



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

# Meeting Of Trainmen Called

## PRAISE GIVEN TRAINMEN IN CONVENTION SPEECHES

That the success of electric railway service depends largely on the courtesy of motormen and conductors who operate the cars, was one of the principal thoughts developed at the sessions of the California Electric Railway Association held in Los Angeles Thursday and Friday at the Alexandria Hotel. Representatives of every trolley system in California participated. The visitors were entertained by the Pacific Electric and Los Angeles railways.

### Trainmen Influence Public

W. V. Hill, manager of the association, acted as chairman of the sessions on Thursday, and in his opening address referred to the encouraging development of service and patronage that the industry is enjoying in most parts of the country. He said it is essential that the man on the cars indicate by his efficient and courteous service the policies of the management to give satisfactory service to the public. He spoke in praise of the spirit shown by the majority of trainmen on California electric railways.

In a talk on safety, J. R. Lowe, superintendent and chief engineer of the San Diego and Arizona Railway Company, reviewed some of steps that had been taken in his organization to minimize the risk of life and limb, and said that a man who is really interested in his organization will practice safety at all times.

### Buses Discussed

Many interesting facts regarding bus operation in Los Angeles and in suburban territory were presented by F. C. Patton, assistant manager of the Los Angeles Motor Bus Company, and F. L. Annable, general superintendent of the Pacific Electric Railway. These talks dealt with cost of operation and co-ordination of bus and electric car service.

Some of the features of various departments of an electric railway having a bearing upon the establishment of friendly public relations were discussed by J. G. Jeffery, director of public relations of the Los Angeles Railway. He urged that, in making service changes, the adequate consid-

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## Lost--Found Dept. Asked To Recover Flyaway Canary

Can you successfully execute a canary-call? And can you, moreover, tell the favorite stamping ground of runaway (or fly-away) canaries? If so, apply in person to A. T. Clothier, manager of the Lost and Found department, and find yourself a job. No one in that department at present is proficient in making a noise like a canary, although Mr. Clothier could find someone who could do a good wild turkey call, or cat-call, any bird-call of the forest, or what have you, it seems that the good profession of enticing canaries from the blue sky has been neglected.

The street car company admits it is at fault in not being prepared for this emergency. The lady of the case in question telephoned the Lost and Found department Tuesday, complaining that she had taken her canary in its cage on a street car of the "V" line, and that the canary had gotten away from her, and what was the street car company going to do about it? The Los Angeles Railway, it seems, can only offer its sympathy in this case. However, to prevent the recurrence of such a situation, will all conductors hereafter please inspect the gates of every canary's cage to see that same are securely fastened, before the flighty things are taken on the car?

## Gas-Electric Bus Ready For Tests

The gas-electric bus ordered several weeks ago by the company has been delivered, and immediate preparations were made for placing it in service on the Wilshire line. The bus has exactly the same outer appearance as the other double-deck buses now in service which are driven by a gasoline engine.

The feature of the gas-electric bus is that the gasoline engine drives a generator which supplies power to motors on the rear wheels. No gear shift is necessary, and smooth acceleration is assured.

## W. E. Hancock Enters 35th Year of Service

Last Monday, W. E. Hancock, of Division Two, celebrated his anniversary of service in the Los Angeles transportation business. It was 34 years ago that Walter started on the cable cars. In those days, the car barn was well outside the center of the city, being located at Seventh Street and Grand Avenue. Walter has been a consistent top man under the company Bonus System, and he is anxiously awaiting the announcement of results this year, to learn his standing. Regardless of his bonus standing, Walter is highly regarded in the organization. He has demonstrated a spirit of faithfulness to the job and loyalty to his organization that marks him as a mighty fine type of citizen.

## Work Of Officers Indicates Complete Success For Chest

WITH three good working days of the campaign yet remaining, the Los Angeles Railway Community Chest organization, is well in sight of the goal of \$9455. The entire staff of majors and captains and their lieutenants is hitting the ball harder than ever in order that there may be no failure on the part of any unit of the Railway organization to meet the assigned quota. From the time the campaign formally started last Monday morning, efforts of the campaign workers have met with ready response in nearly every case.

For the 4414 employes of the Los Angeles Railway, organized under the central command of the Community Chest headquarters as Team 1002, Bat-

talion A, of Division 41, there are under Colonel Merrihew 10 majors, 30 captains, and 55 lieutenants, who are canvassing completely the entire personnel of the company. The quota assigned to each division, as given in Two Bells last week, was figured strictly on the basis of what was contributed from employes of that division last year, rather than on the number of employes in the division.

More than one group promises to go over the quota, while others will need to speed up their contributions during the closing days of the campaign to bring the subscriptions up to the assigned amount. Last Monday E. L. Lewis addressed a meeting of em-

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## POLICE HELP AND XMAS TRAFFIC TOPICS

A new series of meetings for trainmen will be held at the five divisions beginning next Monday. The speakers will be Captain Tom O'Brien, of the police detective bureau, who has charge of the pick-pocket detail, or some one of his assistants; W. B. Adams, manager of traffic, and R. R. Smith, assistant superintendent of operation, who will talk of plans for street car service for the Christmas season.

### Police Cooperation

It is well known that the Christmas shopping season, which brings crowds to the down-town streets, stores, and street cars, usually brings a number of pick-pockets. The utmost cooperation has existed between the company and the police department to curb this kind of stealing, and to apprehend the criminals. It is expected that in his talk, Captain O'Brien will give trainmen some suggestions that will enable them to spot pick-pockets and take such action as the police department and the company recommend.

The subject of Christmas season street car service is of vital interest to every trainman, because December brings the heaviest travel of the season. The fact that street car riding is at present well ahead of the corresponding period last year indicates that the demand for transportation will be much heavier than last year. The schedule department is working on its plan for holiday service, which will be announced in the near future.

The schedule for the meetings at the five divisions is as follows:

Division Three	Monday
Division One	Tuesday
Division Two	Wednesday
Division Five	Thursday
Division Four	Friday

Three meetings will be held at each division, the hours being 10 A. M., 2 P. M., and 8 P. M.

The company orchestra and Hawaiian quartet, composed entirely of trainmen, will furnish entertainment at each meeting. The musicians have been working steadily since their last appearance at a series of these meetings, and have some new pieces to present.

Records of attendance will be kept as usual, and every trainman is asked to attend one of the meetings.

# Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

## Do Your Share---That's All

**H**AVE you done your share? The Community Chest has counted on your support for the success of its campaign.

It will take nearly three millions of dollars to care for the city's poor, sick, aged, and homeless for the 12 months of 1926. It is only a little of this that has been asked of you. The men and women with millions are giving their thousands, but it is upon the millions of us who earn our few dollars a day that the Community Chest depends for the bulk of that three million. The many small contributions are the drops that will fill the milk bottles for the babies in the care of the welfare organizations within the Chest; buy a doll for the little girl who cannot walk; help a homeless boy to get the right start in life.

The 4414 employes of the Los Angeles Railway have been asked to contribute \$9455. That is an average of a little more than \$2 for each one. Many will give more—some will give less; but the Community Chest depends upon you for your share, whether it is much or little. By an estimate from what we gave last year, that amount was conceded the minimum amount which could be expected as our share, which, added to the estimated contributions of other organizations and individuals of the city, will make up the quota.

Last year many organizations such as ours more than made up their quota. These were organizations made up, not of the wealthy and high-salaried of the city, but of working people of small means. It is to these who must look twice at every dollar before it is spent, that giving means something, and we may well be anxious that every member of our organization should give all that he can, and then a little bit more.

## Whole Neighborhood Signs Letter Commending Service

Once upon a time—but this isn't a fairy tale.

It will be recalled by many that in times not so far distant North Griffin Avenue folks were not exactly throwing their hats into the air and shouting "Hooray, for the Los Angeles Railway." Some of the changes in service necessary to retain low car fare, particularly the operation of safety cars, brought forth several assorted remarks from that district.

But we all like to forget our differences of opinion and today—the sentiment of the district is best shown by a "round robin" letter received by the company and signed by residents of several blocks along North Griffin Avenue. The significant thing is that the letter clearly shows that the courteous, and efficient service given by operators has made the big hit that occasioned the letter of commendation. It is as follows:

### TO WHOM IT MAY CONCERN

*In particular, to the Manager of the Los Angeles Railway.*

*We, the undersigned, residents of the City of Los Angeles, County of Los Angeles, State of California, being patrons of the North Griffin Avenue car line, desire to proclaim and express our respective appreciation, and regard, pleasure, and satisfaction due to the continual and unfailing patience, courtesy, politeness, civility, and respect, rendered by each and every one of your employes who operate the street cars on the above mentioned line.*

*We feel that the public in general is especially fortunate and that the management of the Los Angeles Railway demonstrates exceedingly keen judgment in providing and maintaining its service with such conscientious, scrupulous, and faithful men to perform the duties incident to the maintenance of this highly necessary utility.*

(33 signatures listed)

P. S. Owing to the fact that some of the above persons felt that some of the street car operators might be neglected or rather omitted no names or numbers are placed hereon.

### Bonus Rules to be Fixed

At the meeting of division superintendents and other executives of the transportation department, November 24, rules governing the administration of the Merit and Bonus System for 1926 will be decided upon. It is intended that the bulletin giving official notice of any changes will be printed in the issue of Two Bells immediately following this meeting.

### READY FOR BUSINESS

*A sign over a junkshop near a New Jersey railway grade crossing reads: "Go ahead; take a chance! We'll buy your car."—(Capper's Weekly).*

**Bum—Say, boss, can you give me a job where I can keep dressed up all the time and won't have to work?**

**Boss—I'll remember you and when I find two jobs like that you can have the other.—Chicago Phoenix.**

# BULLETINS

Issued November 16, 1925

BULLETIN NO. 191

Notice to Trainmen on Line "J"

Mr. F. M. Scott, of Scott's Super-Service Station at the corner of Seville and Broadway, Walnut Park, has granted us permission to use the toilet facilities in his station. This arrangement to continue as long as the conduct of parties using the toilet is not objectionable.

*P. B. Hill*

## BUS BULLETINS

BULLETIN NO. 341 November 4, 1925

Northbound buses on San Pedro Street must make a safety stop before entering Slauson Avenue. This in order to avoid any collisions with the fast moving automobiles east or west on Slauson.

BULLETIN NO. 342 NOV. 6th, 1925

Desmonds have in stock uniform sheep skin coats with a fleece collar which are regulation for Bus Operators and Conductors. The coats are \$28.50 each which seems to be a very reasonable price for the kind of coat and these may be secured by Operators and Conductors by securing an overcoat order in the usual way and \$4.25 per pay day will be deducted.

BULLETIN No. 343 NOV. 6th, 1925.

Effective November the 9th the turn around loop in Huntington Park for the Florence Avenue Line will be made over the streets shown below:

North on Pacific Boulevard, East on Clarendon, South on Rita, West on Zoe Avenue.

The lay-over time will be made in the red zone on the south side of Clarendon, immediately east of Pacific Boulevard.

BULLETIN NO. 344 NOV. 6th, 1925

There has been installed on the southwest corner of 54th and Normandie a Los Angeles Company telephone. This is for the use of Bus Operators on the Normandie Avenue Line.

BULLETIN NO. 345 NOV. 7th, 1925

There has been experienced some trouble in the self-starters on the White equipment which has resulted in a number of trips from the garage to the point where the trouble occurred. In order to reduce these trips to the minimum a wrench has been placed on all White buses and in cases where the starter fails to operate, the trouble can be remedied by applying the wrench to the starter shaft which is located under the right hand front fender and in plain sight. Operators will therefore use the wrench and give the starter two or three turns (clock-wise). If this does not accomplish the desired results telephone the dispatcher.

NOTICE NOV. 6th, 1925

The annual Community Chest Drive starts Monday, November the 9th, and continues for ten days. The following men on the Bus Division have been appointed to solicit funds for this drive:

C. O. Morse, D. Schantz, W. S. Campbell, A. Erskine.

It is hoped that we can go over the top with 100 per cent but your attention is called to the fact that contributions are not demanded and donations given should be of your own free will. We do not however, desire that if you sign up as willing to make a donation that you keep your pledge and if you do not intend to pay the amount do not sign up.

No deductions will be made from the pay-roll and signers of the subscriptions are expected to pay the installments to the Cash Receiver each pay day. All subscriptions under \$20.00 being paid within a period of ten weeks. All subscriptions of \$20.00 or over either quarterly or semi-annually.

It is hoped that a creditable showing will be made by this Division.

### NOTICE

November 4th, 1925

For some time past the Julian Petroleum Corporation has permitted the use of its Rest Room located at the Service Station on the Northeast corner of 8th and Westlake. This privilege has been greatly appreciated by a large number of the men but it now develops that some one of the drivers is defacing the walls of the Rest Room. The Julian Petroleum Corporation state that unless this practice is stopped they will find it necessary to refuse the use of these facilities. This practice must be stopped at once.

*J. Van Vranken*

## OWL SUPERVISORS TO EXCHANGE NIGHT DUTIES

The night supervisors commonly known as "owls", have established a plan which will familiarize them with the travel and the physical conditions of all lines of the system. The plan has been worked out by W. B. Adams, director of traffic, under which the night supervisors will exchange schedule books and duties. The supervisors will stay on their own lines until the evening trippers have pulled into the car houses but will make the exchanges about 7 P. M.

The same arrangement will be made by the day supervisors after the morning rush travel has been served, but it is probable that this exchange of duties will not be practiced during daylight hours before the first of the year, as the gradually increasing pre-holiday travel will require the full attention of supervisors on the lines for which they are responsible.

## EFFECTIVE WORK ASSURES QUOTA

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ployes in the auditing department of the main offices.

Following is the complete organization of the Los Angeles Railway and Los Angeles Motorbus Company for the Community Chest campaign and to these workers the highest praise is due:

**A. B. MERRIHEW, COLONEL.**  
DIV. 1. MAJOR E. C. WILLIAMS. CAPTAINS; J. B. Lair, R. C. Ruggles, R. A. James. LIEUTENANTS; C. L. Farrah, A. L. Tucker, E. Urban, R. W. Brigham, C. E. Hollar, D. B. Kohl.

DIV. 2. MAJOR T. Y. DICKEY, CAPTAIN; J. A. Madigan. LIEUTENANTS; C. J. Clark, H. T. Hanson, R. C. Hoyle, C. F. Paine, B. I. Derry.

DIV. 3. MAJOR E. R. DYE, CAPTAINS; J. G. Owens, J. W. Allen, H. C. Trabue. LIEUTENANTS; H. W. Gilmore, S. H. Deane, A. E. Fountain, W. H. Hollenbeck, W. D. Hanley, R. W. Reid.

DIV. 4. MAJOR L. L. WIMBERLEY, CAPTAINS; B. B. Boyd, W. A. Driggs, E. H. Ellis, E. E. Roffee, E. G. Benedict. LIEUTENANTS; D. L. Lowen, S. F. Cooper, W. G. Brooks, C. Larson, F. P. Hommel.

DIV. 5. MAJOR GEO E. FERGUSON, CAPTAIN A. F. Grant. LIEUTENANTS; W. E. DeMuth, C. E. Cline, E. C. Tylor, F. J. Mason, W. T. Miller.

GENERAL OFFICES: DIV. MAJOR, R. B. HILL. ASS'T. MAJOR A. GINSS. CAPTAINS; Paul Kohl, Huntington Land Co., W. B. Adams, Traffic, L. A. Recappe, Schedules, Dan Healy, Instructor, Geo. Lane, Comptroller, Chas. Conrad, Claim Dept., Jno. Collins, Safety, J. B. Hayner, Employment, Ben Schupp, Purchasing Dept., G. W. Mc Donald, Auditing Dept., Dr. Chas. Fisher, Doctors.

BUS DIV. MAJOR F. VAN VRANKEN, CAPTAIN C. O. MORSE; LIEUTENANTS; D. P. Schantz, A. Erskine, Walter Campbell.

L. A. MOTOR BUS DIV. MAJOR F. VAN VRANKEN; CAPTAIN G. P. Dickerman. LIEUTENANTS; E. B. Logsdon, Roy Ray, F. E. Rademaker, H. Gilleland, Walter Powell.

ENGINEERING DEPT.: MAJOR, GEO. LINK. CAPTAIN C. C. NETZ; LIEUTENANTS; A. Fleetwood, E. C. Fleming, C. Setzepfand. CAPTAIN H. H. PETERSON. LIEUTENANTS; O. R. Payne, J. E. Bass, J. T. Watts. CAPTAIN: C. B. LINDSEY; LIEUTENANTS; Elmer Wood, Geo. Borngrebe. CAPTAIN L. B. YEAGER; LIEUTENANTS; Henry Messmer, R. C. McDevitt, William Yandell, Squire Stanley, Ben Fulton.

MECHANICAL DEPT. MAJOR W. C. BROWN; CAPTAIN W. T. BROWN; LIEUTENANTS; L. Martin, Div. 1, F. F. Robey, Div. 2, E. Muse, Div. 3, J. Melvine, Div. 4, I. C. Gordon, Div. 5. SOUTH PARK SHOPS; LIEUTENANTS; L. J. Hathway, J. Spearing, W. Aldrich.

"Tommy," said mother, "do I actually see you playing with your soldiers on the Sabbath day?"

"Oh, that's all right, mother," replied the young hopeful: "this is the Salvation Army!"—London Tit-Bits.

# Conductor Ding and Motorman Ding Ding

- - - It's the Coffin that Carried Him Off - By Rollins



## Bouquets And Things (Hand Picked)

For Motorman G. W. Leslie, Div. 1.  
Los Angeles Railway,  
Gentlemen:  
Oct. 21 between 10 and 11 A. M., on a "J" car to Walnut Park an oldish man—evidently a stranger—inquired of Motorman 2369 for a stop we had passed. The motorman explained to the man, giving him jump off almost before the car stop, Santa Fe and Vernon. The passenger got off but started the wrong way. The motorman noticed it after we had started, slowed down his car and called and whistled the man to a stop and corrected him with signals.  
Yours truly,  
C. B. Clark,  
2256 Nadeau Ave.

For Conductor B. M. Dean, Div. 2  
Los Angeles Railway,  
Gentlemen:  
As a witness I take pleasure in reporting the courtesy of Conductor 250, line "S", for the kindness he showed an aged lady. He not only helped her on and off the car but he took care in answering her many questions.  
Sincerely,  
Miss Ethel Irwin,  
3524 1/2 Sabina St.

For Conductor J. C. Kitchell, Div. 2  
Los Angeles Railway,  
Gentlemen:  
I feel that your Conductor 2160 on the "U" line deserves special commendation. On Saturday last I observed him several times go part way down the steps to help elderly ladies aboard the car and I saw him jump off almost before the car stopped to lift a child aboard and then assist the mother.  
Very truly yours,  
James S. Howis,  
1042 West 66th St.

For Conductor H. Cox, Div. 3.  
Los Angeles Railway,  
Gentlemen:  
I am writing you in regard to one of your conductors.  
I boarded one of your cars on the North Main Street line. It being Sunday was a very busy day, and I could not help taking notice the way this young man handled such a mass of people—greeting all with the greatest courtesy and the same smile for all. His cap number is 1252. I think he should be praised.  
Yours very truly,  
Mrs. Thomas Adams,  
Bartel Apts. Apt. 37  
934 West 6th Street

For Conductor G. E. White, Div. 3.  
Los Angeles Railway,  
Gentlemen:  
I was travelling on the Hawthorne car to town last Sunday and was surprised the connecting lines via Vaco cnh.g... to hear the conductor calling out the street stops and the connecting lines. It was the first time I had heard your conductors doing that, and have been riding the cars now going on to 20 years. His number was 1834.  
Yours truly,  
T. R. Griffith,  
3957 Halldale Ave.

For Conductor F. U. England, Div. 4 and Motorman L. B. Dundas, Div. 4.  
Los Angeles Railway,  
Gentlemen:  
On Sept. 27 I was a passenger on the car run by Motorman 757 and Conductor F. U. England, 858. I think was his number, he lives at 813 No. Rampart. As I was a stranger in that section I found I had lost the direction, and was very much worried and confused when I found that I was a long distance from my destination. The above named gentlemen (whom I had never seen before and would not recognize should I see again) very kindly and patiently gave men minute directions as to which car I should take, and where I should change cars.  
Yours sincerely,  
Mrs. Paul Jones  
3501 East 4th Street

## 1907 Bulletin Books Warns Men to Dust Cars and Not Flirt With Hooper Ave. Girls



**NOW WE'LL TAKE UP THE COLLECTION:** Superintendent Earnie Dye of Division Three gathers a few of the boys of the north side together and entertains them with readings from the 1907 bulletin book. The gathering looks like an outdoor prayer meeting or maybe the genial chief is telling the owl crews bed time stories.

"Let the dead past bury its dead' and I'm with you every time," said E. R. Dye, superintendent of Division Three, "I'm not for spoiling any illusions by dragging out skeletons. But for the sake of lightening the burden of Pat and Mike, I'll let you have a look at this," and Superintendent Dye, with a scattering of dust, opened a dog-eared old ledger, and reverently thumbed over leaves of bulletins.  
In a hushed voice, Superintendent Dye read aloud:  
"Bulletin Number 343, notice to platform men, Hooper Avenue line, April 29, 1907. It is reported that some of the platform men on this line are in the habit of flirting with young girls, vigorously sounding their gongs when they come out of their homes, or are passing on the street, and otherwise attempting to attract their attention. Severe discipline will be administered to any men guilty of such conduct on this line, or any other of our lines.—signed by John J. Akin, Superintendent." Superintendent Dye shook his head sadly, remarking, "Those were the days when I was conductor at Division One."  
As Superintendent Dye turned back the pages of history, the trials and tribulations of the platform men of

more than 18 years ago brought tears to his eyes—"Listen to this one, boys: February 6, 1907, Bulletin Number 236. In view of the fact that the majority of passengers now board the front end of cars, conductors must be on the alert in noticing how many get on, and go forward and collect fares immediately after the car starts."

"We used to have our troubles with the whisk-brooms, too—remember this: 'Conductors on cars which have carpet covered seats must always have a small whisk-broom to keep seats free from dust and dirt—the brooms to be kept under the seat. Whenever you take one of these cars which has not a whisk-broom, report to operating foreman; also when they get worn out return the stub to him and receive another. Whenever brooms and dusters are worn out return stub to foreman and receive another.' Every trainman was his own mechanic, too."

The date of the first bulletin in the book was January 1, 1907. The last one was number 700, December 30, 1907. Among the interesting events chronicled in the bulletins of the ledger were the opening of Divisions Three, in March, 1907, and the Fiesta parades in May of that year.

## Washington St. Bus Runs To City Limits

The Washington Street bus was extended from Clyde Avenue to the Los Angeles city limits at Genessee Street last Tuesday. This extension was delayed from some time, due to lack of adequate terminal facilities at the west end. When the city completed the street work suggested by the company to provide turning space for the bus, the extension was established.

## Modified Schedule Used Armistice Day

A modified daily schedule was used last Wednesday, which was Armistice Day, as the majority of business houses were open for business as usual. A few of the morning and evening trippers were held in at the car houses, but otherwise the anniversary of the day on which a lot of young fellows lost their nice jobs was uneventful.

## On The Back End (Contributed)

Shop Foreman to unfortunate workman:  
"Smoking, hey?"  
Workman: "No, Camels."

Waitress, to Conductor M. Farlane—"Order, please."  
Conductor Farlane—"Whazzamatter, I'm not making any noise."

Passenger: "Do these "J" cars go clean to Vernon?"

Conductor: "They go clean to Vernon, but you ought to see them when they come back. Pretty dusty just now."

The time is now approaching when we single fellows will have to watch our step. Some of our old flames will be calling us up, inviting us out to dinner, and it behooves us to play safe. Accept the invitation of course, as it is only once a year a man ever gets a chance for a free feed from a woman, but be diplomatic. Say something like this, "Yes, I'll be over, but I've got all my Christmas presents bought."

The main difference between a girl chewing gum and a cow chewing a cud, is that the cow generally looks thoughtful.

Harry—"Did you rent your evening clothes on Broadway?"  
Harold—"No, they ripped getting off a street car."

## Trainmen Praised At Ry. Convention

(Continued from Page 1, Col. 1)  
eration be given to the reaction of the people who pay the fares.  
The convention banquet was held at the Alexandria Hotel Thursday night, with George Baker Anderson, manager of transportation of this company, acting as toastmaster. His extemporaneous poems, which used the names of some of the prominent visitors, were enthusiastically applauded, and he was voted "the life of the party."  
Friday morning, meetings were held by the four departments of the electric railway industry represented, namely, operating, engineering, public relations, and purchasing.  
In the afternoon, points of interest on the Los Angeles Railway system and the Los Angeles Motor Bus Company building were visited.  
The convention was a thorough success in every way, and developed many new and useful ideas to repay the visitors for the time and money required to attend the semi-annual gathering.

