

TWO BELLS

VOL. VI

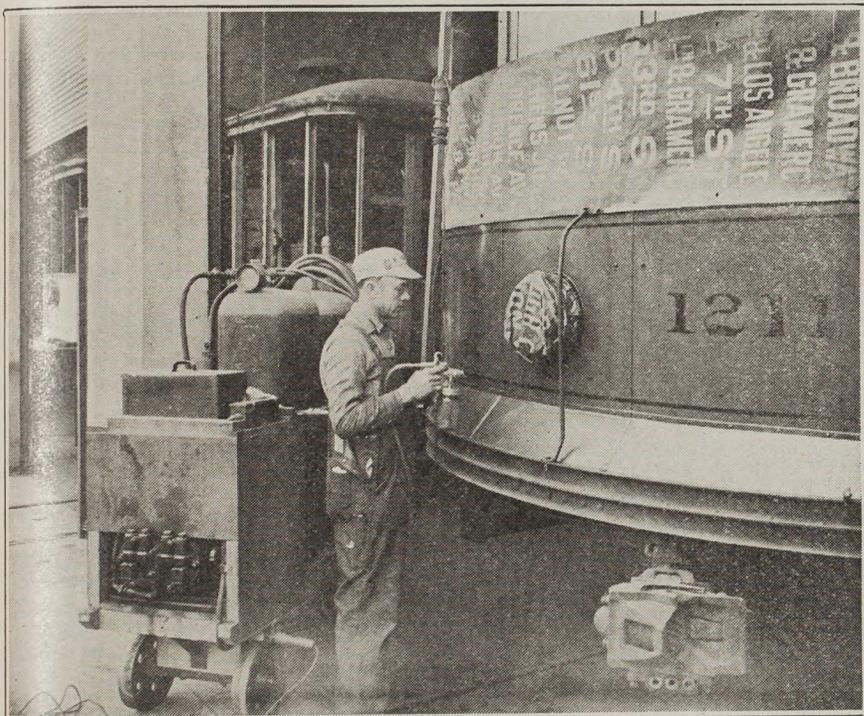
DECEMBER 7, 1925

No. 28

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

Paint Gun Saves One-Fourth Of Time In Finishing Cars



QUICK ON THE TRIGGER. F. A. Larrieu is shown with the "gun" that shoots paint on the surface of cars when they are at South Park for overhauling. The paint is sprayed by compressed air, which is regulated by pressure on a trigger similar to that on a pistol.

SAVING one-fourth of the time formerly spent in painting street cars, a portable spraying machine has been installed at the South Park Shops, by which the yellow color is put on with a compressed air gun. The electric motor which operates the air compressor is run by current taken from the trolley wire. The wire from the motor to the over-head is run along a wooden pole with a copper hook at the end which fits over the trolley wire. A piece of metal lays

on the track to make a ground for the current.

When the sides and ends of a car are being painted, the windows and trucks are covered with cloth to keep off the color.

An operator can go over the part of the car that is painted yellow with two coats in an hour and 15 minutes. A first coat of lead and yellow is placed on the body and is followed with two coats of enamel. The black and brown trimmings on the exterior of the cars are put on by hand.

Annual Christmas Party Will Be Held December 26

THE annual Christmas party and open house of Los Angeles Railway family will be held from 10 A. M. to 11 P. M. Saturday, December 26 in Forester's Hall, at Tenth and Olive Streets. Due to the fact that the Christmas season is the busiest time of the year for a street railway, the yuletide party has to be held after the great holiday. The affair will be in charge of C. V. Means, and is open to all employes and dependent relatives.

Sandwiches of all kinds, coffee and punch will be served throughout the day, and it is earnestly desired that every employe attend some part of the festivities.

The children's party, which has been a feature of the annual get-together for several years, will be held at 2 p. m. with entertainment arranged particularly for the little folks.

At 8 P. M., a vaudeville program will be presented and will be followed by dancing.

Don't Use Silver Dollars To Plug Spring Switches

There is no rule against using your watch or a stack of silver dollars to plug a switch, but recent developments necessitate advice against this practice.

While busily engaged attending to the household duties on car 1402 of Line "S", Conductor W. A. Fowler, of Division Two, found it necessary to back over the switch point in conformity with traffic orders. To make the switch point stay where he put it, Conductor Fowler inserted three 50-cent pieces between the rail. They made an exact fit, but after the car had passed over the switch, and the resourceful cashier discovered that he could only extricate one of the three coins, he realized the full significance of the truth that we pay dearly for experience.

Last reports stated that eight small boys and the switch repairing crew were endeavoring to remove the coins.

CHECKS WRITTEN FOR BONUS DAY

The transportation department office completed the writing of bonus checks last Thursday morning, and they are now in the hands of the auditing department for recording.

Although the number of checks is almost as large as last year, the final calculations of the amounts earned by trainmen have been made in better than average time this year. Separate checks for the special awards have been written in addition to the regular bonus checks, so that the 110 men in the top rank will receive two checks each.

The distribution of checks will be made at three meetings Tuesday December 15 in the auditorium of the Masonic Temple at Pico and Figueroa Streets.

Seven Cars Added To "E" In Rush Hour

Seven cars were added to the evening rush hour service on Line "E" last Monday, four running to Eagle Rock and three to Hawthorne. This increase reduced the headway at the peak of the rush hour period to 2½ minutes.

The addition of seven cars running to the far terminals of Line "E" followed the increase of four cars on the Dalton Avenue branch and the Third Avenue branch of Line "M" to relieve the "E" cars of local travel on Santa Barbara Avenue.

ACCIDENT WITNESS AVERAGE RAISED TO 7.04 IN NOVEMBER

The month of November produced the big surprise of the year when the average number of witnesses per accident was sent to the high mark of 7.04 for the system, and Division Five routed Division Four from first place. Division Four held first place for the first ten months of this year, and was a consistent leader in 1924.

Division Five set a mark of 7.80 witnesses per accident. The nearest approach to this figure was made by Division Four in September with a score of 7.32.

Seven Exceeded Twice

Only in September and October had any of the divisions exceeded an average of seven, and in both cases this was done by Division Four.

During November, all of the divisions except Division Two exceeded seven. Division Two turned in an average of 5.96, which, although it was the lowest of the five, and a little below the standard of that division in recent months, is quite commendable.

10,911 Witness Cards

As a result of the excellent work done by trainmen on all lines, a total of 10,911 witness cards was received by the claim department and safety bureau to facilitate investigations which are made with a view to correcting unsafe practices and settling claims against the company equitably.

"It Can Be Done"

The November scores have indicated positively that "it can be done." In discussion of the efforts to get the most possible witnesses, statements frequently have been made that some of the divisions and some of the lines present peculiar difficulties which reduce the witness average, but the scores published herewith show that

(Continued on Page 2, Col. 1)

Conductors' Rules For 1926 Discussed

A conference of transportation department officials was held last Thursday at the main offices to consider what changes are necessary in the "Instructions to Conductors." The instructions will be printed as a folder that will fit in trip sheet holders. No extensive changes are contemplated in bringing the rules up to date.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Goodwill Has Cash Value

A VALUATION of a nationally known system of stores specializing in commodities that sell for not more than 25 cents, included an item of two hundred and fifty-five million dollars for goodwill. goods on the shelves and the store buildings could be valued according to current prices, but goodwill is such an intangible thing that it is a task for keen business men to estimate its value.

It is not likely that one in a million of the customers of the system referred to know the executive officers of the organization. The goodwill was built by the men and women behind the counters who successfully carried out the policies of service and courtesy so effectively that customers came back time and time again to make purchases.

There is a very good lesson to be learned in the street railway business from the story of this system and its goodwill value of more than one quarter of a billion dollars. The tracks, cars and buildings of the Los Angeles Railway can be valued by appraisers, but the goodwill value, that intangible thing, is being established by every employe. It is to the advantage of every employe to set goodwill at the highest possible place, for without the friendly cooperation of the general public, and an understanding of the problems of transportation, the company would be hampered and harrassed on every side.

Every employe has a cash interest in the goodwill value of this company, because goodwill makes possible not only continuous operation and steady employment but it clears the way for expansion and the creating of more desirable positions on the ladder of promotion toward which every employe may climb.

Div. 5 Leads As Witness Average Goes To 7.04

(Continued from Page 1, Col. 4)

high marks can be made by every division by a concerted and intelligent effort.

The division superintendents and

other executives of the company congratulate every trainman who had a part in setting up the November record, which is as follows:

Division	Number of Accidents	Number of Wit. Cards	Average Witness Cards per Accident
Division 1.	303	2273	7.50
Division 2.	385	2297	5.96
Division 3.	329	2202	7.00
Division 4.	260	2011	7.73
Division 5.	273	2128	7.80
Total	1550	10,911	7.04

Bouquets Continue Above Brickbats In November

THE report of the eleventh month of 1925 shows a record maintained throughout the year thus far of more letters of commendation each month than there were complaints for discourtesy, with the single exception of the month of April, when there were 46 discourtesy complaints and 43 letters of commendation. For the month of November, there were 45 discourtesy complaints and 47 commendations, and the total number of com-

plaints was 140, a decrease of 10 from the number in October. There were 48 discourtesy complaints in October, and 50 commendations.

The record, given in detail below, shows a marked improvement over October in the general decrease of complaints. The only case of an increase of more than one was in complaints for starting too soon. Following are the figures:

Classification	Oct.	Nov.	Loss or Gain
Discourtesy	48	45	- 3
Fare and Transfer Trouble	50	47	- 3
Starting Too Soon	6	10	4
Passing up Passengers	9	8	- 1
Carrying Passengers Past Stop	10	9	- 1
Dangerous Operation	7	4	- 3
Short Change	8	4	- 4
Miscellaneous	12	13	1
Commendations	50	47	- 3
	150	140	-10

BULLETINS

Issued December 7, 1925

BULLETIN NO. 199 Notice to Trainmen

Considerable damage is being done to seat bottoms, especially on type "H" cars, due to motormen throwing controller handles on the seat, or conductors setting fare boxes on same, causing the slats of the seat to become marred, and as these slats are so thin that they cannot be scraped and resurfaced, the damage is not only expensive but the rough portion of the seat bottom is liable to tear the clothes of passengers, resulting in damage and claims. This practice must, therefore, be discontinued at once.

BULLETIN NO. 200 Notice to Motormen

Complaint is made that some motormen are in the habit of ringing their gongs at a bootblack, who has a stand on the west side of Hill Street, about 150 feet north of 11th Street.

This practice must be discontinued at once, and trainmen will pay no attention to the actions of this man who is not as well balanced mentally as he should be.

BULLETIN NO. 201 Notice to Conductors

The following passes are reported lost: 1273, issued to Jesus Gomez, laborer, Way & Structures Dept.

1830, issued to E. R. Henderson, helper, Garage, Engineering Dept.

3318, issued to Mrs. Myrtle R. Cline, wife of Warren N. Cline, Condr. Div. 4.

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

P. B. Hill

BUS BULLETINS

BULLETIN NO. 355 Nov. 25th, 1925

Beginning Tuesday, December the first, Bus Run No. 3, Work Run 63 and Bus Run No. 5, Work Run 62, of the Melrose Line which goes into the Wilshire Boulevard service in the afternoon will run from the Melrose Line as follows:

East on Melrose to Vermont; South on Vermont to 8th Street; East on 8th Street to Lake Street.

Layover on the south side of 8th, immediately west of Lake Street until the bus running on the Wilshire Boulevard Line which is to be relieved passes and then follow into the terminal on Olive Street.

BULLETIN NO. 356 Nov. 25th, 1925

Operators on Alvarado Street Line must bring their bus to a full stop before crossing 8th Street in both directions, north and south, unless Traffic Officer is at the intersection.

BULLETIN NO. 357 Nov. 25th, 1925

Operators on Alvarado Street Line when south bound between Ocean View and 6th Street in each case where the street is slippery or it is raining must descend the grade in second gear.

BULLETIN NO. 358 Nov. 25th, 1925

On account of the hazard of accident in turning the Alvarado Street Buses around in the intersection of Hoover, 20th and Burlington Streets, it has been decided to change the turn around as follows; effective November 26th: When south bound on Hoover Street turn east on 18th Street, south on Bonnie Brae, to Washington and thence north on Hoover. Layover will be made on the east side of Hoover Street, along the east curb, immediately north of gas station which is located at the apex of Hoover and Bonnie Brae.

BULLETIN NO. 359 Nov. 28th, 1925

On account of the cutting back of Alvarado Street Service from 20th to Washington Street, walkover transfer will be allowed between Alvarado Street line at Washington and Alvarado and Los Angeles Railway Line No. 3 at Washington and Burlington. Please be governed accordingly.

J. Van Branken

"Dad, what is an advertisement?"
"An advertisement is a picture of a pretty girl, eating, wearing, holding, or driving something that somebody wants to sell."

SERVICE HIT WHEN DRAIN DITCHES CAVE IN

The heavy rain which broke over Southern California last Tuesday night resulted in a cave-in of a storm drain ditch under construction at Forty-second and Hoover Streets, and a second at Twentieth Street and Hooper. Street car service was badly impaired by the destructive work of the storm.

The Forty-eighth Street branch of Line "M", and Line "F", were disrupted by the Hoover Street cave-in, and cars were re-routed over Santa Barbara and Vermont Avenues. Both lines were in normal operation Thursday.

On Hooper Avenue, Line "B" cars were being turned back north of the cave-in as late as Thursday afternoon, and the south end of the line was being served by shuttle cars, but arrangements were made to install temporary cross-overs at the points where single track operation was necessary.

Your Time

What have you done with the time you have had

Since the dawning of yesterday?
Was it wisely spent, with profit to you,
In a medley of work and play?
Did you plan your tasks, and live up to your plans,
As few of us ever do,
Or happy-go-lucky go heedlessly on,
With many a blunder to rue?

What shall you do with tomorrow's time,

Will you profit by your mistakes?
Will you really do always the hardest first,
No matter what courage it takes?
Will you waste your time, as you've done,
In the same old careless way,
Or has Heaven given you sense to learn

The lesson of yesterday?
SOMMERVILLE JOURNAL.

Appreciation

Co-operative Association,
Los Angeles Railway

Dear Friends,

My family and I wish to thank you for your kindly assistance during our recent bereavement; also for the beautiful floral piece.

Yours very truly,
Mrs. J. L. Grossnickle.

Cooperative Association.
Gentlemen:

We wish to thank the officials of the Association for their kindly financial help in our time of real need.

It has been the means of saving Mr. Blakeman's life for there has been marked improvement in his condition and he is able to be up now though not to exert himself much.

We also wish to express our appreciation for the help rendered by the men of the office and others in the work of enlarging the cabin to make it more comfortable for the winter.

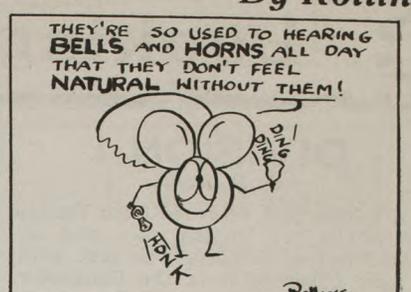
We wish it were possible to tell you how much all this means to us.

Yours sincerely,
Mr. and Mrs. C. B. Blakeman.
Trail Canyon

Conductor Ding and Motorman Ding Ding

Ding Knows His Nickels

By Rollins



Bouquets And Things (Hand Picked)

For Condr. J. S. Ennis, Div. 5

Los Angeles Railway, Gentlemen,

Last Saturday I caught a car into town and opening my hand bag found I had left my coin purse at home.

Conductor 2700 was kind enough to loan me my fare to town, which I am returning through you.

He was a perfect gentleman, no grinning or smiling, he just simply stated, "I will loan you fare to town madam, if it will help you."

MRS. H. A. THOMAS,
2915 Asbury St.

□ □ □

For Condr. G. F. Sullivan, Div. 4
For Mtr. T. H. Peterson, Div. 4

Los Angeles Railway, Gentlemen,

I wish to mention the kindness of Conductor No. 2744 and Motorman No. 1555 on the "C" car about four o'clock tonight.

Very Sincerely,
MRS. MARY A. TWISS,
966 North Wilton Place

□ □ □

For Operator C. L. Allen, Div. 4

Los Angeles Railway, Gentlemen,

Operator 3099, Griffith-Griffin Ave. line, is to be commended for his treatment to the public.

Monday, last, the writer happened to board the car with four cents and a dollar bill, at a time when I know change must have been scarce with the operator.

As I tendered the bill, I explained that the only other money I had was four cents, he asked for them and said, "I'll put in one for you and we'll all be satisfied," or words to that effect.

This action was greatly appreciated, not for its intrinsic value, but for the spirit shown.

Very truly yours,
R. O. BORN,
813 1/2 East Washington

□ □ □

For Mtr. J. A. Wear, Div. 2

Los Angeles Railway, Gentlemen,

On November 11 at 4 P. M.—car 623—39 stopped near the middle of the block and the motorman got out and picked up a ball that was thrown under the car by some children who were visiting at our house. He threw the ball into the yard and went on.

The father and mother of the children want to thank him for being so kind and thoughtful and asked me to convey this information to you and ask you to please tell him.

MRS. EMMA R. LANG,
1026 West 23d Street.

□ □ □

For Condr. L. C. Haynes, Div. 1

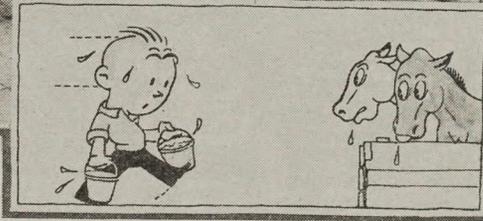
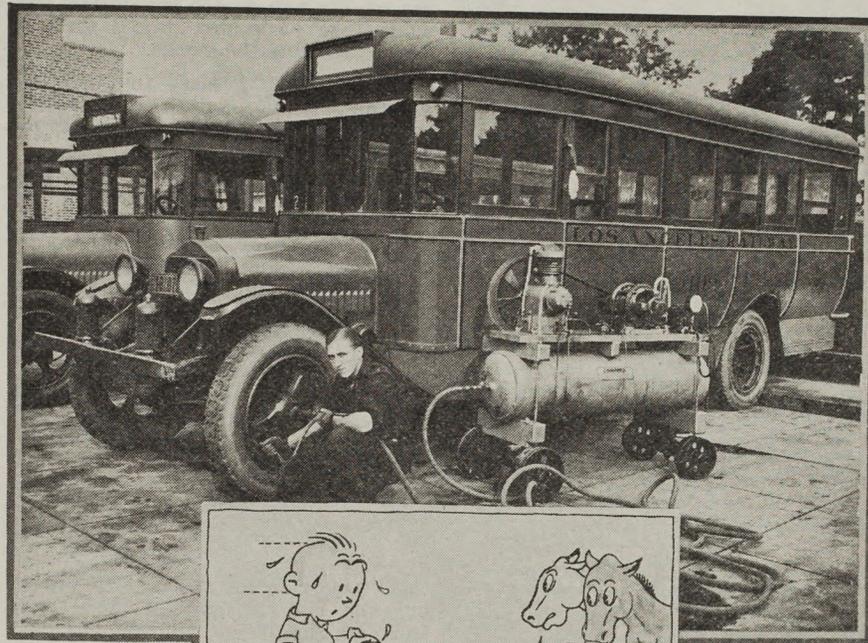
Los Angeles Railway, Gentlemen,

A little incident occurred last Saturday on a West Ninth Street car that I desire to call to your attention.

Conductor wearing cap No. 1004 was in charge of the car which I boarded at Third and Spring. I paid my fare and took a transfer, went to the front end of the car and took a seat. About a block and a half down Spring Street, someone tapped me on the shoulder and very politely asked me if he had not made a mistake in giving me a transfer without a coupon. When I produced the transfer, it had a coupon properly attached. I thanked him for the courtesy, and the treatment was so unusual and courteous that I took his number, and felt that I ought to call your attention to it.

Sincerely yours,
W. M. BOWEN,
1225 Washington Bldg.

Once We Took Water To the Horses; Now We Take Air to the Buses



ABOUT 100 POUNDS FOR THIS ONE. H. J. Heinze, presiding genius of the tire shop at the Sixteenth Street garage, is shown checking the air pressure in a bus tire. The 36x6 inch tires carry 100 pounds, and the 36x8 inch tires, which are used on the double deckers, carry 110 pounds of air.

WITH the rapid development of bus service and the importance of proper maintenance of tires, the company is testing portable air compressors which are built on a truck and can be pushed around the garage. The equipment consists of an electrical motor which operates the compressor and a tank which contains 300 pounds of air. The motor is connected with an electrical outlet by a wire, and

it automatically keeps the pressure above 160 pounds.

An effort is made to check the air in all bus tires nightly, and with 74 buses on hand, this is quite a job.

Formerly the buses were driven to the air hose at the garage tire room, but under the system now being tried, the air is carried to the buses on the portable compressor.

For Condr. J. P. Lavelle, Div. No. 4
Los Angeles Railway, Gentlemen:

I have spent my vacation in your city and made almost constant daily use of your cars, and find you have a very efficient service. I do not know any of your conductors only by number, but wish to call attention to conductor 2886. I have ridden many times on his car and have been greatly impressed with his kindness and courteous attention to old people and looking after the safety of thoughtless passengers.

Very truly,
MARGARET ADAMS,
Hayward Hotel.

□ □ □

For Condr. H. W. Coody, Div. 4 and
Condr. E. E. Wilke, Div. 4

Los Angeles Railway, Gentlemen:

While a great many people are making a kick against the service of the street cars on the yellow line, I wish to say a word or two in behalf of your conductors on the East 1st line.

I have been a patron on this line for thirteen years, and in that time I have

not come in contact with more efficient and up-to-date conductors than 418 and 3248.

Yours for good service,
H. N. CREASON
Santa Fe Brakeman

□ □ □

For Condr. C. B. McQueen, Div. No. 5
Los Angeles Railway, Gentlemen:

I want to put in a word of commendation regarding Motorman 2683 on the "E" line.

I ride the cars twice a day and have carefully observed your car men on this line and must say I have found one wholly competent and conscientious motorman in 2683.

He calls every stop in a voice that passengers can hear and does not seem to be ashamed of it.

Yours truly,
JOHN H. KLOCKSIEM,
1005 C. C. Chapman Bldg.

The fellow who gets along is the one who keeps going all the time.

On The Back End (Contributed)

The prize suggestion for 1925 was sent in by Conductor I. Grabjitz, who recommended that the main office use heavier envelopes so that one trainman cannot read another's demerit slips.

Motorman Bond of Division One sends in this puzzler: "What street car line starts in Italy, and runs through Africa, Mexico, part of the U. S. and ends in Jerusalem?" Only one guess to the reader.

Conductor Taylor of Division Three says: "I like to be obliging and all that but when an old lady boards my car and after a hasty glance at herself, asks me if her petticoat is hanging, I begin to wonder what a conductor's duties are."

A piece of money welded to the head of a nail, thus permanently placed in the floor proves to be the friend of the manicurists. Mr. Brittain is not the only one who has stooped, looked around and passed swiftly on at the shops.

Somebody threw a pie at 'Shorty' Hague and it was a good shot. So good in fact that if he hadn't had his mouth open it would have gone all over his face.

WEAR A SMILE
When the world is upside down,
Wear a smile;
Doesn't pay to frown,
Wear a smile.
When you're feeling sad and blue—
And your friends have failed you too—
Wear a smile. —Ex.

ARE
If you can't be the pine on the top of the hill,
Be a scrub in the valley—but be
The best little scrub by the side of the
rill;
Be a bush if you can't be a tree.
If you can't be a bush, be a bit of the
grass,
And some highway happier make.
If you can't be a "muskie," then just
be a bass,
But the liveliest bass in the lake.
We can't all be captains, some have to
be crew,
There's something for all of us here,
There's work to be done, and we've
all got to do
Our part in a way that's sincere.
If you can't be a highway, then just
be a trail;
If you can't be the sun, be a star;
It isn't by size that you win or you
fail;
Be the best of whatever you are.

—Marathon Safety Bulletin

Lawyer (helping pedestrian up):
"Come with me, my man. You can get damages."
Pedestrian (groggily): H'vens, man, I got all the damages I want. Get me some repairs."

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

A soldier just returned from France boarded a car in the east, and on reaching the platform was met with a neat uppercut from the Conductor which sat him down in the street. The soldier immediately went to the offices of the railway company to report the affair. The clerk took out a pad and asked the soldier what his name was. "Nickles," replied the Soldier. "Say man," piped up the clerk, "You haven't got any case at all, it's an every day occurrence for conductors to knock down nickles in this town."

Switchman Tom Doolittle received a pleasant surprise this week when his parents dropped in from Wisconsin to spend the winter with him. They are delighted with the warm spring weather we are having, as a blizzard was blowing the day they left Wisconsin.

Well, we didn't win the witness contest after all, but we stayed well up in the race all the way. We are just warmed up now, so watch out for us during the coming month.

A brand new accident sheet for the coming year will be put up the first of this month. Reduce your accidents, boys, and keep it clean, (also reduce the work of the Stenog).

Famous last words: "Wifey, I lost my bonus check somewhere on the way home."

Conductor M. B. Stewart returned from a two weeks' visit to Arizona, spent in trapping ground squirrels and other outdoor sports. He reports a very enjoyable time anyway.

Conductor L. J. Stephens has been seen hanging around the second hand auto places on Seventh street during the last week. When asked if he was thinking of purchasing an auto he said that he was just picking out the car he was going to buy when he received the double bonus check.

DIVISION 2

H. T. Hansen

Happy New Year! Yes, this is the beginning of a New Year for us even though the calendar is a month behind our reckoning. Every one starts with a clean slate. Are we going to keep that slate clean and have a 100 per cent efficiency record by the end of next year? Sure we are! Here are a few good resolutions:

1. Be courteous to all.
2. Safety first at all times.
3. Secure plenty of witnesses.
4. Less errors on trip sheets, mileage cards etc.
5. Watch your personal appearance.

Thus equipped with a sound platform we will proceed to keep every plank firm and sound. "All aboard" for the New Year.

Conductor L. Rogers, while working a two-car train, was severely burned when a connecting cable parted and struck him on his head and neck.

Motorman J. D. Brubaker, has taken a 90-day leave of absence to try other work.

Motorman W. R. T. Hensley, with his usual broad smile and cheery talk has returned from a 30-day rest at his home in Santa Monica.

Motorman F. C. Wright has resigned to look after his cigar stand at 610 West Sixth St.

Conductor's W. W. Sims and M. T. Quinn, have resigned to try another line of endeavor.

Conductor L. R. Norfleet, who resigned some time ago, is back with us again. Norfleet says he will stay this time. Glad to see you back.

Who's Who



HE is a sturdy farm lad from Nebraska, this George H. Melcher, who has been a motorman at Division Three since last March. He came to California early in 1921 the first time, but went back to Nebraska after a few months. He couldn't resist returning for a second look, two years later, and has been here ever since. George has spent more than a few years farming, and has tried his hand at chicken ranching in California, and it may be that the things he learned driving a tractor on the farm have made him a good pilot for a street car—anyway, his friends say he is a good motorman.

BUS DIVISION

Elmer Wood

"Hide Pack, here comes Powers," is a new song hit at the Bus Division. After blowing his horn continuously for half a block in order to stop his leader, who had pulled out from the terminal, L. W. Powers rushed madly up to the crew with his famous words, "Gotta cigaret?"

"Dad" Shirk, the janitor for the garage and Bus Division, has left the company service. The cleaning will now be done by one of Horace Franklin's men, of the wash rack. "Dad" has been with the company five years.

A word from the wise is to the effect that there will be a terrible crash at Fifth and Olive with one of the buses, if they come down the hill too fast. Now, I hope that all operators on Wilshire will take this little hint, and come down the hill slower, say about 10 miles an hour.

Introducing new men: W. S. Swanson and F. C. Smith, both former truck drivers.

SHOPS

Jack Bailey

I walked into the M. M. office the other day, but I turned around and walked right out again. This was my anxiety: W. C. Brown: "Well, did you read the letter I sent you?"

Shopman: "Yes sir; I read it inside and outside. On the inside it said 'You are fired,' and on the outside it said, 'Return in five days,' so here I am."—Wow.

Yes, George Clelland, foreman of the trimming department, won the turkey. Lucky George, yes and lucky neighbors, because the turkey was dead and had to be consumed Thanksgiving. You know what I mean. Last year about this time George bought a goose. But I think this goose turned out to be a night owl. At least it caused the neighbors to stay awake at night and

DIVISION 3

Dan Hanley

The great question, "Am I in on the Special Bonus?"

Chief Healy to conductor at examination of line instructors "What street does the "D" car line run on down town?" Prompt reply from conductor "Fifth street." "You only missed it a block," replied Healy "which is pretty good for the first time."

Never scratch poison ivy, get a friend to do it.

Spark Plug Sasse came in the other day and said to me "Look me over kid, I have discovered a great saving." Said I, "Spill it."

"You see" replied Sasse, "when I get off my run I stop my watch and when I go back next day, I start it again. It saves the works."

Motorman: "Please answer that question on your yellow sheet which reads, 'Was No. 1 or No. 2 end being operated at time of accident.'"

Thank you "Jeff" for those kind words to traffic men in A-Z-U-R-I-D-E.

I attended a funeral the other day of an old neighbor who passed away at the age of 94 years. "Its too bad, isn't it," remarked another neighbor who was there, "one can never tell, you're here today and gone tomorrow."

I am sure glad we did not get 11 inches of rain here.

Is the box open for Christmas?

Two important things to remember. Eat in the company's restaurant, and get witnesses.

talk. George suffered the same effects only he got the impression he was back in the days of Columbus and grabbed up a hatchet and clad in war colored pajamas started a war dance after the goose. We are under the impression that his goose was cooked before Christmas.

"I'll have to pinch you" said the Speed Cop to fair speeder.

"Oh, you needn't get so familiar just because you are an officer."

Painter George Kline is able to be back with us after a long absence due to illness.

Our go-getter plumber, Harry Diebert, otherwise known as "Leaks" will furnish you an interesting story about his job. Approach him on the subject some day and ask: "What you doing Harry?"

The right kind of charity.

Y. Mihara, Japanese Car Cleaner at Division 3 while reading the daily papers saw that the Community Chest drive had fell short about 30 per cent so he sent in \$10.00 more, he having already subscribed \$5.00.

Gus Sundeen and Charlie Smith of the Truck Shop are both on the dental list this week. Gus stripped the teeth out of his auto gears but Charlie did otherwise.

Store Manager to clerk: "If they kick about these silks being so high just say it is due to the scarcity of silk worms and so on."

Five minutes later this clerk was given a black eye by a gentleman who wished a yard of tape.

It won't be long now.

DIVISION 5

F. J. Mason

We regret to announce the death of Conductor L. T. Von Hagn, who passed away Tuesday, December 1.

Johnnie, our crippled news agent across the street, says he's going to have some extra good Christmas trees

DIVISION 4

C. J. Knittle

Div. 5—HOORAH FOR YOU! You have beat us out of the leading place in this business of getting witnesses. We are not jealous nor down hearted. No, no. We want to be good losers. Of course, after holding the lead for sixteen months, it does make us feel out of place to drop a notch but our compliment is sincere, Div. 5. Your average of 7.80 is truly wonderful. Hold to it, men, or raise it. We're on your heels!

Honorable mention was given Conductor Isadore Maloney's suggestion that the Grand Central Market be moved to a transfer point. Personally, we think Maloney is full of "boloney." The transfer points should be moved to the market.

"Why do they have a buffalo on our five cent pieces, pop?," asked the young son of Conductor Joe Chappers.

"Because it no longer bison nickel's worth," answered Papa Joe.

It is reported Foreman Boyd, Motorman Keifer and Conductor Jim Saunders went quail hunting last Monday in Mint Canyon (up Saugus way). The chief brodie was pulled by Saunders who failed to tell Mr. Boyd when to turn off the highway for the hunting grounds. The party missed it by fifteen miles.

Later, on arriving in the canyon, Saunders told his companions to walk into the hollow about two miles to what is known as Bear Canyon. There they would find quail galore waiting to be shot, thousands of them, so lonesome for the sight of man they fly into the hunter's bag and drop dead. The two sportsmen hit the trail for this land of wailing quail and after many minutes of hard hiking, reached the goal. An hour passed. There was nary a flutter of wings nor sight of one. Two hours passed. Not even a lowly lizard moved. Three hours—four! Five!—and the hunters started back to Saunders with empty bags and the original supply of shells.

Then came the blow. On reaching him, he joyfully displayed six nice sized quail which he had caught right there in the spot he had talked them into vacating.

A nearby hashery is displaying a sign, "Open All Night."

Another, almost as near, bears a sign, "We Never Close."

A third one, run by a Chinaman, displays a card, "Me Wakee, Too."

this year, even better than last year, and wants you to be sure and look them over.

The Bonus year has come to an end, And we have around sixty bucks to spend;

'Tis now the start of the new year race, All hoping to end in the big money place.

But there are some faults which one inherits,

And if one gets caught it means ten demerits.

So the only way to beat the game, Is to learn the rules and live up to the same.

For the thing that licks us one and all,

Is over-confidence or none at all. There are some problems that arise each day,

That can be covered the 'rule-book' way,

And by sticking to the rules as close as you can,

Is the way to be a double bonus man.

J. T. O'Hara.

Well boys, that's another year gone by. Let's profit by last year's mistakes and put this one over big. Less accidents and more witnesses—less demerits and more credits and so on down the line.