

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

\$9455 QUOTA FOR COMPANY IN CHEST APPEAL

A quota of \$9455.00 is the share of Los Angeles Railway employees in the quota of the Community Chest this year. Thirty-four hundred employees last year raised \$8461.70. Based on contributions received from the various employees and divisions last year, the quota for the 4414 employees of the company has been distributed as follows:

	Employees	
Division 1	420	\$1300.00
Division 2	565	1100.00
Division 3	595	1200.00
Division 4	386	1300.00
Division 5	387	1100.00
L. A. Bus	103	300.00
L. A. Motor Bus	147	400.00
Mechanical Dept.	800	1300.00
Engineering Dept.	664	700.00
Office Division	348	755.00
Total	4414	\$9455.00

The number of Los Angeles Railway men of the Community Chest organization who attended the meeting of the campaign workers at headquarters, 911 South Grand Avenue, last week, was relatively small. Those who failed to attend this meeting missed the only outside meeting of the campaign that they will be asked to attend, according to A. B. Merrihew, who commands the Los Angeles Railway unit of the organization, designated as Battalion A, Team 1002, Division 41. Speakers at this meeting were Joseph Scott and Judge Bledsoe. Final instructions regarding use of the different blanks, and other details of the campaign, were issued at this meeting.

"Last year, many of the Community Chest divisions went over the top 200 and 300 per cent," Merrihew said, in announcing the quota distribution. "When any particular department or division reaches its quota in our organization, there is no reason for stopping,—go over the top, and go over big. Let's not stop at \$9455 this year."

Wilshire Line Buses All Double Deckers

One hundred percent double-deck service is being rendered during the daylight hours on the Wilshire boulevard bus line under a new schedule recently established. The delivery of new double deckers has eliminated the necessity for using some single deckers in the evening rush hours.

Conductor Carries Ammonia to Revive Patrons Who Faint

THERE is just no limit to the service that our customers can get for a nickel, or a transfer.

It is quite common for conductors and motormen to do shopping around the terminals for regular patrons. They smile when stopped and asked for the correct time and in the days before the radio, they brought the latest gossip about the world series from the downtown bulletin boards to the outlying districts.

Comes now Conductor Frank Adams of Division Five, who takes care of a line "M" car and renders something new in service. Sudden changes in weather frequently cause women to faint on cars but when Mrs. L. O. Lenk fainted away a few days ago, ever-ready Frank produced a bottle of ammonia and revived the lady, according to the dispatching records.

That's all fine, but don't try to tell the boss that you were afraid a passenger might be bitten by a snake and that you were carrying a bottle of preventative for that emergency!

BONUS MEN TO BE SELECTED NOV. 24

Officials of the transportation department will have an all-day meeting at the main offices November 24 to make final selection of the men who will receive extra bonus cash prizes, and to discuss possible changes in the rules and administration of the bonus system for 1926. The meeting will start at eight A.M., and will continue until the job is finished.

Department heads who are concerned in the administration of the Merit and Bonus System are asked to give consideration to any possible changes, and come prepared to present their arguments at the meeting.

Supervisors' Office Classes Continued

The training meetings for supervisors are being continued almost daily by W. B. Adams, director of traffic. Three or four men are called in every afternoon, for a thorough review of the duties and instruction on all points of service in which they are weak. The plan of having a few men in the office at a time is proving to be superior to the class instruction system which has been used in previous years.

California Electric Ry. Men to Inspect System In Convention this Week

OFFICIALS of local and interurban electric transportation systems of the state will assemble in Los Angeles Thursday and Friday, November 12 and 13, for the semi-annual convention of the California Electric Railway Association. The Pacific Electric and Los Angeles Railways will be hosts to the visitors.

Supervisors May Wear Blue Suit

With the coming of crisp mornings, sharp evenings, and occasional rainy days, the supervisors are authorized to wear their blue uniforms and red flannels November 15. When the dark green serge uniform was adopted during the summer, many of the supervisors had fairly new blue uniforms on hand, and it was decided that they might return to the blue for winter wear if desired, so both outfits will be seen on the streets during the winter months.

The important thing for trainmen to remember is that a supervisor is a supervisor, and it is not advisable to tell one of them to jump in the lake unless he has his umbrella with him.

Seven "M" Cars Added To Serve Bus Riders

Seven trailers have been added to Line "M" service on the Fifty-fourth Street branch for morning rush hour service, chiefly to accommodate the number of passengers boarding at Fifty-fourth and Normandie Avenue as a result of the operation of buses on that street. Other trailers will be added to the evening rush hour service on the Fifty-fourth Street line.

The Normandie bus has developed a considerable patronage. It was started October 19, and carried 547 passengers. One week later, it was carrying 1107 passengers. A ten-minute headway is maintained, which means that 30 or more passengers are deposited at a time at Fifty-fourth Street and Normandie Avenue to board Line "M" cars in the morning.

HER WARNING

Mr. Sapp—I've a great mind to rock the boat and frighten you.

Miss Sweet—Once before a young man like you tried that and the boat upset.

"And what did you do?"

"I swam ashore and notified the coroner."

Four leading departments of the electric railway industry will be represented in the sessions. Heretofore the convention programs have dealt principally with matters pertaining to operation and public relations. The two new departments to participate are engineering and purchasing and store keeping. The four sections will meet in a joint session Thursday morning and afternoon. Friday morning each section will have its own meeting with programs devoted to matters of common interest. Four Los Angeles men are to address the main sessions on Thursday.

To See Shops

Following the departmental meetings Friday morning, the lunch will be served at noon. On the same day, Ben Allen, manager of the public relations department of the Key System Transit Company of Oakland, will address the Round Table, or study group, of the Los Angeles Advertising Club, at the City Club.

Friday afternoon the party is scheduled to inspect the new Pacific Electric Hollywood tunnel then travel by double deck buses to the Los Angeles Railway automatic substation at Melrose Avenue and Kingsley Drive. Later in the day the visitors will inspect the South Park Shops.

G. B. A. Made Toastmaster

The scheduled evening dinner, which is a feature of the conventions, will be held Thursday night. George Baker Anderson, manager of transportation of the Los Angeles Railway, will be toastmaster of the evening. Entertainment will be provided by the Los Angeles Railway trainmen's orchestra and Hawaiian quartet.

Employees of the Los Angeles Railway who are interested in any of the subjects are welcome to attend the sessions. All meetings will be held at the Alexandria Hotel.

The program is as follows:

Thursday, November 12, 1925

"Opening Address"—W. V. Hill, Chairman, Manager California Electric Railway Ass'n.

"Safety"—J. R. Lowe, Superintendent and Chief Engineer, San Diego and Arizona Railway Company.

"Urban Buses—Types and Cost of
(Continued on Page 2 Col. 3.)

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Welcome, Railway Men

THIS week we welcome members of the California Electric Railway Association at their semi-annual convention. Busy programs have been arranged, at which various angles of the transportation industry will be discussed. Men who have worked for months upon some problem and have found a way of doing it a little better than it was done before, will give the industry the benefit of their experience and save others from months of work. This exchange of ideas is the spirit of the organization. The expense of time and travel is more than offset for those who attend, by the acquisition of new information which can be used to build more business or effect economies.

Many of the men who will attend the convention have worked up through the ranks of their departments. This is particularly true among the operating men. They are in executive positions today because they never thought that they knew everything about their particular line of work. They were anxious and willing to learn. They are still learning, at conventions. The man who decides that he has learned all that there is to know, or all that he wants to know, sets a barrier across his own path of progress.

Give To Community Chest

EVERY community has its poor and needy, and its crippled children who look out on life from the four walls of a hospital. In thousands of cases, families have been made dependent upon public charity by a sudden turn of fate. An accident may have claimed the life of the breadwinner of the family and left a widow and children without any income or any means of making a livelihood. Every citizen has a selfish as well as a moral reason for seeing that children left in such destitute circumstances have an even chance to grow up as useful citizens.

Los Angeles has demonstrated conclusively that the most efficient method of handling charity appeals is provided by a Community Chest organization. It has substituted one general, intensive, and efficient money-raising campaign for the unlimited number of "drives" with the waste and duplication involved when each organization raised its own money and attempted to distribute it along the lines of the greatest good.

The Los Angeles Railway has been organized like other business institutions to see that every employe has a chance to contribute. The machinery has been carefully outlined for the collection and handling of funds. The realization of the need, and the actual giving, must spring in every individual heart.

Citizenship has its privileges of peace and protection, but it has its obligations to the weaker and unfortunate brothers and sisters whom the Community Chest serves.

OCTOBER COMPLAINT SCORE INDICATES IMPROVEMENT

FOR every rose, there is a thorn—or for every thorn, there is a rose; whichever way it ought to go. Anyway, for the 48 complaints for discourtesy which came in for the month of October, 50 commendations were received for particularly courteous service. A total of 150 complaints received during October marks a slight improvement over the record for Sep-

tember, which totalled 155. There were 14 less complaints received under miscellaneous charges than in the previous month, and six less for fare and transfer trouble. Carrying passengers past stop and fare and transfer trouble continue to be the chief causes of complaints.

Following is the detailed report:

REPORT OF COMPLAINTS—OCTOBER, 1925

Classification	Sept.	Oct.	Loss or Gain
Discourtesy	47	48	1
Fare & Transfer Trouble	56	50	— 6
Starting Too Soon	4	6	2
Passing Up Passengers	5	9	4
Carrying Passengers Past Stop	11	10	— 1
Dangerous Operation	3	7	4
Short Change	3	8	5
Miscellaneous	26	12	— 14
	155	150	— 5
Commendations	65	50	— 15

BULLETINS

Issued November 9, 1925

BULLETIN NO. 188 Notice to Conductors

Fireman's Pass Book No. 26679 issued to Fireman W. W. Shelton is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 189 Notice to Conductors

Effective Nov. 9th, 1925, line "C" in-trip transfers may be honored at Vermont and Munroe, South on line "V".

BULLETIN NO. 190 Notice to Conductors

The following passes are reported lost: 2574 issued to D. E. Vail, carpenter, Mechanical Department.

2693 issued to Virgia Winston, car cleaner, Mechanical Department.

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

P. B. Hill

BUS BULLETINS

BULLETIN NO. 339 October 30, 1925

Operators of westbound Wilshire buses when making stop to pick up or let off passengers at Wilshire and Ardmore will pull down far enough so that passengers may get off of the rear platform of double decks or the front door of single decks on the sidewalk and not on the new lawn.

BULLETIN NO. 340 October 30, 1925

Operators when stopping to let off or pick up passengers at stopping points must pull in to within one foot of the curb, in every instance where there are no electroliers of the old type or any other overhead obstruction which would interfere with passengers sitting on the upper deck of buses.

J. W. Frankel

California Electric Ry. in Convention

(Continued from Page 1, Col. 4)

Operation"—F. C. Patton, Assistant Manager, Los Angeles Motor Bus Company.

"Interurban Buses"—F. L. Annable, General Superintendent, Pacific Electric Railway Company.

"Auto Saturation and Why Loss of Passenger Business"—W. H. Evans, Electrical Engineer, Sacramento Northern Railway Company, Sacramento, California.

"Essential Points of Co-Operation Between the Public Relations and all Other Departments"—J. G. Jeffery, Director of Public Relations, Los Angeles Railway.

"New Pacific Electric Railway Terminal and Sub-way"—L. B. Denton, Assistant Chief Engineer, Pacific Electric Railway.

"Simplicity of Stocks"—A. S. McKelligon, General Storekeeper, Southern Pacific Company, San Francisco, California.

San Pedro Bus Line Terminal Changed

A slight change in the routing of the San Pedro Street and South Main Street bus lines has been made, by which the vehicles make a complete loop around Main, Eighty-fifth, San Pedro Streets, and Slauson Avenue. Formerly the buses made a terminal loop around Fifty-ninth Place, Sixtieth Street, and Wall Street, at the north end of San Pedro, but they now run the full length of San Pedro between Slauson and Eighty-fifth Streets.

TWELFTH & MAIN SPECIAL WORK RENEWED

The track department is installing new special work and curves at Twelfth and Main Streets. This is a rather difficult job, due to the heavy traffic and the large number of street cars operating through the intersection.

On Monte Vista Street, between Fifty-third and Fifty-fifth Streets, the track has been opened for re-ballasting, as the result of the breaking of a water pipe. The seepage of water damaged the track bed to the extent that it sank three inches in places.

The construction of landing platforms and curbs along the private right of way between Sixty-third Street and Florence Avenue on Vermont is nearing completion. This work is being done in connection with the lowering of the tracks to conform to street grade, and is one of the principal undertakings of the track department this year.

"OUR COP" Thanks Everybody



"Bill" Saager, affectionately known around Eleventh and Broadway as "Our Cop" wishes to thank his many friends for the tokens of friendship presented to him recently following a lodge ceremonial. Helen Summers of The

Examiner, our neighbor across the street, has reduced Bill's sentiments to verse and preceded them with the kindly sentiments of the neighborhood toward Bill.

*A friend is a friend, and a pal is a pal,
'Tis proven the whole world o'er.
When they smile at you and you know
they're true
You love them forever more.*

*We have a pal who is a pal
He treats us all alike.
He waves at us and we watch for his
smile
'Round six o'clock at night.*

*He stands on a box when it rains, and
it shines
Right out in the midst of the street.
His cheery whistle and sunny smile
Bring a thought that is pure and sweet.*

*When he turns around he laughs so
big
We all laugh back with him.
And it gives us a feeling that's nice
inside
When we see his sunny grin.*

*He joined a lodge the other night
And they gave him a piece of gold.
His fellowship and strong goodwill
Shall remain through years untold.*

*As a token from his pals up here
We gave him an emblem ring.
We want him to wear it always
And bring memories of us to him.*

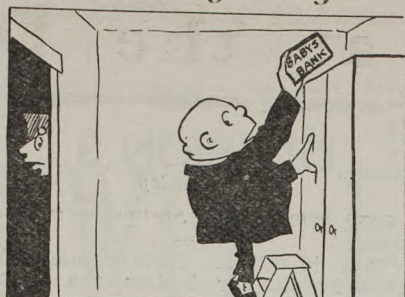
*He said this morning, with that cheery
grin,
We all love to see.
'I think a lot more than I can say
'Won't you tell them 'Thank you' for
me?'*

Dedicated to "Bill" Saager (Our Cop)
By Helen Summers

Conductor Ding and Motorman Ding Ding

Ding, Where Have You Been?

By Rollins

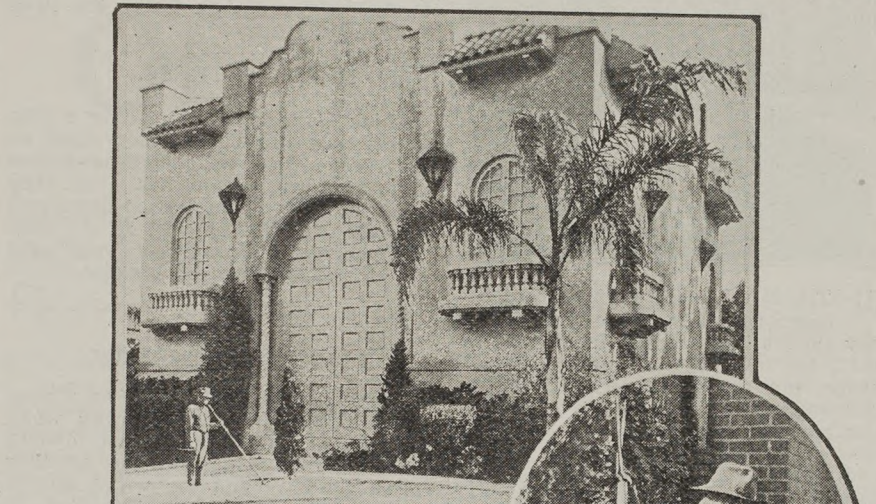


Bouquets And Things
(Hand Picked)

Gardens Give Attractive Settings for Substations

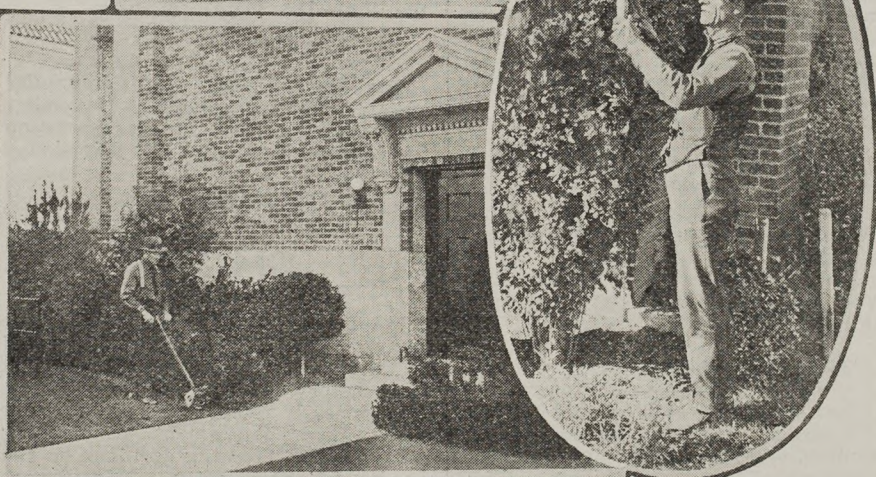
On The Back End
(Contributed)

For Condr. J. M. Walker, Div. 1
Los Angeles Railway.
Gentlemen,
Just a kind word for Conductor 2848, conductor on the West Jefferson line. He thought it no trouble to be kind to an elderly woman.
Sincerely,
Anna M. Dorseau,
2949 West Jefferson



Conductor Impulse, otherwise known as "Blackie" when eating at the Railway Lunch asked the good looking waitress if she was ticklish. "No," she replied, "Jewish."
* * *
One of the boys asked "Tex" Hiller, of Division 5, how he liked these nice keen mornings. He replied "I don't care much for 'em but me and the girl friend sure get a kick out of these moonlight nights."
* * *

For Condr. A. V. Saylor, Div. 2
Los Angeles Railway.
Gentlemen,
Conductor 372 on the "S" car deserves special credit for his kind treatment of passengers.
J. P. Bancroft,
515 No. Hobart Blvd.



A two-headed chicken, which was hatched at the ranch of Jimmie Jensen's of South Park Shops last week died after living three days. That does away with the theory that two heads are better than one.
* * *

For Motr. G. V. Hopkins, Div. 3
Los Angeles Railway.
Gentlemen,
Just a few words of deserving commendation in behalf of No. 515—a motorman on your "L" line.
For some time I have been a regular patron on cars "piloted" by this worthy gentleman and keenly observed him at his work. The alertness and skill with which he performs his work typifies him in a class highly desirable where public safety and satisfaction are paramount.
Very truly yours,
A. L. Steinson
1074 South Plymouth Blvd.

YOUTELER!
Dumb Dora: "Is that Western Union clock right there?"
Storekeeper: "Lady, that clock has been right, there, for the last ten years."
* * *

For Condr. R. R. Moreland, Div. 3
Los Angeles Railway.
Gentlemen,
As I have been prompted many times to report discourteous treatment on the part of conductors but have refrained from doing so, I am going to take this opportunity to commend a courteous and thoughtful conductor No. 2130, who on an east bound Adams car went out of his way to show every consideration to those who happened to be riding on his car. First he made a real effort, finally successful, to locate the owner of a handkerchief, which someone had dropped. Then when I broke a string of beads he not only assisted as best he could in picking them up, but even rolled up the floor covering that we might find them more readily.
Very truly,
Lucile Way,
1682 West 25th St.

THE noiseless, automatic substations that have been built by the Los Angeles Railway in recent years, have proved to be improvements to the appearance of the districts in which they have been placed. In addition to employing artistic architecture to house the electrical equipment, the company has surrounded the buildings with lawns, shrubs, and flowers, that would be a credit to a pretentious residence.
The job of keeping the garden settings of the substations neat and fresh rests upon I. J. Booth and W. C.

Reese, both of whom formerly worked in substations.
The upper picture shows the architectural beauty of the automatic substation on Kingsley Drive, near Melrose Avenue, with Mr. Reese standing guard with his trusty rake.
The picture at the lower left was snapped at the West Adams substation on Hobart Street.
At the lower right is shown Mr. Booth in the early morning sunlight, trimming one of the bushes of the University substation at Santa Barbara Avenue and Hoover Street.

He was rambling along on nine a little late and an old lady who sat in the front seat got a little nervous at the speed he was making and the chances he was taking, so she leaned over and said, "Please Mr. Motorman be careful." He threw out his chest and wound her up again, stole a right of way, missed an auto by an inch and said to the old lady, "Thass all-right, I was born on a street car." "Maybe so," murmured the old lady, "and it appears to me you're going to die on one."
* * *

For Condr. M. H. Grant, Div. 4
Los Angeles Railway.
Gentlemen,
I wish to report a case of courtesy shown my wife and baby while in Los Angeles Sunday evening, by helping them on and securing them a seat in a crowded car.
If you are giving merit marks for courtesy shown the public by your employes, Conductor 3182 is entitled to the full limit.
Yours truly,
K. H. Schnur,
2788 Mt. View Ave.
San Bernardino, California

Witness Average for System Raised to 6.17 In October

MAINTAINING a fine degree of efficient work, Division Four held first place in the average number of witnesses procured per accident during October, and set a mark of 7.18. The average for the system reached a new high mark of 6.17.
One of the features of the month was the big improvement made by Di-

vision Five in moving from 6.09 in September to 6.91 in October. Division Three made a slight advance, but did not reach the mark of six. Divisions Two and One slipped back a little.
The figures for the month are as follows:

Division	Number of Accidents	Number of Wit. Cards	Average Witness Cards per Accident
1	304	1631	5.37
2	387	2329	6.02
3	342	1981	5.79
4	264	1896	7.18
5	232	1605	6.91
Total	1529	9442	6.17

"In 1924, the American public paid over a million dollars just to put one word in their telegrams—the word 'Please'. Not a bit too much for courtesy."—(The National Park Bank of New York).

Diner—"Waiter, what kind of meat is this?"
Waiter—"Spring lamb, sir."
Diner—"I thot so, I've been chewing on one of the springs for an hour."

Appreciation

Co-Operative Association of Los Angeles Railway Employes.
Gentlemen,
We wish to thank the employes and the Co-Operative Association of the Los Angeles Railway Employes for the great help you have given us during our recent bereavement.
Yours truly,
(Signed)
MRS. WEARING
JOHN STEBLES

For Condr. D. A. Buzzell, Div. 5
Los Angeles Railway.
Gentlemen,
I want to commend Conductor 1924 for most courteous and considerate treatment.
W. S. Humbert,
311 South Irving Blvd.

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

The old time game of "Horse Shoe" has been revived at Division One. Motorman O'Hern gets credit for starting the ball rolling. Latest reports show Motorman Geo. Newberry leading the field with one ringer to the good. Janitor Rafferty is a close second. Glad to see the boys take an interest in this sport as now maybe they will lay off trying to see which one can break the most schedule frame glasses.

These cold days bring a re-union of the "Hot Stove Gang" with headquarters in Mack's barber shop. Motorman Hoke and Dominquez exchanged a few hot words in their argument as to whether Conductor Adams should get an "Irish Bob" or not. Hoke proved too much for Dominquez so he opened up with a string of Spanish that had Hoke puzzled, so the argument ceased. Dominquez winning the dish of chili and beans.

Motorman Nate Robinson tells a good one that happened in the good old days when he was working the extra board. He was standing on a corner talking to an Inspector when a car came along just as it was getting dark, minus a head-light. The car was equipped with the old style carry around head-light. The inspector boarded car and asked motorman where his head-light was. The motorman said that it must be on the other end but the inspector could not find it on other end or in fact anywhere in the car. The motorman finally exclaimed, "By jove, now I remember, I left it by the phone box at the end of the line."

Famous Last Words: "Conductor Louis Zukoff, can I borrow your Oxford Bags for to-night?"

As the old saying goes, "They will come back," so we have with us again Motorman D. Peyton who traded seniority with Motorman Dickey. Peyton says he has come home to stay this time.

DIVISION 2

R. C. Hoyle

Motorman W. R. T. Hensley was granted thirty days off to rest up. After that he has promised not to lay off another day this year.

Conductor C. R. Wilkins slipped one over on us when he got married last Wednesday. He was forgiven after bringing around the cigars.

Motorman L. S. Porter, is back with us once more after an absence of six weeks due to illness.

Conductor R. G. Hypse resigned on account of poor health.

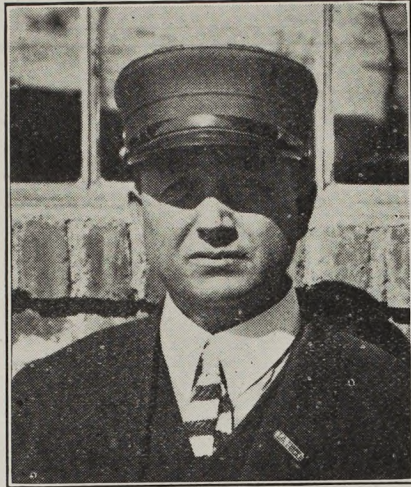
A clipping from one of the local papers immortalizes our famous grasshopper-watchers, conductors K. E. Sloan, H. A. Glenn, and S. J. Bacon, and reads as follows:—

"Monarch of all he surveys—and then some. That is what the Los Angeles Railway man, stationed at West Adams street and Longwood avenue, is, these days, and if you don't believe it just take a walk down, or up, there and have a look for yourself.

They have their throne established on the top side of a six-foot cement pipe. To be sure, it is of wood and not particularly ornate, but the way he leans back surely indicates that it is comfortable. Then he has things so arranged that, sometimes, an umbrella shields him from the rain or the sun.

As a scepter, he wields either a red or green flag, in the day-time, and a red or green lantern at night, and the

Who's Who



MOTORMAN Ledford Burnett, of Division One, has drawn most of his pay checks in uniform. From 1906 to 1912, he was in the United States army, and from 1912 to 1917 was a motorman for the United Railway Company of St. Louis. He left the east on account of his wife's health, and came to Los Angeles, where he started in the same year as a motorman at Division One. Last Christmas he was one of the winners of extra bonus money at his Division, and is out for more honors and cash this year.

BUS DIVISION

Elmer Wood

Officer, at Eighth and Hope: "What's the idea, running through my signals?"

Lady Driver: "Oh, I am so sorry. You see, I am left handed, and everything is backwards for me."

Watch for Safety Stops.

Oscar Fralin, chief electrician of the garage, is leaving for Oakland to equip and take charge of a laundry for the Pullman Car Company. Ray Mazelli is taking his place.

Watch your School Stops.

The passengers riding with Operator John Lerner on Melrose thought the line had changed its route when he took them for a little joy-ride by the way of Van Ness, north to Santa Monica, east to Western, and back to Melrose.

Introducing new men at the Bus Division: Al. Davis, formerly a truck driver, and T. G. Smalley. At the garage, on the night shift, is R. E. Henderson, a brother of E. R. Henderson, on the same shift.

way his movements of such scepters are heeded certainly indicates that what he says goes, just as much as the word of any ruler."

Our famous bird-song whistler J. B. Regalado, is also given honorable mention in a local newspaper. The clipping reads as follows:—

"And then to his circle of listeners Gnyxxl told of things which he had seen:

Of a conductor on a "U" car, who whistled like a canary, without moving his lips, filling the car with such warblings and twitter as it rocked over its route."

Boys, Don't Forget the Community Chest Appeal—

Open up your heart—November 9th to 19th. Lets put our Division over the top, we can do it, so lets go.

DIVISION 3

Dan Hanley

GET WITNESSES.

"Who is this all Chris Columbus," asked Frank, our janitor, the other day, "I done read in the paper where they found his bones. Ah never knew dat he was a gambling man."

PLEASE GET WITNESSES.

"Come on Dan," says Register Clerk Miller "I'll take you to see a good football game." We walked 15 miles to the field and then I was too tired to climb the fence.

WE NEEDA WITNESS.

Shiek Hays took his girl for a ride in his new Stutz the other night so they drove along for a while and then he put his arm around her. Just then a car ahead of them slowed down and the word "STOP" showed on the rear. "I knew someone would see you," said his girl as she removed his arm.

Uneeda Witness.

PLEASE GET WITNESSES.

I sure like to work traffic on a busy corner like 7th and Broadway when its windy. You know I just love to look at young ladies' eyes as they board the cars and see which are in the majority, brown or blue.

Get Witnesses.

Boys don't forget the Community Chest Drive November 9 to November 19 inclusive. Give your subscription to clerk on duty and put Division 3 over the top.

So my last words are—

SHOPS

Jack Bailey

With reference to resolutions made by our foremen, we are urgently asked to take an interest in preventing such unnecessary wear and tear as is thoughtlessly repeated by some of our men. Such defacement as marking on the walls, creating cartoons on the doors and such petty misdemeanors to our shop's buildings only cut short many of our conveniences and often end in serious misunderstandings. If you wish to please your foremen, do your part to help keep his department neatly arranged and noticeably clean.

Not knowing positively, we feel no hesitation in saying in simple words. "Ted Gray has the itch!"

Get ready fellows for another cohabitation. T'will befall our friend, Nat Duron, the gear case man from the fender shed. They say she is a Spanish belle by the name of Hortencia—Atta boy, Nat! And don't you weaken.

Joseph Schreiber of the truck shop is able to be back with us after an absence due to illness.

Frank Lawler will now buy himself an auto lock. Last week he went to the beach and locked his "Shove-o-lay" by removing a carburetor part. In his activities of the evening he lost the part.

NUF SED.

DIVISION 5

F. J. Mason

Take a peek at the witness averages for last month boys and see how we stand. Boys, you did well, but Division Four did just a little better. This is the last month of the bonus year so let's go out and beat 'em this time.

Motorman Jack Limes may not look

DIVISION 4

C. J. Knittle

Smoke! Smoke! Smoke! There has been plenty of it around Division Four these last few days. Yet no marriages have occurred and no babies have been born.

Where does this smoke come from? Cigars! The trainmen are celebrating for the lead they are carrying in securing witnesses to accidents. It takes a gob of tact to get them but it looks like Division Four men have learned how.

Supt. Wimberly is very proud of his go-getters and is confident his clan will stay at the top.

Motorman Seiberts' little boy came home from school last Tuesday and says, "Dad, can you sign your name with your eyes shut?"

"Certainly," answered Pa Seibert. "Well, then shut your eyes and sign my report card," said the young 'un.

Our conception of a friendly liar is the ex-trainman who said he's been making eight dollars a day ever since he was fired.

A young Irishman boarded a "C" car last Wednesday afternoon. All the seats were occupied except one, in which a grouchy looking man had seated a pet monkey.

Walking up and pointing to the monkey, the Irisher said, "Beg pardon, sor, but has this gent paid his fare?"

Without a word, the grouch picked up the monkey and the son of Erin sat down. After a few blocks he turned to the man and asked:

"Beg pardon, sor, but what nationality is your friend?"

"Half Irish and half ape," snapped the grouch.

"Beggorra," smiled the lad, "he's related to both of us, ain't he?"

We're through with cigarettes. A fellow hopped on our car, dropped fifteen cents in the box and said, "Camels."

A woman boarded Conductor Knourek's "P" car last Tuesday with five children. A benevolent old gentleman arose and gave her his seat.

"Are these all your children, madam," he asked, "or is it a picnic?"

"They're all mine," snapped the woman, "and its no picnic."

As a closing number, we present this little yell, written and introduced by the late Conductor Nabbit who is now doing a few days on the "rock pile."

Boomalacka Ding Ding
Har! Har! Har!
All Aboard! Transfer?
Take Next Car!

the part but he is. Yes sir, he's a full fledged "Grandpa" now.

Conductor H. C. Johnson has resigned. Gave up the changer and bell cord for the plough and a farm in Ax-dell, Nebraska. Good luck to you, Johnnie.

On Monday last Conductors Raski and Haverstick set out on a fishing trip to Redondo. They arrived alright and got on the barge O. K., but the getting back kind of worried them. A thirty mile-an-hour gale blew up and after considerable difficulty they managed to make a landing in San Pedro. They got very wet and a rain check apiece. They said they're going to have another shot at it.

Order your turkeys early.

Johnny, our crippled newsagent across the street, said don't forget that he is now handling the Night Edition of the Herald which is later than the finals.