VOL: VI

NOVEMBER 16, 1925

No. 25

A Herald of Good Cheer and Cooperation Published by and for Employes of the Los Angeles Railway

Edited by J. G. JEFFERY, Director of Public Relations

# Meeting Of Trainmen Called

# PRAISE GIVEN TRAINMEN IN CONVENTION **SPEECHES**

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 Registe Flortria and Los Angeles by the Pacific Electric and Los Angeles railways.

#### Trainmen Influence Public

W. V. Hill, manager of the association, acted as chairman of the sessions tion, 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 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 been taken in his organization to minimize the risk of life and limb, and said that a man who is really inter-ested in his organization will practice safety at all times.

#### **Buses Discussed**

Many interesting facts regarding bus 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 coordination 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-

(Continued on Page 3 Col, 4.

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

Can you successfully execute a can you successfully execute a canary-call? And can you, moreover, tell the favorite stamping ground of runaway (or flyaway) 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. ment, 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 enthat the good profession of en-ticing 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 tele-phoned 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 Angelto 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 Bonus System, and he is anxiously awaiting the announcement of results 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 lieuten-cats is hitting the hall harder than 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 work have met with ready response in ers have met with ready response in

ers 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 rwo 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-

(Continued on Page 2, Col. 4)

# POLICE HELP AND XMAS TRAFFIC TOPICS

A new series of meetings for trainmen will be held at the five divisions beginning next Monday. The speakbeginning 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 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

The subject of Christmas season street car service is of vital interest to every trainman, because December brings the heaviest travel of the sea-son. The fact that street car riding is at present well ahead of the corres-ponding 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
Division One Monday Tuesday Division Two Division Five Wednesday 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 Hawai

ian 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 places to ings, 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

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

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

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 from that district.

But we all like to forget our dif-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 teous, 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 satisfac-tion 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.

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.

G. B. Stice

#### **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

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 south-west corner of 54th and Normandie a Los Angeles Company telephone. This is for the use of Bus Operators on the Nor-mandie Avenue Line.

BULLETIN NO. 345

BULLETIN NO. 345

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.

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.

bell, 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

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

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 Corporatoin 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.

Haw wanken

# OWL SUPERVISORS TO EXCHANGE **NIGHT DUTIES**

The night supervisors commonly known as "owls", have established a plan which will familiarize them with 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**

(Continued from Page 1, Col. 3)

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:

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. Fontain, W. H. Hollenbeck,
W. D. Hanley, R. W. Reid.
DIV. 4. MAJOR L. L. WIMBERLEY.

DIV. 4. MAJOR L. L. WIMBERLEY.
CAPTAINS; B. B. Boyd, W. A. Drigss,
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. DeMuh, C. E. Cline, E. C. Tylor, F. J. Mason, W. T. Miller.

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; LIEUTEN-ANTS; D. P. Schantz, A. Erskine, Walter Campbell.

ANTS; 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









# Bouquets (hand Picked)

Motorman G. W. Leslie. Div. Angeles Railway,

Los Angeles Kattway, 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

Angeles Railway,

tlemen:
s a witness I take pleasure in reportthe courtesy of Conductor 250, line
for the kindness he showed an aged
. He not only helped her on and off
car but he took care in answering her
y questions.
Sincerely

Angeles Railway,

temen:
eel that your Conductor 2160 on the
line deserves special commendation.
aturday last I observed him several
go part way down the steps to help
ly ladies aboard the car and I saw
jump off almost before the car
ed to lift a child aboard and then
the mother.

Very truly yours,
James S. Howis,
1042 West 66th St.

For Conductor H. Cox. Div. 3.

\*\*S Angeles Railway,
\*\*milemen:—
\*\*am writing you in regard to one of
\*\*proconductors.
\*\*boarded one of your cars on the
\*\*proconductors.
\*\*proceedings of your cars on the
\*\*proconductors.
\*\*proceedings of your cars on the
\*\*proconductors.
\*\*proceedings of your cars on the
\*\*proce

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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 UinVaco 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.

| | | | | | |

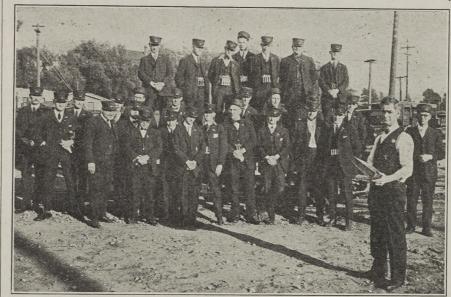
For Conductor F. U. England. Div. 4 and Motorman L. B. Dundas. Div 4.

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 starnger 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 ions 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

form men, Hooper Avenue line, April 29, 1907. It is reported that some of 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. 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 one of organization which has been supported by the second of the property of the second of 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 "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 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 fom 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 ast 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 annivercar houses, but otherwise the anniversary of the day on which a lot of young fellows lost their nice jobs was uneventful.

# -&-000000000000000000<del>000</del> On Che Back End (Contributed)

Shop Foreman to unfortunate workman:
"Smoking, hey?"
"Smoking, hey?"
"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. 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 get-ting off a street car."

## Trainmen Praised At Ry. Convention

(Continued from Page 1, Col. 1)

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.

#### at the Divisions Looking 'em Over

#### **DIVISION 1** D. B. Kohl

"It is not an uncommon thing for a motorman to get a horse-laugh once in a while, but Motorman Steelow says it very seldom happens these days it very seldom happens these days when a fellow will get a genuine horse-laugh, such as he got the other day on the "N" line. It happened that a policeman's horse strayed away from its rider and on seeing Motorman Steelow's car coming he stood right on the track and looked at him as though giving him a laugh.

Conductor M. B. Stewart is taking a few weeks off to go to Arizona on a visit with friends. Conductor J. L. Baker, who is well known around the division, resigned this week, having secured another position.

Conductor E. E. Felkins was working on the "J" line the other day when a couple with a baby boarded his car. After going a few blocks the man came back and wanted to know if the conductor had seen a baby's dress as his baby had lost her's. On being Informed that the conductor hadn't seen anything laying around that looked like a dress he asked for transfers back so he could return home and get one. Transfers were politely refused.

Our old friend and co-worker, Janitor Rafferty, has been laid up with a bad cold for the last few days. He is up again however and hopes to be back on the job next week.

By the way the boys of this division have been going after the Witnesses this month, it looks like Division One will have a little surprise to spring along about the first of next month. We can and will get witnesses; you

## **DIVISION 2**

H. T. Hansen

This week began the drive for the Community Chest, which assists the many deserving Charitable Institutions. Division 2 has a big quota to meet, and, with your co-operation, we will go "Over the Top," and show the needy one that Division Two has a big, warm, merciful heart to see that proper care is given them. The slogan is "Open Your Heart"! Let us also open our pocket-books and give all that we can spare.

Open your heart, Division Two! We are all going to see this through! Let's help those in trouble, and ease

their care; So they will not break in their dire

despair.
Let the help come now, as it must and will!

Then our big Quota, we're hoping still,

In spite of the grumblers who stand about, Will be more than made, and we'll

win out! H. T. HANSEN

OPEN P E

YOUR 0

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HEART

E A

# Who's Who



"Come right in. That's all right Mr. Miller, don't apologize for not taking your hat off, there are no ladies in the office at present."

"What did you say the name was?"

"Oh yes, L. C. Miller, Old Man Miller's boy, chief clerk of the claim department. Been in the claim department of this commany since 1922 and ment of this company since 1922 and not quite bald headed yet. Only been to jail on official business and never as a guest. Used to be a lawyer till I got religion."

"Won't you tell us about yourself, Mr. Miller?"

"Well last time I was at Tia Juana—

"Oh, no, no, no. We mean in a business way."

"I am captain of the Los Angeles Railway office bowling team—"
"Oh! tell me more!"
"Shut up and listen then."

"So is your old man."

"Started with Union Pacific Railway, 1902, stenographer, clerk, etc., of mechanical department. Learned how to fire a locomotive and chew to-bacco. Rock Island System 1904-05 as timekeeper in mechanical department. El Paso and Southwestern Railway 1905-06 somewhere in Texas. Moved from store department to superintendent's office. Helped the road cut in lots of ways but someone must have had a grudge against me as I ended up as claim agent, in 1916 and stuck till 1922 when I switched to the Los Angeles Railway. Gimmie a cigar."

## **BUS DIVISION**

Elmer Wood

The drivers on Inglewood are also messenger boys, for they carry anything from a newspaper to a sack of flour to the residents along the line. 'Service, I call it."

News Item: "Speed cop's wife seeks divorce on the ground that he is chasing other women."

Just out: S. Hunter was a Just out: F. S. Hunter was a chauffeur back in Texas—that's something he didn't tell us about. But we found it out when another chauffeur came around to see him.

Try and keep your hand-signals Down.

A woman, while boarding a double-deck bus at Fifth and Olive: "Which side is the sunny side up on top?"
R. L. Arnold: "Both sides, lady."

Let's see how many witnesses we can get. Just for fun.

Speaking of Automobiles
The Song of the Skidding Motorist:
"It's always wet weather, when good fellows come together."

### **DIVISION 3**

Dan Hanley

I'm going to fool you this week, and not even mention "Get Witnesses."

Epitaph: Dry your eyes, no regrets; One day—92 cigarettes.

Prize accident report received the other day from a "B" conductor, regarding a collision:

Ambulance Street car

Auto

I'm going to night-school—taking up

Meet Motorman Neal—he has taken over the Lincoln Heights Hotel for five days; if you figure on putting up there sometime, see him regarding ac-comodations and service.

Have you "gave"?

## SHOPS

Jack Bailey

The Community Chest appeal is now in full swing and we are proud of the competent service and contributions so responsively carried on by our shop workmen. This is an urgent appeal which stands for a better welfare and is directed for a charitable cause. Have you done your part?

One Mr. Blackman who vauntingly speaks of his sunny, frostless, fogless dwelling in Santa Monica gave the fol-lowing excuse for being late:

"The fog came down from Hollywood so thick I had to shovel it out of my way, and while thus stalled the water froze in the radiator."—Passed.

Mr. Buswell, addressing Mr. Ali-nonti, who has just moved into his

mow house:

"Well, Guilio, I guess you will be giving a house warming now?"

Guilio: "Well, I don'a know,—me goda da new stove but she no lika, gedda da nudder one, yes?"

Will some radio fan in or near the Truck Shop please inform Mr. Otto Boyman where K. N. R. C. broadcasts from, Frisco or Los Angeles? It will be appreciated by a few of his fellow workmen.

It is again our sad duty to report the death of one of our esteemed shop mates. Gus Harvey of the carpenter shop was stricken suddenly while at work on Wednesday afternoon, November 4, and died in the arms of his fel-low workmen who tried their utmost to revive him. The pulmotor detailed from the fire department aided by the police and Dr. Thompson also put forth every effort but without suc-

Mr. Harvey, has no known relatives, but as our shop mate his fellowship can never be replaced.

## DIVISION 5

F. J. Mason

Have you "Opened Your Heart" yet? Thursday next, November 19, 1925, is last day, so get in line boys and open up.

Don't make any dates for Thursday, November, 19. There will be three meetings at this division at times to be announced later, so make girl-night any night but Thursday.

Received a line from Conductor Leonard Boatman, who is on a hunting trip in Happy Camp, Siskiyou County. Reports a good time, good dancing, good music, and er—Yes, I said a hunting trip.

If you haven't already done your shopping, don't do it boys. There ain't no Santa Claus.

Frank Adams, with a week's growth of beard says, "It's a shave to take the money."

Still another "Grandpa" steps for-

### **DIVISION 4**

C. J. Knittle

Seeing that the rest of our uplifting weekly is devoted to street cars, this column will dwell on a phase of the industry which we admit is a little over our heads. The subject is "Trol-

ley Wires."

We will also devote a few lines to things about the business which patrons do not see, namely "Ties."

trolley wire is that something A trolley wire is that something which hangs to span wires and trolley poles lean on. It is possessed of distressful voltage which gets street cars anywhere in no time and back. Electricity is a sassy substance with a wicked wallop.

A tie is a billet of wood, eight by ten by seventy and is used to keep the earth down and the track up. The man who lays them is called an hombre. Ties are worn around men's necks to hide the tarnished two-for-anickel collar button and means that the team on either side got the same number of runs or none at all. Mat-rimony is a tie but let's not discuss it.

Conductor L. L. Smith is now a daddy. A six-pound baby girl arrived at the Smith abode last Saturday.

A hick town is a place where there's no place to go that you shouldn't.

"Billy" Vejar, one of our jovial clerks whose Airedale recently gave birth to eight pups, finds himslef out of luck for room for them. Last Tuesday he told us he had decided to take them to the pawn shop. After considerable questioning we found he meant dog pound.

Who called the picolo player a big,

Conductor W. V. Dempsey told us not to forget his new baby boy. Then he rushed home without giving us another fact.

Last Wednesday evening we picked up our party line phone just in time to hear a man say to his doctor, "My baby swallowed some dynamite caps. Will it hurt if I spank her?"

A Swede entered a blind pig and said to the proprietor, "Please, Mr. Bartender, I want yust a little Old Squirrel."

The bartender said, "I haven't any Old Squirrel, but I have some Old

The Swede answered, "Please, Mr. Bartender, I don't want to fly—yust yump a little."

There's three words left, friends. Three very common words these days. If you have already heeded them you have shown yourself to be a worthy citizen. If not, think it over, boys—OPEN YOUR HEART.

#### Summer Schedules Checked

The schedule department is making a detailed check of service and pas-sengers carried as shown by the records of the past summer. This information will be kept in readiness for reference in compiling schedules for the summer of 1926. Business conditions, school enrollment, and many other factors are included in the techother factors are included in the teem-nique of matching service with serv-ice demands for the best interests of the company and the public. The com-piling of this information indicates the extensive work involved in build-ing schedules ing schedules.

ward and announces his age. This time it's Motorman C. G. Hoffmeister.

Next, please.