

NEW CAR SEAT PLAN TO BE TESTED

A new arrangement of seats is to be tried in car 271 which has been altered in the main shops at South Park. The outside section will have longitudinal seats and the inside section will have cross seats.

The aim of the plan is to provide more floor space at the ends of the car where passengers crowd the most, despite the request of the conductor to "please move forward."

Hand straps will be put in the end section and two stanchions will extend from the floor to the roof of the car at each end to provide a hand hold for passengers alighting, in place of the support provided by the back of the rear seat under the standard arrangement.

Curve Built At Temple & Belmont

A turn-out from west to north at Temple street has been completed by the track department and will provide a place for line "C" cars to stand at their terminals without blocking traffic at Temple and Belmont. The turn-out is double track and extends for 340 feet on Belmont.

Work has started on the West First street track at Bonnie Brae. The crew will work east to connect the line which was disrupted by the lowering of grade an improvement of West First street, causing a gap from Glendale Boulevard to Bonnie Brae street.

State Railway Meet Is Held In Fresno

The quarterly meeting of the superintendents' committee of the California Electric Railway Association was held Friday in Fresno. F. Van Vranken, manager of the company motor bus division and of the Los Angeles Motor Bus Company, spoke on some of the phases of bus operation. The public relations committee of the state association met with the superintendents' committee. Those attending from the Los Angeles Railway were George Baker Anderson, R. B. Hill, R. O. Crowe, and J. G. Jeffery.

Some people grow under responsibility, others merely swell.

Boost Our Slogan "Street Cars For Street Car Men"

'Twas a few seconds after 4 P.M. when automobiles are supposed to disappear from the curbs of the downtown district and give old General Public a chance to move. A frantic call came through the emergency telephone board:

"Send 32 to Seventh and Spring; helluva blockade."

The hurry wagon was busy at the moment and W. B. Adams, director of traffic, flew to the scene there to find a pair of large feet protruding from the bargain basement of an ancient fivver that had been pushed to the side of the road by the heroic police officer.

The feet crawled out into the Southern California sunshine and brought with them J. G. Richardson, owner of a kennel of valuable blood hounds and dispatcher on the 4 P.M. shift. "Rich" had succeeded in opening a plugged-up gasoline line and had learned the lesson that street cars are a pretty good thing for a street car man to use.

BUS LINE STARTS ON SANTA FE AVE.

A new bus line serving the Santa Fe avenue district of Huntington Park was started last Thursday, when the city trustees of Huntington Park approved the application of the Los Angeles Railway for permission to operate the line.

The route is as follows: starting from Santa Fe and Florence avenues, north on Santa Fe to Fifty-eighth, east on Fifty-eighth to Malabar, south on Malabar to Slauson and west on Slauson to Santa Fe, returning south on Santa Fe to Saturn, east on Saturn to Middleton, south on Middleton to Florence and west on Florence to Santa Fe. The distance between Fifty-eighth street and Florence avenue is approximately one mile.

The fare on this line will be five cents and will include transfer privileges to and from Los Angeles Railway street cars at Santa Fe avenue and Fifty-eighth street.

Div. 5 F Line Cars New Pull-out Route

A new schedule for Division Five cars running on line "F" will be effective Sunday. There will be no change in service, but considerable mileage will be saved by routing the cars via Second Avenue and Forty-eighth street so that they will fit into the line at Hoover street and private right-of-way.

Div. 4 First To Average Five Accident Witnesses

FOR the first time this year a division has passed the mark of an average of five witnesses per accident. The honor goes to the men of Division Four, under Superintendent L. L. Wimberly, who turned in 1,503 witness cards in 258 accidents, establishing an average of 5.82 for October. The best figure Division Four had reached previously was 4.47, which was established in April and again in August. The division record had been held by Division Two with an average of 4.82 witnesses per accident established in July. The fact that Division Four increased this record average exactly one witness per accident is highly commendable and brought forth the praise

of claim and transportation department officials for Division Four trainmen.

Division Four was largely responsible for raising the average of all divisions to 4.57 witnesses per accident during October. The highest figure for all five divisions heretofore was 4.47, established last February. The new high average for all divisions was established despite the fact that Divisions One and Two dropped behind their September score. The work of Divisions Three, Four and Five was instrumental in setting up the new average.

The summary is as follows:

Division	Number of Accidents	Number of Witness Cards	Average Witness Cards per Accident
1	254	1,002	3.94
2	427	1,770	4.14
3	380	1,817	4.78
4	258	1,503	5.82
5	247	1,066	4.31
Total	1,566	7,158	4.57

HOW WE DID IT

By Supt. L. L. Wimberly

During October I instructed the clerks on the day and night shifts to give me a list of the accidents with the names of the crews and number of passengers in all cases where less than five witnesses were procured. I arranged an interview with the crews concerned and impressed upon them the importance of securing at least five witnesses. All trainmen of the division recognize the importance of this feature of the work and gave excellent co-operation. The results speak for themselves. Our goal is now seven witnesses per accident.

By Condr. Joe Federbusch

I don't like to have accidents, but sometime they are not our fault and I know that our protection lies in procuring as many witnesses as possible. I had occasion to pass out witness cards several times during the month and found that a request made in a courteous way seldom failed to bring the desired results. Both members of the crew must work courteously and intelligently. The witness cards will not get signed without an effort. The way to do the job is to put forth a real effort with real courtesy.

WE KNEW THEY COULD

R. B. Hill, superintendent of operation, said, "I have been watching the witness scores very closely and am mighty pleased to see that the men of Division Four have set up a new mark. I have maintained ever since the claim department began compiling these figures last January, that every division should have an average of at least five witnesses per accident. The fact that Division Four has gone well over this mark in such creditable manner, shows that five was perhaps a little low and that a mark of seven can be reached with comparative ease. I shall be watching the November results very closely to see whether the trainmen of the other divisions will follow the example of Division Four."

C. M. McRoberts, general claim agent, said, "Proper protection through the interest of the individual trainman as well as the company, can be procured only through witnesses. The statement of witnesses determines a trainman's record as well as action of the claim department in handling damage claims. A courteous request will usually result in a signed witness card. When only a few cards are turned in it looks very much as if the trainmen involved were afraid that investigation would show them responsible. Opinions vary widely, and the more witnesses a man procures the better it is for his interests.

"Good work, Division Four!"

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Witnesses? It Can Be Done!

THE accomplishment of Division Four trainmen in procuring 5.82 witnesses per accident during October shows clearly that "it can be done."

Courtesy is the keynote in procuring witnesses, but it should not be an apologetic courtesy. In procuring witnesses you have a definite piece of work and must go about it energetically and thoroughly.

Superintendent Wimberly says he reached this mark by enlisting the thorough co-operation of crews and checking up each case individually where a number of passengers indicate that at least five witnesses should have been procured. It is not necessary for a trainman to have his division superintendent call him in his office to check up on this point. You should not be satisfied at anything less than five witnesses per accident, and you can do your own checking of the results.

A Veteran's Editorial

MOTORMEN, be careful of your step and fender accidents. I claim that 95 per cent of step and fender accidents with automobiles can be avoided. There are several ways of doing this. First:—figure what the auto in front of you is going to do, and then figure what it might do and you will avoid accidents.

Operate as to avoid making 100-foot stops. You can do it if you will use your head. I am operating on one of the busiest lines in the city and I don't have to make the 100-foot stop once a week in Number Two zone.

When the motorman learns to operate his car at a slower speed down grade than he does up grade he will cut down his accidents.

Whatever your job may be, your success is or will be measured by the amount of foresight, originality, courage and common sense that you bring to it. These qualities are the invaluable stock in trade of the successful, and those climbing the ladder to reach their pinnacle may appreciate the advice given not from the experience of one, but of many who have reached it.

Written by a motorman who has had 35 years of railway experience.
D. E. FLETCHER.

Where Service Starts

THE Los Angeles Railway is in the business of selling street car service. The conductor who collects the fare and the motorman who runs the car and opens the exit gate, are expected to give the best service they can have under the existing conditions.

The collection of fare and the operation of the car are the last links of a chain of service. They are the features that are of particular interest to passengers, but back of them must be supervisors, mechanics, track men, office clerks, etc. **Service must start in the first link of the chain, whether it be a clerk, a mechanic or a track worker.** Unless there is in the mind of everyone who makes up a part of the chain of service the spirit of genuine service to the public, the motorman and conductors have a hard proposition to carry the bulk of the load and keep the public friendly.

Complaints Gain Slightly After General Decline

THE gradual reduction of complaints which started in April when 196 were recorded and continued until September, when the low mark for the year of 145 was reached, switched during October when the total went up to 164, which is an increase of 19 over the previous month. The sharp advance is found in the "Discourtesy" and "Passing Up Passengers" columns.

A surprising increase of 11 complaints in discourtesy, which brings the total to 65 in this classification, puts a blot on the month's record. In

September "Passing Up Passengers" was held down to a single complaint, but in October nine such charges were made. Letters of commendation totalled 35, a decrease of five as compared with September.

Altogether the record is not a favorable one and calls for a prompt improvement in the courtesy classification. There is no justification for discourtesy under any conditions. Show your passengers you can keep your temper whether they can or not. The summary is as follows:

	Sept.	Oct.	Loss or Gain
Discourtesy	54	65	11
Fare and Transfer Trouble	51	45	- 6
Starting Too Soon	4	8	+ 4
Passing Up Passengers	1	9	+ 8
Carrying Passengers Past Stop	9	11	+ 2
Dangerous Operation	2	2	+ 0
Short Change	7	10	+ 3
Miscellaneous	17	14	- 3
	145	164	+19
Commendations	40	35	- 5

BULLETINS

Issued November 10, 1924

BULLETIN NO. 237 Notice to Conductors

At all times when flagman is not on duty at Butte and Santa Fe Avenue, conductors will flag the crossing in both directions, going to a point 3 feet beyond the rails of the first track and assuming proper position before giving signal.

BULLETIN NO. 238 Notice to Trainmen

Los Angeles Railway bus service will be established on Santa Fe Avenue on November 6th, 1924, route starting from Santa Fe and Florence, north on Santa Fe Avenue to 58th Street, east on 58th to Malabar, south on Malabar to Slauson, west on Slauson to Santa Fe Avenue, and return south on Santa Fe to Saturn Avenue, east on Saturn Avenue to Middleton, south on Middleton to Florence Avenue, and west on Florence Avenue to Santa Fe Avenue.

In order to make connections with cars on line "V," layover will be taken at 58th and Santa Fe, the bus turning east on 58th Street and taking lay-over on the south side of 58th.

The fare will be 5c on the bus, which will issue shuttle car transfers. Conductors on connecting line will issue transfer on such shuttle transfer if requested.

Passengers reaching 58th and Santa Fe and having exhausted their transfer privilege may be issued transfer to the Santa Fe Avenue bus in accordance with the rules providing for transferring to shuttle cars.

The first bus will leave Santa Fe and Slauson Avenues at 5:54 A.M., after which trip buses will leave 58th and Santa Fe Avenue up to 12:04 of the next A.M.

BULLETIN NO. 239 Notice to Conductors

L. A. Police Woman's Badge No. 10 reported as lost in Bulletin No. 228, has been recovered.

BULLETIN NO. 240 Notice to Conductors

Pass No. 8052, issued to Charles R. Theyson, is in improper hands, as this party is no longer in the Police Department. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 241 Notice to Conductors

The following passes are reported lost: 3369, issued to Francis Ann Millican, wife of W. Millican, Motorman, Division No. 3.

No. 4246, issued to William O'Hern, Motorman, Division No. 1.

No. 7508, issued to L. B. Evans, Conductor, Division No. 1.

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

BULLETIN NO. 242 Notice to Conductors

The following passes reported as lost or stolen during the months of January, February, March, April, May, June, July,

August, are still	September, unaccounted for:	October, 1924,	
189	1788	3015	4516
361	1798	3023	4813
456	1805	3139	4816
484	1837	3199	4922
567	1840	3201	4929
584	1903	3250	5044
651	2128	3263	5110
681	2237	3318	5213
685	2240	3332	5272
953	2283	3369	5298
1045	2286	3423	5429
1175	2287	3432	5519
1213	2477	3515	5612
1281	2533	3653	5705
1313	2554	4026	5720
1338	2578	4066	5826
1428	2604	4147	5833
1615	2638	4246	5850
1724	2649	4312	5873
1736	2658	4344	5866
1779	2707	4432	6079
1787	2786	4439	6116

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

BULLETIN NO. 243 Notice to Trainmen

Effective Sunday, November 9th, 1924, electric switch at 61st and South Park will be put into operation. Cars turning west on 61st Street will use power to operate switch.

BULLETIN NO. 244 Notice to Trainmen

Effective Sunday, November 9th, 1924, cars on line "S" operating to the Good-year terminal will display GREEN letter sign.

Cars operating west on 61st Street will display RED letter sign. All cars will display GREEN letter sign on trip going toward Santa Monica and Western Avenue.

Crews must be careful to see that proper colored light is displayed at all times.

BULLETIN NO. 245 Notice to Trainmen

Complaints are still being made to the effect that passengers are being directed to transfer to Jefferson Street from lines "S" and "H" at times when there are no cars in operation on this street. Such misdirecting of passengers must be discontinued at once.

BULLETIN NO. 246 Notice to Conductors

Los Angeles Railway bus tickets are not good on lines of the Los Angeles Motor Bus Company, or on the Los Angeles Railway Wilshire Bus Line at any point east of 6th and Rampart or 8th and Vermont in either direction.

Conductors, especially on line "J," are reported as directing passengers that these tickets are good on the above mentioned lines at Grand Avenue, and the giving of such misinformation must be discontinued at once.

P. B. Hill
Supt. of Operation.

BUS BULLETINS

LOS ANGELES RAILWAY BUS DIVISION

BULLETIN NO. 166 October 30th, 1924

Elmer E. Wood of the Mechanical Department, in addition to instructing new men entering bus service, will put in time on the road riding the busses and instructing bus operators along mechanical lines.

Please be governed accordingly.

BULLETIN NO. 167 Nov. 1st, 1924

On November 6th, 1924 bus service on Santa Fe Avenue will be inaugurated. The route will be as follows: Starting from Santa Fe and Florence Avenues:

North on Santa Fe Ave. to 58th St., East on 58th St. to Malabar, South on Malabar to Slauson Ave., West on Slauson Ave. to Santa Fe Ave.,

Returning

South on Santa Fe Ave. to Saturn Ave., East on Saturn Ave. to Middleton, South on Middleton to Florence Ave., West on Florence Ave. to Santa Fe Ave.

The fare on this line will be 5c and will include transfer privileges to cars from Los Angeles Railway street cars at Santa Fe and 58th St.

The lay-over will be given at 58th St. and Santa Fe Ave., and busses will turn east on 58th St. and lay over on the south side of 58th St., with the rear of the bus fully clearing Santa Fe Ave.

Full stop must be made in accordance with rules and regulations before crossing Santa Fe tracks and also the Pacific Electric Railway tracks, which is necessary to do on this route.

F. VAN VRANKEN,
Manager.

8-Minute Rush Hour Service on Figueroa

Two additional busses have been put on the Figueroa street run, to provide an eight-minute service in the evening rush hour in place of the ten-minute service which has been given heretofore.

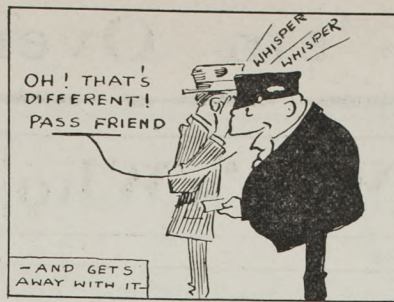
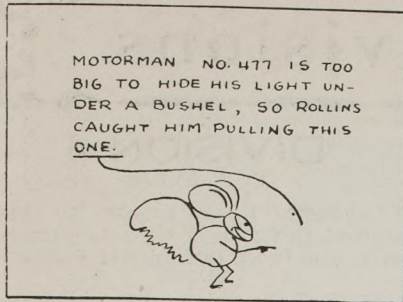
For Condr. T. L. Shanafelt, Div. 3
Los Angeles Railway.
Gentlemen:

Would like to bring to your attention the courtesy and consideration shown passengers by Conductor No. 58. I have been on his car several times and find him to be always the same—courteous and kind.

I wish there were more like him.
Yours truly,
MRS. LULU SCOTT,
2922 S. Tremain St.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

For Condr. R. C. Campbell, Div. 3

Los Angeles Railway. Gentlemen:

I want to speak of a little incident that happened on one of your cars today. There was a blind man trying to get from the curb to the car. The conductor with the badge number 3130, went to the curb and kindly led the man to the car and helped him to a seat. Then when the man started to get off, helped him off and led him to the street again.

He was also very courteous in helping me on and off with my suit case and in giving me directions to where I wanted to go.

Yours respectfully,

MRS. JOHN PYLE, 1424 North 17th St., Omaha, Nebraska.

□ □ □

For Condr. J. A. Huff, Div. 2

Los Angeles Railway. Gentlemen:

My duties take me all over the city and being a recent arrival have found it necessary to make a great many inquiries from your street car employes, and in most cases I have found your men very courteous and ready to impart the right assistance in directing me. But Conductor 1100 on "A" deserves special commendation for courtesy and it is a pleasure to report the fact to you.

Your grateful patron,

FRANK V. MORENO, 2711 West 14th St.

□ □ □

For Operator T. R. Bates, Div. 4

Los Angeles Railway. Gentlemen:

Once more for kindness to me personally and courtesies to several other passengers on same trip. Wed., 13th, 11 a.m., I commend to you, Operator 509 on Griffith and Griffin Ave. line.

Yours truly,

MRS. S. M. SWENSON, 932 1/2 E. 39th St.

□ □ □

For Condr. P. H. McDaniel, Div. 3

Los Angeles Railway. Gentlemen:

While riding on an "A" car yesterday about 5:20 P.M., I was pleased to notice the effort and courtesy of Conductor 572. He was helping an old gentleman to find directions to Monterey Park. His concern, attention and courtesy merits such reward as you see fit.

Very truly yours,

MISS WRIGHT,

819 West Sixteenth Street.

□ □ □

For Motr. H. J. Mounger, Div. 5

Los Angeles Railway. Gentlemen:

Motorman No. 3153, car No. 1333, North bound at 9th and Broadway at 1:45 p.m., Aug. 17th, is entitled to credit for exceeding courtesy to a belated "off" passenger.

Yours,

W. C. MORRIS, 421 W. Adams St.

□ □ □

For Motr. L. A. Moyer, Div. 4

Los Angeles Railway. Gentlemen:

My pleasure in the past has been to advise you of any courtesies extended to me by your train employes. I fear that I have been negligent of late in doing so. Your motorman on the car this evening on the Indiana Street line, I think his number is 3017, 7:10 p.m., was very helpful to me and I appreciate the act very much and desire to call your attention to it.

Yours truly,

F. A. WALLACE, 3524 Eagle Street.

CIDER PARTY DEVELOPS ARTISTRY OF BUS MEN

A Hallowe'en entertainment that brought out a wealth of talent among employes in the Los Angeles Motor



Monica Boulevard and Virgil avenue, November 1.

The affair was arranged entirely by employes of the bus company and the entertainment was provided by "local" talent in the organization and by four artists appearing in the prologue of "The Thief of Bagdad" at Grauman's Egyptian theater. The service of these artists was graciously given by the theater management. The entertainers from the theater were Ed. Abdo, Arabian tenor, and the Misses Jean Ferguson, McNulty and Corolyn Dine, juveniles who presented clever dance numbers.

Cider Was Drunk

In keeping with the Hallowe'en spirit, cider and doughnuts were served as refreshments. Many of the guests wore Hallowe'en costumes, and prizes of an order on the J. W. Robinson Company and an order for a uni-

form shirt were awarded to the couple with the best costumes. Judging was done by J. W. Sharpless, A. F. LaTeer, R. W. Wilson and L. Phillips.

The entertainment provided by the employes of the operating and mechanical department of the bus company were vocal solos by R. V. Dorn, W. F. Hanners and L. W. Powell. A quartet composed of Messrs. F. E. Curran, B. E. Johnson, Dorn and Hanners contributed several numbers which were well received. A violin solo was played by B. E. Johnson, followed by a reading by W. Reed.

Committees Busy

E. A. Parker was chairman of the entertainment committee, assisted by Messrs. H. J. Gurr, Hanners, Reed, Dorn, Curran, Johnson and Powell, and the accompaniments were played by Mrs. E. A. Parker.

The assembly room was attractively decorated by a committee of employes, consisting of Mrs. Lillian Cunningham, chairman, Mrs. Hill, Miss Libby, Messrs. J. C. Thorpe, J. B. Roberts and H. K. Scholder.

Avery Morton of the mechanical department was chairman of the reception committee, and made it his job to see that everyone had a delightful evening.

The entertainment numbers were interspersed with dancing, and the affair was a great credit to men of the bus division.

EARLY DRIVE PLANNED IN COMMUNITY CHEST CAMPAIGN

WITH the first gleam of dawn Monday, November 10, the city wide campaign in behalf of the Community Chest will be launched, and it will continue until November 20, in which time every individual in Los Angeles will have had an opportunity to subscribe to the systematic organization of charity and welfare work.

The Los Angeles Railway's share of the campaign will be started immediately, and an effort will be made to complete the work in the early days of the drive.

The division superintendents, who will act as majors, have appointed

their captains to assist in doing a thorough job. Meetings have been held by the leaders to outline methods of work so that the entire organization will be accounted creditably in the final records.

The Community drive is intended to raise funds necessary for the work of all charitable and welfare organizations. It eliminates duplication of expense and energy in raising the necessary money, and is worthy of the support of every citizen. It means one intensive drive instead of scores of separate campaigns.

CENTRAL AVENUE REPAIR FINISHED

The repairing of Central Avenue from Fourteenth street to Slauson has been completed. This was the biggest single track repair job on the 1924 program and one of the longest continuous stretches that has been rebuilt for several years. New ties and ballast were used throughout. The job was started last January.

The reconstruction of Second street track between Los Angeles and Alameda streets, including installation of new girder rail, has been finished, as has similar work on Third street between Traction avenue and a point east of Gary street.

CEMENT POURED FOR DIV. 4 PITS

With the exception of a single track used for maintenance and way cars in removing dirt and old cement, the storage track immediately east of the Division Four shops that connected with Girard street, has been ripped out and the pouring of cement has started in the last unit of extensive changes being made at that Division.

When the job is finished the track south of Girard street will run east and west and connect directly with Georgia street. The entire pit flooring south of Georgia street will be put on approximately the same level so that the rain water will run off to the sump pole in the southeast corner where an electrically operated pump

On The Back End (Contributed)

For Sale:—Very cheap. An A-1 cushion. Have no use for it. Threw up "F" night run. Working Pico.

Conductor Joe Howarth.

Radio J.A.I.L., Harry Travis broadcasting. "Don't double park your car. It pays more than five ways and I'll tell you all about it when I get out."

"By gosh," remarked the motorist, just before skidding into the front end of a street car, "I haven't had my iron today." His girl, after the crash "Well you've got yourself a whole fender now."

Division One will feel most severely the loss of Conductor M. D. Pittmann who resigned last week to try out his hand at something else. Conductor Pittmann on leaving stated that this was a pretty good job only it had its draw-backs such as, not being able to get off when you want to—having to report for work some mornings before 8:00 o'clock and his not being allowed to bray like a mule in the waiting room, as this was one of his chief past-times. We will certainly miss his melodious voice.

Any Fool Would Know That "Never jump into the bathtub after a heavy meal," said the doctor. "I never do," said the patient. "When I'm after that I always jump into the dining room."

Motorman Wolfe took his wife out to teach her to drive their Henry and said "In case of emergency the first thing you do is to put on the brake." She looked at him and said "But Dearie I thought it came with the car."

George has this one to offer—A Jew and an Irishman boarded the street car at the same time, the Jew got a seat but the Irishman had to stand. After a few minutes a lady came in and the Jew got up to give the lady his seat. When he got up however, the Irishman slipped around back of him into his seat. The Jew gave the Irishman one mean look and the Irishman said, "What are you looking at me like that for, you look like you could eat me. "Oh no," said the Jew "I never eat pork."

has been installed to carry off the drainage.

The section now under construction is a little deeper than the pits fronting on Georgia street, and in some places a fill of eight inches will be necessary. Between twelve and fifteen thousand sacks of cement will be used in making the new flooring and the walls around the sides of the pits.

When the big job is completed the storage space of the division will be considerably increased.

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

We were sorry to hear the sad news of the death of Motorman W. B. Freely of this division, who died Sunday morning after a lingering illness of over a year. Motorman Freely has been with the company since 1907 and during that time made many friends who visited him often during his sickness.

Clerk B. R. Caldwell while out riding in his "Bill Knight" tried to play leap frog with a taxi cab with disastrous results, as the "Knight" failed to get all the way over the cab and landed on top causing quite a lot of embarrassment to the cab driver, who was the sole occupant. The driver was sent to the hospital while Caldwell emerged with a few bruises, some broken ribs and fully convinced that driving with two hands is better than one.

Clerk R. A. James goes after the ducks once more, but he is going to try a different method this time. Heretofore he has tried to bring them in with a gun and of course he is taking his gun along this time, but also included in the camp outfit was a five pound sack of salt. Now as the underbrush is very heavy around the lake, James figures that he can slip up on a bunch of ducks when they are asleep and sprinkle a little salt on their tails and—Presto! Duck meat for supper. Oh well all's fair in love and war.

REMEMBER:

I still receive news from the trainmen to print in this column. Help to make it worth reading and interesting to all concerned. Surely you know something funny or something sad that happens to some fellow worker that would go good in this column. Don't be bashful about turning it in, we print most anything, sometimes.

Jack Hathwell popular conductor of this division who was run down by an autoist while flagging a railroad last week, is now up and able to walk around. He suffered some fractured ribs and other bruises when knocked down and dragged about 30 feet before the autoist could stop his car.

Loader D. P. Burke who was injured last week when he received a severe shock from a high tension wire, is in the Golden State Hospital and would appreciate very much seeing some of the boys.

Life's little jokes No. 102551 Geo Moore would like to know why it is that people will pay 10c for the amusement of being jostled around on roller coasters, dodge-ems

and other contrivances, and then when they are on a street car, and on account of the motorman making a quick stop to escape a flivver they are jostled around a little they holler

to beat the band when in fact they are getting the same thing for 5c that they pay 10c for down at the beaches. We give up.

DIVISION 2

H. T. Hansen

Motorman F. W. Osborne, is back on the job once more after spending a three months vacation. Osborne says that he feels quite able to handle the holiday crowds now.

Conductor E. F. Hinshaw, has been granted thirty days off to try his luck in the Cleaning and Pressing business. Now boys here's your chance to get your clothes cleaned.

Conductor G. W. Scott, returned from thirty days leave, spent just resting up around the house.

Motorman H. B. O'Neil, was the vic-

Who's Who



IN THE railroad business since 1906, Albert P. Williams has ranged from assistant storekeeper of the Pennsylvania Railroad in smokey Pittsburgh to a conductor at Division Five. Al is serving his second term with the Los Angeles Railway, having worked in 1917-18 as a conductor of Division Three. He left to work in the store department of the Southern Pacific for two years, but resigned to return to the cars and was assigned to the sea gull division.

tim of a Hallowe'en prank on the grade near Bimini Baths, where some frolickers had greased the car tracks—consequently when O'Neil attempted to bring the car to a stop, it could not get a "foothold" and glided backwards colliding with his follower. O'Neil received a severely wrenched back but is reported as improving.

Flagman R. Hickson, formerly motorman of Div. No. 2, secured three months leave of absence in order to visit relatives in Australia.

W. B. Sharp formerly conductor of Div. No. 2 and father of Flagman J. M. Sharp passed away October 31. We offer our sincere condolence to his family.

Motorman's G. Shultz and S. T. Millard, are assigned temporarily to the Maintenance of Way Dept.

BUS DIVISION

Elmer Wood

PAGE MR. HINZE

Country: "Just think of our forest preservers."

City: "How about our subway jams?"

TOO TRUE

The shock absorbers on some busses are peculiarly placed. Viz. On some they are sometimes called passengers.

Too many people make their joys mere incidents, and their sorrows great events.

Wonder how George Oliver's name would look hooked up along side of Margie's.

One man must get nothing for something, in order that another man can get something for nothing.

A. J. Arblaster, mechanic's helper in the garage, has left on a sixty-day leave for Ninma, Oklahoma, to see his wife's folks.

Introducing new men. Albert Johnson, Y. Lewis and E. C. Price. Mr. Price was transferred from Division Two.

DIVISION 3

Dan Hanley

A little of part one.

A certain trainman came up to the office the other day and remarked that the Company Restaurant was sure reasonable. Said he just eat in there and got coffee, doughnuts and an overcoat for 10c.

"The Spring is gone," signed the Poet as he jacked up the rear end of his Lizzie.

Conductor Lattimore after talking about 45 minutes to his girl called central and asked her if he could get a better line. Central had evidently been listening in and replied, "Seems to me you have a pretty good line."

The rest of part two—

"A house without a window
A rain that's full of hail
Is not so cold in winter
As a shirt without a tail."

Now for a little Melodrama—"Bread give me bread cried the heroine and the curtain came down with a roll.

"I found a clam in this soup," said Motorman Roberts to Myrtle. "Old stuff" replied Myrtle, "you have got to get something better than that. "But this is tomato soup," replied Roberts.

Any old cat can be the cat's whiskers but it takes a tom-cat to be the Cat's Paw.

What's left of part three—

"China is now on the air," remarked Conductor Martin as his wife skidded a plate at him through the atmosphere.

"She was swinging a wicked foot

It was a dance gymnastic

She made a dash for the dressing room door

You can never trust elastic.

None of part four—

DIVISION 5

F. J. Mason

Northbound, somewhere on Moneta Avenue, a little old lady flags down an oncoming "M" car piloted by A. E. Downing and conducted by Tommy Carey. Now this combination spells, represents, exemplifies and hands out ACCOMMODATION, and nothing else but.

This little old lady came toddling off the sidewalk, toddled back to the rear end of the car and said to Tommy "Conductor, do you think it's going to rain today? I want to go to town but if it's going to rain I won't go."

Now this stuck Tommy, but only for a minute, and he replied, glancing towards the ominous black clouds in the sky, "Well lady, while the atmospheric conditions appear to be somewhat inclement, and while you are not bound to take my opinion as one hundred per cent, A.I., O.K., X.Y.Z., you may board this car and rest assured that the threatening pluvial will not emanate from the skies today."

"Oh, thank you so much" replied the old lady, "I think I'll go home and get my umbrella now."

DING — DONG.

Don't bite your finger nails—your toe nails are alright.

Guess all the boys are glad to see Eddie, our jovial janitor, back on the job again after two weeks illness.

Eddie claims that, while ill, he had a spiritual conference with the devil and he said to Eddie "Brother, you have just one more race to run and if you lose that one you are sure blowed up for your earthly oats."

There's a new smile out boys. The

DIVISION 4

C. J. Knittle

Conductor C. A. Bryant has been granted thirty days leave to take his wife, who is ill, to Imperial Valley.

"I want the Young Vimmen's Heprew Association," said a Jewish lady to Conductor Joe Federbush as his "C" car started out Temple Street.

"I'm very sorry," replied Joe, "but I don't know where it is."

The lady started to bawl him out, for not knowing but just then the car stopped at Bunker Hill Ave.

"There it iss! (Pointing to a Jewish sign on a Jewish clubhouse) Why don't you see it sometimes?"

"Ach!" Joe answered, "Ich versteha nicht yiddish, donkey shane."

Operator Bert Fink, who hails from New York state, says he never saw the Catskill Mountains but he saw them kill rats.

Conductor C. E. Robinson's "P" car was whizzing eastward through Boyle Heights last Tuesday evening when a young scallywag came back to ask, "Has Chicago passed us yet?"

"No", answered Robbie, "we're going to catch up with it in a minute."

Your paper invites you to inspect its plant. Personally conducted parties will be taken through at 7:30 Friday evenings. See your paper go to the job press.

While gathering news last Wednesday, Foreman B. B. Boyd informed all present that if bull was electricity "ye scribe" would be a power house. OUCH!

Operator O. Lewis drove up in his ancient flivver last Tuesday afternoon, tied it to a tree and reported for a two o'clock shine. "If you need me," he remarked, "I'm outside fixing my boat. She sprung a leak."

"Alright, Oscar", answered Stenographer Benedict, "maybe its in the oars."

'JOHNSON' SMILE. Everybody who attended the meetings last Friday saw it. It belongs to Police Sergeant Edgar Johnson of the L.A. Police Dept., but he hasn't got a patent on it so let's all adopt it and make it help us over the bumps. Those who were unable to attend the meetings can get a copy of Two Bells issued October 27, and see the smile that would make Europe pay her national debts and then ship us some bananas to make up for our banana shortage.

Sign in a nearby restaurant—
MA'S HOME COOKING
That's where she ought to be" says Dad.

And the villian cried "Open that door or I'll shoot a hole through the key hole."

"Don't shoot" wailed the heroine as she waived her wooden leg and winked her glass eye.

Then the lights went out and I heard a crash,

A bottle was smashed in the dark,
And a woman screamed "Give me a drink",

But the villain lay stiff and stark.
He'd got hit on the head with that wooden leg.

But he wasn't no Dan McGrew
'Cause the women who hit him that awful poke

Was the lady who liked her Home Brew.

No births or marriages this week.
Who's holding out on us?

Have to take the goldfish for a trip around the globe so that'll be all for this week.