

Claim Protection Work Detailed

CHANGED ROAD SPACE RULE IN ZONE 2 EXPLAINED

BY JOHN COLLINS
Supervisor of Safety

The only change made in the road space rule in Zone Two, according to recent bulletin is:

"After making the one-hundred foot stop back of leader, following car is permitted to close up to a point not nearer than five feet to that car."

Cars are not allowed to group over a street unless directed to do so by supervisor or traffic man of the company.

Motormen on cars following other cars must coast as much as possible.

Do not use power unnecessarily.

When car ahead stops, following car may coast up and make the one-hundred foot stop. The motorman however, should endeavor to control speed of his car and avoid the necessity of making this stop.

May Close to Five Feet

After one-hundred foot stop has been made, motorman may then close up to a point not nearer than five feet to car ahead.

At steam railroad crossings, track crossings, electric switches, and boulevard stops, places considered arbitrary stops, when traffic starts to move, cars forming the group may immediately follow the car ahead, but each car must make the property line, or regular stop before crossing.

At ordinary crossings which are controlled by semaphore or police officer, cars which are over one hundred feet apart need not stop unless they have passengers to board or alight, or if the signal is against them.

Discs Make Limit

If the one hundred foot stop has been made and cars have closed up, they are then part of the group and may follow the car ahead when it starts, but each car must make property line stop before crossing. The group

(Continued on Page 3, Cols. 2-3)

Musical Trainmen Trained In Orchestra Technique

This is the first picture you have seen of the Los Angeles Railway Trainmen's orchestra since it trained down to fighting weight. The ten-piece organization and the Georgia Street Hawaiians display nifty new banners to advertise themselves and the company.



THE company orchestra, which is composed entirely of trainmen, is learning some of the technical points of the "big league" orchestras, and is mastering some of the things that make dance music so appealing at places like the Coconut Grove of the Ambassador Hotel.

Forest L. Ray, first trumpet of Ray West's orchestra, which is playing at

the Ambassador, is coaching the orchestra weekly at the rehearsals in the Division Three assembly rooms. The men of the orchestra are sufficiently interested in their work to pay the expert themselves.

Both the orchestra and the Hawaiian quartet have been provided with attractive banners to identify them in public appearances.

Tune in Sunday On the Hawaiians

The Los Angeles Railway Hawaiian Quartet will be "on the air" Sunday, January 24, broadcasting from radio station KHJ, the Times, from 4 to 5 P. M.

Supervisors Getting Hungry

The first noon luncheon meeting of supervisors is expected to be held during March. It is the intention of these men to meet occasionally to become better acquainted and to discuss common problems in an informal manner.

Division Offices To Standardize Work

To establish standard procedure in the offices of the five divisions, a meeting of the division foremen will be called in the near future by R. R. Smith, assistant superintendent of operation. Variations in handling matters of routine business frequently cause considerable confusion between divisions and in the handling of reports at the main offices. Mr. Smith will present a standard plan for office details which will be followed by the divisions.

VITAL POINTS OF DEFENSE GIVEN TO TRAINMEN

Accidents involving the company in 1925 cost the Los Angeles Railway approximately \$400,000, the equivalent of wages paid in six weeks to 2300 trainmen who operate the street cars, according to C. M. McRoberts, general claim agent, who addressed trainmen of the five divisions at meetings held during the past week. The meetings, which were devoted to the claim department, ended in each case with enthusiastic discussion of vital points involved in the work of the department, in which McRoberts answered questions brought up by the trainmen.

"The witness wins or loses our case," McRoberts said. "The reduction of 3050 in the number of accidents during 1925 from the previous year's total is due in great measure to the efforts of you trainmen in securing witnesses. In a large percent of the cases in which the company has had to pay, we would not have lost if we had had witnesses. A trainman may be quite blameless, but if he has not secured witnesses at the time of the accident, the company has no defense. On the other hand, a single witness will save the company thousands of dollars.

Don't Try to Judge

"You cannot always judge of the seriousness of an accident. Get witnesses. Hold the car if necessary, long enough to get the names of those passengers who saw the accident, before they leave your car. Get witnesses in every case, but exert most effort in a case where someone is injured. You can't always be sure that it isn't serious. It may not look like much to you, but we'll all be on the safe side if you have your witnesses."

Details of Cooperation Outlined

The important points wherein trainmen can cooperate with the claim department for the protection of the company were outlined by McRoberts.

"In collisions with vehicles, try to get license numbers of nearby automobiles carrying witnesses, and be sure to note the state. It saves us time and money.

"Get witnesses to altercation ejections. Say as little as you can, as

(Continued on Page 3 Col. 4.)

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

To The Hurry Wagon Crews

AN IMPORTANT part of street railway work is expecting the unexpected. To meet emergencies and to minimize traffic delays, the company uses two "hurry wagons" which are in service from early morning until midnight, and are manned by capable drivers and mechanics. Their work is not merely mechanical, it calls for fast and accurate head work under the most difficult conditions. They display a measure of loyalty and capability that is an example for every department. In case of a fire they are on the spot with the fire wagons, and lay hose bridges so that cars will not be delayed any longer than possible, and passengers will not be inconvenienced. Their work calls for the praise and appreciation of the organization.

Four crews operate the "hurry wagons". They are: Drivers, Roe Daugherty, E. Aldares, M. D. Smith, and H. Whitley; mechanics, L. Crounse, H. B. Runyon, O. J. Moser, and Jack Turner.

Wins \$20 In Courtesy Hunt Made By Reporter

Courtesy pays, sometimes in a feeling of satisfaction, and sometimes in cash coin. Conductor Stanley S. Wollam of Division Three, who graces badge 1728, cashed in both ways recently and received \$20 in cash from the Los Angeles Times.

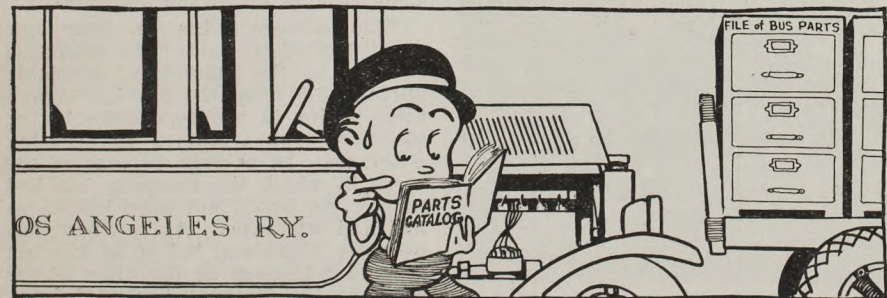


The Times conducted a courtesy search in Los Angeles. One of the reporters, Charles Sloan, was given the assignment. He

devoted one day to street cars. He boarded a Line "E" car at Second and Broadway, swinging on the step in front of 17 anxious passengers, and tendered a \$20 bill to pay his five-cent fare. Conductor Wollam was smiling when the reporter boarded the car, and kept on smiling. In nine blocks he cheerfully answered 22 questions, jumped off the car once to assist a crippled woman, and, in brief, he acted as the very personification of courtesy.

The reporter rode on more than 200 street cars during the day, in search of the man to whom he should give \$20 for outstanding courtesy.

Bus Parts Need Standardization Catalogue Changes Confusing



CATALOGUE numbers of bolts and nuts mean little in the bus manufacturer's life when it comes to a little matter of improving parts, and it follows that these numbers vary with the seasons, owing to the program of improvements in bus equipment. To the troubleman who knows the parts by number, one improvement and another meaning changes in catalogue numbers, forces him to gather his repair parts by guess and by gosh, which doesn't always help a stalled bus to get moving. Here is an incident related at the garage to illustrate the state of affairs:

Bus Operator, to dispatcher: "This is Bus 66. I have trouble with my clutch and can't move! A nut is lost off the lever."

Dispatcher, to Garage: "66, clutch trouble, make it snappy."

Garage foreman to trouble man: "Go out to Bus 66 and put a nut on the clutch lever."

Trouble man: "What kind of clutch lever on that model?"

Foreman: "If that bus has a number 79 transmission, it has a 1366 clutch, and let's see, that lever has a double clevis that takes a 5A99 nut, but if that bus has a 92 transmission it will have a 1581 nut."

Trouble man: "Huh!" Goes to store room, "Gimme a bunch of clutch levers and nuts."

Trouble man arrives at Bus 66 only to find its transmission has been changed to an 86, which takes a 47 1/2-16 pin!

All joking aside, there is much that the bus manufacturers can do along this line in effective cooperation with the transportation industry.

*Mother (to a very young flapper while watching animals at zoo)—"And this, darling, is a stork."
"Don't be silly, mother. Don't you suppose I know there isn't any such thing?"—Buffalo Bison.*

**Customer—Can I change these pants at this counter?
Clerk—Well, I'll tell you, mister, we have quite a few women shoppers, so maybe you'd better go to the dressing-room in the rear.—Lehigh Burr.**

BULLETINS

Issued January 25, 1926

BULLETIN NO. 10

Notice to Trainmen

Arrangements have been made for toilet privileges in the lunch stand on the southwest corner of Melrose and Western Avenues.

Trainmen may make use of this location so long as the Proprietor has no occasion to complain regarding conduct.

BULLETIN NO. 11

Notice to Conductors

As the supply of bus tickets, Form S-BU-3, is used up, this form will be replaced by form S-BU-8, which will be sold subject to existing rules for use of bus tickets, but with the following conditions:

Conductors must punch in the proper column to show line of issue, and whether sold on "In" or "Out" trip. This information must be shown by proper punching in all cases.

Conductors and operators on shuttle lines must punch the line number, which is shown in spaces at the bottom of the double line.

"Out" trip tickets sold on lines "D", "H", "N", or "R" will not be honored westbound on Wilshire Boulevard bus line at any point east of Alvarado St.

Line "S" out-trip tickets will not be honored westbound on Wilshire Boulevard bus line at any point east of Vermont Avenue.

Passengers from eastbound Wilshire bus may walk over to 6th and Rampart to line "H" northbound.

"In trip" line "H" tickets will be honored for walk-over to Wilshire bus at Wilshire and Rampart westbound.

Los Angeles Railway Bus Lines will sell Form S-BU-7, the operator punching the number of the bus line on which sold.

Special attention is called to the information furnished on both front and reverse of these forms.

Note samples in transportation case at your division.

BULLETIN NO. 12

Notice to Conductors

Firemen's Pass Book No. 27109, issued to Fireman M. A. Moreno, is reported lost. If presented for transportation, take up, collect fare and send to this office with report.

Pass No. 1857, issued to Paul C. Kriewald, Clerk, Mechanical Department, is reported lost. If presented for transportation, take up, collect fare and send to this office with report.

P. B. Hill

BUS BULLETINS

BULLETIN NO. 384 Jan. 9, 1926

Effective at once when for any reason one of the dual tires on the rear of the Double Deck Bus goes flat, you are to stop immediately and secure bus replacement provided that there are more than twenty passengers on the bus.

Serious damage to the other dual tire on the wheel on which failure occurred can be done by carrying an excessive load on the single tire. Please give this matter careful attention so that damage will not occur to the other tire.

J. Van Vranken

New Men Face Test Of Instructors At End of 90 Days

Hereafter, new trainmen will be put through an examination at the instruction department headquarters at the end of the 90-day probationary period. Heretofore, such examination has been given by the division superintendents, but it has been thought best to make the examination uniform, as the new men remain under the wing of the instruction department for the first three months of their service. The first men were examined under this system a few weeks ago. Owing to the comparatively small turn-over at present, it will not be necessary to hold the examinations more than every two or three months.

AUTO. FLANGE WELDING UNIT INSTALLED AT SHOPS

A new machine for building up the worn flanges of car wheels by a welding process has been installed in the South Park Shops. Tests are being conducted to determine the capacity of the machine and the most efficient methods of arranging the work.

The constant rubbing of wheel flanges against the rail, particularly at curves, wears the metal away. A new wheel will fit snugly to the track, but when a flange has lost a fraction of its original thickness, the wheel has an opportunity to wobble on the track, and this causes additional vibration and noise.

Before the process of flange welding was developed, it was necessary to turn a wheel on a lathe and take off sufficient of the tire or running surface so that a new flange of the original thickness was left on the edge. Sometimes it was necessary to cut a full inch of metal, and this reduced the diameter of the wheel. The cutting could not be carried on indefinitely, as it soon reduced the size of the wheels to a point where they did not fit with other parts of the car equipment. Some flange welding was done by hand operation, but it was very slow.

The principle of the new method of wheel repairing is that instead of cutting away the running surface of the wheel to provide a new flange on the edge, the worn parts of the flange are built up by welding new metal to them. A particularly high grade of steel wire is melted by electricity as it is applied to the flange. When it is set the new metal cannot be chipped off. It has to be smoothed to conform to the surface of the flange on a lathe.

The flange welding process is done automatically. Wheels to be repaired are mounted on an axle and rolled on a track to the welding machine. The axle and wheels are hoisted from the track and are turned by the machinery at a very slow rate, about one revolution in eight minutes. The wire used for welding is fed to the flange automatically, but the application is of course watched closely by an operator of the machine. After a sufficient amount of new metal has been welded to the surface, the wheels are rolled to a lathe, where the rough spots of the new metal are removed. The wheel is then ready to go back in service on a car, as it has been restored to the standard width of tread and thickness of flange, and is, to all practical purposes, as good as it was on the day it left the wheel factory.

Easy Cash Terms For Pass Cases

"In God We Trust. All Others Pay Cash." Such are the sentiments of the instruction department with immediate reference to the pass cases which may be ordered from that department.

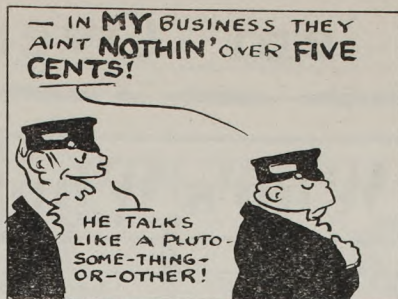
Dan Healy, chief instructor, has ventured to remark that the pass cases kept on hand in the instruction department are for sale at the price of 12 cents, cash money, and that hereafter, orders by mail or otherwise will be filled promptly only on receipt of the specified sum.

Employees in the various departments may obtain pass cases by giving their order with the money to the department head.

Conductor Ding and Motorman Ding Ding

Let the Five Scents Talk

By Rollins



Bouquets And Things (Hand Picked)

For Condr. O. B. Landrum, Div. 2
Los Angeles Railway.
Gentlemen:
I wish to report a great kindness shown me by a conductor on the "U" line on Vermont Avenue today.
I did not secure his cap number but the car number was 651 and TR No. 37.
Yours very truly,
MRS. MARGARET BATES
4909 First Ave.

For Condr. N. E. Mackey, Div. 3
Los Angeles Railway.
Gentlemen:
I think Conductor 2768 on the Eagle Rock line deserves special mention as a very courteous trainman. I wanted to transfer to go to 900 South Western Ave. and he told me to take a certain car, when I got on, but afterwards came to me to take a different one, as the latter would take me nearer. After getting off the car, he pointed where to take the other car.

HATTIE M. SCHULER
Tujunga, California

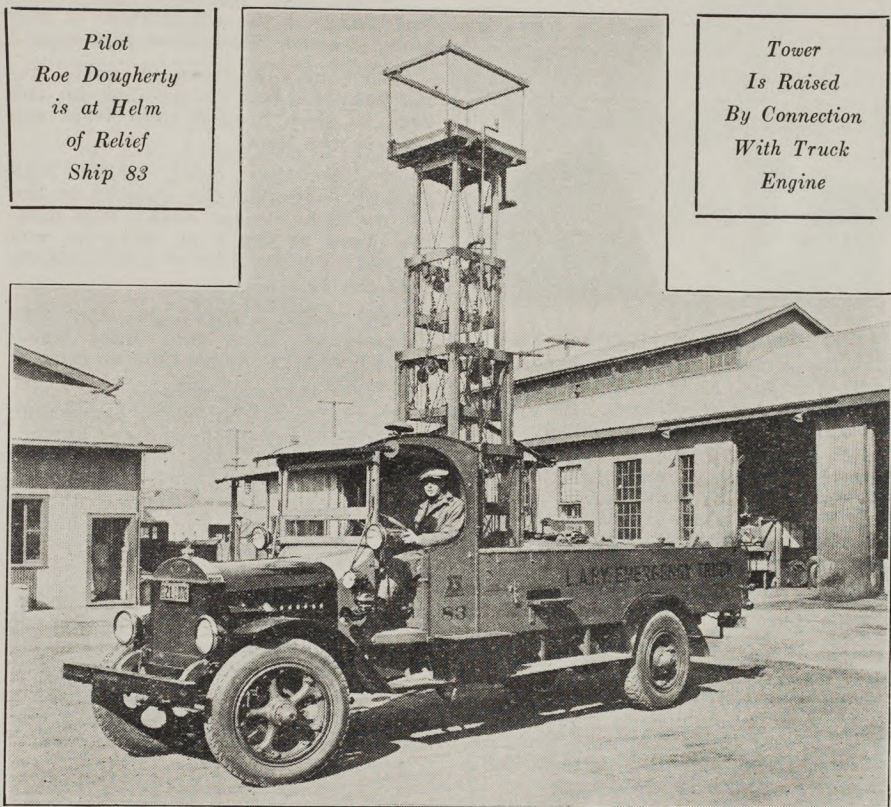
For Condr. R. C. Young, Div. 5
Los Angeles Railway.
Gentlemen:
May I commend Conductor 536, who in all the Christmas rush was most kind and gentle to a little lost boy on an "M" car.

For Motr. M. C. Foth, Div. 5
Los Angeles Railway.
Gentlemen:
I use the "F" line daily getting on at 39th Street and the right of way.
This week came down to office early and missed the "F" car a couple of mornings, when the "M" and "E" line comes along I as a rule give the motorman a high ball so as to avoid a stop.
The other morning when the "E" car came along the motorman, his number is 2943 stopped the head end opposite me and asked if I was waiting for "F" car, if so to get aboard and he would save me a wait, as the headway at that time of morning around 6 A.M. is not very fast.
I got on and went back, paid fare and got a transfer, and when I came back to head end, motorman explained that he made a connection with "F" car from Division 4, I think he said at 11th Street, we did so and have made it that way balance of week. At any rate I think this was a matter of foresight and showing an interest in the patrons of the line, and very commendable on his part.
Yours truly,
A. C. COHEN
3916 S. Flower St.

For Condr. A. W. Horton, Div. 4
Los Angeles Railway.
Gentlemen:
I take pleasure in complimenting Conductor No. 2762 on the First Street line for the pleasant and agreeable manner he has of greeting his passengers with a pleasant "Good Morning."
How nice it would be if others did likewise.
Yours truly,
T. W. JONES
622 H. W. Hellman Bldg.

For Operator A. C. Beck, Div. 4
For Operator W. Green, Div. 4
Los Angeles Railway.
Gentlemen:
I am an old lady and very lame and the only car I can get on is the Griffith Avenue car, and I wish to tell you how pleasant and courteous some of the conductors are, especially No. 1039 is so very nice, and the other one on the car today, whose number is No. 3009.
MRS. FERRIS
711 East 42nd St.

New Hurry Wagon Big Help In Traffic Emergency Work



Pilot
Roe Dougherty
is at Helm
of Relief
Ship 83

Tower
Is Raised
By Connection
With Truck
Engine

THE emergency truck pictured above is the latest addition to the service facilities of the company for maintaining regular schedules. The body was built at the South Park Shops on a Mack chassis. The tower, which is used for repairs to over-head, is built in sections and collapsible. When it is lowered, it is no higher than the driving compartment of the truck. It is raised and lowered automatically by a connection with the engine which is operated from the driver's seat.

The newest unit is known as "83" and is a sister ship of "32", the first "hurry wagon", which has been in

service for several years and is mounted on a White chassis.

The truck carries all manner of emergency equipment, including hose bridges, three sizes of jacks, chains, "come-alongs" for derailed cars, shovels, trolley wheels, controller handles, and other parts of street car equipment; ropes, and a can of pork and beans for a stranded car crew.

The truck is in service from 5 A.M. to 9 P.M., and is in constant touch with the dispatching board. It is manned by Roe Dougherty and L. Crouse.

CHANGED ROAD SPACE RULE IN ZONE TWO EXPLAINED

(Continued from Page 1, Col. 1)

movement only applies where discs are installed in Zone One.

At all other points in Zone Two where car ahead makes a service stop, the following car is permitted to close up after the one-hundred foot stop has been made. This stop should only be necessary when car ahead stands for a considerable length of time. After lead car starts, following car must not start until car ahead is at least one hundred feet away.

After crossing any track crossing or cross street where traffic is controlled, the motorman following a car must immediately drop back and control the speed of his car so that one-hundred foot stop can be made should car ahead stop.

No excuse will be taken for rear-end collisions, and motormen must be on guard in closing up for the automobile which may pull on to the track in front of him, thereby taking up some of his stopping distance.

You will observe the road space rule in Zone Two very nicely if you follow the car ahead the same way you would follow it if you had to pay for the power you use.

Failure to make one-hundred foot stop or to be operating so the one-hundred foot stop could not be made, should car ahead stop, will be followed by severe discipline.

We prefer a man to stop one-hundred and twenty feet back to one who stops ninety-five feet back. One hundred feet is considered the distance between the average span wires, or a little over two standard car lengths, or a little over three lengths of a safety car.

The motorman who chases the car ahead for the purpose of making the one-hundred foot stop is not a good motorman. He is expensive to the company. He uses power unnecessarily, wears out equipment and himself, besides creating the additional hazard of a step accident. By using a little

On The Back End (Contributed)

"Abie Budne was initiated into a certain Jewish fraternity last Tuesday evening. During the ceremony his escort said:

"You will now address the Great Worthy High Potential Magnificent Most Powerful Master."

"Abie" looked up and said, "Hello, Mr. Kirschbaum."

Fals: Adam and Eve, Tom and Jerry, Fair and Warmer, and Ham and Eggs.

"Are you laughing at me?" demanded Dan Sullivan.

"No," came the answer.
"Well, what else is there in this Drafting Room to laugh at?"

Janitor N. Winston of the truck shop, addressing neighborhood druggist:

"I want to get one of dem dere plasters for a cold."

Druggist: "Oh, you want our Porous plasters."

Winston: "No, Sah, I don't want none of your poorest plasters. I want one of de bestest plasters what am."

TRAIN CREWS CAN HELP CLAIM DEPT.

(Continued from Page 1, Col. 4)

courteously as you can, but get witnesses.

"Taking curves too fast causes accidents in which passengers are thrown inside the car. Such accidents are unnecessary.

"Injury to clothing from overhead blowouts or defective equipment is due to negligence on the part of the crew. Report promptly all defective equipment.

"If you permit passengers to ride on the steps, you are responsible for operating the car so safely that they will not be liable to injury.

"Watch the crippled and the blind, and render assistance when possible. You are responsible for the safety of all persons whom you permit to ride on your car.

"Don't let your passengers walk off a broken step, and don't let your passengers alight over a traffic button or broken pavement.

"The manner of trainmen in asking passengers for their names in many cases decides the witness against giving name and address. On the other hand, witnesses are quick to repay courtesy by offering their cooperation."

Entertainment was furnished at each of the division meetings by the trainmen's orchestra and Hawaiian quartet.

judgment he could have avoided this stop without the loss of time.

The good motorman looks ahead and adjusts his speed and avoids unnecessary stops. He coasts where he can gain the same thing by coasting that could be gained by using the power. He is valuable to the company for he is economical, and valuable to himself because he uses his head.

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

The scarcity of news this week is due to the fact that the scribe unintentionally broke a chip off his finger nail on the third finger of his right front hand, thereby causing him much pain and the necessity of making out a personal injury report and a visit to the doctor for an O. K. before resuming duty, therefore, consuming so much of his valuable time that he had none left in which to write division news—so there you are. Now you tell one.

Men leaving us this week are: Conductor C. Holman who has been with the Company for three years, leaving to accept a position with the Edison Company and Conductor H. L. Conine, who came to us from Division Four a few months ago.

Conductor J. H. Martin once more comes into the spot light. This time it seems he had his lady friend out for a car ride, I mean a street car ride, and was so busy er, talking, that he passed his street and came running forward to ask the motorman to let him off in the middle of the block. The motorman didn't recognize him but he did feel sorry for the lady, so stopped the car and let them off rather than see the lady walk back.

Conductor F. E. Schuler quotes Conductor S. J. Singer as saying that he was "feeling blue from riding the yellow cars so much." So long as he doesn't feel "yellow" it's all right.

Conductor J. M. Hunsaker is the proud owner of a brand new Ford coupe, so John comes in and asked the clerk to put him down for off Sundays for the next two years.

All you West Ninth men, fall in! Line choice for Sunday the 24th.

DIVISION 2

H. T. Hansen

Motorman J. Waddell—"S" line—(A Scotchman by birth) found it necessary to notify his wife that he might not be home that evening, in which case he would 'phone her.

This is what he told her:
"I'll ring you at 6 o'clock. When you hear the bell you'll know it's me. Don't answer it and I'll get my nickel back."

Passenger on the "H" line to Motorman W. A. Pilon:

"Let me off at my stop."

Pilon: "Where do you get off?"

Passenger: "Where I got on."

Pilon: "Where did you get on?"

Passenger: "I don't know; you took me down a while ago."

Introducing new faces around the barn: G. O. E. Kirk, P. A. Filitz, I. H. Stewart and J. F. Waller.

Conductor J. L. Morefield claims he is the sheikiest sheik on the "U" line. Conductor J. R. Hanna says, "I'm going to run him a close race for the title." Both you boys had better look out for Motorman D. V. Hambly.

Motorman B. Rodefer is telling this one: By mistake a conductor gave a passenger a transfer. Passenger didn't want it, stating that it was no good to him. Conductor advised him that it was good; that if he couldn't use it for transportation, he could use it for food. Passenger asked the conductor how that was. Conductor replied:

"Eat the date and drink the punch."

Just a reminder—HAVE YOUR WATCH INSPECTED.

Who's Who



MOTORMAN J. W. Hanchey entered the street car game in June, 1911, with the San Antonio Public Service Co. of San Antonio, Texas. He worked as Conductor until November, 1918, when he resigned and came to California, entering the service of the Los Angeles Railway February 3, 1919, as a motorman. He was one of the first to receive the high bonus after the merit system was installed.

J. W. (as he is called by those who know him well) was chosen as official visitor of Division Four by the Co-operative Association, so look him over and when you see this face come into your home it will be for no other purpose than to extend to you all the benefits that this Association provides. To get these benefits you must be a member. Ask him about it.

One of his pet hobbies is raising double roller canary birds, which helps him to roll around the city so easily and talk so sweetly.

BUS DIVISION

Elmer Wood

H. J. Hinze and G. A. Holmes, a clerk in the office, were out visiting the bus lines last week, taking inventory of tires on all buses. The work had to be done in the daytime because the numbers on the inside dual tires can be read easier in daylight.

Wilson Turner, a mechanic on the night shift, is on a 15-day leave, during which he is taking his mother back to their home in San Antonio.

A. J. Arblaster, a mechanic on the emergency truck, was on the sick list for a week on account of a bad cold.

Joe McDonald, a driver in the truck department, is the proud father of a nine-and-half-pound baby boy, and joyfully announces that mother and son are doing fine. Joe is well known around the garage, and receives the congratulations of the boys of both departments.

O. O. Obenshain knows what it is to be late now since the shake-up. He has a new leader who lets him carry his own share of passengers.

When H. E. Rainey arrived on the scene with his puttees in one hand and collar and tie in the other, that wasn't so bad. But when C. E. Holcomb pulled out train run Number Seven for Number Five, he won the cut glass cuspidor.

Garage News:

'Tis dawn. A shadowy figure emerges from the pits; another, then another. A-ha! The bus factory service men are going home for the day.

DIVISION 3

Dan Hanley

Motorman Wolfe says he was coming from town the other night on his 5:10 P. M. trip and a woman was having an argument with her good looking husband on the front end of the car. The car was crowded and the passengers were getting quite a kick out of it.

The woman evidently was getting the worse of it, so she got real tough and said, "I ought to throw you to the dogs."

An old maid sitting in the corner and taking in the whole show at that moment cried, "Bow-wow! Bow-wow!"

"Let's play a game of gold," remarked one flea to another at the Zoo, so they hopped over from the bear to the lynx.

Our assistant chief traffic man Smith donated to the up-keep of the county highway last week. Was making about 33 per hour when he was nabbed. Fifteen days or \$15, so Smith paid the \$15.00.

This week's best fable: Car was changed off on a cold night for a curved window being out, at request of motorman.

"Peggy, I ordered some oysters on the half about an hour ago and haven't got them yet. How come?" asked Motorman Fenwick the other day.

"That's all right," replied Peggy, "we're a little short of shells, but as soon as we get some back, you're next."

Everything is quiet at the division, nothing of importance happening, no deaths, births nor marriages having been recorded. Can't some one stir up something? We had a meeting, but I like the rest, missed out on the first two.

POWER OFF.

DIVISION 5

Fred Mason

A little incident has just come to light which occurred on that dirty rainy Thursday morning when, owing to the heavy rain the night before, coupled with the sewer work at 42nd and Hoover, causing a cave-in at that point, cars were diverted and routed via Vernon, Vermont and Santa Barbara.

A woman boarded an "M" car at Vernon & Vermont and asked the conductor how it was his car was running on the "V" line, to which the conductor replied "Washout on the line." The woman replied, "Begorra, it's a foine wurld it's a'getting to be whin a woman'll leave her washing go till Thursday and fur thin to hang it on the street car lines!"

Johnny Robinson and Bill Dugger, who pull the first car out of 116th Street, on the "F" line, have got a system of their own whereby they never miss a regular customer on that trip. It seems that they have learned where each regular lives and when southbound if they happen to notice the house still in darkness, Bill gives two taps of the gong and Johnny, who is English, gives a Swiss yodel. Johnny says they're all ready to board when they are on their way in to town. Some of them, he says, have egg stains on their chins and when he calls their attention to it they take it as a yoke.

That bowling team of ours, Hank McDonald, Tommy Carey, Ben Tiemeyer, 'Tex' Hiller, and Ed. McDonald, are going great. Come on down and watch 'em bowl, boys and root for them to beat the "Cherry Pickers" and "Butchers."

'Tex' Hiller says "They ought to call the "Butchers" team the "Lightweight Champions."

DIVISION 4

C. J. Knittle

This food for thought is patented under the national food and drugs act, June 30, 1906.

Conductor Osting was seen wearing golf knickers the other day. A trainman walked up to him and says, "Hello, pardy, do you play golf?"

Osting replied he did not.
"But you're wearing golf knickers," said the trainman.

"Sure," answered Osting, "my sister wears a chiffon dress but you wouldn't call her a chiffonier, would you?"

The last edition of "Azuride" states that 70,000 more passengers are carried on Monday than Friday.

Dusty Rhoades wants to know whose car the other 10,000 rode on last Monday.

Conductor Mitchell went into the Blue Goose restaurant for a cup of coffee last Wednesday. Afterward the waiter handed him a check for fifteen cents. Mitchell says, "How come?" and was told there was, NO SERVICE LESS THAN FIFTEEN CENTS. (Never Again!)

Conductor J. Bassett's best customer lately was a man who, after entertaining a crowd of his friends at the Forum, put them all on his car and bought twenty-three bus tickets.

Foreman B. B. Boyd, Clerk Roffee and Motormen Cunningham, Weathers and Coody went on a duck hunting trip Monday, January 11, to a place about eighty miles north of Sacramento, returning last Saturday, January 16th. The reported result is seventy ducks, four geese, one puncture and two blowouts.

A Pico car stopped at Western Ave. on one of its trips last Wednesday afternoon. A man passenger in the rear section attempted to attract the attention of a newsboy. Afer calling and whistling several times in vain the "GO" signal came up and the car started. At the same instant the boy turned around and yelled, "Didja wanta a paper, mister?"

"What do you think I wanted?" he answered, "a piece of pie?"

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SHOPS

By Jack Bailey

A hero in our midst is A. D. Arnold, clerk in the master mechanic's office, when he takes up his out-of-doors recreation. Arnold proves to be as clever with his feet as he is with the pencil when he is placed as center forward on the Scots Soccer Team. So says a local player:

"Arnold, a newcomer, went through the Thistle defense like water through a sieve, scoring all five goals for his side."

He is scheduled to play again at the Loyola Field in the near future. We congratulate you, Mr. Arnold.

It must have been through correspondence. I can't figure any other way Rex could have put it over us.

We have often wondered where Foreman Harry Longway contracted his bovine nature, but once we found out that he eats grass (asparagus), that explains it all. —Signed, Truck Shop

Have you an old Ford? Give it to Felipe Villalabos in the Fender Shed. He sure knows his onions about Mr. Ford's Garden. But see Nat Duron if you have a Buick.

Carpenter J. Moore: "I saw a little boy pulling a cat's tail the other day. Could anyone tell me a passage in Scripture forbidding that?"

Carpenter S. Ackerman: "What God hath joined together let no man put asunder."