets And Things
(Hand Picked)

For Condr. A. W. Block, Div. 1
Los Angeles Railway.
Gentlemen:
This afternoon I had the greatest courtesy extended me by one of your conductors that I have ever received. With inexcusable negligence on my part I went out this afternoon without my wallet and returning home, or about to return home, I put my wife on the car, and then climbed on, only to realize as I put my hand in my wallet pocket that I had no car fare. Conductor 128, "R" car to Melrose, with a cheery smile said, "Never mind, it's perfectly all right," and put a dime in the box out of his own pocket. As soon as we got to the end of the line I was able to reimburse him, as I fortunately had friends near by.
Very truly yours,
C. W. CROWELL
823 Cole Ave.

For Condr. W. P. Atwood, Div. 2
Los Angeles Railway.
Gentlemen:
About 5 P.M. December 16, a lady attempted to board car 130 at 5th and Main Streets after it had started. Conductor 1330 was very busy making change and giving out transfers, as the car was very crowded, but was alert enough to observe the lady about to fall.
CHET SIMPKINS
1121 1/2 East 71st St.

For Condr. D. D. Briggs, Div. 3
Los Angeles Railway.
Gentlemen:
Just a word in favor of one of your conductors on the "W" line, whose number is 2342. I often have occasion to ride on his car and cannot help but notice how kind and considerate he is to old people and children and courteous to all.
Yours truly,
MARY E. HUBANKS
304 East Regent St., Inglewood, Calif.

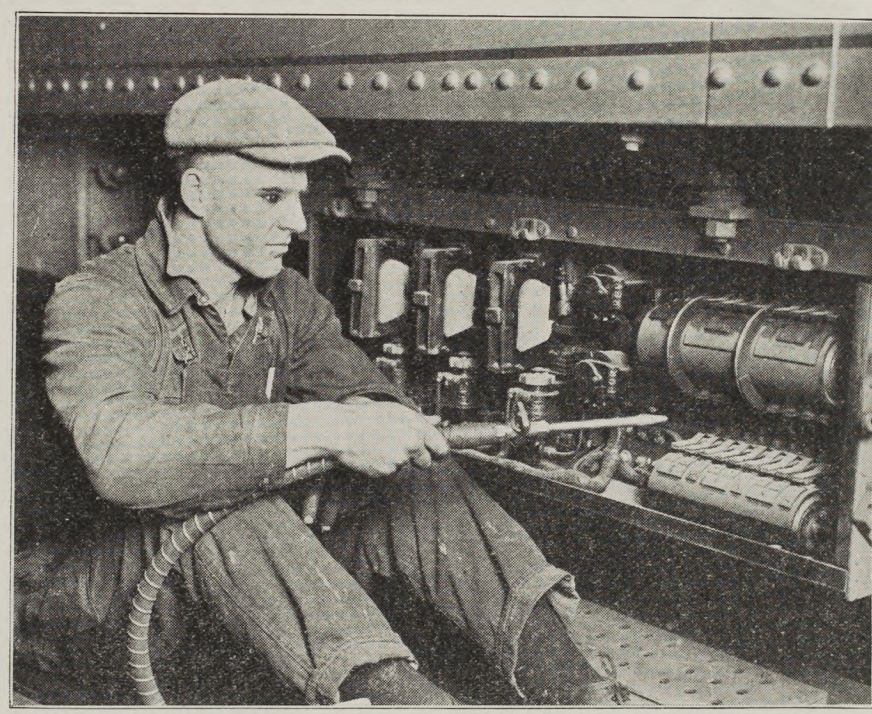
For Condr. J. F. Little, Div. 3
Los Angeles Railway.
Gentlemen:
Of the many obliging conductors on the West Adams line, I want to speak of one who was on the car this morning at 10:30 going east. He was so alive to his duties and in addition was so gentlemanly—he stepped quickly to assist the aged, the almost blind, the mother carrying a child or any others that he could help on or off the car. I was so interested that I took his number—No. 1276—and am pleased to tell you about it.
Sincerely,
MRS. CAROLINE MURRAY
2510 Crenshaw Blvd.

For Condr. D. W. Gibbs, Div. 4
Los Angeles Railway.
Gentlemen:
It affords me keen pleasure to report the very efficient, alert and courteous manner of Conductor 2618 on the Temple, Edgemont and Fountain line. He is without doubt one of the best handlers of the public I've ever seen—a diplomat and a gentleman.
Yours very truly,
L. WARD DRAKE
1534 North Kenmore

For Condr. T. R. Brackett, Div. 5
For Motr. H. L. Mast, Div. 5
Los Angeles Railway.
Gentlemen:
I wish to thank Condr. 2990 and Motr. 1537 for a special kindness shown me on the "M" line, December 3. They proved to be very thoughtful and considerate—you are to be commended in having such men in your service.
Very sincerely,
MRS. ALBERT B. BLACK
5311 So. Manchester Place

All Cars To Have Air Hose Connection For Cleaning

FRIENDS OF RADIO LAND: You will now be entertained by "A Zephyr of Spring" played on the group control of a multiple unit car with 50 pounds of compressed air. O. A. Kern, mechanic of Division Two, at the console.



ONCE in the dear, dead days beyond recall, each street car carried its own broom and dusters, and the crews were held responsible for cleaning their cars and keeping them clean. Today, to facilitate the cleaning of controllers and other parts of the equipment for which the mechanical department is held responsible, each car is to be equipped with a connection in the air line to which a hose can be connected to blow dust

from the connections and the exposed parts of the machinery. A maximum of 85 pounds of air pressure can be exerted if necessary, and very little dust can stand up under such punishment. Approximately half the cars are equipped with the connection at present. The "H" and "K" type cars were built with this facility, and others are having connections made as they go through the shops.

New Year of Merit System Opens With Fewer Demerits

THE report of the Merit System for the month of December starts a new year with a decrease of nearly 50 percent in the number of demerits assessed as compared with the month of November. In November, 1693 demerits were assessed, while the total for December, the month in which more cars are operated than at any other time of the year, only 933 demerits were received by trainmen. There was little variation in the number of credits given; 433 having been given in November and 435 in December. Missing out at the divisions and missing relief, and giving bells too soon caused the greatest number of demerits in December, but the number decreased from 226 in November for giving bells too soon to 95 in December, and while 230 demerits were assessed in November for missing out and missing relief, 203 were reported for December.

A marked improvement in the number of infractions of other rules showed throughout the report. Decreases in number of demerits assessed for running ahead of time, excessive speed, failure to make safety stop, and for car being improperly equipped, were from one-third to one-half the number recorded in November. Division Five men had the fewest demerits for December—only 119 recorded for them; while Division Two had the most, 293. Of the 435 credits awarded in December, 118 were won by men of Division Three. The lowest efficiency rating was 89 percent. In the month of November only 95 men rated below 100 percent efficiency, but 16 of these were below 89 percent, and 60 between 95 and 99, but in December 81 of 104 men were between 95 and 99 percent. There were no automatic dismissals.

On The Back End
(Contributed)

The power went off down on First Street a few days ago just as Motorman Hanchey's car came up the hill to Boyle Ave. A Hebrew standing on the curb wondered why Hanchey did not attempt to drive on, and finally stepped over and asked, "Vy don't the car start?"
"No juice," he replied briefly.
"Vot? No Jews on Boyle Heights?" he exclaimed. "Vy vots the matter, No Jews on Boyle Heights!"
If anyone wants to know the reason why they can't keep the boys on the farm, let him take a position as loader at Seventh and Broadway for a few hours each day.

A woman handed Operator E. T. Fleming, on the Alvarado line, a 50-cent piece for change. When he gave her ten nickels, she asked, "Is that all the nickels you've got?"
"That's all I can give you for 50 cents, madam," Fleming answered.

"Tex" Hiller, looking at the sign "Bowling is good for what ails you" said: "The first time I saw that sign I had a broken leg and now I'm broke financially."

Recently a young lady boarded Conductor R. L. Harmon's car for the third time in one day. On boarding the third time she gazed at Harmon in surprise and said, "Why, Conductor, this is the third time I've seen you today."
"Oh, yes," replied Harmon, "this seems to be your lucky day." Who-o-e-e-e!"

Popular Couple Of South Park Married

Last week a whispered rumor of matrimony unveiled a mysterious secret so well covered that our rousing congratulations are past delinquent. Rex Guignard, of the mechanical engineer's office brought the master mechanic's office to a basis of closer relations when he took Mr. Burchett's only secretary for his blushing bride, who was before October 29, 1925, Miss Clara Winkelman. To all of us this was a great surprise, due to our pride in knowing our beloved associates, and especially to Mr. Aldrich, who has many times mentioned his intention to find Clara a nice boy. We take this opportunity to give them both our blessing and to wish them many happy years together. (Note) Just a few more left, Mr. Brittain.
—Ye Shop Scribe.

She—"I wonder who invented that superstition about Friday being an unlucky day."
—"Oh, some poor fish."

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

Motorman A. Mariscal came in last week to get a short leave of absence, and on asking him the usual question as to why he desired to take said leave, he informed us that he intended to get married if he didn't back out in the meantime. We didn't have anything on hand to give him to brace him up, so extended our best wishes for a long and happy married life.

Motorman A. L. Tucker must have read an article in the daily papers urging the people to save milk bottles, or else he thought someone had a deposit on the bottle and would be after it to get the jitney back, because he found an empty milk bottle and turned it in to the Lost Article Department—he got it back.

Among the names of men taking leaves this week are Conductor E. E. Howard, Conductor C. D. Cessna and Motorman W. R. Edwards, all laying off on account of shattered nerves brought on by the holiday rush.

"Pretty soft for the bus drivers," remarked Conductor Adkins as he read over Bulletin No. 381 in last week's "Two Bells" which instructs drivers to lay over on Yosemite until noon, then on Addison Way in the P.M.

Past History: "Mr. Clerk, please hand me the telephone, I want to call up my sweetie."

A contest was held recently in the mechanical department of Division One to see who could take a trolley catcher apart first. We are willing to make a little bet that we have a man in the operating department by the name of David H. Rom, who can give the winner of this contest a run for his money. Recently Rom was operating a "D" car and on taking a curve the catcher flew off and hit a piece of iron on the corner of the car and flew all over the street. Time for complete dissembling of catcher—30 seconds flat.

Men: Kindly note that all payments on Community Chest pledges are due and payable on January 25. This is the end of the ten weeks period in which you were allowed to pay your pledge, so please make an effort to pay on or before this date.

To whom it may concern: If any one wonders why the cap of Conductor Charles Austin of Div. 1 seems tight or the vest a little snug, I do hereby declare that he is the proud grandfather of an 8 pound baby boy named Charles in his honor. Born January 11, mother and baby OK.

DIVISION 2

H. T. Hansen

Conductor T. P. Savage and O. R. Raglin are off on a 14-day leave of absence, during which they will visit San Francisco.

Clerk R. C. Hoyle is slightly under the weather. Anybody got a good drink?

Motorman J. F. Smith's infant baby passed away after an illness of only a few hours. Condolences are offered to the bereaved in their sorrow.

Motorman William Patterson was taken to the Wilshire Hospital for a minor operation recently.

Passenger to Conductor C. L. Wallinder, "O" line: "What'll be the fare for these two youngsters?"

Wallinder: "They are under age, so they will ride free."

Passenger: "Will they, now? Well, ye can just drop 'em off at the end of the line. I'll be walkin' up."

Who's Who



H. D. Webster does not look much like a butter-and-egg man, but he certainly knows his groceries, for he spent most of his working years in the retail grocery business at Hastings, Nebraska—that town that radio fans try to reach with a crystal set. He started in the business making himself useful generally at the age of 14 years, and remained with one firm for more than 20 years. Then he started in business for himself. He handled his own business for 10 years, but disposed of it in 1920 and came west. Early in 1921 he started work as a conductor at Division Five, and has established himself as one of the dependables of the organization.

BUS DIVISION

Elmer Wood

We made a mistake in this column last week. We reported that G. F. Osting was contemplating matrimony. The name should have been G. Osborn.

Yes, Operator E. J. Minazzi did slip one over when he bought a Maxwell instead of the proposed Chrysler or Hudson.

He-Haw says: "My car didn't run like this before you overhauled it."
"That's not the fan that was on my car when it came in here."

This town certainly is a queer one, after all. A street in the west part of the city is named Rossmore south of Melrose Avenue, and Vine Street north of Melrose, which is in Hollywood. A woman boarded a west-bound Wilshire bus at Rossmore the other day, and asked the conductor to let her off at Vine Street.

You said it, Dan Hanley—"Wota-woil."

The tools recently issued to the bus operators also come in handy overhauling the sewing machines and baby carriages at home, I am told.

The double deck tripper on the Melrose Avenue line hauls an average of 80 kiddies a trip.

Don't Forget

Ask the clerk for some witness cards. They're free.

EXPLAINED

Johnnie was gazing at his one-day-old brother, who lay squealing and yelling in his cot.

"Has he come from heaven?" inquired Johnnie.

"Yes, dear."
"No wonder they put him out."—
Edinburgh Scotsman.

DIVISION 3

Dan Hanley

Clerk Reid had a very bad cold last week. It seems that he took a three day auto trip, and the first night he slept out on the field, someone left the gate open.

CARD OF THANKS

I wish to thank the many friends for their expression of sympathy and for their assistance in the death of my dear husband.

We are going to have a meeting Monday at the division, three times—10:00 A.M., 2:00 P.M. and 8:00 P.M., and we hope that every one will make a special effort to attend one of them. There's going to be music and the subject is to be "Accidents." The Claim Department promises to send down its ablest speaker, and believe me fellows, if you want to learn something and hear some good talking, come along, because I know the gang up there.

Motorman J. W. Stewart left for Scotland Sunday. Jim got home-sick, and he has not been feeling very well of late, so he thought the trip would rest him up and help him to regain his health.

As witness getters, this division is the cat's meow. We are not even making a showing. Once in a while some crew turn in a good big bunch but the majority turn in very few. Whatsmatter, can't the men of "3" gettum same as the rest?

Perhaps we will have some rain soon.

SHOPS

Jack Bailey

Mack, our transfer table operator, wishes the fabrication of a new cabin. He puts great stress on the two-door type. One door for an E-X-I-T.

Miss Rhloff is on the sick list this week. Her place is being filled by Miss Sadie Turner.

B. E. Timbs, assistant carpenter foreman, and Geo. Clelland, trimmer foreman, are also ill.

At 7:45 Ye Scribe calls on a young lady. At 7:46 she goes upstairs to dress for the evening. She is nineteen years old and weighs 102 pounds. Guess my wait.

The boys of the store department have all the fun. Mr. Buchanan gave them a scooter for Christmas. "Be your age."

Stop, Look and Live.
Do not contend for your right of way. Remember what happened the other day.

"The man was right, dead right, as he strode along,
But he's just as dead as if he'd been wrong."

Picked up in the M. E. Office:

A braw Scotchman was visiting Niagara Falls in the company of an American friend. As they watched the great rush of water the latter said: "There's a story that if you throw a penny into the falls it will bring you luck."

The Scotchman considered a moment and then asked hopefully, "Ha ye a bit o' string?"

Spring is not here yet, so don't be deceived by Mr. Brittain's straw hat.

Pay to the order of F. Randolph the sum of ten dollars, being the price of one doctor bill after the K. of P. Roll Call Banquet.

Signed T. H. G.

Keep a-going.

DIVISION 4

C. J. Knittle

The new Pico line schedule is a humdinger and is making some trainmen step lively who are not in the habit of snapping things up.

A certain motorman was easing over the route as had been his custom. He was leaving the terminals late and crowds awaited at every stop. Finally the conductor became irritated and as they stepped off on being relieved he asked the motorman if he had ever visited Selig Zoo.

"No, I haven't," he answered.
"Well, you ought to," said the con., "you'd enjoy watching the turtles whiz past you."

Millie, our star window washer, says her hubby went down to the optician to see if specks would help his eyesight.

"Can you read that bottom line?" asked the eye doctor.

"No, boss," answered Jezzro.
"These glasses will fix you so you can read it."

"Dats more'n I expected, suh," he said. "Ah nebber could read before."

Now you tell one.

A school teacher friend of ours said she was giving her class a lesson on antonyms the other day. "Now children," she asked, "what is the opposite of sorrow?"

"Joy," yelled the class in unison.
"And what is the opposite of pleasure?"

"Pain," chorused the pupils.
"And what is the opposite of woe?"
"Giddap," bellowed the class dumb-bell.

Motorman Seibert's little boy came wandering over Sentous Street yesterday crying bitterly.

"What's the matter, Charlie," asked Conductor Bill Huddy.

"Boo-hoo-hoo," he bawled, "a picture fell on Daddy's toes."

"That's too bad," soothed Huddy, "but you needn't cry about it."

"I d-didn't," wailed the kid, "I l-laughed. Boo-hoo-hoo."

PASSED BY THE NATIONAL BOARD OF TOREADORS
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DIVISION 5

Fred Mason

A young flapper boarded Conductor Geo. Balta's car and wanted to go to Fifth and Main Street. George was wearing his usual smile and said to her, "Alright girlie, I'll take you with in one block—you get off at Fifth and Spring." To which the flapper responded, "Thanks smartie, if it's only one block I'll get off at Fifth and walk."

Received a letter from Eddie in which he thanks the boys for remembering him at Christmas time. Says he is getting along fine and wishes to be remembered to all the boys. Ed. Tyler was down to see him last Sunday and reports Eddie as jolly as ever and looking fine.

Conductor A. J. Monteverde has resigned to take up other work. We all hate to see "Monty" go, but wish him all kinds of good luck in his new venture.

Conductor Jack Carlin writes from Stockton that he has only seen the sun once and then only for about five minutes. Says it's foggy and as cold as a step-mother's kiss. Says the next time he takes a trip back there it's going to be in the summer time and then he'll be sure that he's got a supply of hot water bottles.

Women are like street cars—there's always another one coming along. After midnight of course they don't come so often.