

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

115 Line Instructors Appointed

Division Four Averages 7.32 Witnesses

TRAINING TO BE STARTED AT ONCE

"WIM" DEALS THEM FULL HANDS

Superintendent L. L. Wimberly of Division Four believes that the best card game is played with witness cards so he deals them fast and often; even if it makes a scene like a blackjack battle.



DIVISION FOUR won a new mark of distinction during September by averaging 7.32 witnesses per accident and being largely instrumental in placing the average for the system at 6.08. The achievement is the result of strenuous and continuous effort on the part of Division Four men. They receive the thanks and congratulations of the company and particular credit is due to Superintendent Wimberly for his leadership. The figures for the five divisions are as follows:

	No. Accidents	No. Witnesses	Average
Division One	302	1635	5.41
Division Two	359	2185	6.09
Division Three	325	1878	5.78
Division Four	241	1765	7.32
Division Five	206	1255	6.09
Total	1433	8718	6.09

In Superintendent Wimberly's own words, the objective of an average of seven witnesses per accident was reached thus:

"About a year ago, *Two Bells* printed the average number of witnesses turned in by the five divisions in the first eight months of 1924. Division Four was lowest with 4.03. That shows where we started from—right at the bottom.

"The men on this division have shown me the finest kind of cooperation. They have had the same ambition that I have had, and, particularly in the last month, have watched the daily bulletins and witness averages. Every day, a bulletin showing the number of accidents of the previous day is posted. The bulletin contains the names of the trainmen in-

involved, the line, number of passengers, number of witnesses and the record of the division to date.

"When I get a report indicating that an insufficient number of witnesses was procured, I ask the trainmen to talk over the matter in my office. Usually I can give them some suggestions to use if they meet a similar situation again. I suggest that trainmen hand out witness cards in a business-like manner and say, 'Please let me have your name.' I advise against saying, or asking 'Did you see it?' because that invites a negative answer. If a passenger hesitates about giving his name. I suggest that a trainman say, 'It will help me if you will give me your name.' We must recognize that there are some passengers who will help a trainman but will

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Starts Thirtieth Year L. A. Ry. Service

Claude Campbell, who has charge of track bonding and the company telephones, started his thirtieth year of service here last Wednesday. Claude began in 1895 as a night foreman of the car house now known as Division Four. In those days the foreman had to keep the cars in good mechanical condition as well as attend to the operating department requirements.

Mr. Campbell has been in street railway service since he was 21 years old. One of his earliest jobs was sub-station construction and wiring in Chicago. He helped to convert the elevated service of that city from steam to electric trains.

The Los Angeles Railway extends hearty congratulations to Mr. Campbell on his long and successful service.

LOADERS QUALIFY FOR FRONT END

In connection with the bulletin posted last week prohibiting conductors from operating cars unless they have been fully qualified as motormen, announcement is made that in the near future all regular traffic men will be qualified as motormen. This will enable the dispatchers to meet any emergencies that arise by having three groups of men, namely the supervisors, instructors, and traffic men, qualified and able to take the front end of the car when necessary.

Heretofore conductors have worked with a motorman for one day as a part of their regular instruction, but it is not to be assumed that this one day of training qualifies a conductor to operate a controller.

All But 19 Given Courtesy Credits

Only 19 men missed the extra credits allowed for a clear courtesy record during August, according to records of the Merit and Bonus System. There were 424 who did not have clear safety records.

Appointment of 115 trainmen as line instructors is announced herewith by Dan Healy, chief instructor.

Within a week the first group of men will be called into the instruction department for intensive training. The motormen will learn the work of conductors and conductors will learn the work of motormen. This does not mean that the line instructors will qualify for work on both ends of a car, but it does mean that the rules will be taught by actual practice. All types of cars except those equipped with magnetic brakes will be studied by the line instructors. The magnetic brake cars are excepted because they are few in number and the hill line on which they are used is a difficult place for instruction.

More Applications Wanted

Although the first 115 appointments have been made, additional applications are wanted and will be received at all times, according to Mr. Healy, as vacancies will arise continually due to promotions, resignations, or the need for more line instructors through an increase in employment.

The names of the first group of 115 line instructors follow:

DIVISION 1

Motormen—M. D. Anschutz, N. Robinson, T. C. Jones, C. N. McMullin, T. W. Spurgeon, S. McDonald, F. H. Barry, J. W. Tuberdycyk, S. H. Brody, O. A. Goetz.

Conductors—E. B. Adams, A. J. W. Durbridge, L. M. Hills, G. W. Hargrove, A. G. Rex, C. W. Springstead, G. J. Thronson, L. E. Adkins, F. J. Canning, D. W. Tinsley.

DIVISION 2

Motormen—J. A. Bell, E. V. Saylor, R. L. Johnson, C. Hogan, H. E. Farmer, J. P. Kennealy, C. E. Kelley, T. C. Strobel, V. E. Scott, W. Huntoon.

Conductors—C. O. Ashton, H. F. Henley, A. A. Shewmaker, W. A. Pilcher, V. W. Gore, F. C. Ham, B. Still, S. G. House, X. Bryan, C. F. Fitzgerald, C. A. Mootz, C. C. Bloom.

DIVISION 3

Motormen—C. H. Wolfe, G. L. Herter, G. V. Hopkins, C. T. Morgan, A. E. Russell, E. E. Fogle, F. L. Leadbetter, G. M. Martin, B. H. Dean, J. D. Brewster, R. Gholson, H. E. Neal, G. M. Nankervis, J. T. Edmiston, W. A. Clark.

Conductors—E. B. Wright, F. E. Sparks, D. W. Beatty, H. A. Redmond, J. B. Keenan, J. J. Olexo, E. M. Cady, W. J. Millican, G. E. White, J. B. Logue, A. Nielson, O. S. Garrison, G. E. Dunphy, N. E. Mackay, E. J. Reilly.

DIVISION 4

Motormen—W. Brotherton, M. B. Boyd, C. Larson, R. A. Kundson, T. L. Roberts, (Continued on Page 3 Col. 4.)

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Troubles of Our Tribe

IT IS SO EASY for any one to criticize street car service that employes in all departments should understand some of the difficulties under which service is given so that they can meet criticism with a correct statement of facts.

A typical illustration of difficulties besetting a street railway was given on West Adams Street last Wednesday. A storm drain is being constructed along the west end of the line. One track has been "killed" in sections and temporary cross-overs have been used. The company was notified on Tuesday that the contractor in charge of part of the work would have to have equipment blocking both tracks at Harcourt Street. A temporary cross-over was placed just east of Harcourt and a car was sent through to shuttle between the terminal of the line and the point of blockade. A special schedule, with all the detail that it involves, was provided for trainmen, and the shuttle and turn-back service started Wednesday morning.

By 8:00 A.M. it became apparent that the contractor was not going to perform the surgical operation on the street for which the instruments had been provided and for which traffic had been given an anaesthetic.

Street car patrons found a shuttle service being given at the end of the line and cars turning back at Harcourt Street for no apparent reason, and naturally the street car company got the blame for the resulting inconvenience. If an effort to return to the normal schedule had been made, every car would have been put off time, every relief would have been missed and the utmost confusion would have resulted.

The traffic department estimates that fully 90 per cent of the delays and blockades that street car riders experience are due to situations beyond the control of the company. Just remember this next time you hear someone criticizing the company for service irregularity.

Division Four Breaks Record

(Continued from Page 1, Col. 2)

not be particularly interested in helping the Los Angeles Railway.

"It has frequently happened that when only ten passengers have been on a car, that the motorman and conductor have procured every name. Motorman C. J. Faryewicz has been one

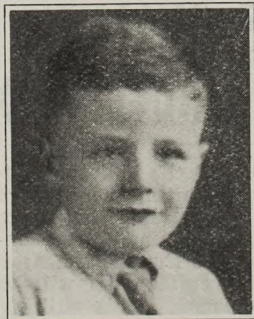
of the outstanding stars in procuring witnesses. He has an efficiency rating of 151 per cent.

"I want to thank the men of Division Four for their excellent work and to urge them to maintain the record that they have established."

Two Winners in Newspaper Contest



George A. Yale, four-year-old son of Geo. Yale, carpenter in Main Shops.



Alphonse Giandsoert, nephew of Conductor Sonnenberg.

THIS week we are able to introduce by photo two kiddies of the Los Angeles Railway family who were winners in their divisions of a baby contest conducted by the Illustrated Daily News. The two bright youngsters shown above, won handsome six-tube radio sets for their households.

A picture of Daniel Robert Healey, son of Dan Healey, chief instructor, was printed in last week's *Two Bells*.

Violinist Breaks String

Conductor H. E. Weaver, of Division One, and one of the violinists of the trainmen's orchestra, suffered a broken leg Sunday, September 27, while on a picnic of a party of Los Angeles Railway men and their families in Soledad Canyon. He was fixing a swing in one of the trees for the children when he fell from a branch.

A man in Spain, age 116 years, has never seen an automobile. That's the reason.

Orchestra Busy

The company orchestra has been kept busy with radio engagements lately and is proving very popular, judging by the number of letters received from listeners. During the week of September 20 the musicians played twice over Station KNX, once over KFI and once over KFPG.

Duffer—"I've been figuring on the expenses of an automobile and I find that the greatest cost is the operation."
Puffer—"Mechanical, or surgical?"

BULLETINS

Issued October 5, 1925

BULLETIN NO. 168
Notice to Conductors

Fireman's Pass Book No. 26735 issued to Fireman G. J. Segura is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 169
Notice to Conductors

Pass No. 3163 issued to Mrs. Carolyn M. Sproule, wife of W. Sproule, conductor Division No. 1, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 170
Notice to Trainmen

Effective Oct. 5th, 1925, a bus will be operated from the end of line "W", starting from Washington & Rimpau and running to Clyde Avenue & Washington St. Service daily. First bus leaves Rimpau at 5:53 A.M.—the last bus leaves at 11:08 P.M.

Returning, the first bus leaves Clyde Avenue at 6:00 A.M. and the last bus at 11:15 P.M.

The headway on this bus varies from 18 minutes during the rush hour to 20 minutes at off peak hours on week days.

On Sundays, the first bus leaves Rimpau at 5:53 A.M., then at 6:23 A.M., and again at 6:50 A.M., after which every 20 minutes until 9:50 A.M., then every 18 minutes until 9:51 P.M., after which buses leave Rimpau at 10:10, 10:28, 10:49 and 11:08 P.M.

The fare is 5c cash—no transfers issued or accepted. No bus tickets sold or accepted.

P. B. Hill

BUS BULLETINS

LOS ANGELES RAILWAY BUS DIVISION

BULLETIN NO. 322 September 21, 1925

On Thursday, October 1, 1925, bus service will be inaugurated on South Main Street between Slauson Ave and 85th Street.

This line will be operated jointly with the San Pedro St. bus line and the joint line will be known as the San Pedro-Main St. line No. 1.

ROUTE—From 60th and San Pedro St. south along San Pedro St. to 85th St., west along 85th St. to Main St., north along Main St. to Slauson Ave. Return reverse of above route.

The turn around at Slauson and Main St. will be made as follows:—West along 59th St., north along Inskip Ave., east along Slauson Ave., (lay over on south side of Slauson at Main St.).

San Pedro St., turn around—West along 60th St., north along Wall St., east along 59th Place, south along San Pedro St., to 61st St., where layover will be made in bus zone on San Pedro Street south of 61st St.

FARE—5c one way fare including transfer to and from connecting Los Angeles Railway street car lines only. Issue bus transfer on 5c fare. Honor Los Angeles Railway 5c transfer. Passengers are allowed to ride from one end of bus line to the other on Los Angeles Railway 5c transfer but no re-transfer will be made to take passenger back to connecting street car line.

10c one way fare to and from Florence Ave., bus line, or connecting Los Angeles Ry. 10c bus lines, or Los Angeles Motor Bus Co. lines.

EXAMPLE—Passenger presents to Bus operator Bus ticket "form SBU 3" with coupon attached at Slauson and Main St., desires to reach Walnut Park via Florence Ave. bus line. Operator on San Pedro-Main St. bus will punch out the words "Main line" on bus coupon, returning contract and coupon to passenger who will present it complete to Florence Avenue Bus operator, he will detach coupon returning contract to passenger on which to complete trip.

FREE—Passengers will be carried free in accordance with Los Angeles Railway Bus Division Bulletin No. 321 effective October 1st, 1925.

Study carefully and retain for future reference.

BULLETIN NO. 325 September 23, 1925
The Lincoln Park School bus was discontinued on the morning of September 23, 1925 account of lack of passengers.

BULLETIN NO. 324 September 25, 1925

Operators of double deck buses must be especially careful and not pull so close to the curb as will make it possible for persons sitting on the top deck of buses, especially Moreland buses, to strike their heads or bodies against electroliners. Those of the old type are dangerous while the new ones are not.

Particular attention should also be given to limbs of trees or any overhead

ORDER PLACED FOR FIVE BUSES

An order for two double deckers and three single deck buses has been placed with the Fageol Motors Company of Oakland by the Los Angeles Railway and delivery is expected this month. This order does not include the gas-electric double-deck bus that is being turned out by the Fageol company and the General Electric Corporation.

The steady increase in bus service in various parts of Los Angeles has necessitated the latest order. When the new double-deckers are delivered, it is intended to serve the Wilshire line with this type of equipment exclusively during the daylight hours.

SPENDS AN HOUR ON SKULL TEST

One hour and seventeen minutes was the amount of time taken to answer the 20 problems of the "skull test" by one applicant for a position as trainman according to J. B. Hayner, superintendent of employment. This applicant was only 15 per cent perfect on the test.

The "skull test" is a mental test recently instituted in the employment department which must be passed by an applicant before his application will be considered. The required average is 80 per cent.

"The 'skull test' is a blessing," Mr. Hayner said in speaking of the success of the test in automatically eliminating the inefficient. "During the month of September there were 51 failures in this test, approximately one-third of the number of applicants. The average grade of these failures was 55 per cent, and the average amount of time taken to complete the test was 24½ minutes. This elimination of those who are mentally incapable of holding this type of job is saving everybody concerned a lot of time and trouble at the start."

Smoke?—It's a Girl

Charles A. Freestone, of the schedule department, announced the arrival September 25 of a baby girl at his home. Mother and baby are fine, and so were the cigars and chocolates passed around by the enthusiastic dad.

construction. Use utmost caution in this regard.

BULLETIN NO. 325 September 25, 1925

Further complaints have reached the office showing that our men congregating on the corner of 8th and Hope Street is objectionable to the proprietor of the drug store because of the men occupying his open show window and doorway and throwing cigars and cigarettes on his sidewalk.

Beginning at once operators and conductors will please discontinue standing around in places above mentioned.

W. B. Steele, No. 77, states that he has a number of permits which he will issue to anyone asking him, entitling them to reading rooms or other privileges of the Y.M.C.A., which is located on Hope Street a short distance north of the corner.

BULLETIN NO. 326 September 28, 1925

Rule No. 5, paragraph F in "Rules and Regulations for Guidance of Employees" prohibits the use of tobacco in any form while inside the bus, in the garage or other buildings except in operator's and conductor's room.

There are some of our operators smoking while standing outside of the bus and collecting fares, tickets and transfers at terminals which is objectionable and will not be permitted.

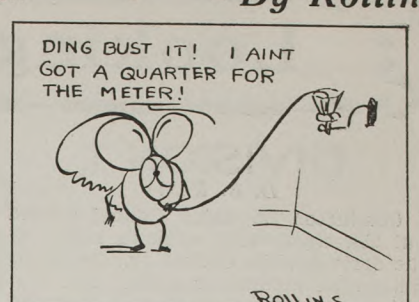
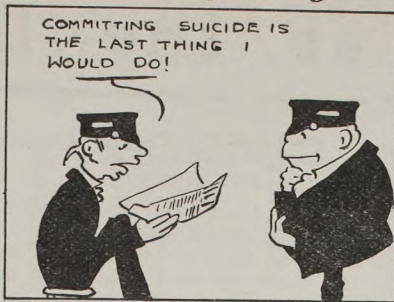
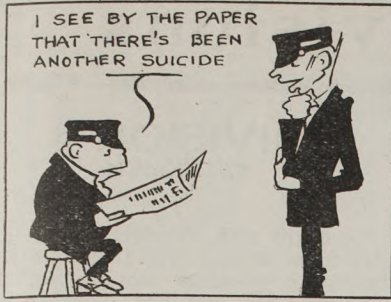
Operators on single deck buses while at terminals should collect the fare when the passengers enter the bus, except in cases where it is absolutely necessary for the operator to leave the bus.

Conductors on double deck buses must not smoke at terminals when assisting passengers to either leave or board the bus.

Conductor Ding and Motorman Ding Ding

The Last Act

By Rollins



Bouquets And Things (Hand Picked)

For Motr. R. O. Farmer, Div. 5
Los Angeles Railway.
Gentlemen:

On Sunday August 30th, 1925 I left a hand bag on an "E" car and it was turned in by motorman R. O. Farmer, No. 2185.

There was no identification on or about the bag, and as it was valuable to me I appreciate getting it back and wish to sincerely thank Mr. Farmer.

Respectfully,
R. E. WILLIAMSON
5728 Victoria Ave.

□ □ □

For Condr. H. Tinnemeyer, Div. 5
Los Angeles Railway.
Gentlemen:

Just a word of commendation for Conductor 1798 on the Moneta Avenue car line. Yesterday I noticed his thoughtfulness and desire to please, and also that he called the streets, which seems quite necessary in a city like Los Angeles.

Very sincerely,
MRS. IDA GILLMORE
522 West 47th Street

□ □ □

For Condr. W. H. Coffman, Div. 3
Los Angeles Railway.
Gentlemen:

In riding the Washington Street car with my mother, an elderly woman, I could not let the matter go unnoticed.

The kindness of the conductor in helping elderly people on and off the cars and giving directions to the best of his ability was greatly appreciated. He directed my mother and I to a place which we would never have found without his kind directions. This is something that should not go unrewarded.

His cap number was 200, which I took special notice

Yours very sincerely,
MR. MULQUEEN
539 Westlake Ave.

□ □ □

For Condr. L. E. Adkins, Div. 1
Los Angeles Railway.
Gentlemen:

Some days ago had occasion to report a conductor for carrying a passenger by a transfer point at Vermont and Jefferson because he did not call the street. While I do not like to complain of anyone unless it seems the best thing to do, there seemed to be no excuse for this man.

This morning conductor No. 760 was on the car and he was so courteous and attentive to all passengers and called every important street and especially all transfer points, that it is with extreme pleasure that I write this so you will know that the majority are what you desire them to be.

Yours truly,
EDITH V. SIMONSEAU
Secretary, The Michigan Land Holding and Finance Corp.

For All of Us

Los Angeles Railway.
Gentlemen:

I had the pleasure of visiting your city the latter part of July and wish to say that I certainly received courteous treatment from your street car men while there.

Yours truly,
TOM D. COLLINS
Dallas, Texas

WE'LL TELL THE COCKEYED COGNOSCENTI!

This is the first of the signs devised by the public relations department for the two-fold purpose of pestering the engineering department, and informing street car riders how much money it takes to keep track level and neat to assure a pleasant street car ride.



Signs Along Track Work To Tell Cost Of Service

PEOPLE don't always know, when they see the street torn up, whether it is being done with malice aforethought or whether it is an act of providence. People read signs, however, and become informed. The first information sign to be used by the Los Angeles Railway on track work has been put up on the scene of the improvement in progress at Sixty-third street and Vermont Avenue, as shown in the above photograph. The mission of the sign is to tell the public the purpose of the work and the

value of it, as well as the cost. The sign was made at the shops and painted there; built of metal, guaranteed indestructible and useless as firewood. The tracks will be lowered to practically the same level as the street grade, after being moved west to the center of the right-of-way strip. Around the outside, four-inch curbs will be constructed, and cement landing platforms will be built. This work will cost \$20,900, and is one of the biggest jobs of the track department this year.

NO AUTOMATIC DISMISSALS RECORDED DURING MONTH

NO automatic dismissals were made during August of men whose records fell below 75 per cent efficiency, according to the report of R. A. Pierson, supervisor of the Merit and Bonus System. In July there were three automatic dismissals.

The besetting sin of trainmen, judging from the number of demerit slips issued for this cause, continues to be missing out at the divisions and missing relief. The total of 239 demerits for this cause during August is only approached by the number issued for running ahead of time, which was 197, a slight increase over July.

Conductors giving the bell too soon was the cause of 143 demerits, a decrease of 43 from the total of 186 for this cause in July. In June 216 demerits were given for ringing the bell too soon.

For Condr. J. T. Brady, Div. 2
Los Angeles Railway.
Gentlemen:
If just words help any, would like to express my appreciation to Conductor 1446 "V" line—for kind way and dispatch he used in giving first aid when I fainted on his car.
KENNETH KELLOGG
1411 Bond Street

BLARNEY WITH AN OBJECT
"Why is a strong man like you found begging?"
"Ah, madam, it is the only profession in which a gentleman can address a beautiful lady without the formality of an introduction."

On The Back End (Contributed)

What is it has three ends on one end; two ends on the other end and no end on the other end?
Sure—Line "M".

Our Trolleylogical research bureau reports that if all our trolley wires were stretched in a single line over the Pacific Ocean, we'd have a heck of a job moving the cars in L. A.

Applicant for line instructor states in remarks that he has had five years experience breaking in wild mules.

Meet Conductor Green who on being interviewed shifted his Lucky and said: "In regards to whether I like my job or not, I will say I am adhesive to it."

AT THE GARAGE
C. B. Lindsey: "No smoking around here—can't you read?"
Geo. Riggs: "Perfectly, but I'm not really inhaling."

"Well, I'll be dammed!" babbled the L. A. River as the fat lady fell into it.

Here's a candidate for the "Was a Conductor" Club:
The Sheik conductor who always assists the flapper to board his car but never sees the old ladies.

Name First 115 Line Instructors (Continued from Page 1, Col. 4)

- R. W. Harry, G. H. Slatford, E. D. Leichter.
Conductors—F. U. England, A. W. Horton, S. T. Cooper, W. W. Warren, J. Howarth, C. J. King, J. F. Chappus, C. J. Knittle.
Safety Opr.—A. C. Beck, J. H. McClintock, D. J. Daly, L. Edwards, W. L. Greenwood.
DIVISION 5
Motormen—C. G. H. Hoffmeister, A. P. Williams, M. McConnell, E. S. Bradish, J. Coward, R. S. Drew, H. L. Clayton, G. W. Halsey, H. L. Myer, T. A. Golish.
Conductors—J. Carlin, L. T. Staten, F. Clavin, A. H. Panscik, F. A. Keersmaskers, O. C. Haynie, H. J. McDonald, T. V. Maitland, D. L. Gragg, L. W. Gage.

Supervisors To Resume Meetings

The vacation period for supervisors ended October 1, and announcement was made on that date by W. B. Adams, director of traffic, that a series of instruction conferences will be started immediately. Only four or five men will be called in at a time, so that it will not be necessary to arrange a large number of reliefs. The small classes will permit more thorough discussion of the topics for instruction, and will enable the traffic department to keep these supervisors thoroughly informed and highly trained.

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

Conductor Dominick Collosi passed out the cigars this week in honor of the arrival of D. Collosi Jr., weighing some nine pounds or more. Mr. Collosi wears a broad smile and took the day off to celebrate the occasion. This is the first child. Congratulations.

"Cracks in the bells by Conductor M. Sasaolow." "On passing the Vernon Yards a passenger asked Motorman Smith, "Where do all these old poles come from?" From Poland was the prompt answer.

Pat and Mike stopped at the corner of Main and Fifth to watch the cars go by when "F" "O" and "B" cars passed at the same time. Says Mike, be gory, they not only make autos in Detroit but they make street cars too. Says Pat, "how do you know?" "Well F. O. B. means Detroit don't it?"

Conductor L. L. Johnson is taking thirty days off to go to Arizona in his Ford. Motorman P. K. Huffer is taking thirty days off to go to Lancaster on account of his wife's health.

DIVISION 2

H. T. Hansen

Old bird Stork has again made his appearance at Division 2 bringing a baby girl to Cond. A. W. Inloes. Mother and babe are doing fine. Congratulations are extended by all the Division. Cigars are in order, Inloes!

Conductor O. A. Reynolds has been assigned to the transfer bureau, temporarily.

Motorman J. E. Albert and Motorman R. Aldworth have just returned from a 30 day leave of absence spent resting up.

Conductor E. O. Crook is to be married next Sunday. May all your troubles be little ones and here's hoping that each year will be happier than the last. Remember the cigars!

Conductor T. Davidson has just returned from Texas where his brother died after being injured by a horse.

Friend—Steady! "You barely missed running over that man. If he hadn't jumped—

Lady Driver—"Oh, that's all right. It was my husband, and the doctor said he needed exercise."

He—"Well let's talk about something."

She—"No, let's talk about somebody."

What is the difference between a watchmaker and a jailor?

The one sells watches, and the other watches cells.

Mother—"Why did you not scream when Charlie kissed you?"

Daughter—"He threatened me."

Mother—"How?"

Daughter—"He said if I did he'd never kiss me again."

Motorman L. A. Nickles, was married Sept. 27, 1925, to Miss Lena F. Holzappel. Division Two offers congratulations. Nickles, here's wishing you a bunch of small change in the near future.

Question Box

Should a conductor, if on an "E" car on North Broadway, or if on an "F" car at Seventh and Main Streets, accept an "M" stop transfer? In other words, is a stop transfer good on any line, any place, any direction, (provided it is in five cent fare zone)?

Answer—Yes.

Is there any other kind of a transfer besides a green "E" out transfer good on the Eagle Rock City bus?

Answer—No.

Who's Who



MOTORMAN Frank Hart of Division

Three spent 12 years in Hawaii as station agent then as passenger conductor for the Oahu Railway and Land Company, then he decided to come to Los Angeles and is now working out of Division Three holding down a straight night run on Line "L". Having three days of leisure on his hands, for reasons well known to every trainman, Frank had time to have his picture taken. He joined our gang in August 1923.

BUS DIVISION

Elmer Wood

Operator J. A. Born wishes to thank the boys of the Bus Division for their kindness and help during his present disability. Mr. Born was struck by a taxi while on his way home about a month ago. He reports that he hopes to be back soon.

Operator G. L. Rosen is the latest new member of the mustache club. He's a humdinger. Watch for his picture in the coming editions.

Boys, here is something that ought to make you thankful, and sorrowful too. Whatever your troubles may be, somebody else has worse ones. I saw J. W. Emblem just the other day, and talk about hard luck—he sure has had his share. After losing his father, his only son was killed when he pulled a large flower pot over on himself while at play on the front porch of their home. Emblem was formerly an operator, but is now working for the Wilshire Oil Company.

"Get More Witnesses."

The most excitement of last week was the general shake-up, October 1, C. O. Morse reports everything went well, and everybody looks satisfied.

C. V. Coleman, "The girls now-a-days think they know more than their parents."

C. A. Prutee, "They do about some things. Me, for instance."

Roy Butler was off seven days last week, sick with la grippe.

Introducing new man: G. S. Hainer, formerly with the Richfield Oil Co.; L. C. Bird, formerly with the White Star Motor Bus Co., in Detroit; Ray Head, formerly with the Motor Transit Co.; H. A. Curtis, formerly with the Ocean Park Stage Co., in Pasadena; A. C. Lucas, and R. R. Richards. Another Richards!

"That's all, there is no more."

DIVISION 3

Dan Hanley

Conductor Adams and his trick Ford put on a pole climbing stunt the other afternoon in the yard that was good. For the benefit of those who were not on hand to witness same Adams says he will put another one on some afternoon in the near future but he has to wait until they find all the parts and put them together again.

Our family keeps on growing. Meet Kid Styles who arrived September 22, 1925, seven pounds weight and getting heavier every day. Congratulations and pleased to meetya.

Register Clerk Miller told his wife he might not be home for supper the other night and he would ring her up at 5 o'clock from down town and let her know for sure. "When the telephone rings that means I won't be home and don't you answer, so I'll get my nickel back," instructed Miller.

Why not put an escalator at the other end of West Adams line, save shuttling.

Motorman Chapman took a 30 day leave of absence to go hunting. Just before going the cat had kittens and Mrs. Chapman did not want to leave it home so they made a little box in back of the machine and took it along with one kitten—a black cat and here's what happened: They got no deer, were snow-bound three days, nearly freezing to death, had 11 punctures and outside of breaking a rear axle everything was O. K. Some people are not superstitious, but have a little talk with Chapman.

Just to start an argument, I'll say Pittsburg for the World's series.

SHOPS

Jack Bailey

Our genial master mechanic, E. L. Stephens, is again at his desk after a few weeks vacation, wearing a smile that won't rub off. He spent his time at the Jubilee Celebration in San Francisco, rode the new yellow cars of the Market Street Railway, and then took an extended auto trip to Portland and the Scenic Columbia River, Crater Lake and Klamath Falls. We may mention that this was his first vacation in three years.

In the performance of our duties as railway employes, the problem of being accurate is one that is continually before us. The success of any undertaking is reflected in those to whom the work is entrusted.

A meeting was held in our shop instruction room and H. E. Jordon gave a few pointers in connection with the necessity of being accurate in writing requisitions and making out time cards. One small error on a requisition or time card gives the auditing department much trouble and causes delay as well as cost. Let's all take part in this and each man do his part to better his department.

Mr. Buswell says these flappers are just like our California bungalows:

Shingled in the back, painted in front and no room in their attics.

It seems that a certain lady who has charge of a small cash-and-carry store in the vicinity of our shops, and one who has won the smiles of several of our elderly boys, announced her departure to other parts. It is said that one Frank Dyer having a W. L. Williams' proxy to bid farewell to said fair lady, actually delivered the goods before a group of fellow workmen. To anyone else wishing to have an osculating message fully delivered, we can highly recommend Frank Dyer.

Al. Gollmer of the Winding Room returns after a week spent in the high Sierras. He reports some wonderful

DIVISION 4

C. J. Knittle

Hello!

To begin with, Conductor J. H. Frazier spent several fretful minutes last Thursday evening looking for his changer. He just had it a moment before. None of the boys—Goldsmith, Dyson, Smith nor Driggs had seen it laying around, probably because it still was hanging gracefully over his manly stomach.

Conductor C. B. Southwick, on leave, postcards from Pemberton, N. J. that he is enjoying his vacation immensely.

Mentioning no names, one of our conductors is radically honest. A few days ago he hopped off his car to flag a crossing and found a dime. When he got back on, he dropped it in the box.

On the other hand, we know a Los Angeles youth who sneaks by the fare-box every chance he gets because his father was killed by a street car in Chicago.

"Daddy," says Motorman Seibert's little boy, "how many men work in the division office?"

"Nearly all of them," answered Papa Seibert.

One of our new motormen climbed on top of his car the other night and oiled the trolley base because one of the light circuits had gone out.

Where do the joke writers get their material? Do they sit down and wait for inspiration?

No. George Ade, Ring Lardner, Irvin Cobb and other nationally famous writers of humor find the nuclei of their stories in actual life.

This column welcomes gladly the account of rare and humorous experiences on your car. Let's have them, men.

DIVISION 5

F. J. Mason

Henry Mast's version of the wrestling match last Monday. "Gee, but it's great to sit down, smoke a cigar and watch two other guys do all the work."

Conductor G. W. Allenby can't stand prosperity. Last payday, just after cashing his check, he reported in the p.m. for his run one hour ahead of time and it took four other watches besides the division clock to convince him of this fact. When he finally woke up he said, "Well that's one way of staying off the rock pile."

We all miss the smile and ready humor of Eddie our jolly janitor who has been off sick since September 3 and wish him a speedy recovery.

Conductor J. E. Laws says he has been married twenty-two years. I'm sorry J. E. No—not because you've been married that long, but for getting you mixed up with Conductor M. G. Law in last week's issue.

"Gee, I feel good this morning," said Ed. Link, "and I wish I was a little bird flitting from tree to tree."

"Tex" Hiller said: "I feel good this morning too, and I wish I had a shotgun."

Famous Last Words: "I DO."

fish stories, but says the hunting was slow on account of so much snow which made traveling too heavy.

Al must have started something. I just got a report of five other boys spending Saturday afternoon and Sunday "away out on the desert" trying to entice a few innocent jack rabbits for a little gun practice. Somehow several shots rang out and seven "Jacks" bit the dust. Those who returned home sober were: Jerry Dene-mark, Sid Ormston, Paul Anstedt, Dave Anstedt and W. A. Smith.