

Accidents 3000 Under Last Year

Convention Photo Proves Railway Industry Based on Brains

This picture of men who attended the California Electric Railway Association sessions in Los Angeles, November 12 and 13, was taken on top of the Alexandria hotel after they had climbed with remarkable agility over the

porch of the roof garden. The photograph offers wonderful encouragement to young men who feel that cauliflower ears, or other beauty blemishes stand between them and success.



MARK SET AS GUIDE FOR HOLIDAY SEASON

Proof of the constant improvement in service and cooperation of the trainmen, accidents involving the Los Angeles Railway in the first ten months of 1925 number 3000 less than for the same period last year, R. B. Hill, superintendent of operation, announced at the series of meetings held for trainmen at the divisions during the past week. Speakers at the meetings were Lieutenant H. F. Williams, of the police pick-pocket detail, Captain Jack Finlanson, who has charge of the police instruction department, W. B. Adams, manager of traffic, R. R. Smith, assistant superintendent of operation, R. B. Hill superintendent of operation, C. M. McRoberts, claim agent and H. J. Raznor of the claim department.

Watch Suspects

The importance of getting a good description of pick-pocket suspects for the assistance of the police department was stressed by Lieutenant Williams and Captain Finlanson. The classes of pick-pockets who work street cars were described by Lieutenant Williams, who explained their methods and emphasized the importance of taking note of where such characters board the car, where they get off, and of reporting a theft as soon as possible after its occurrence, with a good description of the suspect.

"Describe the individual," urged Captain Finlanson, "and the police department can go a long way toward finding the guilty man. Learn to observe the detail that distinguishes one man from another of the same general appearance. You men may all be dressed in blue serge, for instance, but you don't all spill soup in the same place."

Police Cooperation Praised

Both representatives of the police department expressed their appreciation of the cooperation of trainmen.

"Owing to the coming rainy season, the Christmas shopping season, and the activities of the well-known Henry Ford," said Mr. Smith, "combining as these three forces do, the factors of slippery rails and foggy windows, cars loaded with both regular riders and the Christmas shoppers with their

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R. B. HILL HONORED BY RAILWAY ASSN.

R. B. Hill, superintendent of operation, who was chairman of the program committee for the recent convention of the California Electric Railway Association, will act as chairman of the superintendents' committee of the organization at the two conventions to be held in 1926. The next meeting of the organization will be in San Francisco during May.

Chairmen for the other three departments of the association for 1926 are: Engineers, Frank Miller, superintendent of motive power and equipment of the Sacramento Short Line; public relations, Ben S. Allen, manager of public relations for the Key System transit Company, Oakland; purchasing agents and storekeepers, C. Fennimore, Pacific Electric Railway.

Three Single-Deck Fageols Delivered

Three down and two to go. This is the score on the delivery of the five Fageol single deck buses as it stands at the Oakland factory. The three buses driven down from the northern city were delivered at the garage well "broken-in" and ready for service after applications of water, polish and lubricating grease.

Meeting Will Teach Policy of Demerits

Following the conference of operating department officials next Tuesday to decide upon methods of administering the Merit and Bonus System for 1926, a meeting of all persons who have authority to assess demerits will be called. The purpose of the meeting will be to explain in some detail the policies involved in the Merit and Bonus System, and establish an understanding on points in which there has been a difference of opinion. It is recognized that an emergency situation may make violation of one of the rules a matter of good judgment, and it is the intention of the transportation department to make sound judgment, rather than technicalities, the basis for the assessment of demerits.

Uniform Dept. Plans For Holiday Service

With the holiday season rapidly approaching, the uniform department has anticipated the usual rush for new clothes, and for repairing, cleaning, and pressing.

Every trainman should present a neat appearance during the holiday season, and we should practice what we preach, and do Christmas shopping early where it affects the uniform department.

ELECTRIC LIGHTS ON TOWER WAGONS

Seven tower wagons of the line department are being wired in the battery shop of the garage so that the red warning lights will be illuminated with electricity from the truck battery. Previously, red lanterns have been put on the towers at night but it is believed that the change will be a considerable improvement.

Alvarado Bus Line To Start Wednesday

Bus service on Alvarado Street from Sunset Boulevard to Twentieth Street will start November 25. Three buses will provide a 15-minute headway on this line. This new line was announced some time ago, but the starting date depended upon delivery of new equipment.

Culverts To Carry Water Under Track

The company is building two cement culverts under Vernon avenue at Santa Fe avenue, to carry storm water from the open ditches on Santa Fe under the track. Santa Fe avenue is being widened five feet along the east and west curbs in that vicinity.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

The Spirit of Your Work

“PUT something into your job if you want to get anything out of it.” This statement was made by one of the speakers at the series of division meetings just concluded. We all have heard that statement before, but it is one that we can well keep before us. The man who does only what he believes he is paid for doing and no more does not impress his superiors with the idea that he is more valuable to the company and worth more money at a more responsible job. There are hundreds of men who can fill your place and do what the company requires in return for the money paid, but if you can do the required work well and if, in addition, you exert yourself and go out of your way to serve the company, your place will be harder to fill.

The car platform is the training school for the higher and more responsible jobs that the company has to offer. It is well known that most of the men who hold those jobs have started in as trainmen. In this training school, as in every educational course that a man may take, what you get out of it depends upon what you put into it. A man may learn much in the course of his daily work, if his mind and his heart are in his job.

Put the best that is in you into your job, and you will get more out of it than is in the little pay envelop.

Company Restaurant Turkey Dinner Cheaper Than 1924

THANKSGIVING turkey dinner, with all of the side lines, will be served at the company restaurant at Division Three for 25 cents less than last year. Harry Tuttle, the popular manager of the eating house, will serve a special

dinner for 75 cents that is a wonderful money's worth. Why not treat the family?

The restaurant is at the entrance to Division Three, 600 West Avenue 28. Line “E” cars stop at the door. Dinner will be served from 11 A.M. to 8 P.M.

1925 Accidents 3000 Under Corresponding Time of 1924

(Continued from Page 1, Col. 4)

numerous packages, and increased automobile traffic, it behooves us to bear constantly in mind the necessity for careful operation under all circumstances.”

Benefit From Accidents

“Accidents are classed as, unpreventable, or those such as where a car cuts close in front of the street car without signal, those which are due to the other fellow's carelessness but which might have been prevented by the motorman; and those which are plainly the fault of the trainman. There are not many accidents that occur which the motorman with foresight could not have avoided. There are men on the records who go one, two, or three months without accidents. When an accident occurs, think it over the next day and nine times out of ten you can see how you could have avoided it if you had been a little more careful.

“I am glad to say that in accidents which have been the fault of trainmen, there has been a reduction in this year's record so far, compared with that of last year. A decrease of 14 percent is shown in those accidents which are the fault of the motormen, and a decrease of 30 percent in those charged to conductors.

Smashes Cost \$400,000

“The cost to the company of accidents involving trainmen has amounted to \$400,000 in a year. This is money that has been expended without a return—purely waste. Do your share to cut down this cost.

“The witness is the keynote. Get the names of those who actually saw the accident, and let the company do the rest.”

Mr. Smith announced that there

would be some changes made in the Merit and Bonus System when the Transportation Department officials meet November 24. “The working of the system has been generally satisfactory,” Mr. Smith said, “except for the system of demerits in regard to safety. While demerits given have been generally fewer than last year, there has been an increase in the number given for speeding and running ahead of time. Changes in the system will be made with a view to eliminating from the service those trainmen who show by ignoring repeated demerit slips for the same cause, that they will not cooperate with the company, in doing their work as the company wants it done.”

W. B. Adams, director of traffic, reiterated the eleventh commandment for trainmen, “You shall not take chances.” “Supervisors,” Mr. Adams said, do not take keen delight in administering demerits. When a man gets a demerit slip, he can be pretty sure he has it coming to him.”

Orchestra Plays Well

The trainmen's orchestra and Hawaiian quartet furnished entertainment at all the meetings, and their new pieces were enthusiastically received.

Mr. McRoberts, general claim agent, commended the satisfactory work that has been done during the past ten months in securing witnesses and the prevention of accidents, and urged a continuance of the good work during the coming holiday traffic and rainy weather. Mr. Raznor, also of the claim department, gave the trainmen a few suggestions on getting witnesses, emphasizing the ever-necessary civility and courtesy, which cost nothing and get much in return.

BULLETINS

Issued November 23, 1925

BULLETIN NO. 192 Notice To Trainmen

On line “U” westbound at 39th Street terminal, cars may disregard the 50-foot rule and pull up to within 35 feet of the east end of crossover, at which point they will wait until the lead car pulls out.

This in order that rear end of cars will not block Hobart Boulevard while laying over at this point.

Markers will be installed between the tracks as soon as possible.

BULLETIN NO. 193 Notice To Trainmen

Westbound on Jefferson Street cars approaching the terminal and stopping to wait for leader to null out will make such stop 45 feet east of the east property line of 8th Avenue.

This in order to avoid interruption to traffic north and south on 8th Avenue.

Markers will be installed between the tracks as soon as possible.

BULLETIN NO. 194 Notice To Conductors

The following passes are reported lost: 34 issued to A. O. Adams, Tax Agent, Huntington Companies.

3225 issued to Mrs. Arubella Adams, wife of J. K. Adams, Motr. Division 2.

3371 issued to Mrs. Gitta B. Knudson, wife of M. Knudson, Motr. Division 5.

6967 issued to A. V. Saylor, Conductor Division 2.

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

P. B. Hill

BUS BULLETINS

BULLETIN NO. 346 November 11, 1925.

Effective November the 16th H. C. Lehnhart is appointed Supervisor, Los Angeles Railway Bus Division. Please be governed accordingly.

BULLETIN NO. 347 November 11, 1925.

Effective November the 14th the turn around at the south end of the NORTH LINCOLN PARK AVENUE LINE will be made as follows:

South on North Lincoln Park Ave., West on North Broadway, North on Alta Street, East on Emma Avenue.

The layover will be made on the west side of North Lincoln Park Avenue, immediately north of North Broadway.

At the west end of the MELROSE AVENUE LINE:

South on Fairfax Avenue, West on Clinton Avenue North on Hayworth Avenue, East on Melrose Avenue.

The layover point will be made on the south side of Melrose Avenue, immediately west of Fairfax Avenue. Stop so the door is opposite the cement walk located at the east end of the parking lawn.

At the west end of the WILSHIRE-FAIRFAX TERMINAL:

North on Fairfax Avenue, West on Orange Street, South on the same alley as heretofore.

Layover on the south side of Wilshire Boulevard, immediately west of Fairfax Avenue, the same point as heretofore.

The west terminal of the WASHINGTON BOULEVARD LINE was made at Genesee Street on the afternoon of November the 10th. The turn around at this new terminal is made on Genesee Street, immediately south of Washington Boulevard. The layover at this terminal will be made on the south side of Washington Street, immediately east of Genesee Street.

J. Van Vranken

Myrtle Dealing 'Em At La Jolla Cafe

Harry Tuttle, manager of the company restaurant at Division Three, has received a letter from Mr. and Mrs. O. J. Bell, better known as Oscar and Myrtle, formerly chef and waitress in the restaurant. Mr. and Mrs. Bell are now welcoming their friends at “Bell's Cafe,” 932 Prospect street, in La Jolla, directly on the route to San Diego.

LINE INSTRUCTOR EXAMINATIONS GIVEN 114

Examination of the 114 men who were tentatively appointed as line instructors under the new promotion system has been conducted during the week by Dan Healy, chief instructor. The examination covered the general rules for motormen and conductors which were compiled and given to the instructors in printed form a month ago. They were given 30 days to study the points that must be drilled into the minds of new men.

About 40 men were called into the instruction department at a time. The examination was conducted orally by Mr. Healy, and time was allowed for discussion of points on which there was a difference of opinion. Mr. Healy said he was highly pleased with the way the line instructors have learned the essential points of their work and predicted that very few would fall down on the examination.

Detail of Rules Given By Healy

BY DAN HEALY
Chief Instructor

There seems to be a misunderstanding among line instructors as to whether they are to O. K. their students and take them to a new line without an O. K. from a traveling instructor.

Please be advised that it is up to you to take a student on the next line if you are positive he is competent on the line you are leaving, after which if the student fails to pass the examination given by the traveling instructor, student will have to return to the line in question.

Also please give the division notice of an intended change as soon as possible and no later than 3:00 P.M. on the day preceding such change.

Line instructor must work instruction runs except the first day you receive student, when you may keep him on your regular run for the rest of the day, changing to an instruction run the next day on the same line.

In the event of getting a student conductor on line “E” the first day, be governed by the following: If he is a re-employed man, experienced, or unusually bright, you may be able to put him through on this line. If not, notify division and change to another line.

Don't let sentiment get the better of good judgment, and turn in a student too soon. Many of them do not realize the responsibilities. See that students work the full time in the runs. In the event of a student missing out for a half or full day, do not let him resume until he has seen me and I will give him a note to you, if he is to resume. If a student misses out a half day you are safe in assuming that he will not return and you may go back on your own run after proper notification of division.

If student can give me a good excuse for such absence, I will give him a note to you and he will get you on whatever run you are on. You will change the next day, and go through from where he left off.

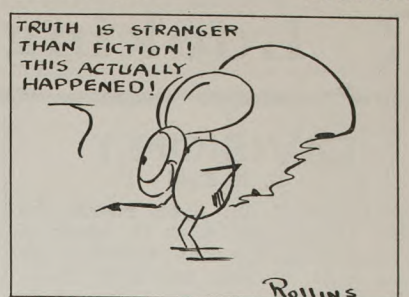
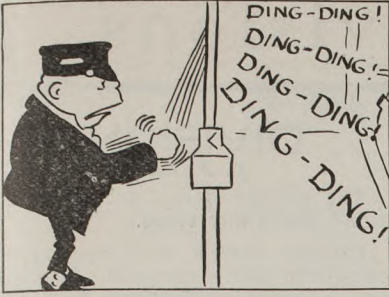
Inglewood Night Bus Schedule Improved

Additional service on the Inglewood and Fairview Heights bus line between 7:45 and 11:00 P.M. will be provided at an early date, on account of the increasing patronage of this line. The new schedule now being made will provide a 20-minute service during those hours instead of the present 30-minute headway between buses. The date on which this service will be made available will be announced later.

Conductor Ding and Motorman Ding Ding

Never Interrupt a Good Fight

Rollins



Bouquets And Things (Hand Picked)

For Condr. J. R. Sproule, Div. No. 1
Los Angeles Railway,
Gentlemen:
I would like to say that Conductor 156 on the "R" line treats every passenger with courtesy, and is one that others could learn a whole lot from in dealing with the public.

Yours very truly,
M. A. CELLAR,
691 East 40th St.

For Motor. S. M. Davison, Div. No. 3
Los Angeles Railway,
Gentlemen:
I wish to commend your motorman 2551 for his strict attention to duty and skill in handling his car on the "E" line, on the afternoon of Sept. 21, at about 4 P. M. for by doing the above he avoided what otherwise would have been two serious automobile-street car accidents.

In either case had they occurred, it would have been the fault of the automobile drivers.

Yours truly,
MRS. FRANCES J. G. O'MELVENY,
1873 Middleton Place.

For Condr. C. E. McClain, Div. No. 2
Los Angeles Railway,
Gentlemen:
This morning I boarded a "V" car at 10th and Vermont and discovered that I did not have my pocketbook with me. Your conductor C. E. McClain, 408 gave me a bus ticket and told me I could mail the 10 cents in to you, so I am sending same. I wish you would express to him my appreciation.

MILLIAN E. SWARTZ,
1022 West 66th St.

For Motor. A. Vejar, Div. No. 4
Los Angeles Railway,
Gentlemen:
I wish to bring before your notice a little incident that came under my notice this evening on my way home from work on the street car.

I came out on the "F" car to 4th and Euclid, transferred to the Euclid line on car No. 1014, Motorman 816. The motorman started the car, turned the corner and stopped because there was another "F" car coming up behind. It is the first time I have ever seen one of these small, one-man cars, do so and I feel that an operator who thinks so much of the convenience of street car riders should be given credit for his thoughtfulness.

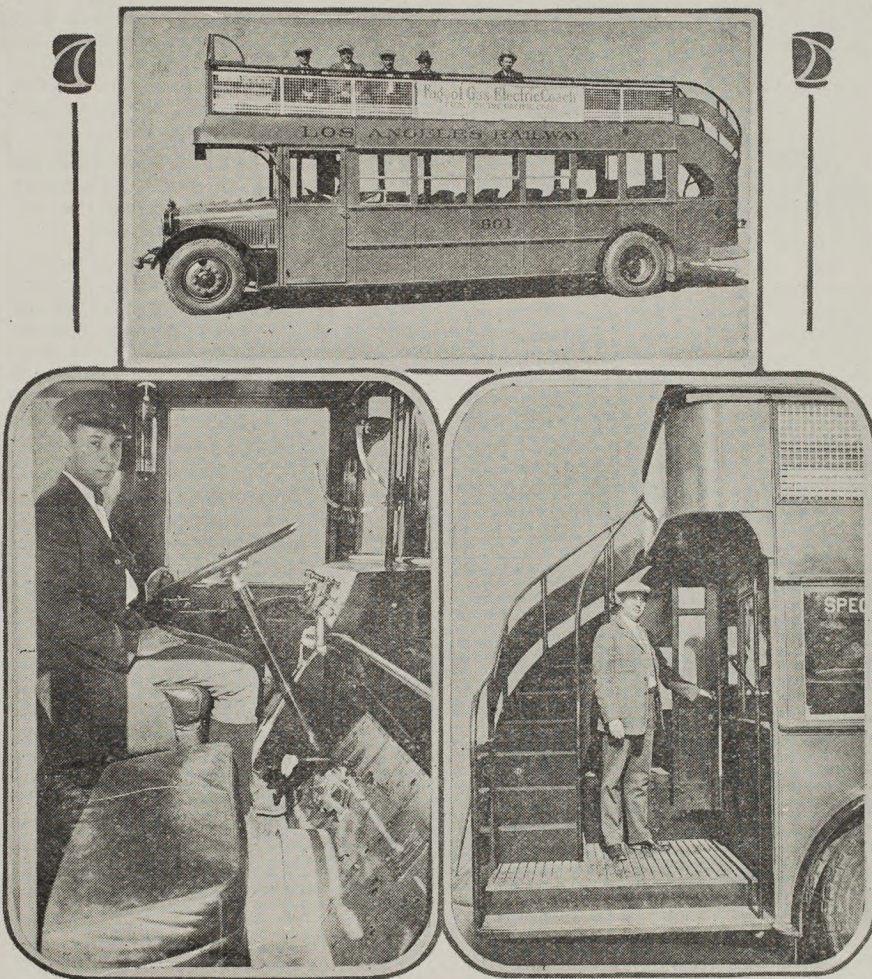
Very Sincerely,
ALFRED A. CRAGO,
465 Mc Donnell St.

Los Angeles Railway,
Gentlemen:
It has been some time since I have written to your office in regard to your conductors. I have intended to do so but just neglected it. However I have watched a number of them and have ridden with them many times. The ones whose numbers I am going to give, I have always found to be a very good bunch of fellows. Always seem to be good natured and courteous to all passengers. Have seen a number of them when they might have gotten into an argument, but always kept their head and laughed it off and in that way seemed to keep everyone good natured.

The following numbers are of conductors who deserve great praise for the way they handle the people:
2970—H. J. Shields, Div. 5; 1332—Condr. O. E. Splitley, Div. 5; 1834—Condr. G. E. White, Div. 3; 2134—Condr. W. I. McDougall, Div. 5; 1368—Condr. J. H. Garrett, Div. 5; 3176—Condr. J. E. Bohler, Div. 3; 2160—Condr. J. C. Kitchell, Div. 2; 614—Condr. T. J. Huyler, Div. 3; 200—Condr. W. H. Coffman, Div. 3; 1252—H. Cox, Div. 3; 2826—F. J. Bevis, Div. 3.

Very truly yours,
W. E. MILLS,
442 South Spring St.

Gasoline-Electric Bus Prepared For Service



PIONEER OF A NEW TRANSPORTATION TRIBE:—Above is a full view of the gasoline-electric bus and the lower pictures show the wide rear platform and the driver's position.

THE first gasoline-electric bus on the Pacific Coast, which is owned by the Los Angeles Railway, has been put through a number of tests at the Sixteenth Street garage, preliminary to operation on the Wilshire Boulevard line. The new bus is attracting a great deal of interest. The external appearance is exactly the same as the gasoline-driven double-deckers made by the Fageol company. The electrical equipment has been manufactured by the General Electric company. The six-cylinder gasoline engine operates a generator which supplies current to two motors, one on each of the rear wheels. No gears have to be shifted. The speed is gradually increased as the driver accelerates the motor.

A controller, somewhat similar to that on a street car, is located at the left of the driver. For ordinary running on level streets, the controller does not have to be moved, but the position is shifted if the bus has to climb a grade, or pull an especially heavy load. Set in another position, the motors act as a brake which in an emergency can supplement the work of the air foot brake, or the hand emergency brake. There being no transmission and gear shifting lever at the right of the driver, space is provided for an additional seat.

The rear platform of the new bus is wider than that of former models, to minimize delay when passengers board and alight.

3550 GIVE TO CHEST

On the closing day of the Community Chest drive, divisions Four and Five, were over the 100 percent mark and indications were that the company would meet its quota.

Last Thursday, 3550 out of 4414 employees had subscribed to the Community Chest, making pledges totalling \$6905.73, of which \$4555.13 was paid in cash.

More Trains for Line "S"

Owing to increased patronage on Line "S", two additional trailers will be placed in service for the Saturday morning rush period, beginning November 21.

Customer—"You're sure one bottle will cure a cold?"
Assistant—"It must do, sir—nobody's ever come back for a second."

On The Back End (Contributed)

A lady with a toy poodle boarded Conductor Cooper's "P" car last Tuesday and asked him to tell her when they reached Serrano Street. Twenty minutes later as the car came to a stop he tapped her and said, "This is Serrano, madam."

"Oh thank you," she replied and holding the dog up to the window, said, "Bootsey, this is the street your daddy lives on."

Ask Frank Adams about that Jewish beer—Hebrew.

Didya ever notice how much quicker a man will get up and give his seat in the street car to a lady that has on short tight skirts.

No one was killed or injured around Division One Friday the 13th, in fact the day passed with an unusually light number of accidents. Conductor W. E. Marsh recognized the day by donating \$13.13 to the Community Chest, the largest individual donation received at the division. Supervisor W. P. Perry, who wears badge No. 13, got through the day without getting any bones broken, and to celebrate the occasion, turned in exactly 13 reports that night.

Shopman: "'Tis bitter cold without."
Clerk: "Without what?"
Shopman: "Without breeches, some one locked my locker while I was washing up."

"Come, Bridget, how much longer are you going to be filling that pepper-box?"
"Sure ma'am, and it's meself can't say how long it'll be taking me to get all this stuff in the thing through the little holes in the top."

IMPORTANT TRACK WORK IS RENEWED

The track crossing at Forty-eighth street and Vermont avenue and the curves at Avenue 28 and Idell, both of which are important points of the system, are being renewed. The Vermont avenue track is subject to heavy pounding from trucks and other motor vehicles due to the flow of traffic on that street. The curve at Avenue 28 and Idell street is just outside the Division Three carhouse and is on the "E" line.

The curves on Cypress avenue north and south of Alice street on Eagle Rock line are being renewed with new materials throughout.

"After the wreck, when your husband was drowning, did all his past sins come up before him?"
"Good heavens, no! He wasn't in the water all that time!"

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

Motorman T. W. Ryan passed the cigars around this week in honor of an eight-pound boy that arrived at the Ryan home. Tommy was quite elated over the event and took a day off in which to celebrate. Congratulations.

If any of you fellows are old time coal heavers, or have ever been in the Navy as a second class fireman, you might make a good motorman on the cars of Indianapolis, for there, so I have been informed, all the cars are equipped with a stove located near the motorman's seat. When the motorman is not busily engaged in dodging autos, he is shoveling coal into the stove. It is his duty to see that the fire is kept hot so that the passengers will not get their ears frost bitten when riding to and from work. These small cars with their smoke stacks sticking out the top would not compare very favorably with the multiple unit type cars that are operated by this Company.

Passenger: "Say Conductor, which end of this car can I get off on?"

Conductor: "Either one, they both stop."

Clerk R. A. James is taking the second half of his vacation this week. He is going on another hunting trip to Salton Sea along with Lee Yeary, mechanic. They are confident that this time they will bag the limit of ducks, but however promising the prospects, they could not persuade Switchman Houts to accompany them. Houts says that he doesn't like the taste of ducks, anyway.

Motorman R. J. Orphan drove by to show us his new Chrysler Coach, which he purchased this week. The office force all gave it the once-over, and when Orphan left he was doubtful if his car really was as good as a Studebaker, Buick or Chevrolet.

Announcing the arrival of a new member in the household of Conductor E. R. Terrill, an eight and one-half pound baby boy, born on Sunday the 15th. Papa Terrill is wearing a broad smile and is passing around the cigars in great style.

Motorman Hokes claims to be a mechanic, electrician and what not, and says that besides winding up a controller can also wind up an alarm clock. Was seen recently installing a fuse in the pool room across the street, on the promise that for his trouble Dan would let him shine the next pair of shoes so he could also get some practice in this art.

Division Sheiks please take note that conductor Impusene has slipped one over on you by being the first one to get a Charleston hair-cut. It cannot be described, but must be seen to be appreciated. Executed in the tonsorial parlor of Mack the Barber.

Stand by and listen in, while I whisper something in your sunburnt ears that you have never heard before, "Get witnesses!"

DIVISION 2

H. T. Hansen

Conductor W. W. Nally had a surprise for us the other day when he came into the office and proclaimed himself the proud father of a baby boy—the rest of his family of six children are girls. Mother and baby are doing nicely. Congratulations are extended at this time.

Three big meetings took place Wednesday evening at our Division. The subjects under discussion were:—

How can we get more witnesses, and How can we lessen the number of accidents?

Two members of the Police Depart-

Who's Who



UP from the ranks of truck drivers has come A. A. Erskine, supervisor of the Los Angeles Railway bus division. He was born in Superior, Wisconsin, but he can't be blamed for that as he started west and landed in Los Angeles eventually. In September 1922 he started to work as a conductor at Division One but transferred to the bus division in June of the following year. Last December he was made a bus supervisor and is discharging his duties creditably.

ment spoke with a view to obtaining closer co-operation between the trainmen and policemen.

Let us think this over and try to make a better showing than in the past.

WHO WAS SHOT AND

WHO WAS NOT?

A duel was lately fought by Alexander Shott and John S. Nott. Nott was shot and Shott was not. In this case it was better to be Shott than Nott.

There was a rumor that Nott was not shot, but Shott avows that he was not, which proves either that the shot, Shott shot at Nott was not shot, or that Nott was shot notwithstanding.

It may be made to appear on trial that that shot, Shott shot, shot Nott, or, as accidents with firearms are frequent, it may be possible that the shot Shott shot, shot Shott himself when the whole affair would resolve itself into its original element, and Shott would be shot and Nott would be not.

Some folks think, however, that the shot Shott shot, shot not Shott, but Nott.

Can you tell who shot? Nott or Shott.

SHOPS

Jack Bailey

Which would you rather be, a fellow who owes Hartley Nutter fifteen cents or a poor dumb pigeon that happens to alight around the Shops? Anyhow, Pete Nightingale (a bird in the machine shop), has been knocking the little birds for a roll off of the shop's roofs. If Pete is saving he will not have to indulge in buying a Turkey this Thanksgiving.

"We are in a pickle," said a man in a crowded street car.

"Regular jam," murmured another. "Heaven preserve us," exclaimed a lady.

"All out for lunch," cried the conductor as he came to the end of his run.

Janitor Robert Conley stopped at the office the other morning with a copy of *Two Bells* in his hand and demand-

DIVISION 3

Dan Hanley

BRING ON THE RUSH!

LAST THURSDAY WAS COURTESY DAY on all cars of the Los Angeles Railway and it proved a huge success, "Thank you, sir," and "No, madam," were thrown around with reckless abandon. Motormen advised all truck drivers and autoists to use the car tracks, it being so much smoother, and to take their time. Also jay-walkers were given a broad smile and a wave of the hand as they dashed in front of cars. All B O transfers and plugged or wooden money was accepted by the conductors, and with kind words, the donors were told how to avoid making such mistakes in the future. Some conductors received tips on the Brooklyn Avenue line. The day was only marred by some passengers fainting. No deaths!

THIS IS A LITTLE CONFUSING but I guess it's all right. Company announces that it may move the stationery room three doors east.

THE YEAR, 1946, The Place, Doyle's Vernon Arena, Kid Kelly vs. Battling Burke, for the featherweight championship of the world, twenty rounds. We will now introduce Kid Kelly, who arrived in Los Angeles on the Stork Limited, weight 9½ pounds, and Conductor Gasparro says he resembles his Pa, no hair on his head. Perhaps we will smoke?

For your information, when you set your watches remember that our clock, when the hands point to quarter past eight, will strike nine, and the correct time is ten-thirty, so set your watches accordingly.

Just a suggestion for a kind of a surprise. Why not bring the wife and kiddies down to the company's restaurant for dinner Thanksgiving? After cooking about 364 days in the year you men little realize what a treat that means to the Missus. She will sure enjoy it, and just take a look at the menu. Mr. Tuttle is going to put on a special spread, and that means Some Spread, Turkey 'n everything. So try out this suggestion, and see how appreciative the missus will be.

Famous last words: "Who, me? I'm just an ordinary street car motorman."

SAVE YOUR MONEY AND BUY CHRISTMAS PRESENTS.

ed the meaning of a division's general shake-up. After a satisfactory explanation was given him a serious look crossed his face.

"Lawdy, man, I sure am glad they don't have them things around this here shop. I might come to work some morning and get shook into pushing one of them pencils instead of my trusty broom."

REVENGE IS SWEET

Ted Gray, the Drafting Room sheik, Ran into trouble one day last week. He arose on Sunday with the sun's first ray, Catalina the beautiful was the attraction that day.

"In all the world no trip like this," He felt t'was one that he shouldn't miss.

So he journeyed there, but alas and alack,

He missed the last boat coming back? Monday came and he didn't show up for work,

Of course he wouldn't intentionally shirk.

This I am told in his tale of woe, It could have happened, don't you know.

—By One Who Was Told.

I know a good joke about crude oil in the machine shop, but it is not filled.

DIVISION 4

C. J. Knittle

The printer says from now on he won't make any errors.

Division Four's duck hunters went on a trip north recently. The party was made up of Foreman B. B. Boyd, Jim Saunders, Keefer, "Andy Gump" Weathers, and Cunningham. Mrs Boyd's Paige and Saunder's "Leaping Lena" were selected to bear the sportsmen to a place along the San Joaquin River thirty-five miles above Fresno. On the way up, Saunders had to have a new bearing installed and later a new battery. About twenty-five miles south of Bakersfield the bearing flew out and knocked the engine unconscious. The fivver was sold for ten dollars and the party finished the journey in the Paige. Notwithstanding this, the trip was very successful. The only other bad luck was that Keefer dropped the camera in the river and Cunningham shot a hole in the boat.

We used to think it was twenty-four miles from Los Angeles to San Pedro, but Bill Haddy says it's only one block—on E. First Street.

Sign on back of Ford: "An Accident Going Someplace to Happen."

It was at dinner the other night. Ye Scribe asked, "What kind of pie is that, Buddie?"

"Rhubarb," answered the wife.

"But why did you make such a large one?" enquired the scribe.

"I couldn't get any shorter Rhubarb," was the reply.

Motorman R. W. Harry was donning his coat and cap in a barber shop last Saturday morning when he was handed a card by an officious looking male being. He took it, saw it was a subpoena for a coroner's jury and ordered the recipient to appear immediately at Brown's undertaking parlor. Harry found out that it didn't make any difference if it did make him miss his run. Our advice is, "Don't let a fellow hand you a card unless you know what it is."

SO IS YOUR GRANDMA!

DIVISION 5

F. J. Mason

Have you noticed a bunch of the boys running around with stiff arms and cracked thumbs lately? Since the opening of the bowling alley across the street everybody has gone bowling crazy.

Even old Bill Stoll, who, by the way, used to bowl strikes as fast as the pins were set up, has found out that backaches from bowling and heartaches from what have you, are not in the same class. Bill's right; one's in the back and t'other's in the heart.

Ed. McDonald said he got a turkey the other night, so he's all set for next Thursday.

Talking about turkeys—have you noticed Ed. Link early in the morning?

That last crack is likely to mean my getting bruised up a little but Ed. pulls out at 4:42 A.M. and I'm not getting out at that time in the morning for the sole purpose of getting bruised.

And talking about bruises takes me back to last Monday when I walked in the office with a "shiner" and a new overcoat. The "shiner" had no bearing on the overcoat whatever. I paid for the overcoat.

I could tell you how I got the "shiner" but it would be a whole lot easier to show you. Step right up boys.

We regret to announce the death of the wife of Motorman E. L. Gooden who passed away on Wednesday, November 11. The boys of this division express their heartfelt sympathy to Motorman Gooden in his bereavement.