

SYSTEM CAN ELIMINATE PERSONAL INJURY

By John C. Collins,
Supervisor of Safety

It is only by use that we learn how to use a thing, as it is by exercise the athlete becomes powerful. The more you use a thing, the better you can use it, and the better use you make of it, the longer its life.

Lack of use causes rust, making us useless. Thus we see it takes longer to wear out, than to rust out, and this goes to prove that in the great scheme of life, the secret of health and power is service, because we get what we give, and the only kind of service worthy of the name is that which gives satisfaction to all concerned.

There are three ways of doing a thing—the right, the wrong, and the careless way.

Teach from Experience

From years of experience we teach what we consider to be the right way, and from years of wrong and careless habits of doing things, the average man resents such teachings. In this way, the best of measures fail through lack of support by those whom they are designed chiefly to serve.

We have been teaching the road space for years, and some men have resented it, when they should have tried to improve it, for it is the only scheme to maintain a clear accident record that requires study.

Mental Road Space

There is another similar law which means the same thing to the individual, that road space does to the whole, but I do not know what name to give this idea. It is a kind of road space of the mind, and may be briefly stated. In substance it means, "To anticipate the consequence of a move, at the time the move is being made," looking ahead with the mind. As a person who controls a moving object reads the conditions ahead, and controls the speed to conform to these conditions, the individual taking care of himself permits his mind to anticipate effects arising from his own acts as well as the moves of others. Any man who anticipates the consequence of a move on his part, has intelligence enough to protect himself against all hazards.

Some men are not equal to under-
(Continued on Page 2, Col. 4)

Easy Lessons in Accident reports

CONDUCTOR O. A. PALMER climbed off and approached the colored driver of an auto that had just disputed the right-of-way with his car. With a bored expression and pencil he asked for the driver's name. His teeth clattering and knees doing a castanet solo, the darky said while he stirred up a cootie on his roof with a crooked finger—"I—I don't just rememba, boss."

Trying another tact, Palmer asked "where do you live?" with a wide smile, the dark cleared up the situation thoroughly by saying, "right down that-a-way" pawing the air in the general direction of Central Avenue.

BUS LINE ASKED ON FLORENCE AVE.

The Los Angeles Railway has filed an application with the Railroad Commission for permission to run a bus line from San Pedro street and Florence avenue to Florence and Pacific Boulevard. No date for the hearing has been set as yet. The north half of Florence avenue from Alameda street and Pacific Boulevard is in the city of Huntington Park. Notice of the proposed new service has been given to the city trustees of Huntington Park, and the residents of the territory affected are enthusiastic over the prospect.

The thing that goes the farthest towards making life worth while, that costs the least and does the most is just a pleasant smile.

Long Leaves Will End November 15

After November 15 it will be impossible for trainmen to procure a long leave of absence, except with the understanding that they will be subject to call. This rule has been decided on in anticipation of the coming Christmas season and the usual increase in traffic occasioned by the holiday business.

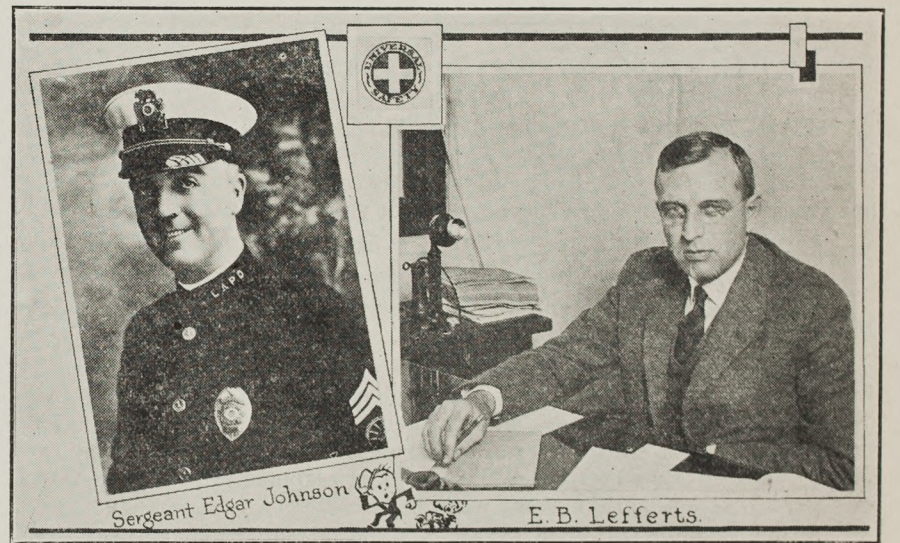
The extent to which service will be increased will depend upon the power conditions and upon the increase in travel as the holiday season approaches.

GOOD NIGHT!!

He—"If I had only known we were going through a tunnel, I'd have kissed you."

His Girl—"Good Heavens,—Wasn't that you?"

Police and Auto Club Safety Experts to Talk At Division Meetings



A SERIES of safety meetings which will be devoted to the subject of effective co-operation between street car men and those concerned with the movement of other forms of street traffic will be conducted by the company at the five divisions, beginning Monday, October 27, and continuing through the week.

The speakers will be E. B. Lefferts, manager of the public safety division of the Automobile Club of Southern California, and Sergeant Edgar Johnson of the Los Angeles police department traffic bureau.

These men will bring a new and very valuable line of thought in the operation of street cars in conjunction with other traffic, from the standpoint of common interest in accident prevention and protecting the lives and limbs of those who use the streets.

Through its safety department, the Automobile Club has done some very effective work in awakening the interest of reasonable auto drivers to the need of greater safety on highways and the methods in which they can help. Those who will not be reasonable are reached by the organization through the effective co-operation with the police department.

Sergeant Johnson is particularly well fitted to discuss the subject of traffic safety from the police standpoint, as he has been a member of the traffic bureau for 10 years and a police officer for 12 years. Recently he has been giving lectures on traffic safety in schools and in business organizations employing a large number of drivers. He presents his message clearly and in a very interesting manner.

Mr. Lefferts will touch on some of the features of safety work developed

at the recent convention of the National Safety Council in St. Louis and the way in which they can be applied to operating conditions in Los Angeles.

One day will be devoted to each division. The meetings will be held at 10 A.M., 1 P.M. and 8 P.M. on the following schedule: Division 1, Monday; Division 2, Tuesday; Division 3, Wednesday; Division 4, Thursday and Division 5, Friday.

As with previous meetings the attendance is not compulsory, but the hours are arranged so that every trainman can attend one meeting. A record of attendance will be kept as an indication of the interest taken by each man in his work and his willingness to learn of how he can improve himself and his value to the company.

Missionary—And do you know nothing whatever of religion?

Cannibal—Well, we got a taste of it when the last missionary was here.

Australian Inspects L. A. Railway System

Miss L. White, an executive of the auditing department in the Brisbane Tramways, visited the Los Angeles Railway a few days ago and inspected the office methods and system of transportation. She is making a tour of the United States and Canada as a representative of the Australian company.

A rooster discovered an ostrich egg, and rolling it into the hen house said: "Now, ladies, I do not want to embarrass you, but here's a sample of what other folks are doing."

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Using a Chance to Learn

THE meetings of trainmen which will be held at the five divisions next week will be somewhat of an innovation, in that they will present to street car men the attitude of others vitally connected with automobile and pedestrian traffic and its relation to street car travel.

Much has been said at previous meetings and written in this publication regarding safety work, but the talks this week will deal with the subject of street car operation in conjunction with the other forms of traffic using the public streets.

Many street railways conduct safety meetings at which the presence of trainmen on their own time is required as part of the job. The Los Angeles Railway has not placed its safety meetings on this basis. It has proceeded on the theory that a man who is worth having on the payroll, has sufficient interest in benefiting himself to devote sixty minutes once every few months to bettering himself. In this connection it is significant that executives of the transportation department attend these lectures at some one of the five divisions.

The man who claims to know everything about the street railway transportation business has not yet been found. The man who is anxious to be of service will never miss one of the occasional division meetings by which he can benefit.

Setting Your Own Limits

A LARGE number of the incidents that happen in street car life have a moral, but here's a story that did not happen. Let's just suppose that some interested person asked three different trainmen, "What are you working for," and suppose he got three answers like this:

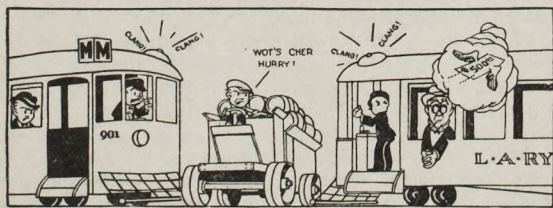
First trainman, "I am working for 54 cents an hour."

Second trainman, "I am working to keep this run on schedule."

Third trainman, "I am working to make this the most dependable street railway in America."

These answers represent three types of trainmen. The first sees his job as a thing just ahead of his nose and no further. The second trainman has a bit broader view and a good chance of developing, and the third trainman recognizes his position as a vital part of the entire organization. He recognizes that a part of the responsibility for courtesy, safety and dependability rests with him.

A man's point of view of his job has considerable bearing when promotions are considered. The man with the widest viewpoint has the widest range of possibility for advancement. The man who has a narrow viewpoint of his part in the organization sets his own limits on the possibility of advancement.



As the column conductors say:
"What's Wrong With This Picture?"

THE above cartoon and caption will be recognized by trainmen as having appeared in the October 15 "A-Z-U-R-I-D-E" which is now on the cars, unless the supply has already been consumed by eager readers.

Just to show how fresh the hired help is getting, we print the following from C. J. Knittle, litterateur of Division Four.

As the editorial staff is accustomed to being bawled out by experts, it does not ordinarily respond to amateurish efforts, but here goes anyway.

Here's my answer to the question, "What's Wrong With This Picture?"

1. The "M" car on the left is No. 901. I think it ought to be changed. All other "M" cars of that type are 1200-s (or higher) and all other 900-s are center entrance cars except 950 of "E" line.

2. The number should be on the other side of the headlight. That's where the rest of them are. People might think the sign painters made a mistake.

3. The motorman on the other side is criminally negligent. Look! The door on the port side is wide open! Where's Supervisor Wescott?

4. As the scene is laid on Spring Street near Ninth where three other lines operate, why harass the imagination of dormant Angelenos? Put the passenger on the "M" car where the story says he belongs.

Now how about a catchy crossword puzzle?

Yours respectfully,

C. J. KNITTLE.

BULLETINS

Issued October 27, 1924

BULLETIN No. 230
Notice To Trainmen

Some crews in using the crossovers at Hoover and Santa Barbara and at Dalton and Santa Barbara are leaving the switches set for the crossover.

In all cases where use is made of these crossovers the switch must be thrown back for the main line.

BULLETIN No. 231
Notice To Trainmen

Crews on cars passing Fifth and Los Angeles Streets in both directions will call "United Stage Depot."

BULLETIN NO. 232
Notice to Conductors

The following passes are reported lost:
No. 1428 issued to V. H. Banks, Line-man, Line Department.
No. 4813 issued to D. G. Boyer, Motorman, Division 2.

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

BULLETIN NO. 233
Notice to Conductors

Pass Book No. 20365 issued to Fireman Frank Talley is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 234
Notice to Conductors

Pass No. 7344 issued to P. Harmon, Conductor Division 2, is in IMPROPER HANDS as this party is no longer in the employ of this Company.

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

P. B. Hill

Supt. of Operation.

BUS BULLETINS

LOS ANGELES RAILWAY BUS
DIVISION

Bulletin No. 157 Oct. 17, 1924

To All Bus Operators:

The intersection of 16th and Hope Sts., by reason of a jog in the street, makes it difficult for bus operators to observe approaching cars of the Pacific Electric and the Los Angeles Railway. Notwithstanding the fact that both rail companies have issued orders to their motormen to operate cautiously at this point, bus operators must be exceedingly careful at this particular intersection.

Bulletin No. 158 Oct. 20, 1924

All Bus Operators:

When a bus is to stand still at any one point for more than five (5) minutes, operators must shut motor off.

F. VAN VRANKEN,
Manager.

Warning Given on Hallowe'en Risk

An additional reminder is given on the Hallowe'en danger that may be expected on all lines at the end of the month. Motormen and conductors are urged to be particularly on the alert in the after dark hours, not only next Friday night, but for two or three nights preceding.

A full force of supervisors, instructors and all other transportation department men available will be assigned to the various districts. These men will have the full co-operation of the police officers who will deal promptly with those who attempt to disrupt car service.

Announcement has been made that it will be the policy of the police department to give room in the city jails to those who attempt to damage property, jeopardize the safety of passengers, or disrupt service. The talking will be done on the following morning.

SAFETY BULLETIN BOARDS TO BE PUT IN USE

Safety bulletin boards have been placed at the five divisions and copy will be placed in them on Monday. The first material on the boards will be a brief statement from John C. Collins, supervisor of safety, explaining the plan of this new system, and the ends it aims to accomplish.

The illustrated bulletins will be posted and changed twice a week. The material will be supplied by the National Safety Council, and will be particularly applicable to street railway work.

The Safety Council capitalizes on the advantage of telling a story in pictures instead of words. For this reason the bulletins have a universal appeal and have been found highly beneficial.

Realizing Risk Cuts Accidents

(Continued from Page 1, Col. 1)

stand this scheme, because they will not remember it for more than five minutes. The kind of service they render to themselves and every one else, is of an inferior nature, and they are as they think. A man must be able to recognize danger, or dangerous conditions, before he is capable of protecting himself. He may fail to recognize this danger by getting too familiar with it, taking things for granted. When he gets in this state of mind, he starts the law of attraction to work, the careless motorman clashes with the careless motorist.

Foresight Avoids Injury

In every case where we have had employes injured this year, it was the working of this law which caused their injury, and practically every man who was injured, need not have been injured at all, had he used his God-given faculties. He realizes this too late when he should have anticipated it before, therefore, avoided it.

If a block of wood or any other thing is left carelessly on the floor of a shop, you will never see a stranger in the place fall over it, because when he goes over unfamiliar ground, he looks where he is going.

A man who has pulled out many a car, falls into the pit at his division, because he did not recognize that the lighting was reduced for power conservation.

Another cuts or smashes a finger because he had long since become careless in dropping a fender instead of handling it properly.

Pay Attention

A man slips off the steps of his car because he was paying no attention to what he was doing.

Another, instead of putting up the fender, and then pulling down the trolley, jumps upon the center or balanced part of fender table and falls off with serious results. He did not anticipate the consequence of his act. (He was not well balanced.)

Not long ago, two conductors jumped off a moving car and ran back of it, just like four-year-old children, only to be struck down and injured. Would they have made this move, had they anticipated the effect?

Look Behind

Most of our men who were injured, were run down by motorists, so when you are about to leave your car to pull a switch or flag a crossing, anticipate what may happen to you on account of this move, and soon you will form the habit of looking and "playing safe."

When pulling a switch, flagging a railroad, or waiting to board a car, learn to look in the direction from which the danger comes, which is in nearly every case, the rear of the car. Our observations show that most conductors look every other place than where they should. It shows conclusively that their minds are not on what they are doing, they leave themselves wide open to all hazards.

If you study this article, and learn to understand anticipation, I can guarantee you freedom from personal injury. We can only advise—you must do your own thinking, your own observing, and your own suffering when you do not do these things.

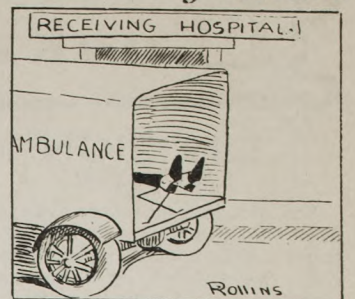
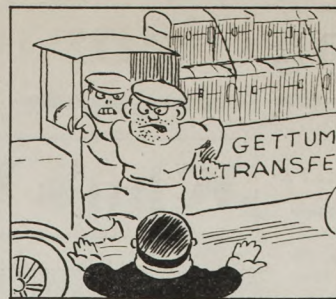
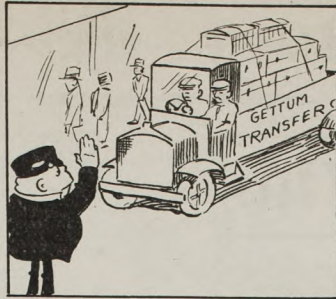
Conductor Ding and Motorman Ding Ding

By Rollins

A SONG WITHOUT WORDS.

DING HAS RUN OUT OF TRANSFERS JUST BEFORE COMING TO SEVENTH AND BROADWAY DURING THE RUSH HOUR.

PROCEED



Bouquets And Things (Hand Picked)

For Mtr. E. S. Day, Division 1
Los Angeles Railway.
Gentlemen,
I am a regular passenger on different cars for the past three years and there is one Motorman I certainly want to say that he is very obliging and courteous and he answers questions pleasantly, willingly and there is one out of a hundred like him. He is the most careful Motorman I ever rode with. He sure deserves your kindness. It is a pleasure to ride with a safe Motorman like No. 1817.

Yours very truly,
Mrs. J. N. Norris,
59th and Miles Ave.,
Huntington Park.

For Mtr. E. Ritterhous, Jr., Division 3
Los Angeles Railway.
Gentlemen,
It has been a great pleasure to meet many people in all walks of life, and I often feel a sadness, when an exceptionally good person is observed by me doing an act of kindness that false modesty or pride prevents a person from thanking.

Conductor 2191 is an example of what I mean. He insisted on a lady passenger using his seat, and when she got up and tendered it back to him, he saw an old gentleman and offered it to him. He was so insistent on his taking it that the man accepted with a tear in his eye.

Such a man is not only an ornament to the street car railway, but a fine acquisition to society at large.

I can just imagine his big heart at home.

I just had to tell about him.

Yours truly,
Mrs. James C. Marsh,
6719 11th Avenue,
Hyde Park, Calif.

For Mtr. J. F. Velarde, Division 2
Los Angeles Railway.
Gentlemen,
Here I am again, but when I see a good trait in a man I can't pass him up and that is Motorman 3205 of the "H" line. He is sure accomodating and a careful motorman. If they were all like him in that line, your worries would be less, so I think 3205 deserves credit.

Thanking you for past favors, I remain
Yours respectfully,
T. L. Roeder,
1214 South Indiana

For Condr. C. A. Bryant, Division 4
Los Angeles Railway.
Gentlemen,
I was on a "P" car Monday, Aug. 11 in Los Angeles, overheard two middle aged women talking to the Conductor. They had gotten on wrong car, when they left car I told him he certainly was nice to them and in reply he said to me:

"I always treat women the way I would like my women folks treated." It impressed me so I asked his name he gave me same, C. A. Bryant, Cap No. 2710. It is certainly a pleasure to report this.

Marion Blair,
935 N. El Molina Ave.

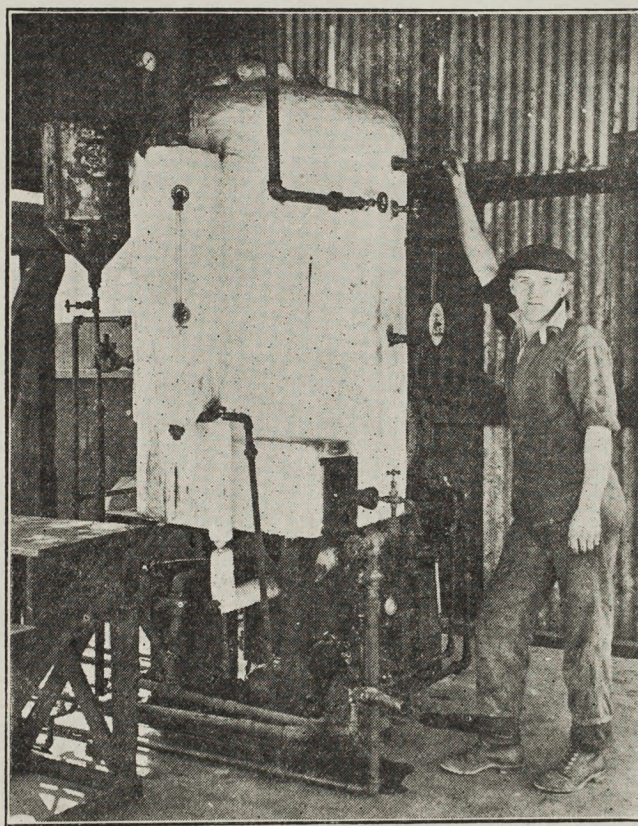
For Condr. C. O. Jones, Division 3
Los Angeles Railway.
Gentlemen,
I wish to commend Conductor 2780. I came out on the West Washington car yesterday and was surprised to hear all the way the names of streets called clearly and distinctly.

When some of the passengers were a bit resentful to the conductor of the new "skip stops," he not only stood up for the company but what he said and the way he said it won the approval of his remonstrators thus proving him a harmonizer. All in all he was most helpful and agreeable to your patrons without seemingly to neglect any of his duties.

I am for giving people their flowers en route.

Sincerely yours,
S. B. Keenan,
1623 So. Grammercy Pl.

The Boy Knows His Oil Real Refined, Too!



"Scotty"
Crawford
The Garage
Missionary
Who
Reclaims
Motor Oil
That
Has Lost
its
Usefulness
to
Mankind

HERE is a story that starts out rather dirty, but ends up pure and sweet.

The act begins with the gathering of some 55 gallons of oil drained from the crank cases of busses and company automobiles. It is dirty and corrupted with carbon and dust and utterly unfit to continue in the decent society of a well-tuned motor.

"Scotty" R. L. Crawford, of the company garage at Sixteenth and San Pedro streets, turns some wheels, starts a motor and pours the 55 gallons into the apparatus known as an oil reclaiming machine which then begins its salvation army work on the otherwise useless oil.

In a short time the oil has been refined to a point where 75 or 80

percent of it is as good as new and ready to go back into the crank cases pure and fit for the highly sensitive motors—and there you have the plot and a happy ending.

In addition to the economy effected by reclaiming a large part of the oil, from five to ten gallons of distillate is produced and used for cleaning trucks and automobiles. A second by-product is a black composition, consisting largely of carbon that is used on the blacksmith forges to produce an intense heat.

If the experiments in economy continue as satisfactorily as they have started, it is expected that the refining process will produce a tooth paste or a new type of back door mat. You never can tell what these economy machines will do.

Discuss Changes In Merit System

At a meeting of the Division superintendents held last Tuesday in the office of R. R. Smith, assistant superintendent of operation, the workings of the merit system during the past year were considered and several suggestions for slight changes in the operation were recommended for 1924-25. The merit system year ends November 30. Further conferences will be held prior to the issuing of the new bulletin.

Happiness is a habit—cultivate it.

1925 Conductors' Rules Being Made

The instruction department and particularly the chief lion tamer, Daniel Healy, are working on the 1925 sheet of instructions to conductors. There will be some minor changes, but the final draft is not expected to be available until the first of the year.

OVERHEARD AT MUSEUM
Lady and little toddler looking at marble bust. Arms of figure missing below elbow.
"What made them cut her hands off, Auntie? Did she chew her nails?"

On The Back End (Contributed)

Motorman Nelso Kettle brings home the bacon this week. Somewhere on Alvarado Street he saw the following advertisement:

ATTENTION AUTOMOBILE DRIVERS

Here's the finest automobile polish in the world. Absolutely the last word in auto polish. Step inside for free demonstration. Salesmen wanted Apply with cheescloth.

* * *

A guy rode on the street car steps He would not get inside, Though moving with plenty of steam and pep He was enjoying that "free" ride.

A Ford came out from a side street, The kind with two passengers in one seat, 'Twas a left hand drive and a right hand squeeze, You know the kind, so don't you sneeze.

Now the guy in the step would have still been there Had the step stayed on—but Fords don't care. So the moral deals with a guy and a "clutch" And something for nothing is worth just that much.

A ONE DAY REFERENCE—Employer (to applicant for a position, who has handed in testimonials from two ministers)—We don't work on Sundays. Haven't you a reference from some one who sees you on week days?

Conductor K. J. MacPherson—you all know Mack of Division One, well he leaves this week for the East on a business trip, an extended business trip, carrying him as far East as Riverside and possibly San Berdoo. Mack expects to be gone for a period of not less than one or more than three days and wished me to announce through this column a farewell to all his friends. May the Lord watch over him in his absence—and see that he doesn't get back.

Conductor Lorona called in the other day and said, "Say, you putta me on the sic list, no can work, the spider she bite me right on the eye, the son-of-a-gun, no can see, no can work."

Officer (to sailor who has rescued him from drowning)—"Thank you, Smith. Tomorrow I will thank you before all the crew at divisions."

Sailor—"Don't do that, sir; they'll 'arf kill me."—Punch.

Gay—"Lo, Bill; whatcha doin'?"
Gye—"Nothin'; whatcha doin'?"
"Nuthin' so let's have a smoke."
"Sure, I hate to be idle."—Judge.

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

Yes, sir, as a marriage always comes first (it's the first and the last great thing a man ever does) I am going to start this column by announcing the marriage of Conductor Charles S. Murphy. Murphy sorta eased in and weakly asked if he might have ten days off. Well at first we thought we wouldn't let him have it and thereby save him, if possible and then on the other hand we figured if we didn't let him off that he would probably get hitched up between reliefs so we let him have it. Anyway we wished him a very happy married life and will wait in anticipation of the good cigars we will get when he returns.

The claim department would like to see Motorman Dan F. L. Buck and learn why he failed to make out an accident report the other night when he ran his flivver into the lunch wagon at the corner of Seventh and Central. Buck, who is not used to driving high powered cars, thought he had his Buick all set for high when it was in reverse and stepped on the gas. The result was he tried to push the lunch wagon out of the way and the last seen of the hot dogs they were headed towards their old neighborhood, Twelfth and Central. After parting with ten bucks and a lot of excuses to the hot dog owner, Buck proceeded home wearing one of those smiles that won't come off.

Yes, siree, a trainman's life is a hard lot and don't you let em tell you different. It will surely make a physical wreck out of you and I can prove it. For example look at Conductor Kiser, Conductor Surman and Motorman Dickinson. These poor boys are fast losing weight and are headed straight for the cemetery—most of the time.

Foreman J. B. Lair is the proud owner of a brand new 1925 Studebaker. We have our doubts about the car being much good, but of course a nice little ride in it might change our way of thinking.

Conductor Peter J. Gerhardt, one of the old time conductors on the "D" line, is now in the Golden State Hospital for an operation. He would like to have some of the boys call and see him.

DIVISION 2

H. T. Hansen

Old "Father Time" had a good laugh on Motorman S. M. Millis one morning last week. He was marked up to a 3:30 P. M. shine: At 3:30 A. M. he walked in and said to the clerk on duty: "I'm here." He was very much surprised to learn that he was just 12 hours ahead of time. Now let's all laugh!!!

Conductor C. L. Morrison has taken sixty days off to visit relatives in San Francisco.

Conductor E. L. Corwin came walking into the office with a big smile and a handful of cigars, and announced his marriage to a beautiful Los Angeles girl. Their honeymoon was spent at Catalina Island. Lots of luck, Corwin.

Conductor R. S. Young resigned to try his luck in a new field of endeavor.

Just a reminder, Boy's—Do not fail to have you watches inspected. There are only a few days left in October, so do it now.

Motorman A. R. Garrett was granted a sixty day leave to try other work.

Anyone desirous of information on

Who's Who



WITH his cap decorated like a Christmas tree, we have O. E. Lund of the Division One mechanical department, who specializes in keeping the air valves in good condition. He has been on the Division One mechanical shift for about 18 months. Prior to that he was at Division Two. He came to the Los Angeles Railway from a ranch in Colorado.

The basket on his arm might contain peanuts, popcorn and score cards, but instead it has a few odd bolts, cotton waste and other accessories of the street car trade.

- Yeast was invented in the year "leaven;"
- Gambling in the year "won;"
- Pianos in the year "forte;"
- The German negative in the year "nein;"
- Lunches in the year "ate."

BUS DIVISION

Elmer Wood

While C. W. McBean was standing on the corner of Eighth and Hope one day last week, a lady came rushing up to him and said, "I am Mrs. Wells, have you seen my friends?" McBean not knowing the lady answered, "Why yes, they just got on the bus going that way." (Pointing toward Norwalk.)

How is this for service? The 21 Fageol single deck busses have averaged 45,000 miles each without any motor trouble.

"Stop," cried a woman as a J. W. Robinson delivery car dashed up Seventh and Grand, "those yellow busses won't stop for anybody." Just then J. B. McGregor pulled up his bus.

Police Traffic Whistles see Conductor L. R. Donaldson.

Here's to the boys of Division Two Always loyal and always true.

Conductor D. MacTaggart was the lucky recipient of some fare publicity in the last issue of Two Bells in the "Bouquet" column, but he was credited to Division No. 3. We are perfectly willing to assist Division No. 3, in showing up occasionally in the "Bouquet" column, but, in this particular case MacTaggart being the only "dyed-in-the-wool" Scotchman we have, we feel prompted to inform the readers of "Two Bells" that he is a Division No. 2 asset.

DIVISION 3

Dan Hanley

Conductor H. B. Ward on a 30-day leave at Fort Worth, Texas, writes us of the arrival of a 9-lb. boy.

Received a belated postal card from Clerk Deane that he is having a fine time and will be home soon. Has been on an auto trip up north.

After a very long spell of sickness, Mrs. Ford, wife of Motorman Ford, died at St. Mary's Hospital, Long Beach. The body was taken back East for burial.

In flying over Los Angeles, the Shenandoah stopped at Motorman Wortman's house and left an 8-pound girl. Everyone happy.

Motorman Neal is taking a trial at the office job.

The Bus Division is luring away quite a few of our boys and we hope that they will be successful in their new venture.

Conductor Jaynes is back on the job again. Has been off sick for some time. Had a severe attack of P. C. L. blues.

Motorman Hedin, who took a try-out on the Police Department, has received a regular appointment. Best wishes from the boys.

There has been a shake up in the cash receivers. Banks to Division Five first shift. M'Gregor from first to second shift. Sutherland from second to third and Alingren from Division Five to Three, first shift.

"YOU WILL BE SURPRISED AT THIS."

DIVISION 5

F. J. Mason

Little Tommy saying Grace on the occasion of the minister staying for dinner:

"Good Lord, go easy on the butter it's 60c a pound."

The guy who qualified for the position of superintendent in the butter foundry is he who remarked, on the passing over of the Shenandoah, "I wouldn't care how high up I went in one of those things as long as I had one foot on the ground."

Guess all the boys are glad to see our old friend Roy Banks back, working the 2:00 P. M. to 9:00 P. M. cashier's shift again. Roy has been doing his stuff over at Division Three but had to come back to the Sea Gulls' Roost to get acquainted again. Says he doesn't notice any new faces around here except mine and recommended me to the Beauty Parlor across the street. Glad to see you back Roy; come in and try to make yourself welcome.

Motorman G. R. Pritchett has been reading up on "Fire Prevention" and figures the city is not safe without him on the fire department, so he's off on a 90-day lay off to give it a whirl. Good luck to you George. Before we had our heaters fixed in the office we were all wishing we had a fire to prevent.

Conductor L. C. Stammers has taken a couple of weeks off for a hunting trip.

Conductor W. O. Nokes is resting up until December 1st.

Just before going to press word was received that R. B. Reinert, formerly conductor at this division and now

DIVISION 4

C. J. Knittle

Much credit is due Mr. Dan Hanley. He "scribes" for his division.

No fishing trips to report this week. Hurrah!

MacKenzie says the reason he uses minnows for bait, is so that anything he catches will have to be a size larger.

When you and I were young, Maggie, Dan done a hitch in the Philippines.

Operator M. Grammer reports the arrival of a neight-pound boy Oct. 13. Ev'body happy? Yes.

When you and I were squabs, Maggie, Capt. Billy Fawcett also done some time for his beloved country—in the Phillipines.

Bring up some courtroom scenery, Bob. Attaboy! And two trainmen, two attorneys, a judge and some witnesses. All set? Shoot! Attorney for defense—You say the man lay in the track with his scalp bleeding after the car passed. Are you sure the car hit him?" Witness for claimant—"No, not positively. I think the conductor leaned out and bit him as they went by."

Capt. Billy publishes a cyclonic monthly. From hearsay we dare say Dan is a protege of the ex-C. O.

MacKenzie says the only time a fisherman tell the truth is when he calls another fisherman a liar.

The brain children which appear in Dan's column each week are so breezy we catch a cold every Saturday night.

A Jewish lady with her ten-year-old daughter boarded a "U" car at Vernon and Central last Thursday evening, dropped a nickel in the box and started for a seat.

"Here! Here!" remarked the conductor, "Another fare for the girl." "For vy? Forvy?" answered the woman, "I do not ask a transfer."

Sunday mornings our voice is still hoarse and our wife tells us she'll go back to mother—if we don't stop drinking.

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For Condr. R. A. Fairbrother, Division 1 Los Angeles Railway. Gentlemen.

The writer while a passenger on your East Third St. line was accorded unusual courtesy by Conductor No. 1376 and would take this means of commendation of his service. Believing it to be the little things that count in the building up of any public service and assuring you of my hearty appreciation, I am

Yours very truly,
Thos. Taylor,
Van Nuys, Calif.

working at the Main Office, is to be married to Miss Gladys Petterman. The ceremony is to take place at 8:00 P. M. Saturday, November 1, at "The Little Church around the Corner" that is, the Chesterfield Methodist Church, 54th and Cimarron, just around the corner from Division Five. Now boys, when throwing the proverbial old shoes don't forget to take your feet out of them.

Little Old Johnnie, our crippled news agent across the street, is now handling the "Peach" edition of The Examiner. This edition comes down every night at 8:00 o'clock, so all you fellows who don't have time to read your paper before breakfast will now have a chance to read it before going to bed.

SEATS CUT FOR LEAPING.