

# TWO BELLS

Vol. VI

MARCH 8, 1926

No. 41

A Herald of Good Cheer and Cooperation Published by and for Employes of the Los Angeles Railway

Edited by J. G. JEFFERY, Director of Public Relations

## Collins to Speak at Meetings

### MACY BRIDGE TRACK LAID ON EAST SIDE

The actual laying of track on the new Macy Street bridge was begun a few days ago. The work was started from the east approach, and extends as far back as Mission Road. The west approach to the bridge has not been completed and the indications are that at least one month will have elapsed before the track work can be finished.

The East Seventh Street track construction has been started at the Alameda Street end on the westbound track, and has progressed nearly to Central Avenue. The entire section from Alameda to San Pedro is to be re-built at a cost of approximately \$75,000.

At 111th Street and Broadway (formerly Moneta Avenue), a storm drain culvert has been built under the tracks. It is 22 feet long, five feet wide, and 10 inches deep. It had to be placed nine feet below the tracks, as paving of the street and the establishment of a new grade for both the street and car tracks are contemplated.

### Dewhurst and Drake New Garage Foremen

Walter Dewhurst, who started as a mechanic in the company garage in January, 1924, has been appointed garage day foreman in the re-organization of the office force made necessary by the recent resignation of Doyle Rishel. The afternoon and night shift will be in charge of Leon R. Drake, who came to the company with five years' experience as a foreman for the Colyear Motor Sales Company.

### Only 18 Miss Extra Courtesy Credits

Only 18 trainmen did not hold a clear record for courtesy in January. This averages less than .08 of one per cent of the 2300 total trainmen. There were 291 trainmen without a clear record for safety.

### Veteran of Balaclava Charge

### Motorman in Broadway Charge

"On your right as we come out of the tunnel, ladies and gentlemen, is William J. Cripps, as he appeared in 1895 as one of the British soldiers who made Gunga Din famous. You will note that his overseas cap shrank badly in a beastly London fog. Much of the agitation for world peace resulted from the fear in the hearts of mothers that their sons might have to wear caps like that. On the left he is wearing the disguise of a motorman of Division Three."



NOW all you fellows who shot Germans or shot craps in the great A. E. fracas will have to take the word of this publication that the gentleman pictured above with a white bib, undertaker's gloves and what may be either a swagger cane or a switch hook in his hands, is, or was, a real bullet-biting trooper and not a bell-boy. The pictures show William James Cripps, now motorman of Division Three, "before and after."

Although faded and wrinkled, the large picture is of Cripps in the uniform of the Seventeenth Lancers, known as the "Death or Glory" boys who rode in the famous charge of Balaclava, which was almost as murderous as the charge of the taxi cab driver. It was taken in 1895, before the sun of India, Africa, and Egypt baked him while he was "a-serving of her Majesty, the Queen." The other picture shows Cripps as he smiles today from the front end of a Line "W" car. He has been with the Los Angeles Railway since May 18, 1923, and brought with him a most interesting record. In addition to fighting in the Crimean war, he served with the British army during the World War from

### 'SAFETY' TOPIC FOR SERIES TO BEGIN MAR. 22

A series of meetings devoted to the accident prevention work of the safety bureau will be held in the week of March 22, with John C. Collins, supervisor of safety, as the speaker. The usual plan of having three meetings at each division to accommodate men working on all shifts will be followed. Entertainment will be provided by the Hawaiian quartet at all meetings.

Although the same general line of discussion will be followed at each division, specific lines will be mentioned in the meetings at each car house to illustrate the points of the talk. This feature will give each of the discussions a localized interest, as locations and conditions familiar to the various groups will be mentioned.

In addition to technical instruction on some of the operating features of street car service with which both motormen and conductors come in contact, conditions that create a safe or reckless mental attitude will be discussed by Mr. Collins. This is one of the most interesting phases of safety work and is designed to keep a man in a cheerful frame of mind.

Trainmen know that John Collins always has an interesting message. He is widely known and has worked up through the organization from the days of the hand-brake cars, when a motorman had to wear hob-nailed boots to keep a firm grip on the floor.

### Double Deckers For Wilshire Night Runs

In the near future, double-deck buses will be operated on the Wilshire Boulevard bus line during the night as well as during the day. Some time ago the single-deckers were removed from service during the daylight hours. With the warm weather coming, it is expected that the double-deckers will be particularly popular for evening operation.

Teacher: "Where was the Declaration of Independence signed?"  
Tommy: "At the bottom."—Ex.

1915 to 1919 in the Sixth Duke of Wellington's Regiment. (Imagine putting boys with a title like that on K. P.!) After he was paid off by King George, he started working as a motorman for the tramway system in Deusdeury, Yorkshire, England. He worked for some time without having had a chance to see the Prince of Wales fall off his horse, so he moved to Canada and then to California. He was a motorman for the Market Street

(Continued on page 2, col. 1.)



# Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

## Want Sympathy or Advice?

IT'S a good thing to talk things over. Meeting the other fellows at the division every day, there's a lot to learn in hearing about the other man's experiences and making mental notes of what you would do in similar cases. The exchange of ideas is of great value to everybody. It is only natural that different men meet with different circumstances and work out rules and courses of action under difficulties that show common sense and practicability. But be sure you are looking for ideas, and not sympathy.

When you meet with the bunch, and the talk turns to shop, put your problem in so many words and hear what somebody else has to say about it. The difficulties that you face in your daily work often work themselves out in a painless way if you can just get them off your chest. More often than not the solution is there in your own mind, waiting to get rid of some of the pressure.

You can make use of the other man's ideas. Talking things over will bring out new slants on an old problem.

But don't bring out your troubles with the feeling that you know you're right, and that you aren't the only one that's had the same experience, and there was no reason why you should have been considered at fault. Somebody will agree with you, which won't do you any good. Sympathy for your weak points you can do without—it is the constructive criticism that can be gained from honestly talking things over that will strengthen your weak points and build up your ability.

## DISCOURTESY COMPLAINTS CUT TO ALMOST ONE A DAY

IN no month of 1925, was as great a reduction made in the number of discourtesy complaints as in February. Fifteen less complaints for discourteous service were made in February than in January of this year. The nearest approach to such a decrease was made in March, last year, when such complaints were reduced by 12.

While seven more complaints are on

a record than for the previous month, commendations received made a gain of three, showing a total of 59—an average of nearly two a day to offset the 1.02 daily average of complaints.

The greatest single increase was in cases of "carrying passengers past stop." There were 15 complaints for this in February, against three for January.

The detailed summary is as follows:

Classification	Jan.	Feb.	Loss or Gain
Discourtesy	51	37	-14
Fare and Transfer Trouble	41	44	+3
Starting Too Soon	6	5	-1
Passing Up Passengers	9	6	-3
Carrying Passengers Past Stop	3	15	+12
Dangerous Operation	5	6	+1
Short Change	4	8	+4
Miscellaneous	17	22	+5
Commendations	136	143	+7
	56	59	+3

## A Veteran of Balaclava

(Continued from page 1.)

Railway in San Francisco, then with the Pacific Electric Railway here and finally ended up on the front end of a yellow car.

To those of the younger generation who wore callouses on their shoulders toting rifles and still nurse grudges against the quartermaster sergeant for handing out size 15 shoes with a size 15 shirt, and feel that the late hostilities constituted the worst war of all times, there is this comfort in looking at the ornate uniform of William James Cripps as a member of the Seventeenth Lancers — just imagine trying to sneak past a sentry and through the guard house gate on a foggy night with a red, white, pink, blue, and green uniform like that!

What's become of the good old saying, "Do you want off today?"

### THE CALL FOR A MAN

Wanted: A man who can find things without the help of the manager and three assistants.

A man who gets to work on time in the morning and does not imperil the lives of others in an attempt to be first to quit work at night.

A man who listens carefully when he is spoken to and asks only enough questions to insure the accurate carrying out of instructions.

A man who is neat in appearance and does not sulk for an hour's overtime in emergencies.

A man who moves quickly and makes as little noise as possible about it.

A man who looks you straight in the eye and tells the truth every time.

A man who does not pity himself for having to work.

A man who is cheerful, courteous to everyone and determined to "make good."

A man who, when he does not know, says: "I don't know," and when he is asked to do anything says, "I'll try."

# BULLETINS

Issued March 8, 1926

BULLETIN No. 33  
Notice to Conductors

Firemen's Pass Book No. 28069, issued to Fireman Hoke S. Norville, is reported lost. If presented for transportation, take up, collect fare and send to this office with report.

BULLETIN No. 34  
Notice to Conductors

The following passes are reported lost: 562 issued to Mrs. Ruby Edwards, Register Clerk, Auditing Dept. 1490 issued to Jim Cross, laborer, Line Dept.

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

BULLETIN NO. 35  
Notice to Trainmen

Arrangements for toilet facilities for trainmen have been made with the Wilshire Service Station No. 25, located on the northeast corner of Slauson and Santa Fe Avenues.

Trainmen may make use of this location so long as their conduct is not objectionable.

## BUS BULLETINS

BULLETIN No. 398  
February 27, 1926

After completing your run on the last day of every month and before going out on the first day of the following month, you will secure from the Cash Receiver's Office a copy of Form "1219B," "Conductor's Monthly Report of Tickets and Transfers on Hand at the Closing of Business." You will list on this blank the form number together with the opening and closing number of all tickets in your possession at that time. Blank should then be immediately turned in to the Receiving Cashier.

There has been considerable confusion in the past due to the fact that several partly-used pads of tickets have been held over from one month to the other, which threw the Auditor's records out of balance. It is hoped to eliminate this trouble by the use of this form.

It is very important that this be done, and no excuse will be accepted for failure to properly furnish this information.

BULLETIN No. 399  
February 25, 1926

A trash box has been placed at La Brea and Country Club drive. Conductors and Operators are requested to place all trash accumulating in the buses in this box, being careful at all times to place no lighted matches or fire of any kind in the box.

BULLETIN No. 400  
March 2, 1926

Recent check of Bus Tickets, Form SBU. 7, issued on the various Bus Division Lines, shows that Bus Operators are not punching out the line from which issued or the direction traveling. It is very important that this be done and your attention is called to the necessity for following instructions covering the proper method of issuing these tickets.

BULLETIN No. 401  
March 2, 1926

Recently there have been unnecessary calls for mechanical attention to buses while in service on account of some very minor defects such as wire connections coming loose from the spark plugs or the horn, or other minor repairs that can and should be made by the Operator, thereby saving calls for assistance and also saving delays to service. Operators have been supplied with a small kit of tools for just such purposes. Please give this the necessary attention and avoid any unnecessary delays for the future.

Frank Dyer: "Tearing down seats is a slow job, especially on H and K seats."

Bill R.: "Can't see why. Just a few castings."

Dyer (setting on frame and heaving with wrench): "Yes, but can't you see there's a lot of nuts connected with these frames."

## WALNUT PARK MADE TERMINAL FOR ALL "J" CARS

All Line "J" cars will run through to the Walnut Park terminal under a new schedule now being prepared. By the new plan cars will not be turned back at Florence Avenue and Pacific Boulevard except when necessitated by traffic conditions. Half of the cars now turn back at Florence Avenue, while the rest go through to Walnut Park. Enough cars will be added to the Line "J" service that the headway will not be lengthened. The number of cars in service at morning and evening rush hours will remain about the same, but more cars will be necessary to maintain the mid-day service. Fifty-nine cars are in peak service on Line "J."

## Fighting Mechanics Can Now Punch Clock

To meet the requests of some of the more athletic workers at the company garage for a punching bag, the company has compromised and put in a time clock for the mechanics to punch. The time recorder has been set up in the battery room near the garage office, and provides an accurate check on the arriving and departing time of all workers. The clock will facilitate the time recording work in the office considerably, and meets with the approval of all those who are in the habit of coming to work on time.

## Yellow Coach Buses Shipped from Chicago

Four double-deck buses made by the Yellow Coach company were scheduled to leave Chicago last Tuesday for shipment to Los Angeles. These buses were ordered by the Los Angeles Railway several weeks ago, and as soon as they are delivered, they will be put in service on the Wilshire Boulevard line.

These are the first double-deckers to come from the east. The Fageols and Morelands that are now in use are California products.

WE WONDER WHY it is that every conductor that works with motorman Fromman of Division One always has to call in for more transfers. You ask him, I just had my face made over.

Famous last words of crew on W. R. No. 72:

Cond.: "My tires are flat again."  
Mot.: "Holy smoke, I left my pipe on the car."

Conductor Knourek of Division Four: "How old is your little girl?"  
Lady: "Four and a half years."  
Child (brightly): "And mom's fifty-two."

## Appreciation

Mrs. Bennett wishes to express her appreciation to the Masons and employees of the line department for the financial aid and for all services rendered during her recent bereavement; also for the beautiful floral pieces. Anytime that she can be of service or assistance, she will gladly give it.

MRS. T. R. BENNETT.

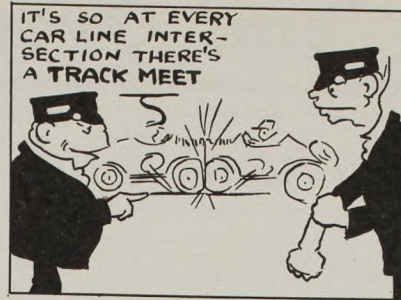
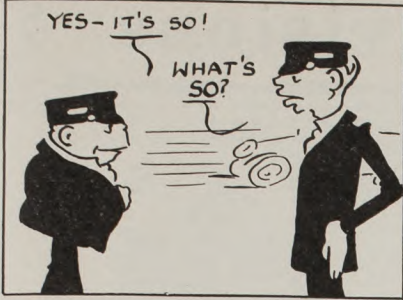
Charles A. Tubbs and two sisters wish to extend their thanks to the employees of the traffic department and transfer bureau for the flowers and kind assistance received on the occasion of their father's death, February 22.



# Conductor Ding and Motorman Ding Ding

- Most of our Athletes are Spanish -

- By Rollins



## Bouquets And Things (Hand Picked)

For Condr. B. Still—Div. 2  
Los Angeles Railway,  
Gentlemen:  
I would like to commend Conductor 2576, line "U," car 684, on about January 17. He put himself out to help a blind man off the car and take him clear of traffic to the sidewalk—the blind man happened to be colored. He was also courteous to all passengers.  
MRS. CLINTON ROSEMAN,  
800 South Central Ave.

For Mtr. O. C. Milton—Div. 2  
Los Angeles Railway,  
Gentlemen:  
I want to speak to you about a motorman who runs the car I go on nearly every morning. The number of his cap is 1501, O. C. Milton. He is on the University line and I have noticed the way he handles the car. He runs it so smoothly, and he is the most accommodating and courteous man I have seen. He seems to know who are his regular passengers, and if you are anywhere near the corner will wait until you get there, which means much to one who has to hit the time clock as I do.  
Respectfully yours,  
MRS. HARRIETT E. Mac CLEVERTY,  
1071 West 30th Street.

For Condr. S. S. Wollman—Div. 3  
Los Angeles Railway,  
Gentlemen:  
Conductor 1728 on the Eagle Rock car treated an old lady very kindly for which give him credit.  
Respectfully,  
MARY T. BARKER,  
1006 West 24th St.

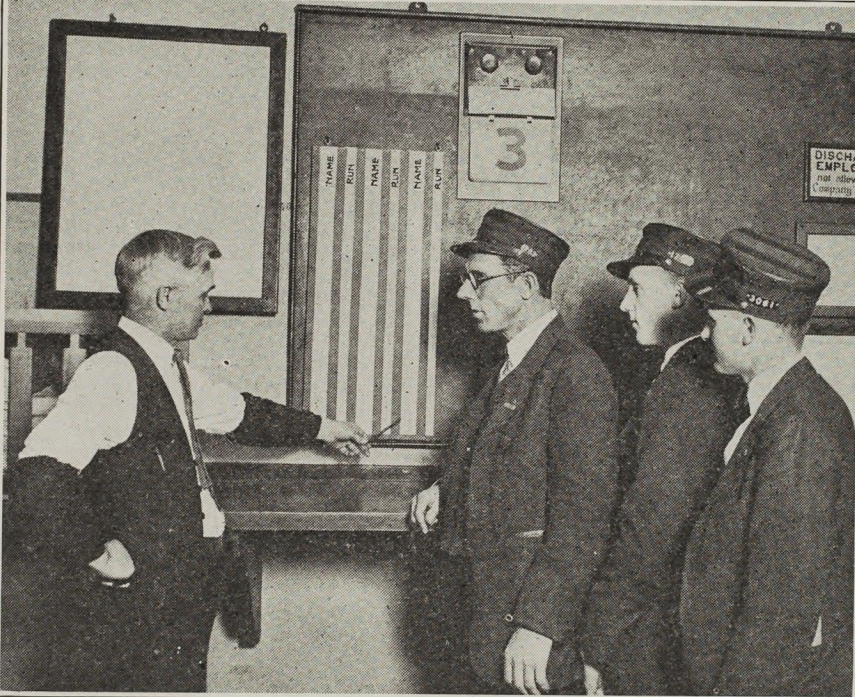
For Condr. W. A. Harter—Div. 3  
Los Angeles Railway,  
Gentlemen:  
January 13, about six o'clock, I was a passenger on the West Adams car. An incident occurred between 3rd and 4th on Hill street that I desire to call to your attention. A frail little old lady, apparently somewhat deaf and crippled, wanted to get off the car.  
The conductor threw the doors open, the lady rose from her seat and started for the door in a halting fashion. The conductor, 1884, stepped out of the middle doors into the street, helped the little old lady off the car, took her by the arm, conducted her to the curbing and then came back, and he did not seem to think he had done anything unusual.  
Very sincerely,  
G. M. GIFFEN,  
535 H. W. H. Bldg.

For Condr. B. M. Burton—Div. 4  
Los Angeles Railway,  
Gentlemen:  
Today your conductor, 2140, on west-bound "C" car, about 12:10 P. M., at 5th and Hill streets, gave a splendid illustration of service as it should be. Several annoying instances had occurred, and at the last minute two little old ladies, who had boarded the car in error, had become confused. Instead of carrying them on a block around the corner, he pulled a stop signal, smilingly straightened the old ladies on their several ways, and got them safely off the car, each knowing just what to do, and then got his car off before the "go" signal had been turned to "stop" against him. May he live long and prosper.  
Yours truly,  
HORRACE B. FERRIS,  
Room 18, City Hall.

For Condr. R. H. Manning—Div. 5  
Los Angeles Railway,  
Gentlemen:  
It was necessary for me, last Sunday, to make two trips to 108th and Moneta. The first trip was in daylight, for which I was thankful, as I was unable to understand the conductor's street announcements, but I could see the numbers on the stores and knew where to alight.  
The second trip was made after dark and I had an uneasy feeling as to how I should manage, but my fears were groundless, as each stop was announced in a voice clear and distinct.  
I thanked the conductor, and unknown to him, I took his number. It gives me great pleasure to tell you that I appreciate the manner in which streets and stops are announced by Conductor 2882.  
Yours truly,  
F. E. MORGAN,  
1662 West 59th Place.

## Simplified Run Indicator Put In Use at Division 4

Maybe the new contraption for indicating runs is smart enough to get every man on his proper car, but some folks are from Missouri—hence—Clerk E. H. Ellis is showing three trainmen —(left to right): T. S. Roberts, W. Jolley and A. H. Garrett.



A NEW self-starting, re-fillable, non-detonating run indicator for extra men was put in use at Division Four last week to minimize the possibility of trainmen reading a run assignment incorrectly. The contraption is the invention of B. B. Boyd, foreman of Division Four, who attained national fame a few years ago by inventing deflectors for breakfast grape-fruit.  
The run marker formerly used showed the names of all men on the extra list on the left hand column, and was marked up for 15 days ahead of time, in 15 columns to the right of the names. It was so easy for the eye to wander up or down one line in reading across the 15 columns that quite frequently extra men missed their runs and attempted to work a run assigned

to the man whose name either preceded or followed his own.  
The chart shown in the picture above consists of three wide strips which contain names and three narrow strips on which are marked run assignments. The strips are removed from the case at the end of each day and replaced by new strips showing the assignments for the next day. The run assigned to an extra man is shown in the column immediately next to his name, and as the chart is made up anew each day and posted at 4 p. m., there is no possibility of a man becoming confused on dates and comparatively little possibility of his failing to read the chart correctly, because his assignment is clearly marked in the column immediately at the right of his name.

## DIVISION 5 LEADS WITNESS RECORD WITH 6.80 AVERAGE

ALTHOUGH a little behind the January score, the record in the February report of the claim department on the number of witnesses procured shows an average for the system of 6.02. The figure for January was 6.29. During February all divisions went comfortably over the average of 5, and Division Five took first place away from Division Four by setting a mark of 6.80. Division Four was close behind with 6.76. Divisions Two, Three and One finished in the order mentioned. There were 122 less accidents reported through the claim department in February

than in January. The detailed summary is as follows:

Division	Number of Accidents	Number of Witness Cards	Average Witness Cds. per Accident
One	244	1291	5.29
Two	342	2023	5.92
Three	337	1923	5.71
Four	199	1346	6.76
Five	222	1510	6.80
Total	1344	8093	6.02

I'd like to be a cash receiver,  
Who handles lots of "jack."  
I'd buy a Studebaker  
And no pleasure would I lack.

## On The Back End (Contributed)

Some of Mark Twain's friends once wrote him a letter in an envelope addressed, "Mark Twain—God knows where!" After some time the letter finally reached him without further address, and the great humorist replied in a single line "He did!"

Little Boy: "Conductor, will you please give me a transfer?"  
Cond. C. V. Coleman: "Certainly; where to, my little man?"  
Little Boy: "Oh, I can't tell you that, it's a surprise party."

It is said of Electrician Sid Ormston of the Shops as he was making his way out to our beloved California, he was forced to stop somewhere in Idaho and apply for work. He got a job as sheep herder, but one day was enough, and that night he complained to his employer that he was very much spent. "I don't understand, and besides you told me you were a very spry young man," said his employer. "You don't even have to run my sheep."  
"The sheep are all right," said Sid, "but those d— lambs."  
"Lambs!" cried his employer, and ran over to the corral and peered in. After a grave pause he turned to Sid and said, "Boy, them ain't lambs, them are jackrabbits."

Conductor "Shorty" Cormier's name again appears in the Division One column after an absence of some months. "Shorty" phoned in the other day, saying he could not take out his run on account of slipping and falling on his ear when in the act of emptying the garbage can. This is one time that Cormier's "shortness" came in handy, as his head didn't have very far to fall.

Conductor Johnnie Cardenas of Division One came in for a new uniform, saying that he saw in the last issue of "Two Bells" where a conductor got married in a uniform, so he was going to get one to get divorced in.

## SHEIK OF THE "F" LINE (Ed. Link)

Now for the transfers and the punch,  
I'm the thin one of the bunch,  
With a figure so slender, it's great  
To even think I percolate.

Oh, think of the figure, lady fair,  
But I've said nothing of my hair!  
Now girls talk of the permanent wave,  
But mine has that put in the shade.

And dance! Oh, boy, how I can step!  
At dancing I'm just full of pep;  
The girls will fight at my sight,  
To dance with me; it is a fright.

Now, my singing is a treat;  
It will knock you off your feet.  
For this song you will adore,  
I'll sing from Carmen, Torador.

"The man who holds his head too high overlooks a lot of life's good things." So that last fifty cents was for a wedding and not for the death benefit association.



# Looking 'em Over at the Divisions

## DIVISION 1

D. B. Kohl

Conductor L. E. Adkins says a motorman must have a cool head, a conductor good feet; but it takes a good chess player on the rear platform at Vermont and Santa Fe about 4:30 P. M. to make power behind the throne.

Now that we have a new pay telephone down at Division One, Conductor D. H. Rom spends all his spare time hanging around the box to see if there have been any returned nickels left in the cup.

After a new pay phone was installed, Janitor Ed Sweets thought he would be the first one to try it out, so Ed gets out a nickel and proceeds to call up his wife, but finds that the line was out of order, so asked central to give back his nickel. Ed is still waiting for the nickel. Oh, well, cheer up, Ed, that was just your initiation fee.

Conductors Reddick and Bickerdike had an accident one morning this week when coming to work that might have resulted seriously for both of them, but luckily Reddick was only slightly injured while Bickerdike escaped unhurt. The flivver in which they were riding went dead on the tracks of the Santa Fe and the gate-man dropped the gates on top of the flivver. The gate hit conductor Reddick on top of the head, lacerating his scalp. The fact that the gate hit him on the head was all that saved him from serious injury. They pushed the machine off the tracks just as the roaring engine passed by.

L. G. Blanks, well known motorman of Division One, resigned this week on account of ill health. Mr. Blanks intends to take up his old trade again, as a plumber.

Conductor J. T. Shelton and motorman J. W. Lippincott are both off on a ten day leave for a vacation.

Read this, please, men of Division One: Recently conductor H. N. Johnson and motorman C. E. Yocum had an accident; such things will happen once in awhile you know. Anyway, they secured seventeen witnesses, the conductor getting two of the passengers in the machine that struck the car to sign as witnesses. How's zat!

Any of you men that are desirous of obtaining tickets to the monster Smoker and Entertainment given by the American Legion for the benefit of the California Disabled Veterans, on March 20th, at 246 South Hill street, call at Mack's Barber Shop directly across the street, and leave your name. An especially good time is assured.

## DIVISION 2

H. T. Hansen

Conductor C. W. Darwin has been appointed Deputy Sheriff.

Motorman S. T. Millard, who is in the Olive View Sanitarium, has been feeling blue because so few of the boys have been to see him. All those who can will be doing him a lot of good by calling on him. Remember how you'd feel if you were in his shoes.

Motorman A. V. Robinson starts on a 90 day leave of absence.

A. J. St. Charles's son has undergone a slight operation.

Conductor A. S. Herrick, who is on leave of absence, is en route to Tampa, Florida.

## Who's Who



JOE C. McKasson came to Los Angeles in 1920 from St. Paul, where he had been working for the Northwestern Tire Exchange Company for a year after leaving the army. He was born in the Hoosier state. His employment with the Los Angeles Railway dates from August 26, 1920. He began as a conductor at Division Three, but transferred to Division Two early in 1923. Pleased to meetcha.

V. B. McAdams, Cash Receiver, has a new Studebaker roadster.

We have been informed that the erstwhile hirsute adornment which has been gracing the upper lip of L. L. Leasman has taken an unlamented departure. While not wishing to cast undue reflection upon the becoming features, or what have you—of our brother employe, we hear it rumored amongst the brethren that now a few less headlights will have to be repaired.

Conductor E. F. Thompson, who took an overland trip to Florida, has been detained there owing to his wife's illness. He hopes to be back in Los Angeles next month and resume his duties with the L. A. Railway. He sends kind remembrances to all.

## SHOPS

Jack Bailey

Wallace Aldrich advocates investigating the claim: "Anything not applied belongs to the Store Department."

T. J. Hobson, until recently assistant foreman of the South Park store, launched out on a honeymoon trip with his bride, who was before her marriage Miss Maude Randolph, stenographer in the store office. We extend our warmest congratulations and wish them both lifelong happiness.

"All done? Bids closed," and Ben Bradfield finds himself the assistant foreman of the South Park store, having served as Division Four storekeeper for the past two years. Mr. Bradfield is taking the place of Mr. T. J. Hobson who has been transferred to the Los Angeles Railway Building. Congratulations to both Ted and Ben.

Mr. Blackman, the best known authority of popular dancing in the Machine Shop, says never can anyone rightfully call the Charleston dance by that name. The correct nomenclature is Galveston. That sheik ought to know.

## DIVISION 3

Dan Hamley

Owing to the fact that there were only 28 days in February, we did not have as many trip sheet errors turned in.

"Yes, sir, salesmen is what we want, men who can sell the public street car rides," said Supt. J. B. Hayner to an applicant for conductor, the other day. "So what credentials have you along that line?" "Thassme," replied the applicant, "I just returned from Canada, where I sold over 10,000 pictures of the Kaiser."

Now we will feed the baby sausage to weener.

"You see, it was like this," said Conductor Reilly as he missed out and went down on the sheet in red, "I bought a new alarm clock at the jeweler's, and when I asked him if it was a good one he replied, 'Sure, only, of course, it being new it may stick a bit, but if the alarm does not ring, you touch the little hammer and it'll ring all right.'"

Conductor Stebbins has quite a reputation for being a saving man. It has been told that when he got married, he bought a nickel's worth of peppermints, took his wife for a trolley ride honeymoon and when they got off at the end of the line he said, "Dearest, suppose we save the rest of the candy for the children."

The race for witnesses secured for accidents among the five divisions for February, ended:

1  
2  
3  
4  
5

Turn the column upside down and see where Division No. 3 is.

## BUS DIVISION

Elmer Wood

"Does 'The Guy with the Green Gloves wear a blue hat?'"

M. M. Keathby has resigned. He was an operator on the Beverly line, and was also in charge of the buses leaving Fifth and Olive between 4 and 6 o'clock in the evening. Keathby will now haul mail for Uncle Sam.

Conductor J. T. Fulbright has also resigned, and is leaving March 9. He is going up north to farm.

Operator M. F. Wilson has been on the sick list on account of a broken arm acquired while cranking his Ford.

### Bug House Fables

The Los Angeles Railway will purchase a new gas-electric snow plow and sweeper.

Our newest newlywed is E. L. Herbel. Having recovered from the shock of surprise, the boys of the division wish to extend the best of wishes to Herbel and his bride.

Only recently we learned that Operator J. W. Cook and Miss Della Fox were married at the bride's home November 25, 1925. I'll say this is a late announcement, but if I don't hear about these things, I can't do any better.

Introducing new men: J. L. Bartlett, formerly with Paul G. Hoffman; L. W. Walters, from the San Rafael Auto Stage; S. N. Cookson, formerly driving a lease car for the Pickwick Stage company, and A. L. Irwin, a former truck driver. In the garage we have: R. Cawhon, J. F. Keller, E. C. Mara and H. Pree.

## The Division Scribe



The division scribe, he sits around  
And wonders what to write;  
He looks for dope the whole day long,  
And prays for it at night.  
Well, let's all help the division scribe  
With the contribution stuff  
Let's deluge him with articles  
Until he cries, "Enough."

## DIVISION 4

C. J. Knittle

Heigh ho, lads and lassies! Are you there? Here's a little laugh from outside. Listening?

Grandma (on train): "What name did that conductor just call out?"

Bobby: "None, Grandma. He just stuck his head in and sneezed."

Grandma: "Quick, help me with these things. This must be Oshkosh."

The flappers on Crown Hill line say they love their vaseline because they have a rough chap on their hands.

Ye Scribe: "What is your candid opinion of my column?"

Editor: "Well, if you really want my CANDID opinion—"

"Thanks. In that case, I don't."

Lady (after being handed a transfer without asking for it): "How did you know I wanted this?"

Conductor Griffith: "Because every other person wants one and the last one didn't."

WEE WEE!

Herman: "Did you ever get pinched while driving fast?"

Sarah: "No, but I've often been squeezed while going slow."

## DIVISION 5

Fred Mason

How'd you like the weather, folks? Now's the time to buy your red flannel underwear and ear muffs.

Motorman J. H. Crooker came up to the window and said, "Mr. Grant, I want off the last part of my run—I want to go to the Rabbit Show." Ain't that the cat's—?

Conductor A. J. Maryhew trips off for 60 days most of which is to be spent in San Diego.

Motorman A. A. Slovensky has picked Pittsburgh to win the World's Series again this year, and is now taking a 60-day lay-off visiting with his folks in Brookside, Alabama.

Conductor "Chick" Trager is another one who has left us for 60 days. "Chick" is visiting with his folks on the ranch.

"Muck," our extra clerk, will probably be off for a little while too. He got pinched for speeding on his way to work last Monday—"Good morning, Judge."

"Tex" Hiller says, "I'd like to see this sign on all mail boxes: 'Post no bills.'"

DON'T FORGET TO REGISTER! Clerk E. C. Tyler is Deputy Registrar of Voters for Division Five.